



## TRANSPORTATION COMMITTEE

### AGENDA - FINAL

Friday, February 27, 2026

9:30 AM

**Cook County Conference Room**  
**433 West Van Buren Street, Suite 450**  
**Chicago, IL 60607**

Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until February 26, 2026 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

You can also join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/84389866389?pwd=4JDSuktSTdQ4ifjClZt01EzpNa1I1S.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 843 8986 6389      Passcode: 699709

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.

The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.

To review CMAP's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.

If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email ([info@cmap.illinois.gov](mailto:info@cmap.illinois.gov)) or phone (312-454-0400).

**1.0 Call to order and introductions****2.0 Agenda changes and announcements****3.0 Approval of minutes****3.01 Minutes from December 19, 2025** [26-012](#)

PURPOSE & ACTION: Review and approval of the meeting minutes.

ACTION REQUESTED: Approval

**Attachments:** [TC Meeting Minutes 12-19-2025 - draft](#)

**4.0 CMAP updates****5.0 Items for approval****5.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications** [26-043](#)

PURPOSE & ACTION: TIP Amendment 26-04 was published to the eTIP website on February 20, 2026 for committee review and public comment. A memo summarizing formal TIP amendment 26-04 and administrative amendments 26-04.1 and 26-04.2 is included in the meeting materials. Staff requests approval of TIP amendment 26-04.

ACTION REQUESTED: Approval

**Attachments:** [TC Memo \(TIP Amend26-04\) 02-27-2026](#)

**6.0 Information items****6.01 Regional Transportation Plan (RTP) update** [26-038](#)

PURPOSE & ACTION: CMAP staff will provide an update on the development of the RTP, with a focus on proposed strategies and priority investments.

ACTION REQUESTED: Information

**Attachments:** [TC Memo \(RTP Update\) 02-27-2026](#)  
[RTP draft objectives and strategies](#)  
[TC Memo \(RTP priority investments\) 02-27-2026](#)  
[RCP constraint list 02-2026](#)

**6.02 Comprehensive Climate Action Plan (CAP) update** [26-039](#)

PURPOSE & ACTION: CMAP staff will provide an overview of the soon-to-be released CAP, with a focus on key transportation strategies central to reducing the Greater Chicago region's transportation sector emissions.

ACTION REQUESTED: Information

**Attachments:** [TC Memo \(Update on the CCAP\) 2-27-2026](#)

**6.03 Blue-Ribbon Commission on Transportation Infrastructure and Funding: an overview of recommendations** [26-037](#)

PURPOSE & ACTION: Staff from the Illinois Department of Transportation will share an overview of the recommendations included in the Blue-Ribbon Commission's final report.

ACTION REQUESTED: Information

**Attachments:** [TC \(BRC Memo\) 02-27-2026](#)

**6.04 Legislative update** [26-048](#)

PURPOSE & ACTION: An update on recent federal and state legislative activity by the CMAP intergovernmental affairs team.

ACTION REQUESTED: Information

**Attachments:** [TC \(Legislative Update Memo\) 02-27-2026](#)

**7.0 Other Business****8.0 Public Comment**

This is an opportunity for comments from members of the audience.

**9.0 Next Meeting**

The next meeting is scheduled for April 24, 2026.

**10.0 Adjournment**

## TRANSPORTATION COMMITTEE

### MEETING MINUTES - DRAFT

Friday, December 19, 2025

9:30 AM

**Cook County Conference Room**  
433 West Van Buren Street, Suite 450  
Chicago, IL 60607

Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until December 18, 2025 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

You can also join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/86843821442?pwd=cl4cBZ0VC20BEbrTfjH3LZuulaYhBm.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 835 7801 4580      Passcode: 198857

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.

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## 1.0 Call to order and introductions

Chair Kevin Carrier called the meeting to order at 9:31 a.m.

**Present:** Advocacy (ATA) Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

**Absent:** Academic Research Representative 1, Academic Research Representative 2, Kendall Co Representative and SEWRPC Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

Noting a physical quorum of the Committee, Chair Carrier reported that requests were received from Advocacy (ATA) Representative Amy Rynell and DuPage Co Representative John Loper to participate in this meeting remotely in compliance with the Open Meetings Act. A vote is required.

*A motion was made by Cook Co Representative, seconded by CMAP Representative, that the agenda item be approved. The motion carried by the following vote:*

**Aye:** CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

**Absent:** Academic Research Representative 1, Academic Research Representative 2, Kendall Co Representative and SEWRPC Representative

**Non-Voting:** FHWA Representative

**Not Present:** Advocacy (ATA) Representative and DuPage Co Representative

**Absent (NV):** FTA Representative

Kevin Carrier served as Lake Co Representative, Amy Rynell served as Advocacy (ATA) Representative, Mary Nicol served as CDOT Representative, Aimee Lee served as CMAP Representative, Leon Rockingham served as CoM Representative, Tara Orbon served as Cook Co Representative, Cara Bader served as CTA Representative, John Loper served as DuPage Co Representative, Steve Schilke served as IDOT D1 Representative, Chuck Abraham served as IDOT OIPI Representative, Megan Swanson served as IDOT OP&P Representative, Jack Cruikshank served as IEPA Representative, Heidi Files served as Kane Co Representative, Drew Duffin served as McHenry Co Representative, Lynnette Ciavarella served as Metra Representative, Audrey Wennink served as Advocacy (MPC) Representative, Tom Vander Woude served as NIRPC Representative, Erik Llewellyn served as Pace Representative, Kyle Whitehead served as RTA Representative, Henry Guerriero served as Tollway Representative, Christina Kupkowski served as Will Co Representative and Jon Paul Diipla served as FHWA Representative

**Staff present:** Jesse Altman, Bill Barnes, Victoria Barrett, Lindsay Bayley, Alex Beata, Marielle Brown,

John Carpenter, Karly Cazzato, Kaitlin Cernak, Teri Dixon, Phoebe Downey, Alyson Dressman, Doug Ferguson, Elizabeth Ginsberg, Jane Grover, Jon Haadsma, Danielle Hamer, Noah Harris, Kasia Hart, Craig Heither, Hayden Horton, Jaemi Jackson, Martin Menninger, Nikolas Merten, Jennifer Miller, Richard Norwood, Russell Pietrowiak, Julie Reschke, Elizabeth Scott, Clarke Shupe-Diggs, Sarah Stolpe, Ryan Thompto and Blanca Vela-Schneider

**Others present:** Garland Armstrong, Michael Booth, Eric Czarnota, Rithvika Daren, Jackie Forbes, Don Forbush, Mike Fricano, Brandon Geber, Scott Hennings, Jennifer Henry, Katie Herdus, Chris Hiebert, John Paul Jones, Gretchen Klock, David Kovarik, David Kralik, Brian Larson, Heidi Lichtenberger, Brittany Matyas, Daniel Maziarz, Laura McFadden, Leah Mooney, Lee Overholser, Ben Redding, Lena G. Reynolds, Leslie Rauer, Karyn Robles, Lily Swanson, Joe Surdam and Michael Vanderhoof

## 2.0 Agenda changes and announcements

There were no changes to the agenda.

## 3.0 Approval of minutes

### 3.01 Minutes from November 21, 2025

[25-382](#)

**Attachments:** [TC 11.21.25 minutes - draft](#)

*A motion was made by CoM Representative Leon Rockingham, seconded by CMAP Representative Aimee Lee, to approve the November 21, 2025 meeting minutes. The motion carried by the following vote:*

**Aye:** Advocacy (ATA) Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

**Absent:** Academic Research Representative 1, Academic Research Representative 2, Kendall Co Representative and SEWRPC Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

## 4.0 CMAP updates

Aimee Lee, Deputy of Transportation and CMAP Representative, thanked Kevin Carrier for his leadership as the Transportation Committee chair. As is the committee's practice, leadership of the Transportation Committee rotates biannually. Kevin Carrier will continue to serve on the committee. In 2026, Cook Co Representative Tara Orbon will serve as the chair and DuPage Co Representative Scott Hennings will serve as vice-chair.

As part of the county safety action plans, CMAP, in partnership with the DuPage County Division of Transportation, released a recorded webinar with the focus of funding traffic safety improvements for communities across the region with a safety action plan. CMAP is also holding office hours today to answer follow-up questions from local partners.

Lee's report included the signing of Senate Bill (SB)2111 into law which enacts significant transit

funding and governance reform, CMAP's sharing of project-related public input meetings and hearings on its website, and that CMAP's next meeting is scheduled for Friday, February 27.

*A CMAP update was provided.*

## 5.0 Items for approval

### 5.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications

[25-383](#)

**Attachments:** [TC\(Memo\)TIP Amend26-02](#)  
[26-02 Formal Amendment Report](#)  
[26-02.1 and 26-02.2 Administrative Amendment Report](#)

Russell Pietrowiak, Program Lead, presented the FFY 2023-2028 Transportation Improvement Program formal TIP amendment 26-02 and administrative amendments 26-02.1 and 26-02.2. There are 55 formal amendments for the committee's consideration. Additionally, 129 administrative amendments were submitted, reviewed, and accepted by staff.

Formal amendments resulted in an increase of \$249.2 million in total project costs for all prior, current, and future years. Highlights include 61 TIP changes from Metra, a \$20 million grant for Safe Streets for All work on the North Avenue project for CDOT, and a new project in Grundy County, District 3, for IDOT phase 1 work to determine what work is needed in a corridor where a CN Logistics Center is being developed. Administrative amendments resulted in a reduction of costs by \$92.6 million for all prior, current, and future years. The net change from all formal and administrative amendments resulted in \$156.6 million being added to the TIP in all current, prior, and future years. The TIP remains fiscally constrained and staff requests approval of formal TIP amendment 26-02.

Discussion ensued regarding three IDOT projects.

*A motion was made by Kane Co Representative Heidi Files, seconded by McHenry Co Representative Drew Duffin, to approve formal amendment 26-02 in the FFY 2023-2028 Transportation Improvement Program. The motion carried by the following vote:*

**Aye:** Advocacy (ATA) Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

**Absent:** Academic Research Representative 1, Academic Research Representative 2, Kendall Co Representative and SEWRPC Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

### 5.02 ON TO 2050/2023-2028 TIP Conformity Analysis and TIP Amendment

[25-375](#)

**Attachments:** [Memo - TIP Conformity Memo 26-03](#)

Russell Pietrowiak, Program Lead, presented the FFY 2023-2028 Transportation Improvement Program Conformity Analysis and TIP amendment 26-03. The CMAP area is a non-attainment area for

ozone and CMAP is required to demonstrate that projects in the TIP conform to the motor vehicle emissions budget for our area through a regional emissions analysis. Two new projects along with eight previously approved projects were included in the emissions analysis for this amendment.

*A motion was made by Kane Co Representative Heidi Files, seconded by Will Co Representative Christina Kupkowski, to approve and refer the ON TO 2050/2023-2028 TIP Conformity Analysis and TIP amendment 26-03 to the MPO Policy Committee. The motion carried by the following vote:*

**Aye:** Advocacy (ATA) Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

**Absent:** Academic Research Representative 1, Academic Research Representative 2, Kendall Co Representative and SEWRPC Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

### 5.03 Draft FY 2027 Unified Work Program (UWP)

[25-376](#)

**Attachments:** [TC\(Memo\) Draft FY 2027 UWP](#)  
[Draft FY2027 Unified Work Program \(TC\)](#)

Hayden Horton, Analyst, presented the FY 2027 Unified Work Program (UWP) budget. The UWP is a requirement for documenting the work plan and budget for the transportation planning activities that are the responsibility of the MPO. The work outlined in the UWP is completed by CMAP and its regional partners through two programs. The core program consists of activities and tasks that meet federal requirements. The competitive program is a five-year program that is developed biannually and consists of other transportation planning activities that support federal, state, and local priorities for transportation.

These two programs combined total just under \$35 million. CMAP's preliminary share is \$28.3 million and would include personnel, expenses, and allocations to specific categories but it was noted that the budget is still being finalized. The UWP budget will be a part of the comprehensive budget that will be approved by the CMAP Board in February 2026.

CMAP received budget requests for core activities from 15 external agencies resulting in a 5.6% increase over FY 2026. CMAP's share of the budget would increase by 2.8%. CMAP received three eligible applications for its competitive program, and they are recommended for funding.

Horton reviewed next steps for the budget's approval.

*A motion was made by IEPA Representative Jack Cruikshank, seconded by CDOT Representative Mary Nicol, to recommend for approval the Draft FY 2027 Unified Work Program (UWP) to the MPO Policy Committee. The motion carried by the following vote:*

- Aye:** Advocacy (ATA) Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative
- Absent:** Academic Research Representative 1, Academic Research Representative 2, Kendall Co Representative and SEWRPC Representative
- Non-Voting:** FHWA Representative
- Absent (NV):** FTA Representative

#### 5.04 2026 Committee Meeting Dates

[25-380](#)

**Attachments:** [TC\(Memo\)ProposedMeetingDates2026\\_12-19-2025](#)

Richard Norwood, Analyst, presented the 2026 committee meeting dates for the Transportation Committee.

*A motion was made by IEPA Representative Jack Cruikshank, seconded by CoM Representative Leon Rockingham, to approve the 2026 committee meeting dates. The motion carried by the following vote:*

- Aye:** Advocacy (ATA) Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative
- Absent:** Academic Research Representative 1, Academic Research Representative 2, Kendall Co Representative and SEWRPC Representative
- Non-Voting:** FHWA Representative
- Absent (NV):** FTA Representative

#### 6.0 Information items

##### 6.01 Regional Transportation Plan (RTP) update

[25-381](#)

**Attachments:** [20251219 RTP memo](#)  
[Draft RCP Constraint List 12122025](#)

Ryan Thompto, Principal Policy Analyst, and Elizabeth Ginsberg, Senior Policy Analyst, provided an update to the financial plan and constrained projects in the draft Regional Transportation Plan (RTP).

CMAP is working to finalize the Regional Capital Plan (RCP) project list and strategies. CMAP has seen a surge in responses to its online questionnaire, noting that it will remain open until the end of the year.

Thompto provided some historical information regarding how the metropolitan planning process developed which led to the Federal Highway Act of 1962, requiring metropolitan planning organizations to have a continuous, cooperative, and comprehensive transportation planning process to be eligible for federal funding. CMAP's federal responsibilities include managing the transportation

planning process, developing the RTP every four years, producing the TIP and UWP annually, allocating federal transportation funds, maintaining travel models and data resources, and conducting an inclusive public participation process. CMAP also must comply with the state's regional planning agency requirements which includes integrating comprehensive plans for land use and transportation, establishing policy framework for the development of plans, coordinating regional transportation and land use planning efforts, and identifying regional priorities.

Ginsberg reported that the RTP is federally required to be fiscally constrained and ensure there is sufficient revenue to invest in the transportation system as recommended by the plan. Baseline revenues have been insufficient to cover all planned expenditures and there is a need for new and reasonably expected revenue sources. In October, staff presented a draft financial plan with an unbalanced fiscal constraint and included all RCPs without prioritization and reflected expenditures far exceeding baseline and reasonably expected revenues.

The passage of the NITA Act (SB2111) required CMAP to reevaluate revenues in the financial plan. The Act provided for a 0.25% RTA sales tax increase and a modified methodology in the distribution of the motor fuel sales tax. The NITA Act also dedicates interest from the Road Fund and State Construction Account to transit capital projects and increases tolls to truck and passenger vehicles. It was noted that the toll increases were not included in the financial plan because the tollway has not yet created a new capital plan which could offset the additional revenue.

Ginsberg reported that CMAP used the December 2024 two-year targets and IDOT's dTIMS asset management software to determine pavement and bridge maintenance and improvement costs. CMAP developed a methodology to account for RCP non-capacity costs that fall into maintenance and improvement.

CMAP worked with the RTA and used its asset management software system to estimate transit capital expenditures in current conditions and in best conditions. It developed a timeline to improve worse condition assets and maintain assets that are in the best condition they have recently been in.

Ginsberg shared that the cost growth methodology and assumptions had previously used NHCCI-based cost growth forecast to inform the draft constraint. Based on feedback from stakeholders and updated data, staff refined cost growth assumptions. Transit capital costs are now inflated using a separate BEA composite index as recommended by the RTA. All identified cost growth assumptions reflect a departure from the ON TO 2050's 2.5% annual cost growth input.

The modified, reasonably expected revenues have now resulted in a fiscally constrained financial plan with \$569 million in baseline revenues and expenditures. Staff continue working on risk-assessment by evaluating uncertainties, increasing transparency and supporting better decision-making to enable flexibility and resilience by identifying strategies to mitigate risks and minimize their impact. Seventeen priority risks have been identified, and each risk is being assessed independently. Staff will combine several risks to form a set of scenarios and develop strategies to mitigate the likelihood and impact of those risks. Ginsberg reviewed eight risk-assessment strategy recommendations developed by staff.

Thompto presented the draft RCP list, noting that modifications are expected to continue. Staff are aligning project priorities with fiscal constraints and expect to have a finalized list in March so that they can conduct an air quality conformity evaluation. The RTP will be presented for public comments

in June, and staff will present to the Board and MPO Policy Committee in October 2026.

Thompto indicated that the current process for RTP amendments had limited guidelines with determinations made on a project basis. It also limited the opportunity for approval changes. Staff are proposing an amendment process to provide clearer guidelines and expectations and increase the number of opportunities for approval each year. He provided a brief overview of the process for TIP amendment, minor amendment, major amendment, and amendments that require a conformity decision. Staff are also proposing a variance from the standard procedure process.

Discussion ensued.

*An update to the Regional Transportation Plan was presented.*

## **7.0 Other Business**

There was no other business before the committee.

## **8.0 Public Comment**

Kyle Lucas, Better Streets Chicago, expressed concern regarding one of the projects identified in the Regional Transportation Plan, the North DuSable Lakeshore Drive (NDLS) project. During the public engagement period of this project, the public expressed a desire for investment in transit, cycling and pedestrian improvements and general disapproval of the project as it was presented. He urged that the project be reviewed holistically with CTA and Metra and requested that this project not be included in the Regional Capital Plan until it has been rescoped to address the concerns from the public.

Garland Armstrong, former Illinois resident, congratulated Illinois on the passing of Senate Bill 2111 on transit improvements. He advocated for multilingual education efforts and paratransit needs.

John Paul Jones, Grow Greater Englewood, commented on the discussion regarding the Regional Transportation Plan regarding population growth. He reported there are two major railroad projects in his area, and he hopes that CMAP will work with Grow Greater Englewood on public engagement to maximize the benefits to the community.

## **9.0 Next Meeting**

The next meeting is scheduled for February 27, 2026.

## **10.0 Adjournment**

*A motion was made by Kane Co Representative Heidi Files, seconded by RTA Representative Kyle Whitehead, to adjourn the meeting. The motion carried by the following vote:*

**Aye:** Advocacy (ATA) Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

**Absent:** Academic Research Representative 1, Academic Research Representative 2, Kendall Co Representative and SEWRPC Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

The meeting was adjourned at 11:31 a.m.

Minutes prepared by Blanca Vela-Schneider

## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** Russell Pietrowiak, Program Lead

**Date:** February 20, 2026

**Subject:** Transportation Improvement Program (TIP) amendments

**Action Requested:** Approval of Formal TIP Amendment 26-04

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Since the committee’s last meeting, project programmers submitted 164 formal amendments for Transportation Committee consideration. Additionally, 197 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. An interactive list of projects for each amendment is available on the [Plan Revisions tab](#) of the [eTIP public website](#) and reports detailing individual project changes are linked in the agenda. Committee approval of [Formal Amendment 26-04](#) is requested.

### Formal Amendment 26-04

Formal Amendment 26-04 includes 164 projects that have been submitted for Transportation Committee approval. Projects with cost changes above the administrative thresholds (87) added \$503.2M in total cost and \$754.6M in federal participation. New projects (30) added \$182.9M in total cost and \$132.1M in federal participation. Projects (47) with phases moving into or out of active TIP years (FFY 2026-30) added \$250.4M in total cost and \$799.7M in federal participation. The overall change in total project cost within all prior, current, and future years from this amendment is \$936.5M in total cost, and \$1.686B in federal participation, as shown in the table below.

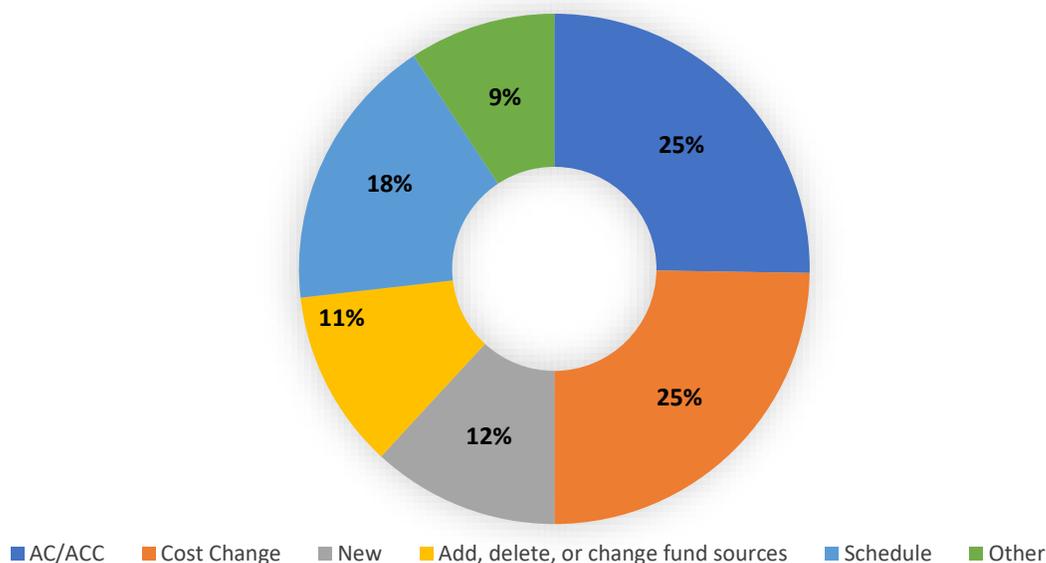
Type of change	# of projects	Change in Total Cost	Total cost after changes	Change in Federal Cost	Federal cost after changes
Cost change	87	\$503.2	\$17,878.9	\$754.6	\$9,608.5
New Project	30	\$182.9	\$220.3	\$132.1	\$139.3
Project phase moved into or out of TIP years	47	\$250.4	\$12,894.1	\$799.7	\$9,321.1
<b>Grand Total</b>	<b>164</b>	<b>\$936.5</b>	<b>\$30,993.3</b>	<b>\$1,686.4</b>	<b>\$19,068.9</b>

All costs in \$ millions

### Administrative Amendments 26-04.1 and 26-04.2

A total of 197 administrative changes were submitted, reviewed, and accepted by staff on amendments 26-04.1 and 26-04.2. Administrative changes include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's formal amendment thresholds, changes to project schedules within the years of the TIP (FFY 2026-30), changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

**26-04.1 & 26-04.2 Administrative Amendments - Type of Changes**



Administrative changes made with schedule changes (35) increased total cost by \$4M and reduced federal participation by \$0.8M. Projects that added, deleted, or changed fund sources (22) increased total cost by \$22.7M and reduced federal participation by \$0.2M. Cost changes below the formal thresholds (49) reduced total cost by \$142.5M and increased federal participation by \$7.5M. Projects with phases going into or out of advanced construction (AC) status (49) increased total cost by \$1.9M and federal participation by \$2.4M. New projects (23) added \$62.9M in total cost and \$40.8M in federal participation (all in MYB). There were 19 projects with other changes, such as the addition of project IDs or updating project location information, which did not change the total cost or federal participation. The overall result of the administrative changes was a decrease of \$51.0M in total cost and an increase of \$49.7M in federal participation.

Total cost includes all fund sources and all project phases in prior, current, and future years. Federal participation includes only federal fund sources for all project phases in prior, current, and future years. The type of change, number of projects affected, total project cost, and federal participation information is shown in the table below.

Type of change	# of projects	Change in Total Cost	Total Cost after changes	Change in Federal Cost	Federal Cost after changes
Phase(s) placed in AC	31	-\$0.5	\$205.4	\$0.0	\$138.7
Phase(s) converted from AC Status	18	\$2.4	\$1,943.3	\$2.4	\$1,555.5
Cost change	49	-\$142.5	\$2,077.5	\$7.5	\$1,348.7
New Project	23	\$62.9	\$62.9	\$40.8	\$40.8
Schedule change	35	\$4.0	1,796.7	-\$0.8	1,171.1
Add, delete, or change fund sources	22	\$22.7	\$1,835.6	-\$0.2	\$298.6
Other	19	\$0.0	\$121.6	\$0.0	\$88.8
<b>Grand Total</b>	<b>197</b>	<b>-\$51.0</b>	<b>\$8,042.9</b>	<b>\$49.7</b>	<b>\$4,642.3</b>

All costs in \$ millions

## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** February 20, 2026

**Subject:** Regional Transportation Plan update

**Action Requested:** Information

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During the February Transportation Committee meeting, staff will provide an update on the development of the 2026 Regional Transportation Plan (RTP), including draft strategies and proposed investment priorities for Committee review and feedback.

### Draft RTP strategies

Building on the goals and objectives identified in the [Emerging Priorities](#) report, CMAP has prepared a draft list of strategies for inclusion in the RTP. The proposed strategies were informed by:

- Stakeholder engagement: Ongoing input from the CMAP Board, committees, Financial Plan and Regional Capital Projects resource groups, industry associations, community groups, advocacy organizations, and residents.
- Policy research: [Research and analysis](#) conducted by CMAP and consultant partners on topics such as asset management, intercity bus and rail, emerging technologies, new revenue sources, and more.
- Recent and ongoing regional initiatives: Work such as the Comprehensive Climate Action Plan, Transportation Resilience Improvement Plan, Plan of Action for Regional Transit, Transit is the Answer, regional freight assessment, Congestion Management Strategies Guidebook, and countywide safety action plans.

### Priority Investments

In addition to the fiscally constrained project list (attached), CMAP is advancing the prioritization framework previously shared with the Committee, applying a performance-based, data-driven approach to identify a focused set of priority investments within the RTP.

These investments represent the projects and programs that deliver the most significant regional benefits based on measurable performance outcomes, cost effectiveness, and long-

term system impact. The proposed list reflects analysis conducted through the Financial Plan, Congestion Management Process, RCP Benefits Report, and RTP Existing Conditions Report, alongside meaningful input from project sponsors, regional partners, and stakeholders throughout the RTP development process.

Priority investments include:

- Individual projects: Specific, high-impact projects from the constrained list of Regional Capital Projects (RCPs)
- Programmatic investments: Recurring regional investment focus areas that address systemwide needs over time

The proposed list is not an exhaustive list of all important transportation needs. Rather, they represent the most transformative opportunities to advance the goals and objectives within the RTP and signal where coordinated action can generate the greatest benefit for northeastern Illinois. A separate memorandum presenting the proposed list of priority investments is attached.

### **Next Steps**

Staff will present the draft RTP strategies and proposed investment priorities to the CMAP Board and MPO Policy Committee in March for feedback. Following that discussion, CMAP will begin the federally required air quality conformity process and nondiscrimination analysis in the latter half of March for the proposed fiscally constrained project list. Feedback and analysis results will be incorporated into the draft RTP in preparation for public release in June 2026, with adoption anticipated in October 2026.

# Draft RTP objectives and strategies



# RTP

2026  
**Regional  
Transportation  
Plan**



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## Introduction

Building on the goals and objectives identified in the 2026 Regional Transportation Plan's (RTP) [\*Emerging Priorities\*](#) report, CMAP has prepared a draft list of strategies for inclusion in the RTP. The proposed strategies were informed by:

- **Stakeholder engagement:** Ongoing input from the CMAP Board, committees, Financial Plan and Regional Capital Projects resource groups, industry associations, community groups, advocacy organizations, and residents.
- **Policy research:** Research and analysis conducted by CMAP and consultant partners on topics such as asset management, intercity bus and rail, emerging technologies, new revenue sources, and more.
- **Recent and ongoing regional initiatives:** Work such as the Comprehensive Climate Action Plan, Transportation Resilience Improvement Plan, Plan of Action for Regional Transit, Transit is the Answer, regional freight assessment, Congestion Management Strategies Guidebook and countywide safety action plans.

CMAP is seeking feedback on the proposed RTP strategies in advance of the draft plan being released in June 2026.

## Goal: Strengthen connections between people and places

### Objective: Improve the reliability of the transportation system

- **Plan proactively for asset lifecycle management to minimize disruptions:** Transportation agencies should implement asset management approaches that account for the full lifespan of their facilities, from installation through replacement. Keeping roads, bridges, bikeways, and transit infrastructure in good working condition reduces the need for operational limitations that reduce efficiency (e.g., slow zones on rail track or load-posted bridges on roadways), as well as the risk of unexpected disruptions that create sudden and potentially severe congestion.
- **Advance comprehensive corridor planning:** Agencies and stakeholders throughout the region should work together to pursue corridor plans to manage congestion. No single agency has all the tools to manage congestion, nor does congestion stop at jurisdictional borders. Coordination across levels of government, planning disciplines, and community partners creates a strong foundation for improved congestion management, particularly for the region's most congested and unreliable corridors.
- **Implement congestion pricing and other demand management measures:** Northeastern Illinois should advance congestion pricing. By introducing a direct cost for the use of a roadway during peak periods, congestion pricing can smooth traffic flow by shifting travel to alternative times of day, alternative routes, alternative destinations, or alternative modes. Paired with strategies to promote mode shift and flexible work arrangements, congestion pricing reduces travel when and where there is high travel demand, improving the reliability of the system.
- **Deploy ITS technologies and other operational improvements:** To smooth traffic flow, transportation agencies should implement Intelligent Transportation System (ITS) strategies, including optimized signal timing, transit signal priority, and a regional traffic management center. The region should improve implementation of operational strategies, such as traffic incident management, to reduce unexpected slowdowns from crashes and other incidents and to improve safety.

### Objective: Invest in transit and active transportation to promote mode shift

- **Develop a more integrated regional transit system:** To achieve a fully coordinated regional transit system, agencies should collaborate on service planning and routing, improved transfers, integrated fares, and infrastructure investments. Improving regional coordination will ensure seamless travel for riders and maximize the cost-effectiveness of capital investments.
- **Implement a regional rail service model:** The region should undertake providing all-day, frequent regional rail service, taking advantage of the region's vast rail network to serve more trip types. A "regional rail" approach would align with today's travel needs, supporting

downtown-oriented trips, suburb-to-suburb trips, and city-to-suburb trips, while also expanding travel options on weekends and during off-peak hours.

- **Implement a regional BRT network to enable faster and more reliable bus service:** The region should make investments that prioritize transit within the roadway, including transit signal priority, queue jump lanes, improved station infrastructure, and separation from mixed traffic in some locations. Transportation partners should also advance planning, funding, increased staff capacity, and enforcement mechanisms to develop a regional BRT network. Stakeholders should strategically address dynamics that are specific to local contexts, which may include interactions with emergency vehicles, freight activity, bicyclists, pedestrians and more.
- **Improve the connectivity of sidewalks, bikeways, and related infrastructure:** To increase active transportation, agencies should invest in well-connected networks of infrastructure for biking, walking, and various forms of micromobility. While the region has made progress on providing trail connections between communities, many regional gaps remain to be filled. In addition, increased investment is needed in sidewalks, crosswalks, and local bicycle infrastructure that support everyday non-motorized travel and access to transit within communities.

### **Objective: Achieve universal accessibility**

- **Make all transit stops, stations, and vehicles fully accessible:** The region should invest in accessibility improvements across the entire transit system to improve mobility for all, including through audio and visual announcements, Braille and large print signs, tactile strips, elevators, ramps, and platform-train gap fillers.
- **Ensure local infrastructure like sidewalks are fully accessible:** The region should invest in sidewalks that are well-connected, in good condition, and meet accessibility standards. Sidewalks should be maintained for safe, comfortable, and reliable use in all seasons — improving access to destinations for all. Stakeholders should improve door-to-door accessibility, ensuring safe and convenient access between transportation modes and final destinations.

## Goal: Prioritize safety and public health

### Objective: Reduce fatal and serious injury crashes across all modes through a Safe Systems approach

- **Develop a regional Safe Systems framework that fosters a culture of shared responsibility for traffic safety:** Building off the countywide safety action plans that were adopted in 2025, northeastern Illinois should develop a regional framework that incorporates local insights and priorities as well as federal guidance. In addition to adjustments to transportation policies and practices, partners should foster a culture among transportation professionals and all road users that promotes a sense of shared responsibility for safety outcomes.
- **Integrate Complete Streets principles into transportation policy, planning, and design:** Regional partners should implement a Safe Systems approach by embedding Complete Streets guidance into the planning, design, and maintenance of multimodal roads — ensuring that people who are walking, biking, using accessibility devices, and accessing transit are protected from crashes with vehicles. Advancing Complete Streets will improve safety while promoting public health through increased physical activity, reduced air pollution, and reduced traffic noise.

### Objective: Manage speed to match context and reduce crash severity

- **Support setting context-appropriate speed limits:** Transportation agencies should review and assess posted speed limits to evaluate their impact on traffic safety, especially in urbanized transportation corridors where bicyclists and pedestrians are more likely to be present. Roadway context and operational features should inform posted speed limits, which should prioritize the safety of travelers.
- **Promote appropriate vehicle speeds through roadway design and speed-management tools:** Northeastern Illinois should integrate more traffic-calming measures and Complete Streets features that both encourage driving at safer speeds and reduce kinetic energy from vehicles. Deployments include raised pedestrian crossings, speed humps, curb extensions, speed feedback signs, signal timing, and more. Transportation stakeholders should assess their design standards and operating practices to ensure that speed management tools can be easily deployed when feasible.

### Objective: Prioritize safety investments where risk and harm are greatest

- **Implement protective infrastructure that reduces crash risks:** Transportation implementers should provide more protective infrastructure such as sidewalks, raised medians, concrete barriers for bike lanes, and more. These investments should be prioritized in locations with high levels of exposure to safety risks between multiple modes. Protective infrastructure should reduce crash risks for all road users, especially those who are not in vehicles, such as bicyclists and pedestrians.

- **Advance proactive, systemic safety improvements along corridors and at intersections with a history of severe crashes:** Using the crash hot spots and high-risk typologies identified in the countywide safety action plans, regional partners should continue to monitor these areas and research underlying causes behind the high crash rates. Context-based design solutions that reduce crash risk and severity should be prioritized for these locations.
- **Invest in railroad and track-adjacent infrastructure to improve visibility and access control for safer crossings:** Transportation implementers should increase the amount of safety provisions near railroad crossings, including signaling, lighting, and auditory warnings, while also implementing new technologies that improve safety, such as real-time rerouting of emergency vehicles when freight trains are crossing. Additionally, locations with high rates of informal crossings should be protected to prevent high-risk exposure.
- **Strengthen safety decision-making through improved data and transparency:** Northeastern Illinois should ensure that data on traffic safety and roadway characteristics are comprehensively documented, easily accessible, and continuously monitored. Safety trends should be regularly analyzed and summarized for stakeholders to support data-driven decision-making that aligns with improved safety outcomes.

## Goal: Mitigate pollution and invest in resilient infrastructure

### Objective: Reduce emissions and improve public health

- **Accelerate the shift toward electric passenger vehicles and trucks:** The region should accelerate the adoption of electric cars and freight vehicles to reduce emissions from on-road travel. Local and state agencies should implement a mix of sales requirements and financial incentives for residents and the trucking industry to achieve a fully electrified vehicle fleet that is aligned with the region’s climate goals.
- **Build out charging infrastructure to support vehicle electrification:** The region should expand the electric vehicle charging network for both passenger and freight travel to sustain electrification. Transportation partners should invest in chargers along expressways and major routes, at new and existing developments and multifamily housing, at commercial and industrial freight hubs, and curbside. Transportation partners should collaborate with utilities to ensure sufficient power to meet charging demand, including through expansion of distributed energy resources.
- **Reduce vehicle miles traveled through mode shift:** The region should reduce emissions through efficient movement of people and goods. With on-road travel contributing most to transportation sector emissions, the region should prioritize shifting more trips from driving to lower-emission forms of travel, like transit, walking, and rolling. Complementary efforts to more effectively manage congestion can further reduce vehicle miles traveled and emissions from transportation.
- **Reduce criteria pollutants from transportation activity where harm and risk are greatest:** The region should make targeted investments in transportation projects and programs to reduce particulate matter, ozone, and nitrous oxide. Agencies should prioritize investments in areas with the highest exposure to pollutants to improve air quality and public health for local communities.
- **Use low carbon materials:** Transportation agencies should increase their use of cement, steel and other materials that come from low-to-zero emissions production methods. “Buy clean” procurement policies and increased use of low-carbon materials in transportation infrastructure will reduce lifecycle emissions in support of the region’s climate goals.

### Objective: Increase the resilience of infrastructure vulnerable to extreme weather

- **Use best available climate data in project design:** Transportation partners should design and build assets relying on the best available data on climate vulnerability and future projections to ensure the long-term viability and safety of the region’s investments. Transportation assets should be built to withstand larger storms and more severe flooding events that could cause impacts over a project’s lifespan.

- **Incorporate resilience into transportation planning and programming:** Transportation partners should incorporate resilience into planning processes such as long-range planning, asset management, and investment prioritization, and programmers should incorporate resilience criteria into project evaluations and scoring to further advance resilience investments.
- **Incorporate green infrastructure when designing projects that manage stormwater:** The region should invest in the construction and maintenance of bioswales, stormwater detention facilities, permeable pavement, and other green infrastructure to reduce climate risk and ensure long-term functionality. Combining green infrastructure alongside gray stormwater infrastructure will lessen the impacts of flooding and heat while providing co-benefits like improved air and water quality, habitat condition, and quality of life.
- **Invest in infrastructure at transit stops and stations that protect riders from extreme weather:** The region should expand bus shelters, tree canopy, and other protective infrastructure to reduce exposure to extreme weather and ensure safe and reliable transit. Investments that improve transit rider comfort and safety during extreme temperatures and severe storms are necessary to improve health, safety, and accessibility.
- **Improve communication tools for disruptions and preparedness:** The region should assess and improve communication tools to better respond to extreme weather, such as rerouting traffic and transit during flooding events. Systems that enable communication between transportation implementers, operators, users, emergency managers, and neighboring communities are critical to minimizing disruptions and improving safety.

## **Objective: Protect and enhance natural resources**

- **Design and maintain assets to reduce stormwater runoff and improve water quality:** Hard surfaces, which prevent rainwater from soaking into the ground, produce stormwater runoff that pollutes the region's water bodies. Transportation partners should minimize the impact of transportation assets by incorporating green infrastructure when designing projects that manage stormwater. Ongoing operations and maintenance should follow best practices for snow and ice control to reduce water pollution from road salt.
- **Minimize infrastructure expansion impacts on natural assets:** Transportation and land use planners should work together to assess and reduce impacts of transportation infrastructure expansion on wetlands, habitat, and open space. Applying conservation strategies throughout the planning and design process can prevent a project from encroaching, fragmenting, and further degrading high-quality natural assets, which provide regional benefits like recreation, flood reduction, and groundwater recharge.

## Goal: Support economic prosperity and inclusive growth

### Objective: Strengthen northeastern Illinois' role as a global economic hub and gateway to the Midwest

- **Integrate intercity bus and passenger rail into the regional planning process:** Recognizing the crucial role that intercity bus and rail services play in connecting northeastern Illinois to other national population centers, this type of travel should be included in transportation planning efforts at state, regional, and local levels. Through collaborative processes, transportation implementers can inform the location and frequency of services, support first- and last-mile access to stations, advance related infrastructure projects, and identify funding and partnership opportunities that strengthen regional and national connectivity.
- **Improve multimodal access to connect the region's urban core to its international airports:** Transportation partners should implement more multimodal connections between Chicago's downtown and the region's two international airports: O'Hare and Midway. Frequent transit services to and from these major international gateways can mitigate adjacent congestion, improve the reliability of travel times, and support positive traveler experiences and time-sensitive air cargo movements, benefiting residents, visitors, and the regional economy.

### Objective: Leverage transportation investment to strengthen economic centers, expand access, and reduce household costs

- **Promote transit-oriented development:** Connections to the regional transit system — like train stations and bus stops — offer strong anchors for communities to develop vibrant local economies that could support a diverse range of housing options, job centers, and commercial activity. Regional partners should make the most of these assets by prioritizing policies, incentives, and investments that support strategic developments near areas with frequent transit services.
- **Prioritize multimodal access to regional destinations:** To develop and maintain employment and commercial centers that are truly regional in their impact and reach, the region should concentrate new developments and reinvestments in areas with existing connections to transportation assets, like roads, transit, freight lines, aviation, waterways, and more. Prioritizing investment in existing transportation corridors empowers businesses to access regionwide opportunities, connects workers to employment opportunities, and minimizes the high costs associated with expansion, such as new construction and utilities that can strain public resources.
- **Promote transportation affordability:** With transportation costs ranking as one of the highest expense categories for most households, regional partners should implement policies, programs, and planning approaches that provide affordable options to travel throughout northeastern Illinois. Actions should include advancing transit-supportive land use planning, reforming transportation fees and fines, and maintaining programs that account

for resource disparities for specific populations, such as reduced transit fares for students, seniors, and low-income households, helping expand access to jobs, education and essential services.

## **Objective: Promote the efficiency and reliability of the regional freight network**

- **Invest in projects that mitigate freight congestion and improve operations:** Northeastern Illinois should continue supporting the CREATE program and sustain recent progress on implementing its priority projects. The region should also advance efforts that reduce truck bottlenecks, improve freight rail travel times, and expedite intermodal transfers, with a focus on high-impact locations that most benefit regional economic productivity. Improvements that also reduce impacts to emergency vehicles, residents, and businesses, such as highway-rail grade separations, should be prioritized.
- **Foster safe travel for truck drivers:** In addition to making travel times more reliable, transportation implementers should support safe travel for the trucking profession. Improvements may include modernizing deteriorating infrastructure, strengthening roadway routing information for truckers, and providing sufficient access to rest areas and truck parking. Complementary measures to mitigate congestion in the region's truck bottlenecks can further support safety and supply chain reliability.
- **Support the transition to electric freight vehicles:** The region should provide sufficient charging infrastructure to support companies' goals to reduce air pollution from the goods-movement sector and remain competitive as vehicle technologies evolve. Transportation agencies should identify incentives and reliable funding opportunities to expedite the industry's transition to alternative and renewable fuels, in coordination with utilities and private-sector stakeholders.
- **Improve urban freight operations and last-mile delivery:** Transportation stakeholders should implement policies that improve safety and reduce congestion, especially in dense areas with a high volume of travel. Actions may include implementing dedicated zones or schedules, incentivizing deliveries outside of peak traffic hours, and more. Regional partners should support guidance, pilots, and best practices to assist local implementation.
- **Strengthen goods movement by water:** Public and private stakeholders should work together to improve the safety and efficiency of maritime freight, which provides low-cost transportation of bulks goods to regional industries and contributes to economic competitiveness. Stakeholders should coordinate to maintain the asset condition of maritime infrastructure, dredge waterways used by commercial vessels, and provide access to port facilities, while facilitating strong environmental stewardship and limiting the threat of invasive species.

## Goal: Strategically govern, fund, and preserve the system

### Objective: Plan for system modernization and make progress towards a state of good repair

- **Invest in the region's capacity to implement preservation, modernization, and reconstruction projects:** Transportation implementers should invest in proactive asset lifecycle planning to meet the region's growing needs. Improvements may include the bolstering of available revenues, interagency coordination, and staff capacity and expertise. Additionally, emerging technologies that can assist with infrastructure monitoring and maintenance should be explored strategically.
- **Improve data for better asset management decision-making:** With limited resources, data-driven decision-making is crucial for effective asset management. Regional partners should work together to improve the quality and availability of asset condition data. Through interagency coordination and data-sharing partnerships, the region should provide regular reporting on the condition of the system's infrastructure, including roads, bridges, tracks, and more.
- **Strengthen regional coordination around aging infrastructure:** Northeastern Illinois should engage in regional collaboration to monitor state of good repair needs and ensure the region's funding is sufficient to maintain and modernize transportation infrastructure. In particular, stakeholders should coordinate regularly on the performance-based allocation of funding as well as decisions regarding current or future sources of infrastructure funding.

### Objective: Maintain and expand revenue sources

- **Implement a road usage charge (RUC):** The region should explore shifting revenue reliance away from the motor fuel tax toward a user fee that charges motorists based on the number of miles they drive. Recognizing that implementation questions remain, transportation stakeholders should begin by conducting a RUC feasibility study that develops recommendations, informs future pilot programs, and raises implementation considerations.
- **Expand tolling on more transportation facilities:** Northeastern Illinois should establish more tolling on facilities throughout the regional transportation system. As a substantial and reliable funding source, the region should prioritize the use of tolling to offset the costs of necessary road reconstructions and other forms of maintenance that are critical to preserve and modernize northeastern Illinois' aging infrastructure.
- **Pursue durable revenues that grow with the economy and align with travel behavior:** The region should continue to monitor its funding landscape and consider impacts resulting from changes in the vehicle fleet, travel patterns, consumer preferences, revenue durability, and more. When existing revenues underperform or lose buying power, state and regional leaders should add new or different revenues to ensure the system can rely on sufficient and durable funding sources. Notably, the sales tax should be expanded to include services to more closely capture changes in the regional economy.

- **Establish a regional revenue source:** Northeastern Illinois should pursue a dedicated source of regional funding to provide stable and consistent revenue for future infrastructure investments. Given the unique and significant investment needs of the region, partners should pursue distinct revenue sources that provide the means to help match federal funds, implement regional transportation priorities, and advance modernization initiatives.

### **Objective: Enhance government collaboration to optimize the system's operations, performance, and fiscal capacity**

- **Use collaborative performance- and data-driven practices to guide investment decisions:** With aging assets and increasingly expensive maintenance costs, regional partners should work together to efficiently manage limited resources. Transportation planning and programming decisions should be based on data and performance measures to maximize benefits.
- **Streamline project delivery:** Project implementation delays can disrupt transportation operations and incur substantial costs to the region over time. Northeastern Illinois should improve the efficiency of project delivery through strategies such as increasing the public sector's capacity to deliver projects, reassessing project scopes in the face of rising costs, and addressing context-specific sources of project delays.
- **Monitor and strategically prepare for emerging technologies:** Transportation stakeholders should jointly monitor technological innovations pertaining to electric vehicles, unmanned aircraft systems, ITS, autonomous vehicles, and artificial and predictive analysis to consider their potential benefits and risks to the region's transportation system. As emerging technologies rise to the forefront, the region should guide their deployment in ways that prioritize efficiency, fiscal sustainability, and a high quality of life for residents.
- **Protect the transportation system's cybersecurity:** Transportation implementers should make provisions to prevent ransomware attacks, data breaches, infrastructure attacks, and other forms of infiltration into online systems. The region should also protect residents from phishing, spam, or other fraudulent attempts to access their payment information for transportation-related fees, fines, and fares.

## MEMORANDUM

**To:** Transportation Committee  
**From:** CMAP Staff  
**Date:** February 20, 2026  
**Subject:** Proposed priority investments

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### Purpose

This memorandum presents a focused list of priority investments proposed for inclusion in the 2026 Regional Transportation Plan (RTP).

Consistent with federal certification feedback calling on the region to clearly identify and prioritize its most critical investments, this list highlights projects and programs that most significantly advance regional goals and deliver broad regional benefits.

These priorities are not intended to represent all important transportation investments. Rather, they elevate investments that most strongly advance the RTP's goals and deliver regionwide benefits. By identifying these investments, the RTP provides a platform for partners to coordinate efforts, communicate shared priorities, and build momentum behind projects with transformative regional impact.

### Why identify priorities?

The prioritization of the RTP's fiscally constrained projects and programs was shaped by feedback from federal partners, regional stakeholders, implementers, and CMAP leadership.

- In the [2022 Transportation Management Area \(TMA\) Certification Review](#), federal partners encouraged the region to “clearly identify and prioritize its most critical projects in the region and focus resources on accomplishing them.”
- Business and civic leaders emphasized that a concise list of top regional priorities can help build broad alignment and sustained momentum behind transformative investments.

## Agenda

### Item 6.01

- Implementing and advocacy partners expressed interest in having key projects and programs clearly highlighted within the RTP to strengthen communication and coordination.
- Internal CMAP leadership expressed interest in a clearer organizing framework to help inform how various CMAP resources and technical support are deployed.

In response to this feedback, CMAP engaged partners throughout the RTP process to identify a focused set of investments.

## Intended role of the priority investments list

This list is intended to elevate investments that provide a broad regional impact and shared reference point for regional partners, stakeholders, and decision-makers.

The priority investments list does not alter the status of other projects included in the RTP's fiscally constrained project list. Regional Capital Projects (RCPs) on the constrained list remain eligible to advance through implementer-led development, funding applications, and programming processes.

Inclusion on this priority list does not represent a commitment or guarantee of funding or CMAP resources, nor does exclusion limit a project's ability to move forward.

Importantly, the list is not:

- A replacement for implementer decision-making or local prioritization.
- A restriction on advancing projects or programs not included in the list.
- A prerequisite for funding eligibility or project advancement.

The intent is to provide clarity around transformational investment opportunities, not to narrow access to the broader pipeline of investment.

## Proposed list of priority investments

Through the collaborative RTP process of identifying key transportation project and program benefits, CMAP identified fifteen investment priorities that are proposed to be highlighted in the 2026 RTP. These priorities are listed and described in alphabetical order below.

### **Chicago Hub Improvement Program (CHIP)**

A coordinated program to modernize and expand passenger and freight rail capacity in and around Chicago. Key components include Union Station modernization, the South Branch viaduct, maintenance facilities, and corridor capacity enhancements. CHIP strengthens reliability, improves accessibility, and reinforces Chicago's role as the nation's rail hub. For additional information, including program status, please refer to the CHIP webpage: [www.amtraknewera.com/chip](http://www.amtraknewera.com/chip)

## Agenda

### Item 6.01

#### **Connect 290 blue**

A corridor investment program that restores the I-290 corridor and Blue Line Forest Park branch (RCPs 13114 and 22185). The program addresses aging infrastructure, restores reliability, improves accessibility, and enhances multimodal connections along a critical corridor. For additional information, including program status, please refer to the Connect 290 blue webpage: [www.connect290blue.com](http://www.connect290blue.com)

#### **CREATE 75<sup>th</sup> Street Corridor improvement project**

A set of interdependent rail investments (RCPs 12139 and 331148) that reconfigures the 80<sup>th</sup> Street Belt Junction, where Metra and freight lines intersect. Grade separations and track realignments reduce delays, expand capacity, and improve reliability for both passenger and freight rail. For additional information, including program status, please refer to the East-West Corridor information on the CREATE webpage:

[www.createprogram.org/projects/#east-west-corridor](http://www.createprogram.org/projects/#east-west-corridor)

#### **Faster, more reliable bus corridors**

This priority is a combination of two programs focused on improving the flow and reliability of bus routes along key corridors throughout the region: [CTA's Better Streets for Buses](#) (RCPs 22201, 22202, 22203, 22204, 22205, 22206) and [Pace Pulse](#) (RCPs 74161, 74163, 74164, 74166, 74213, 74214, 74215, 74216). These corridor-based improvements such as bus lanes, signal priority, and stop enhancements increase transit speed, reliability, and safety across high-ridership routes.

#### **Connected sidewalks, bikeways, and micromobility infrastructure**

Targeted investment in closing gaps in the [regional trail and bikeway network](#) and improving first- and last-mile connections to transit. These investments strengthen safety, expand access, and enhance multimodal connectivity.

#### **I-55 improvements (I-355 to Coal City Road)**

A set of three RCPs (13111, 13106, 14109) addressing state of good repair needs and operational reliability along a major freight corridor in Will County. Improvements reduce bottlenecks, enhance freight mobility, and improve travel time reliability.

#### **I-90 / I-94 reconstruction (Hubbard Street to 31st Street)**

This project (RCP 11175) addresses significant structural and operational deficiencies just north and south of the recently completed Jane Byrne interchange. Reconstruction preserves critical infrastructure, improves safety, and ensures long-term reliability on one of the region's most heavily traveled expressway segments.

## Agenda

### Item 6.01

#### **North DuSable Lake Shore Drive (NDLSD) improvements**

This project (RCP 12120) reconstructs and modernizes aging infrastructure between Grand Avenue and Hollywood Avenue. The project improves safety, reliability, accessibility, and lakefront connectivity along a corridor originally constructed in the 1930s and now beyond its useful life. For additional information please refer to the project webpage: [www.northdusablelsd.org](http://www.northdusablelsd.org).

#### **Randall Road capacity and safety improvements**

A grouping of corridor improvements (RCPs 43211, 43208, 94338) along a 10-mile section of Randall Road. These projects address state of good repair, reliability, and safety needs along this key north-south connection between west suburban communities.

#### **Red and Purple Modernization (RPM) Next Phases**

This project (RCP 23188) continues CTA's reconstruction of century-old Red and Purple Line infrastructure. This modernization effort will eliminate slow zones, increase capacity, improve reliability, and expand accessibility along one of the region's highest-ridership transit corridors.

#### **Regional ITS/Transportation Management Center**

This program includes upgrades to the region's Intelligent Transportation Systems (ITS), such as traffic signals and digital highway signs, and the development of a regional Traffic Management Center (TMC). These investments improve incident response, signal coordination, and operational efficiency, enhancing reliability and safety without expanding roadway capacity.

#### **Advancing regional rail**

This priority includes investments that remove operational constraints and modernize aging rail infrastructure to support a stronger regional rail network. Key projects include the A2 Crossing Modernization (RCP 33157), the Rock Island Improvements project (RCP 33147), express O'Hare service (RCP 33155), expanded rail yards and critical bridge reconstructions. These investments reconstruct outdated infrastructure, reduce conflicts between commuter and freight traffic, improve reliability, and increase capacity along critical corridors. By addressing foundational infrastructure needs, they support the advancement of a more integrated and high-performing regional rail system.

#### **Transit station accessibility**

This priority supports continued implementation of CTA's [All Stations Accessibility Program](#) and Metra's Station Accessibility Initiative to modernize and upgrade rail stations across the region. These investments reconstruct aging station infrastructure, improve safety and reliability, and ensure that transit stations are usable for riders of all ages and abilities. Expanding accessibility strengthens system connectivity, increases ridership potential, and enhances the overall performance of the regional transit network.

#### **Transportation decarbonization**

## Agenda

### Item 6.01

This priority supports implementation of various decarbonization initiatives including [IDOT's National Electric Vehicle Infrastructure program](#), [CTA's Charging Forward plan](#), [Pace's Zero Emissions Commitment](#), [Metra's Zero-Emissions Trainset program](#), and others. These investments reduce emissions, improve range confidence for electric vehicle users, modernize transit fleets, support long-term environmental sustainability, and position the region for continued technological advancement.

#### **US 45 (Lake Avenue) from Rollins Road to IL 120**

This project (RCP 13135) improves reliability and reduces delays on a key corridor with significant truck traffic in central Lake County. Targeted operational and capacity improvements address recurring delays and enhance regional connectivity.

### **Note on committed projects**

In addition to forward-looking priorities, the priority investments chapter of the RTP will highlight committed projects that deliver significant regional benefits and have already secured full funding. These projects will be recognized separately and will not compete with or displace priority projects and programs.

Examples of such committed projects include:

- Red Line Extension
- I-294 Central Tri-State
- Elgin-O'Hare Western Access (I-490)
- State/Lake Station (Loop elevated structure)
- Pulse Halsted Street and Pulse 95th Street
- Calumet River Bridge projects

This distinction is intended to celebrate near-term delivery while maintaining a clear focus on strategic priorities that require continued coordination, advocacy, or alignment.

## Regional Capital Projects (RCPs) proposed for fiscal constraint – DRAFT

Table 1. RCPs Proposed for fiscal constraint

RCP ID	TIP ID(s)	Project name	Lead agency	Project type	Total Cost (millions 2025 \$)
11175	01-19-0024	I-90 / I-94 Kennedy and Dan Ryan Expressway Reconstruction (Hubbard Street to 31st Street)	IDOT District 1	Interstate Reconstruction	3,720
11180	08-19-0040	I-290/IL-53 Reconstruction (Lake Cook Road to I-88)	IDOT District 1	Interstate Reconstruction	5,850
11182		I-355 at I-290 Interchange project - bridge replacements	IDOT District 1	Bridge Reconstruction	600
12120	01-18-0012	North DuSable Lake Shore Drive Improvements	IDOT District 1	Intersection Improvement	2,400
12139	01-07-0001	75th Street Corridor Improvement Project (CIP)	IDOT OIPI	Intersection Improvement	1,607
13104	01-98-0114	I-190 O'Hare Access Roads from Bessie Coleman Drive to Cumberland Avenue (I-190 Access Improvements)	IDOT District 1	Interstate Add Lanes	896
13106	12-02-9034	I-55 from I-80 to Coal City Road	IDOT District 1	Interstate Add Lanes	914
13110	12-18-0019	I-55 from I-80 to US 52 (Jefferson Street); US 52 from River Road to Houbolt Road	IDOT District 1	Interstate Add Lanes	199
13111	08-19-0042	I-55 from I-355 to IL 53 (Bolingbrook Drive)	IDOT District 1	Interchange Improvement	36
13114	04-00-0023	I-290 Eisenhower Expressway from US 12/45/20 Mannheim Road to Racine Avenue	IDOT District 1	Interstate Add Lanes	3,384
13115	10-07-0001	IL 60/IL 83 from IL 176 to IL 60 (Townline Road)	IDOT District 1	Arterial Add Lanes	298

13116-A	10-09-0149	IL 173 (Rosecrans Road) from I-94 to US 41 (Skokie Highway)	IDOT District 1	Arterial Add Lanes	65
13118	11-16-0008	IL 62 (Algonquin Road), IL 25 (JF Kennedy Memorial Drive) to IL 68 (Dundee Road)	IDOT District 1	Arterial Add Lanes	163
13122	12-22-0034; 12-24-0028	US 6 from I-55 to US 52	IDOT District 1	Arterial Add Lanes	176
13123	09-09-0099	US 30 from IL 47 to Albright Road	IDOT District 1	Arterial Add Lanes	109
13124	06-22-0022	IL 7/143rd from Will-Cook Road to IL7/Southwest Highway	IDOT District 1	Arterial Add Lanes	167
13129	02-94-0001	Willow Road from east of the Des Plaines River to Waterview Drive/Protection Parkway	IDOT District 1	Arterial Add Lanes	29
13130	08-00-0009	IL 53 from south of IL 56 (Butterfield Road) to Park Boulevard	IDOT District 1	Arterial Add Lanes	41
13131	10-01-0022	IL 22 (Lake Zurich Road) from Quentin Road to west of IL 83	IDOT District 1	Arterial Add Lanes	134
13132	10-09-0037	US 41 (Skokie Highway) from Quassey Avenue to south of IL 176	IDOT District 1	Arterial Add Lanes	128
13133	10-09-0148	IL 137 (Buckley Road) from IL 83 to Petersen Road	IDOT District 1	Arterial Add Lanes	76
13134	10-20-0004	IL 120 (Belvidere Road) from Ashford Lane to US 45	IDOT District 1	Arterial Add Lanes	30
13135	10-94-0007	US 45 (Lake Avenue) from Rollins Road to Washington Street and US 45 from Washington Street to north of IL 120	IDOT District 1	Arterial Add Lanes	41
13160	09-10-0030	US 20 (Lake Street) from Randall Road to Shales Parkway	IDOT District 1	Arterial Add Lanes	213
13167	10-09-0024	IL 131 (Green Bay Road) from Sunset Avenue to Wadsworth Road	IDOT District 1	Arterial Add Lanes	68

13183-A	11-07-0014	IL 47 from Ballard Road to Conley Road	IDOT District 1	Arterial Add Lanes	25
13184	02-09-0003	Willow Road from east of I-294 to east of IL 43	IDOT District 1	Arterial Add Lanes	97
14109	12-06-0041	I-55 from Weber Road to US 30, at Airport/Lockport Road and at IL 126	IDOT District 1	New Interchange or Ramp	218
14136	10-17-0027	IL 83 (Barron Boulevard), IL 120 (Belvidere Road) to IL 137 and at Atkinson Road	IDOT District 1	New Arterial	111
14138	12-22-0005	I-57 - At Eagle Lake Rd	IDOT District 1	New Interchange or Ramp	206
21189		"Better Brown": Brown Line Modernization Program	CTA	Transit Modernization	847
21190		"Greater Green": Green Line Modernization Program	CTA	Transit Modernization	1,956
22185	16-19-0039	Blue Line Forest Park Branch Track and Station Reconstruction	CTA	Transit Capacity Increase	2,922
22201		Ashland Bus Rapid Transit (BRT)	CTA	BRT or Bus Priority Corridor	166
22202	16-19-0036	Bus Priority Corridor: Western Avenue	CTA	BRT or Bus Priority Corridor	339
22203	16-19-0036	Bus Priority Corridor: Pulaski Road	CTA	BRT or Bus Priority Corridor	323
22204	16-19-0036	Bus Priority Corridor: Garfield Boulevard	CTA	BRT or Bus Priority Corridor	150

22205	16-19-0036	Bus Priority Corridor: Fullerton Avenue	CTA	BRT or Bus Priority Corridor	145
22206	16-19-0036	Bus Priority Corridor: Cottage Grove Avenue	CTA	BRT or Bus Priority Corridor	181
23188	16-18-0004	Red and Purple Modernization (RPM) Next Phases	CTA	Transit Modernization	4,280
33146		Metra Electric Line Improvements	Metra	Transit Capacity Increase	1,140
33147	01-02-9018	Rock Island Improvements	Metra	Transit Capacity Increase	810
33148	01-07-0001	Southwest Service Line Improvements	Metra	Transit Capacity Increase	776
33150	18-18-0008	Burlington Northern Santa Fe Line Improvements	Metra	Transit Capacity Increase	328
33152	18-18-0009	Milwaukee District West Line Improvements	Metra	Transit Capacity Increase	769
33153	18-07-0670	Union Pacific Northwest Line Improvements and Extension	Metra	New Transit Line or Extension	859
33155		O'Hare Express and North Central Service Line Improvements	Metra	Transit Capacity Increase	1,250
33156	18-10-9001	Union Pacific North Line Improvements	Metra	Transit Capacity Increase	1,174

33157	18-18-0010	A2 Crossing Modernization	Metra	Transit Modernization	1,100
43159	12-13-0004	Laraway Road (CH 74) from US 45 to IL 43 (Harlem Avenue)	Will County	Arterial Add Lanes	5
43208		Randall Road from north of Stearns Road to south of Longmeadow Parkway	Kane County	Arterial Add Lanes	133
43211	09-26-0001	Randall Road at I-90	Kane County	Arterial Add Lanes	97
44218	11-02-9003	Milwaukee District West Extension to Huntley and Marengo	Metra	New Transit Line or Extension	500
51172	13-25-0009	South Tristate (I-294/80) Bridging Investment	IL Tollway	Bridge Reconstruction	393
52212	03-18-0017	I-290/IL 53/I-90 Interchange Improvement	CMAP	Interchange Improvement	2,000
54103	08-25-0022	IL 390 Interchange at County Farm Road	IL Tollway	New Interchange or Ramp	73
54105	08-25-0019	I-88 York Road Interchange Expansion	IL Tollway	New Interchange or Ramp	25
62140	01-18-0011	South Lakefront Busway	CDOT	BRT or Bus Priority Corridor	200
62141	01-22-0022	Elston-Armitage-Ashland-Cortland Intersection Improvement	CDOT	Intersection Improvement	332
62142		Devon-Caldwell-Central-Lehigh Intersection Improvements	CDOT	Intersection Improvement	350
62211	01-25-0030	79th/Stony Island/South Chicago Intersection Improvements	CDOT	Intersection Improvement	350
64143	01-22-0023	Ashland-Ogden-Kinzie (AOK) New Metra Station	CDOT	New Station	300

64144		New Madison Station — CTA Pink Line	CDOT	New Station	100
64145		New Division Station — CTA Brown/Purple Line	CDOT	New Station	100
74161	17-06-0008	IL 58/Golf Road from Meacham Road to Davis Street Pulse Golf Line	Pace	BRT or Bus Priority Corridor	60
74163	17-18-0004	Pulse Harlem Avenue	Pace	BRT or Bus Priority Corridor	45
74164	17-18-0005	Pulse Cermak Road	Pace	BRT or Bus Priority Corridor	42
74166	17-22-0002	I-294 Tri-State Express Bus Stations	Pace	BRT or Bus Priority Corridor	133
74213		Pulse Touhy Avenue	Pace	BRT or Bus Priority Corridor	24
74214		Pulse North Avenue	Pace	BRT or Bus Priority Corridor	24
74215		Pulse Western Avenue	Pace	BRT or Bus Priority Corridor	27
74216		Pulse South Halsted Street Extension	Pace	BRT or Bus Priority Corridor	25
83209	06-00-0042	143rd Street from Wolf Road to US 45 (La Grange Road)	Orland Park	Arterial Add Lanes	71
83210	06-03-0005	143rd Street from Will-Cook Road to IL 7 (Wolf Road)	Orland Park	Arterial Add Lanes	15

91312	09-12-0036	I-80 Reconstruction from Ridge Road to US 30 Lincoln Highway	IDOT District 1	Interstate Add Lanes	1,622
91317	11-18-0005	Randall Road from Ackman Road to Polaris Drive/Acorn Lane	McHenry County	Arterial Add Lanes	79
91318	13-16-0005	Barrington Road from IL 62 to Central Road	IDOT District 1	Arterial Add Lanes	41
91319	08-16-0024	IL 56 (Butterfield Road) from IL 53 to I-355	IDOT District 1	Arterial Add Lanes	54
91321	09-09-0039	IL 47 from IL 71 (Stagecoach Trail) to Caton Farm Road (CH 23)	IDOT District 3	Arterial Add Lanes	51
91322	11-00-0001	IL 31 Front Street from IL 120 Belvidere Road to IL 176 (Terra Cotta Ave)	IDOT District 1	Arterial Add Lanes	322
91329	11-06-0018	IL 47 from IL 120 to US 14	IDOT District 1	Arterial Add Lanes	108
91330	11-07-0014	IL 47 from IL 176 to IL 176	IDOT District 1	Arterial Add Lanes	86
91331	09-09-0040	IL 47 from Cross Street to Kennedy Road (FAU 3793)	IDOT District 1	Arterial Add Lanes	242
91336	07-25-0002	I-80 from I-294 (Tri-State Tollway) to State Line (Flex Road - ITS)	IDOT District 1	Interstate Add Lanes	36
91337	12-16-0027	I-55 at IL 129, IL 129 to Lorenzo Road, I-55 Frontage Roads: Kavanaugh Road to Lorenzo Road and at Lorenzo Road	IDOT District 1	Interchange Improvement	180
92416	01-94-0006	Red Line Extension (US 12/20/95th Street to 130 <sup>th</sup> Street)	CTA	New Transit Line or Extension	5,408
93310	18-14-0004	Auburn Park New Station	Metra	New Station	82
94320	12-12-0033	Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road)	Will County	Arterial Add Lanes	47
94323	12-13-0004	Laraway Road (CH 74) from US 52 to US 45	Will County	Arterial Add Lanes	190

94325	12-10-0008	143rd Street (CH 37) from State Street (Lemont Road) to Bell Road (CH 16)	Will County	Arterial Add Lanes	75
94327	12-19-0038, 12-22-0001	Gougar Road: Laraway Road to Francis Road	Will County	Arterial Add Lanes	111
94333	12-15-0002, 12-12-0003	Bell Road Corridor from 159th Street to Glengary Drive	Will County	Arterial Add Lanes	50
94338	09-21-0007, 09-02-0007	Randall Road Grade Separation and Intersection Safety Improvements at Hopps Road	Kane County	Arterial Add Lanes	126
95313	13-16-0009	I-294 Central Tri-State Mobility Improvements	IL Tollway	Interstate Add Lanes	3,644
95314	13-18-0005	I-290/I-88/I-294 Interchange Improvement	IL Tollway	Interchange Improvement	556
95315	03-96-0021	Elgin O'Hare Western Access (I-490)	IL Tollway	New Interstate	4,810
96111	01-24-0017	Calumet River Bridges	CDOT	Bridge Reconstruction	367
96132	01-02-0030	State/Lake Station - Loop El	CDOT	Station Improvement	482
97434	17-18-0003	Pulse Halsted Street	Pace	BRT or Bus Priority Corridor	34
97435	17-21-0001	Pulse 95th Street	Pace	BRT or Bus Priority Corridor	22

**Table 2. RCPs proposed for unconstrained list**

RCP ID	TIP ID(s)	Project name	Lead agency	Project type	Total cost (millions 2025 \$)
11174	13-19-0016	I-94 Bishop Ford Expressway Reconstruction	IDOT District 1	Interstate Reconstruction	990
11176	06-19-0011	I-55 Stevenson/Barack Obama Presidential Expressway Reconstruction (US 41/South DuSable Lake Shore Drive to I-80)	IDOT District 1	Interstate Reconstruction	5,170
11177	01-19-0025	I-90 Kennedy Expressway	IDOT District 1	Interstate Reconstruction	2,340
11178	01-19-0026	I-94 Edens Expressway Reconstruction	IDOT District 1	Interstate Reconstruction	2,440
11179	01-19-0027	I-90/I-94 Kennedy Expressway Reconstruction (Edens Junction to Hubbard Street)	IDOT District 1	Interstate Reconstruction	2,700
11181	13-19-0017	I-57 Reconstruction (I-94 to I-80, I-80 to Will/Kankakee border)	IDOT District 1	Interstate Reconstruction	3,760
13108	12-10-9001;	I-55 Managed Lane from I-355 to I-94/I-90	IDOT District 1	Interstate Add Lanes	1,888
13113	12-12-0037	I-80 from US 30 to I-294	IDOT District 1	Interstate Add Lanes	2,250
13116-B	10-09-0149	IL 173 (Rosecrans Road) from IL 59 to I-94	IDOT District 1	Arterial Add Lanes	210
13117	10-09-0146	US 45 (McHenry Road) from IL 173 to IL 132	IDOT District 1	Arterial Add Lanes	54
13119	10-09-0147	IL 83 (Milwaukee Avenue) from Petite Lake Road to IL 120	IDOT District 1	Arterial Add Lanes	214
13121	08-95-0024	IL 83 Kingery Highway from 31st Street to 55th St and 63rd St to Central Avenue	IDOT District 1	Arterial Add Lanes	88
13125	09-22-0063	IL 47 from south of I-90 to south of Plank Road	IDOT District 1	Arterial Add Lanes	137
13126	08-22-0046	IL 56 from IL 25 to IL 59	IDOT District 1	Arterial Add Lanes	134

13127	10-22-0010	IL 60 from IL 120 to IL 176	IDOT District 1	Arterial Add Lanes	192
13128	10-02-0013	US 45/IL 83 (Old Half Day Road) from IL 60 Townline Road to IL 22 (Half Day Road)	IDOT District 1	Arterial Add Lanes	97
13168	10-09-0024	IL 131 (Green Bay Road) from Wadsworth Road to Russell Road	IDOT District 1	Arterial Add Lanes	129
13183-B		IL 47 from US 14 to IL 176 and from Conley Road to Reed Road	IDOT District 1	Arterial Add Lanes	176
13183-C		IL 47 from Charles Road to IL 120	IDOT District 1	Arterial Add Lanes	136
14137	10-94-0047	IL 120 from Wilson Road to US 41 (IL 120 Bypass)	IDOT District 1	New Arterial	1,000
23186	16-18-0003	Blue Line Core Capacity	CTA	Transit Capacity Increase	2,537
23187	16-22-0004	Brown Line Core Capacity	CTA	Transit Capacity Increase	1,780
24191		Circle Line - visionary	CTA	New Transit Line or Extension	Not Available
24192		Mid-City Transitway - visionary	CTA	New Transit Line or Extension	Not Available
24193		Blue Line Extension to Mannheim - visionary	CTA	New Transit Line or Extension	Not Available
24194		Green Line Extension to Jackson Park - visionary	CTA	New Transit Line or Extension	Not Available
24195	16-08-0011	Orange Line Extension to Ford City - visionary	CTA	New Transit Line or Extension	445

24196		Yellow Line Extension to Old Orchard - visionary	CTA	New Transit Line or Extension	263
24197		West Loop Subway (Red Line) - visionary	CTA	New Transit Line or Extension	Not Available
24198		Green Line Extension to Midway - visionary	CTA	New Transit Line or Extension	Not Available
24199		Brown Line Extension to Jefferson Park - visionary	CTA	New Transit Line or Extension	Not Available
24200		Clinton Street Subway - visionary	CTA	New Transit Line or Extension	612
33149		Heritage Corridor Line Improvements	Metra	Transit Capacity Increase	331
33151	18-07-0669	Union Pacific West Line Improvements	Metra	Transit Capacity Increase	471
33154		Milwaukee District North Line Improvements	Metra	Transit Capacity Increase	832
43158	12-18-0021	Wilmington-Peotone Road from IL 53 to Drecksler Road	Will County	Arterial Add Lanes	277
44101		Northern McHenry Bypass	McHenry County	New Arterial	200
44102		Northern Algonquin Bypass	McHenry County	New Arterial	150
44217		Milwaukee District North Line Extension to Spring Grove and Richmond	Metra	New Transit Line or Extension	480
pending	04-26-0017	Tri-State Tollway (I-294) at Irving Park Road (IL 19) Interchange Improvement	IL Tollway	Interchange Improvement	

pending	I-88 and I-355 Interchange Reconstruction	IL Tollway	Interchange Improvement
pending	BNSF Line Extension to Kendall County	Metra	New Transit Line or Extension
pending	BNSF Line Extension to Sugar Grove	Metra	New Transit Line or Extension
pending	HC Line Extension to Wilmington	Metra	New Transit Line or Extension
pending	MDN Line Extension to Wadsworth	Metra	New Transit Line or Extension
pending	MDW Line Extension to Hampshire	Metra	New Transit Line or Extension
pending	Metra Electric Line Extension to South Suburban Airport	Metra	New Transit Line or Extension
pending	Rock Island Extension to Minooka	Metra	New Transit Line or Extension



## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP staff

**Date:** February 19, 2026

**Subject:** Update on the Comprehensive Climate Action Plan for Greater Chicago

**Action Requested:** Discussion

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### Purpose

The project team will update the Transportation Committee on the development of the Comprehensive Climate Action Plan (CAP) for Greater Chicago, funded by the U.S. Environmental Protection Agency’s Climate Pollution Reduction Grant. The CAP was created through a partnership between the CMAP, Metropolitan Mayors Caucus, and Northwestern Indiana Regional Planning Commission. It serves as the first regional framework to address all major greenhouse gas emissions across a 13-county area spanning Illinois, Indiana, and Wisconsin.<sup>1</sup>

Since the CAP team last met with the committee in August 2024, the team engaged with the CAP steering committee and working groups over the span of 14 months to seek feedback through the plan development process and the CAP was submitted to USEPA in advance of the December 2025 deadline. Since completing the plan content, the CAP team has focused on preparing the document for public release, including design, formatting, and accessibility enhancements. The plan will be published in March 2026.

At the February meeting, staff will give an overview of the soon-to-be released CAP, identifying the plan’s study area, its emissions profile, and the future policy scenarios outlined in the plan. Staff will also highlight the plan’s core actions with a focus on the key transportation strategies that are central to reducing the Greater Chicago region’s transportation sector emissions — reducing vehicle miles traveled and electrifying vehicles. For more details on the plan, visit [CMAP’s climate action webpage](#) in March to read the full plan.

Below are key project updates, identifying key milestones that occurred between August 2024 and December 2025 but will not be discussed at length during the February meeting. Following the project updates is additional information about the final plan structure and CMAP’s next steps.

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# 1. Project updates

## 1.1. Emissions profile

CMAP staff updated the 2020 Greenhouse Gas Inventory<sup>2</sup> for the 13-county planning area.<sup>3</sup> In 2020, the 13 counties produced approximately 152 million metric tons of carbon dioxide equivalent (MMT CO<sub>2</sub>e) of GHG emissions (Figure 1).

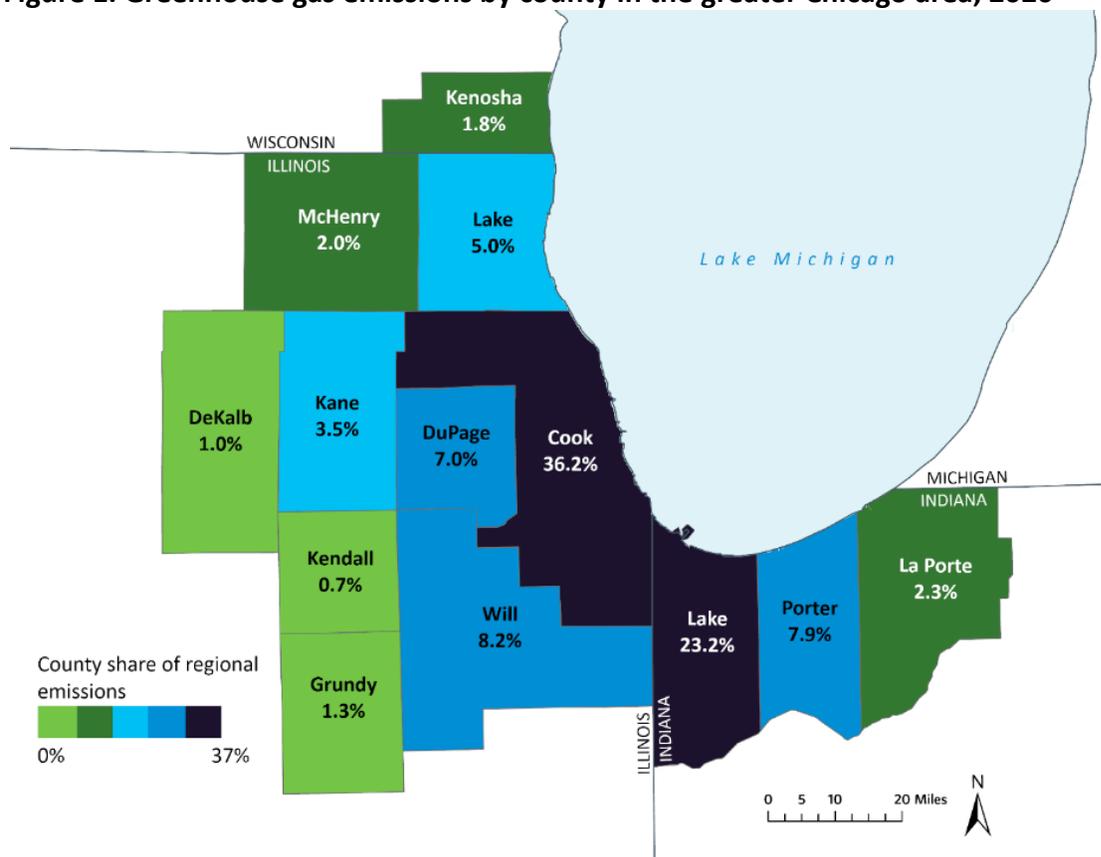
Most emissions come from three sectors:

- **Industry** (36%): reflecting the region's concentration of steelmaking, refining, and manufacturing.
- **Buildings** (35%): driven largely by fossil-fuel-based heating in homes, businesses, and institutions.
- **Transportation** (26%): primarily gasoline and diesel used for passenger and freight travel.

Smaller but important shares come from agriculture, waste, and water and wastewater systems, while trees and wetlands remove about 2 percent of total annual regional emissions through carbon sequestration.

Emissions vary significantly between counties. While Cook County produces the most total emissions, industrial counties in northwest Indiana have the highest emissions per person. This highlights how development patterns, transportation assets, and industry clusters shape the region's emissions landscape — and the need for strategies tailored to each county's unique profile. See the plan's *Chapter 2. GHG emissions and trends* for more information.

**Figure 1. Greenhouse gas emissions by county in the greater Chicago area, 2020**



Source: CMAP, 2025.

## 1.2. Economy-wide reduction targets

The CAP Steering Committee confirmed the plan’s target to reduce gross greenhouse gas emissions 48 percent by 2035 and 86 percent by 2050 relative to 2005 levels.<sup>4</sup> The plan uses economy-wide modeling to identify the reductions needed in each sector to achieve this regional target, recognizing that decarbonization potential varies across sectors (see Tables 1 and 2).

**Table 1. Sector reduction targets for the 13-county region to achieve the plan’s overall reduction targets**

Sector	Emissions (MMT CO <sub>2</sub> e)				Reduction needed (from 2005)	
	2005	2020	2035	2050	2035	2050
Buildings	66.64	53.99	36.54	3.35	-45%	-95%
Transportation	56.05	39.57	21.77	4.89	-61%	-91%
Industry	65.15	55.95	39.36	15.14	-40%	-77%
Waste	1.54	0.96	0.66	0.70	-57%	-56%
Water and wastewater	-	1.70	1.10	0.57	-	-
Agriculture	2.13	2.14	1.56	1.56	-27%	-27%

<b>Gross emissions</b>	192.92	154.27	100.48	26.23	-48%	-86%
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Note: 2005 water and wastewater emissions are included within the buildings and waste sectors due to limited data availability for these sources during that year.

Source: CMAP and E3, 2025.

**Table 2. Emission offsets by natural carbon sequestration for the 13-county region**

Sector	Emissions captured (MMT CO2e)				Increase in emissions offset	
	2005	2020	2035	2050	2035	2050
Natural carbon sequestration	3.57	2.74	4.15	6.25	16%	75%

Source: CMAP and E3, 2025.

### 1.3. Emissions modeling

The project team used E3’s Pathways model to create the future GHG emissions scenarios. Pathways is an economy-wide energy and greenhouse gas emissions accounting model designed to help policymakers evaluate strategies for decarbonization. It is not an optimization model; instead, it compares user-defined scenarios to show the impacts of different climate and energy policy choices.

For each reduction strategy, the team specified key assumptions that influence energy demand, such as electric vehicle adoption or building heating needs. The Pathways model then estimates annual energy use and greenhouse gas emissions across all major sectors, including residential and commercial buildings, industry, and transportation, among others.

With the guidance and expertise of CAP sector-specific working groups for transportation, buildings, and industry, as well as community working group and CMAP’s climate committee, the project team developed a series of emission reduction strategies to be included in the plan. These strategies were informed by recommendations from recent regional decarbonization efforts as well as national and state-level efforts and refined over the course of the project. For more information on this process, see the meeting materials with these groups on the project’s [webpage](#).

The project team then grouped GHG reduction strategies into three scenarios – the current policy scenario, the plan implementation scenario, and the state and local portion of the plan implementation scenario, as described in Section 1.4.<sup>5</sup>

### 1.4. Future emissions scenarios

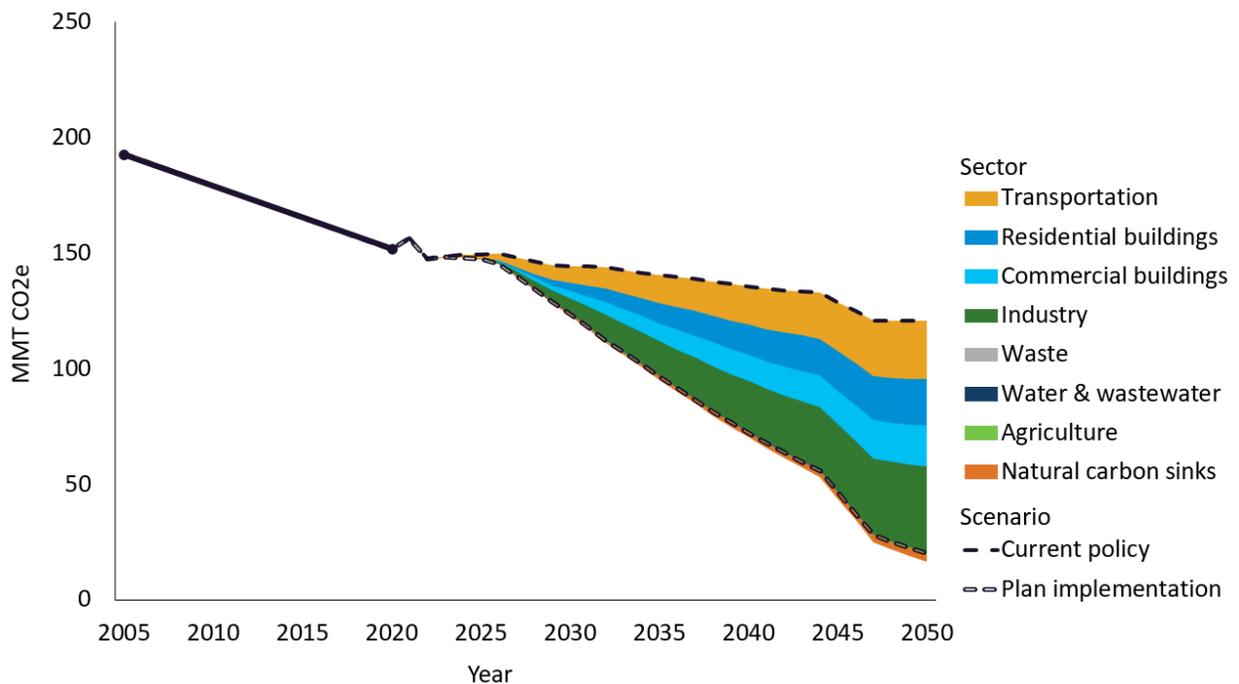
Three policy scenarios illustrate the range of emissions reductions achievable under different levels of policy ambition and coordination (Figures 2 and 3):

- **Current policy scenario:** Reflects existing federal and state policies — such as Illinois’ Climate and Equitable Jobs Act (CEJA) — and represents a business-as-usual trajectory, reducing emissions 26 percent by 2035 and 36 percent by 2050.

- **Plan implementation scenario:** Demonstrates that the region can meet its economywide GHG reduction target through full adoption of 30+ modeled strategies across all major emissions sectors, reaching 48 percent by 2035 and 86 percent by 2050.
- **State and local scenario:** Highlights the extent of reductions achievable under the plan implementation scenario that do not require new federal action, achieving a 58 percent reduction by 2050.

Together, these trajectories highlight both the urgency of acting now and the necessity of coordinating efforts across all scales of government. Deep emissions reductions are within reach but only if communities, states, and federal partners move forward together. See the plan’s *Chapter 3 The path forward* for more information.

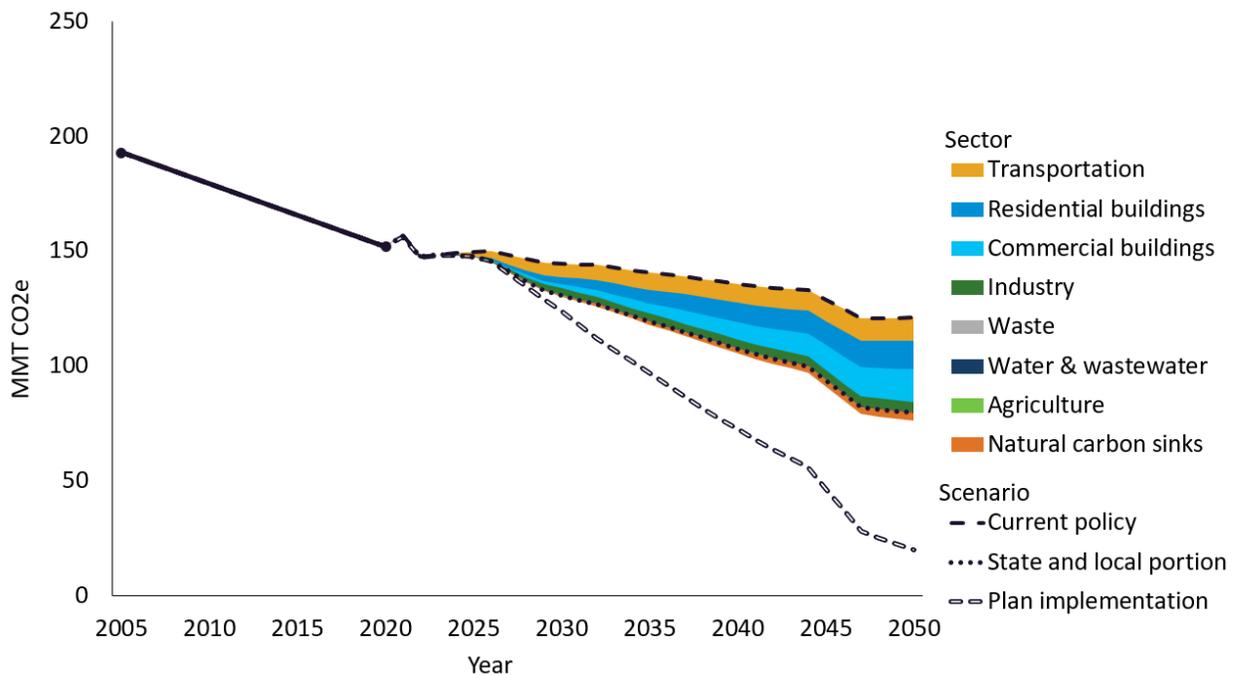
**Figure 2. Plan implementation scenario emissions reductions by sector (2020-2050)**



Source: CMAP and E3, 2025.

Note: Waste and agriculture emissions reductions are so small that colors do not appear in the chart.

**Figure 3. State and local implementation scenario emissions reductions by sector (2020-2050)**



Source: CMAP and E3, 2025.

## 2. Plan structure

The plan is organized into eleven chapters, described below. It also includes an executive summary that provides a high-level overview of the roadmap to decarbonize the region, along with several appendices that offer additional technical detail.

1. **Introduction** – Makes the case for climate action by describing current and future climate impacts, as well as the plan purpose and planning process, including engagement.
2. **GHG emissions and trends** – Summarizes the 2020 GHG inventory for Greater Chicago by sector and geography and describes regional emissions trends from 2005 to 2020.
3. **The path forward** – Describes the level of ambition required to achieve an 85 percent reduction in gross emissions by 2050. Presents three modeled emissions reduction scenarios: current policy, plan implementation, and the state and local portion of the plan implementation scenario. Highlights how achieving the plan’s goals can also deliver community benefits, such as improved air quality and public health. Explains how GHG reductions can be achieved for each sector through strategies implemented across multiple levels of governments and non-government partners.
- 4.-11. **Sectors** – Includes individual chapters for the seven emissions sectors, including:

buildings, transportation, industry, energy generation, waste, water and wastewater, and agriculture, as well as natural carbon sequestration.

The appendices cover: stakeholder and community engagement (Appendix A), GHG inventory methodology (Appendix B), GHG reduction quantification and benefits analysis methodology (Appendix C), modeled strategies and cost estimates (Appendix D), and workforce planning analysis (Appendix E).

### **3. Next steps**

Following the February meeting, the project team will be presenting the plan to other CMAP committees and stakeholders. The project team will also highlight key components of the plan in agency communications and is exploring how CMAP can best support plan implementation.

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<sup>1</sup> Given that the study area does not coincide with a single governmental jurisdiction, the plan will not be formally adopted and will instead serve as a framework to inform planning efforts at the MPO and local government levels as well as needed action from the federal and state levels.

<sup>2</sup> Pandemic-related changes in transportation and energy consumption make 2020 an anomalous year for some datasets, but it is still a viable year for this analysis. The inventory is built using modeled and reported data from various time scales and geographies, which reduces the impacts of short-term fluctuations, such as those experienced in 2020. The inventory results are comparable to past efforts to study emissions in the region.

<sup>3</sup> In November 2024, the 2020 Greenhouse Gas Inventory was updated to incorporate state-specific eGRID emission factors for quantifying the GHG impacts of electricity consumption. These updated factors significantly impacted emissions in the residential, commercial, and industrial building subsectors. Illinois counties experienced a decrease in emissions due to a lower emissions factor, while Indiana and Wisconsin saw increased emissions due to a more carbon-intensive emissions factor.

<sup>4</sup> To meet the grant requirements, the plan needed to present emissions reductions relative to 2005 levels, requiring the development of a 2005 baseline inventory. CMAP used USEPA's State Inventory Tool to extract emissions data, for the three states included in this plan, and then applied county level shares from the plan inventory to estimate 2005 emissions for the greater Chicago area.

<sup>5</sup> Not all strategies included in the plan could be included in the modeling. See the plan's Appendix C for more details on the GHG reduction quantification methodology and Appendix D for the complete list of modeled strategies.

## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** February 20, 2026

**Subject:** IDOT's Blue Ribbon Commission on Transportation Infrastructure and Funding

**Action Requested:** Information

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The [Blue-Ribbon Commission on Transportation Infrastructure and Funding](#) was commissioned in 2022 for the purpose of helping the Illinois Department of Transportation enhance its critical role in maintaining a safe multi-modal transportation network and promoting the economic vitality of Illinois. The Commission recently published their [final report](#), which includes 27 recommendations related to five overarching objectives that must be addressed by both IDOT and the General Assembly:

(1) accelerate project delivery, (2) expand workforce capacity, (3) maximize the value of investments, (4) drive sustainable outcomes, and (5) secure adequate funding sources.

Staff from the Illinois Department of Transportation will share an overview of the recommendations and progress made toward achievement of goals.



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**MEMORANDUM**

**To:** CMAP Transportation Committee  
**From:** CMAP Intergovernmental Affairs Staff  
**Date:** February 13, 2026  
**Subject:** Legislative update  
**Action Requested:** Information

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**FEDERAL**

**FY26 appropriations**

The FY26 THUD spending bill was signed into law on February 3, 2026, and provides \$25.1 billion in discretionary funding for USDOT and \$83.2 billion for transportation programs, totaling roughly \$108 billion in budget authority for FY26.

Overall, the bill preserves core highway and transit formula programs, while redirecting \$2.3 billion in unobligated IIJA funding into the Highway Infrastructure Programs account and includes roughly \$2.3 billion in earmarks for projects requested by House and Senate members.

**Surface transportation reauthorization**

Progress toward the next surface transportation reauthorization bill continues to accelerate. Congressional authorizing committees have begun circulating draft language internally in advance of anticipated public release and markups during the first quarter of 2026.

USDOT and its operating administration are also transmitting their reauthorization proposals to the Office of Management and Budget before formal submission to Congress. The current surface transportation bill, the Infrastructure Investment and Jobs Act (IIJA), is set to expire on September 30, 2026, and Congress is working to pass reauthorization ahead of this deadline.

CMAP staff has shared One Regional Voice ([ORV 2025](#)) with the region’s congressional delegation and other federal stakeholders to help inform federal policy and investment decisions in the reauthorization bill. CMAP will continue engaging with the region’s congressional delegation and stakeholders to elevate shared goals and priorities.

**STATE**

**General legislative activity**

The General Assembly has convened for its 2026 regular session and is scheduled to be in session through May 31, 2026. Following the bill introduction deadline on February 6, the next deadlines ahead are March 13 for Senate bills to advance out of committee and March 27 for House bills.

CMAP staff continues to track legislation before the Illinois General Assembly that impacts the region and is relevant to CMAP's work. The following has been identified by CMAP staff as key pieces of legislation being considered before the Illinois General Assembly that may be of interest to the Transportation Committee.

It should be noted this is not an exhaustive list of legislation tracked by CMAP staff. For more information on other tracked legislation of interest, please contact Ryan Gougis, IGA Specialist at [rgougis@cmmap.illinois.gov](mailto:rgougis@cmmap.illinois.gov).

### **Bike and Pedestrian**

#### **HB4220 – VEH CD-GEN SPEED RESTRICTIONS** (Rep. Stuart)

**Description:** Provides that the maximum speed limit on bicycle paths for bicycles, low-speed electric bicycles, low-speed gas bicycles, motor driven cycles, and mopeds is 15 miles per hour.

**Status:** Referred to Rules Committee on 1/14/2026

#### **HB4660 – VEH CD-BICYCLE OPERATION** (Rep. Buckner)

**Description:** Provides that an individual operating a bicycle approaching a stop sign may proceed through the intersection without stopping if the individual slows to a reasonable speed and the individual yields the right-of-way to pedestrians and traffic. Sets forth exemptions.

**Status:** Referred to Rules Committee on 2/3/2026

#### **HB4742 – VEH-ELECTRIC MOBILE DEVICE DEF** (Rep. Cochran)

**Description:** Changes the definition of "electric personal assistive mobility device" to mean a self-balancing 2 non-tandem wheeled device lacking pedals designed to transport only one person that is battery-powered or has an electric propulsion system that limits the maximum speed of the device to 15 miles per hour or less. Includes in the definition of "electric personal assistive mobility device" a device that is currently out-of-class. Excludes from the definition of "electric personal assistive mobility device" a low-speed electric bicycle, low-speed scooter, motorcycle, or motor vehicle.

**Status:** Referred to Rules Committee on 2/6/2026

#### **HB4768/SB3595 – VEH CD-LOW-SPEED ELECTRIC BIKE** (Rep. DeLaRosa/Sen. Cappel)

**Description:** Allows a State entity to prohibit the use of low-speed electric bicycles or a specific class of low-speed electric bicycles on any bicycle path the State entity has jurisdiction over.

**Status:** HB4768 referred to Rules Committee on 2/6/2026; SB referred to Assignments on 2/5/2026

#### **HB4840 – VEH-PERSONAL MOBILITY DEVICES** (Rep. Canty)

**Description:** Creates a comprehensive, speed-based regulatory framework for motorized personal mobility devices by defining four device classes (low-speed micromobility, low-speed personal mobility, moderate-speed, and high-speed). Low-speed micromobility devices may use

bicycle paths unless local authorities provide for restrictions. Moderate- and low-speed devices are prohibited on highways posted over 35 mph. Moderate- and high-speed devices are barred from bicycle-specific facilities. Retailers and manufacturers are prohibited from marketing faster devices as low-speed and allows municipalities to install signage to regulate devices.

**Status:** Referred to Rule Committee on 2/6/2026

[HB4925/SB3336](#) – **LOW-SPEED ELECTRIC BICYCLE** (Rep. B. Hernandez/Sen. Villivalam)

**Description:** Provides that a person who is less than 16 years of age may ride as a passenger on a Class 3 low-speed electric bicycle that is designed to accommodate passengers if the operator is 18 years of age or older.

**Status:** HB4925 referred to Rules Committee on 2/6/2026; SB3336 referred to Assignments on 2/4/2026

[SB2966](#) – **SCH CD-ACTIVE TRANSPORT SAFETY** (Sen. Guzman)

**Description:** Requires each school district maintaining any elementary grades to provide its public-school pupils enrolled in kindergarten through grade 8 with age-appropriate, active-transportation safety training. Requires the Secretary of Transportation to maintain a comprehensive collection of active-transportation safety training materials.

**Status:** Assigned to Senate Education on 2/3/2026

[SB3478](#) – **IDOT-BICYCLE GRID NETWORK** (Sen. Simmons)

**Description:** Provides that the Department of transportation shall develop a statewide bicycle grid network of State bicycle routes to include greenspace and protected bicycle routes connecting major cities, suburbs, and townships across the State. Allows the Department to adopt rules on how best to accomplish the development of a bicycle grid network and the necessary steps to develop a bicycle grid network.

**Status:** Referred to Assignments on 2/5/2026

### Transit Improvement

[HB4588](#) – **PARKING-HIGH POPULATION CITIES** (Rep. Hirschauer)

**Description:** Amends the People Over Parking Act. Provides that the Act applies to municipalities with a population of more than 2,000,000 (rather than all units of local government). Effective June 1, 2026.

**Status:** Assigned to House Executive Committee on 2/11/2026

[HB4638](#) – **LOC GOV-MICROTRANSIT PAYMENTS** (Rep. Scherer)

**Description:** Provides that, if a county, township, or municipality offers microtransit services, then the county must provide riders with a method to prepay for the microtransit service with a smartphone application.

**Status:** Referred to Rules on 2/3/2026

[HB4759](#) – **GREEN LIGHT FOR BUSES** (Rep. Mah)

**Description:** Creates the Green Light for Buses Act. Establishes the Committee on Efficient Arterial Signal Infrastructure to make recommendations to improve public transit efficiency via improvements to traffic signal infrastructure. Publishes a report to the Department of Transportation for inclusion in the Public Transportation Plan.

**Status:** Referred to Rules on 2/6/2026

[HB5092/SB3419](#) – **TRANSIT-DISABILITY** (Rep. Delgado/Sen. Villivalam)

**Description:** Amends the Interagency Coordinating Committee on Transit Innovation, Integration, and Reform Act. Provides that the member appointed to the Committee to represent individuals with disabilities shall either be an individual with a disability or an individual who has demonstrated experience advocating for and advancing the accessibility and transportation needs of individuals with disabilities. Requires one member for each of the three service boards (CTA, Metra, and Pace) and the newly created NITA board to be person with a disability who lives in the region. Requires the boards to establish an ADA Advisory Committee to advise them on accessibility and compliance with the ADA s it relates to fixed route and paratransit service.

**Status:** HB5092 referred to Rules on 2/10/2026; SB3419 referred to Assignments on 2/4/2026

[HB5576](#) – **NITA-PARATRANSIT SERVICES** (Rep. Harper)

**Description:** Provides that the Northern Illinois Transit Authority may not withdraw moneys from the Authority's ADA Paratransit Fund unless the Authority: (1) implements a program to collect data about the reliability of paratransit services that evaluates each driver's performance; (2) requires regular training sessions, including training to assist visually impaired and deaf riders traveling door-to-door, for drivers who received poor evaluations; and (3) requires all reservation methods to permit caregivers to book rides for visually impaired and deaf riders.

**Status:** Referred to Rules on 2/13/2026

[SB2941](#) – **RTA-COUNTY LAW ENFORCEMENT** (Sen. Johnson)

**Description:** Amends the Regional Transportation Authority Act. In provisions concerning taxes collected in DuPage, Kane, Lake, McHenry, and Will Counties and paid directly to the counties, provides that the county board of each county shall use those amounts to fund operating and capital costs of, among other things, facilities of county law enforcement. Provides that the funds shall be divided equally among all entities. Deletes provisions requiring that the funding the counties receive under the provisions shall not be used as the basis for reducing any funds that the counties would otherwise have received from the State, the Regional Transit Authority, the Commuter Rail Division, the Suburban Bus Division, or the Chicago Transit Authority. Makes other changes.

**Status:** Referred to Assignments on 1/27/2026

[SB3212](#) – **TRANSIT OPPORTUNITY ZONE ACT** (Sen. Jones)

**Description:** Creates the Transit-Oriented Overlay and Opportunity Retail Integration Zoning Act. Provides that the area located within a one-mile radius of a transit-oriented development is an ORI zone. Provides that the ORI zone is created automatically by operation of law. Provides that, if a conflict exists between the provisions of the ORI zone and a county or municipality, then the provisions of the ORI zone shall control. The ORI zones permit uses for

retail, restaurant, and personal service establishments, residential uses of all types, light manufacturing, and lodging and hospitality uses.

**Status:** Referred to Assignments on 2/2/2026

**SB3679 – DOT-INTERCITY GRID BUS PROGRAM** (Sen. Simmons)

**Description:** Requires the Department of Transportation to develop an intercity grid bus pilot program that offers free and fast buses that interconnect cities, suburbs, and townships across the State. Provides that the amendatory Act may be referred to as the Free and Fast Buses Act.

**Status:** Referred to Assignments on 2/5/2026

**Transportation Infrastructure**

**SB3275 – IDOT-INTERSECTION REVIEW** (Sen. Joyce)

**Description:** Requires the Department of Transportation to create an expedited process for municipalities or counties to submit a request for an expedited review for intersections on State roads.

**Status:** Referred to Assignments on 2/3/2026

**SB3382 – HWY CD-EXPEDITED PERMIT REVIEW** (Sen. Ellman)

**Description:** Removes language providing that the chairman of the Illinois State Toll Highway Authority shall exercise general supervision over all powers, duties, obligations, and functions of the Authority. Requires the directors of the Authority to appoint other agents or employees as they consider necessary or desirable. Requires the Governor, with the advice and consent of the Senate, to appoint an Executive Director of the Authority to serve as the chief executive officer of the Board of Directors of the Authority. Removes language granting the Authority the power to appoint assistant attorneys for the Authority and the power to retain special counsel. Effective January 1, 2027.

**Status:** Referred to Assignments on 2/5/2026

**SB3672 – DOT-QUICK-BUILD INFRASTRUCTURE** (Sen. Feingenholtz)

**Description:** Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to accept a request for proposal for a quick-build infrastructure as an alternative for an infrastructure project. Provides that an accepted quick-build infrastructure may include a cycle lane segregator or other temporary infrastructure solution. Sets forth cycle lane segregator specifications.

**Status:** Referred to Assignments on 2/5/2026

**SB3634 – REAL ESTATE-VARIOUS** (Sen. Villivalam)

**Description:** In provisions concerning vouchers, provides that the signature requirement for construction contracts procured by the Department of Transportation shall apply to contracts, contract renewals, and orders against a master contract in the amount of \$750,000 or more in a fiscal year and to any contract amendment or change to an existing contract that increases the value of the contract to or by \$750,000 or more in a fiscal year. In provisions concerning spending money without obtaining title to land, provides that the Department of Transportation may proceed with bidding or awarding a contract or any construction activities once it has complied with specified federal requirements. In provisions allowing the

Department of Transportation to acquire an interest in land, rights, or other property for specified road construction purposes, specifies that the property may be public or private property.

**Status:** Referred to Assignments on 2/5/2026

#### **SB3760 – PUBLIC CONSTRUCTION-SURETY** (Sen. Preston)

**Description:** Provides that the Department of Transportation and the Illinois State Toll Highway Authority shall require every contractor for public works to furnish, supply, and deliver a bond if the public works contract will cost more than \$10,000,000 (currently, \$500,000). Provides that local governmental units shall require a bond for public works projects costing over \$5,000,000 (currently, \$150,000) and may require a bond for public works projects valued at \$5,000,000 or less (currently, \$150,000 or less). Provides that certain bonding requirements apply until January 1, 2034 (currently, January 1, 2029).

**Status:** Referred to Assignments on 2/5/2026

### **Transportation Safety**

#### **HB4281 – VEH CD-SPEED CAMERAS** (Rep. L. Davis)

**Description:** Provides that the provision regarding automated speed enforcement systems in safety zones applies only to municipalities with a population of 25,000 (rather than 1,000,000) or more inhabitants in a county with a population of 3,000,000 or more inhabitants.

**Status:** Assigned to House Executive Committee on 2/11/2026

#### **HB4404 – VEH CD-SPEED CAMERAS-HOME RULE** (Rep. Jones)

**Description:** Allows a home rule unit to install an automated speed enforcement system within the home rule unit. Requires a non-home rule unit to provide a referendum to install an automated speed enforcement system within the non-home rule unit. Provides that any funds collected from a violation of an automated speed enforcement system shall be remitted to the Department of Revenue to be used for any property tax relief program within the home rule unit or non-home rule unit where the violation occurred.

**Status:** Referred to Rules Committee on 1/14/2026

#### **HB4697/SB2966 – SCH CD-ACTIVE TRANSPORT SAFETY** (Rep. Yang Rohr/Sen. Guzman)

**Description:** Requires each school district maintaining any elementary grades to provide its public-school pupils enrolled in kindergarten through grade 8 with age-appropriate, active-transportation safety training. Requires the Secretary of Transportation to maintain a comprehensive collection of active-transportation safety training materials.

**Status:** HB4697 referred to Rules Committee on 2/6/2026; SB2966 assigned to Senate Education on 2/3/2026

#### **HB4948 – INTELL SPEED ASSIST PROGRAM** (Rep. Deuter)

**Description:** Establishes the Intelligent Speed Assistance Program to supervise the installation and compliance of intelligent speed assistance systems. Sets forth requirements for the Secretary of State upon receipt of notice from a court that a person is required to enroll in the Program. Provides that a person enrolled in the Program shall install a certified intelligent speed assistance system on each motor vehicle owned by or registered to the person and shall

not operate any motor vehicle that is not equipped with a functioning, certified intelligent speed assistance system. Provides that the Zero Traffic Fatalities Task Force shall certify intelligent speed assistance systems for use in the State and adopt rules and forms for the installation, maintenance, and certification of intelligent speed assistance systems.

**Status:** Referred to Rules Committee on 2/6/2026

**HB5081/SB3374 – VEH CD-ALTER SPEED LIMITS** (Rep. Hanson/Sen. Porfirio)

**Description:** With regard to automated speed enforcement systems in safety zones, provides that "safety zone" does not include any roadway in which the 30 mile per hour speed limit is decreased by local ordinance without an engineering or traffic investigation. Provides that a local authority or park district shall determine and declare by ordinance a reasonable and safe absolute maximum speed which: decreases the limit within an urban district which shall not require an engineering or traffic investigation to a maximum speed limit of 25 miles per hour, but not less than 20 miles per hour and a maximum speed limit of 10 miles per hour in an alley; increases the limit within an urban district, but not to more than 55 miles per hour, if after increasing the limit within an urban district an engineering or traffic investigation is required to decrease the limit; or decreases the limit within a residence district which shall not require an engineering or traffic investigation to a maximum speed limit of 20 (rather than not to less than 25) miles per hour. Requires a park district, city, village, incorporated town, or county board to post a sign designating the new speed limit.

**Status:** HB5081 referred to Rules Committee on 2/10/2026; SB3374 referred to Assignments on 2/4/2026

**SB2759 – VEH CD-SPEED ENFORCE SYSTEMS** (Sen. Porfirio)

**Description:** Provides that the automated speed enforcement systems in safety zones provision applies to home rule municipalities contiguous to municipalities with a population of 1,000,000 or more inhabitants.

**Status:** Assigned to Senate Executive on 2/3/2026

**SB3102 – VEH CD-SPEED ASSISTANCE DEVICE** (Sen. Morrison)

**Description:** Provides that if a person who is convicted of violating a speed restriction is found to have driven a vehicle upon a highway at a speed greater than 100 miles per hour, the court shall order that the person have installed an intelligent speed assistance device in any motor vehicle owned or operated by the person for at least 12 months or for the duration of the license suspension or revocation, whichever is longer. Requires the Secretary to submit a report every 24 months to the Governor and the General Assembly with information about the intelligent speed assistance device mandates.

**Status:** Referred to Assignments on 1/29/2026

**Transportation Funding**

**HB4439 – COUNTIES-MOTOR FUEL** (Rep. Guzzardi)

**Description:** Provides that any county (currently, DuPage, Kane, Lake, Will, and McHenry counties only) may impose a tax upon all persons engaged in the business of selling motor fuel. Provides that, in addition to other uses currently allowed by law, the proceeds from the tax

shall be used for the purpose of maintaining and constructing essential transportation-related infrastructure.

**Status:** Referred to Rules on 1/20/2026

**HB5445 – LOCAL ROAD USE FUND** (Rep. Deering)

**Description:** reates the Local Road Use Fund. Provides that moneys in the fund shall be used exclusively for local transportation-related purposes, including, but not limited to, costs for construction, maintenance, repair, and betterment of highways, roads, streets, and bridges. Amends the Use Tax Act, the Service Use Tax Act, the Service Occupation Tax Act, and the Retailers' Occupation Tax Act. In provisions concerning the apportionment of moneys in the Road Fund, provides that 85% of the moneys shall be apportioned into the Public Transportation Fund, 10% of the moneys (rather than 15% of the moneys) shall be apportioned into the Downstate Public Transportation Fund, and 5% of the moneys shall be apportioned into the Local Road Use Fund.

**Status:** Referred to Rules on 2/13/2026

**HB5445 – LOCAL ROAD USE FUND** (Rep. Deering)

**Description:** Creates the Local Road Use Fund. Provides that moneys in the fund shall be used exclusively for local transportation-related purposes, including, but not limited to, costs for construction, maintenance, repair, and betterment of highways, roads, streets, and bridges. Amends the Use Tax Act, the Service Use Tax Act, the Service Occupation Tax Act, and the Retailers' Occupation Tax Act. In provisions concerning the apportionment of moneys in the Road Fund, provides that 85% of the moneys shall be apportioned into the Public Transportation Fund, 10% of the moneys (rather than 15% of the moneys) shall be apportioned into the Downstate Public Transportation Fund, and 5% of the moneys shall be apportioned into the Local Road Use Fund.

**Status:** Referred to Rules on 2/13/2026

**SB3566 – VEH CD-ELECTRIC VEHICLES** (Sen. Villivalam)

**Description:** Provides that, beginning July 1, 2027, an electric vehicle owner may register an electric vehicle with any qualifying registration, and an additional \$320 surcharge shall be collected in addition to the applicable registration fee. Provides that, beginning July 1, 2028, the Secretary shall annually adjust the electric vehicle registration surcharge by an amount equal to the percentage increase, if any, in the Consumer Price Index for the 12 months ending in March of the year in which the increase takes place. Establishes the Road Usage Charge Program to be implemented by Secretary of State to be used in lieu of the fees levied for electric vehicle owners. Provides that beginning July 1, 2027, the road usage charge rate is 1.5 cent per mile and the road usage charge cap is \$320 for an annual registration. Requires the Secretary to annually adjust the road usage charge rate and the road usage charge cap by an amount equal to the percentage increase, if any, in the Consumer Price Index for the 12 months ending in March of the year in which the increase takes place. Provides that revenue generated by the Program and relevant penalties shall be distributed in the same manner revenue from the motor fuel tax is distributed after covering the costs to administer the Program.

**Status:** Referred to Assignments on 2/5/2026

**SB3635 – MOTOR FUEL-GRADE CROSSING** (Sen. Murphy)

**Description:** Provides that the monthly amount transferred from the Motor Fuel Tax Fund to the Grade Crossing Protection Fund shall be increased in each fiscal year by the percentage increase, if any, in the Consumer Price Index for All Urban Consumers for the most recent 12-month period for which data is available on July 1 of the fiscal year for which the monthly grade crossing protection amount is calculated. Effective immediately.

**Status:** Referred to Assignments on 2/5/2026

### **Transportation Technology & AVs**

[HB4663/SB3392](#) – **AUTONOMOUS VEHICLE PILOT PROJ** (Rep. Buckner/Sen. Hastings)

**Description:** Creates the Autonomous Vehicle Pilot Project Act. Provides that in order to commence an autonomous vehicle pilot project, a person must provide to the Department of Transportation a statement that sets forth the operational design domain for an autonomous vehicle pilot project. Provides that the operational design domain for an autonomous vehicle pilot project must be confined to counties having or exceeding a population of 1,000,000 individuals. Allows the Department to authorize the statewide deployment of autonomous vehicles beyond the operational design domain after a period of 3 years following the effective date of the Act, as long as the Department determines the pilot projects conducted have demonstrated safety and operational readiness. Requires a person to obtain authorization from the Department to operate an autonomous vehicle on the public roads of the State. Repeals the Act on January 1, 2029.

**Status:** Referred to Rules on 2/3/2026

[HB4789/SB3308](#) – **AUTOMATED DRIVING SYSTEMS** (Rep. Kelly/Sen. Joyce)

**Description:** Creates the Automated Driving Systems Development Act. Provides that the operation of highly automated vehicles participating in an automated vehicle pilot project is subject to all applicable federal and State laws. Sets forth eligibility requirements for participation in an automated vehicle pilot project. Establishes the application process for participation in an automated vehicle pilot project. Creates a review committee within the Department of Transportation. Requires the Secretary of State to develop a driving test to evaluate the capability of highly automated vehicles to safely operate on State roads. Sets forth permit requirements and requirements concerning the suspension, revocation, and reinstatement of a permit. Creates reporting and data sharing requirements. Contains other provisions. Effective immediately.

**Status:** HB478 referred to Rules on 2/6/2026; SB3308 referred to Assignments on 2/3/2026

[HB4789](#) – **AUTONOMOUS VEHICLES** (Rep. Gonzalez, Jr.)

**Description:** Amends the Equipment of Vehicles Chapter of the Illinois Vehicle Code to create the Autonomous Vehicles Article. Establishes requirements for the operation of autonomous vehicles on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated. Allows the Secretary of State Vehicle Services Department to adopt various rules regarding the operation and manufacture of autonomous vehicles. Includes requirements for manufacturers of autonomous vehicles. Requires a notice of autonomous vehicle noncompliance for violations of the Code or local traffic ordinances.

**Status:** Referred to Rules on 2/10/2026

## **Freight & Rail**

### **HB4279/SB3085 – PASSENGER RAIL PLANNING ACT** (Rep. Mayfield/Sen. Villivalam)

**Description:** Creates the Passenger Rail Planning Act. Sets forth intercity passenger rail routes serving or originating in the State. Requires the Department of Transportation to incorporate the aspirational frequencies into the Illinois State Rail Plan and the Long-Range Statewide Transportation Plan. Authorizes the Department to nominate corridors for inclusion in the Federal Railroad Administration's Corridor Identification and Development Program and enter into memoranda of understanding or other cooperative agreements for each identified interstate corridor to provide for shared data, joint investment prioritization, and aligned performance measures and planning schedules. Requires the Department to include a recurring section titled Progress Toward High-Speed and Intercity Passenger Rail within each update to the Illinois State Rail Plan and Statewide Transportation Improvement Program. Outlines certain requirements for Metropolitan Planning Organization in the State. Also requires the Department and each Metropolitan Planning Organization to consider progress toward the target passenger rail frequencies when developing project prioritization criteria for multimodal investments.

**Status:** HB4279 assigned to House Transportation: Regulation, Roads, & Bridges on 2/11/2026; SB3085 referred to Assignments on 1/29/2026

### **HB4442/SB2825 – HIGH SPEED RAIL COMM REPEAL** (Rep. Cochran/Sen. Stadelman)

**Description:** Amends the High Speed Rail Commission Act. Provides that the Act is repealed on January 1, 2030 (rather than January 1, 2027). Effective immediately.

**Status:** HB4442 Assigned to House Transportation: Regulation, Roads, & Bridges on 2/11/2026; SB2825 Assigned to Senate Transportation on 2/3/2026

### **HB4543 – RAIL CROSSING NEAR SCHOOLS** (Rep. Syed)

**Description:** Requires every rail carrier operating within the State to install, operate, and maintain pedestrian crossing gates at every grade crossing located within 1.5 miles of a school. Provides that the Illinois Commerce Commission shall have the authority to (i) determine the number, type, and location of the signs, signals, gates, or other protective devices and (ii) prescribe the division of the cost of the installation and subsequent maintenance of the signs, signals, gates, or other protective devices between the rail carrier or carriers, the public highway authority or other public authority in interest, and, in instances involving the use of the Grade Crossing Protection Fund, the Department of Transportation.

**Status:** Referred to Rules Committee on 1/30/2026

### **HB4703/SB3765 – RAILROAD MOD CREDIT** (Rep. Vella/Sen. Halpin)

**Description:** Creates the Short Line Railroad Modernization Act. Creates an income tax credit for taxpayers that incur qualified railroad expenditures or qualified new rail infrastructure expenditures. Sets forth the amount of the credit and limitations on the amount of the credit that may be awarded. Amends the Illinois Income Tax Act to make conforming changes. Effective immediately.

**Status:** HB4703 referred to Rules Committee on 2/6/2026; SB3765 referred to Assignments on 2/5/2026

### **SB3635 – MOTOR FUEL-GRADE CROSSING** (Sen. Murphy)

**Description:** Provides that the monthly amount transferred from the Motor Fuel Tax Fund to the Grade Crossing Protection Fund shall be increased in each fiscal year by the percentage increase, if any, in the Consumer Price Index for All Urban Consumers for the most recent 12-month period for which data is available on July 1 of the fiscal year for which the monthly grade crossing protection amount is calculated. Effective immediately.

**Status:** Referred to Assignments on 2/5/2026

**SB3836 – IL RAILWAY SAFETY ACT** (Sen. Sims, Jr.)

**Description:** Creates the Illinois Railway Safety Act of 2026. Requires a locomotive engineer to be present in the locomotive cab of every train operating on a line and to be capable of taking control of the operation of the train in the event of a safety issue occurring. Requires a locomotive engineer to take full control of the train when a safety issue occurs in order to mitigate the safety issue and any safety risks. Requires the Illinois Commerce Commission to work with each railroad company to ensure that wayside detector systems are installed and operating along railroad tracks on which the railroad operates and to ensure that specified standards are met. Sets forth investigation and reporting requirements for the Commission and the Department of Transportation if a railroad company refuses to work or otherwise cooperate with the Commission. Prohibits a railroad from operating on any main line or any other line any train which exceeds 8,500 feet in length.

**Status:** Referred to Assignments on 2/6/2026