



MPO POLICY COMMITTEE

AGENDA - FINAL

Thursday, March 12, 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 until March 11, 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/85990958636?pwd=dQ1amZkvYPcly59uT3pmWLCBZNO6ax.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 859 9095 8636 Passcode: 634859

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to 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) 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 January 8, 2026** [26-044](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [1.8.26 MPO Policy Committee meeting minutes draft](#)

4.0 CMAP Announcements**4.01 Executive Director's report** [26-045](#)

PURPOSE & ACTION: An update of notable activities of the agency and the Executive Director.

ACTION REQUESTED: Information

4.02 CMAP Board update [26-046](#)

PURPOSE & ACTION: An update on CMAP Board meeting activities will be provided.

ACTION REQUESTED: Information

4.03 Council of Mayors' Executive Committee report [26-049](#)

PURPOSE & ACTION: A report on the activities of the Council of Mayors Executive Committee will be provided.

ACTION REQUESTED: Information

5.0 Items for Approval**5.01 FY2027 Unified Work Program (UWP)** [26-068](#)

PURPOSE & ACTION: Approval of the FY2027 Unified Work Program.

ACTION REQUESTED: Approval

Attachments: [Memo - FY2027 Unified Work Program](#)
[FY2027 Unified Work Program](#)

6.0 Information Items**6.01 NITA Act overview** [26-069](#)

PURPOSE & ACTION: CMAP will provide an overview of the Northern Illinois Transit Authority (NITA) Act, including upcoming statutory deadlines, requirements for NITA board appointments, and key new responsibilities of the regional agency.

ACTION REQUESTED: Information

Attachments: [Memo - NITA Act overview](#)

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- 6.02 Regional Transportation Plan (RTP) update** [26-058](#)
PURPOSE & ACTION: The RTP project team will provide an update on the development of the RTP, with a focus on proposed strategies and priority investments.
ACTION REQUESTED: Information
Attachments: [Memo - RTP update](#)
[Draft RTP priority investments](#)
[Draft RTP constraint list 03-2026](#)
[Draft RTP objectives and strategies](#)
- 6.03 Corridor planning for congestion management** [26-059](#)
PURPOSE & ACTION: CMAP will provide an update on the Congestion Management Process (CMP), with a focus on recent deliverables and next steps to advance comprehensive corridor planning in support of congestion management.
ACTION REQUESTED: Information
Attachments: [Memo - Corridor planning for congestion management](#)
- 6.04 The Century Plan update** [26-064](#)
PURPOSE & ACTION: The Century Plan project team will provide an overview of key trends and takeaways in the *State of the Region* report.
ACTION REQUESTED: Information
Attachments: [Memo - The Century Plan update](#)
- 6.05 Legislative update** [26-063](#)
PURPOSE & ACTION: An update on recent federal and state legislative activity by the CMAP intergovernmental affairs team.
ACTION REQUESTED: Information
Attachments: [Memo - Legislative update](#)
- 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 June 11, 2026.
- 10.0 Adjournment**

MPO POLICY COMMITTEE

MEETING MINUTES - DRAFT

Thursday, January 8, 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 until Wednesday, January 7, 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/85990958636?pwd=dQ1amZkvYpCly59uT3pmWLCBZNO6ax.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 859 9095 8636 Passcode: 634859

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1.0 Call to Order and Introductions

Chair Gia Biagi called the meeting to order at 9:34 a.m.

Present: CDOT Representative, CMAP Representative 1, CMAP Representative 2, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: CoM Representative and Will Co Representative

Non-Voting: Class I Railroads Representative and FHWA Representative

Absent (NV): FTA Representative

Noting a physical quorum of the committee, Chair Biagi reported requests were received from Pace Representative Erik Llewellyn and Kendall Co Representative Scott Gengler, to attend the MPO Policy Committee meeting virtually in compliance with the Open Meetings Act requirements.

A motion was made by CMAP Representative Matthew Brolley, seconded by Tollway Representative Karyn Robles, to allow the remote participation of members in compliance with the Open Meetings Act requirements. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, Cook Co Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, RTA Representative and Tollway Representative

Absent: CoM Representative and Will Co Representative

Non-Voting: Class I Railroads Representative and FHWA Representative

Not Present: CTA Representative, Kendall Co Representative and Pace Representative

Absent (NV): FTA Representative

Gia Biagi served as IDOT Representative, Craig Turner served as CDOT Representative, Frank Beal served as CMAP Representative 1, Matt Brolley served as CMAP Representative 2, Tara Orbon served as Cook Co Representative, Molly Poppe served as CTA Representative, Stephen Travia served as DuPage Co Representative, John Paul Diipla served as FHWA Representative, Karyn Robles served as Illinois Tollway Representative, Tom Rickert served as Kane Co Representative, Scott Gengler served as Kendall Co Representative, Shane Schneider served as Lake Co Representative, Scott Hennings served as McHenry Co Representative, Lynnette Ciavarella served as Metra Representative, Erik Llewellyn served as Pace Representative, Jill Leary served as RTA Representative, Thomas Evenson served as Class I Railroads Representative

Staff present: Bill Barnes, Vickie Barrett, Alex Beata, John Carpenter, Christopher Casteneda, Teri Dixon, Kama Dobbs, Elizabeth Ginsberg, Jane Grover, Kasia Hart, Laura Hatt, Aimee Lee, Maren Lutterbach, Martin Menninger, Jen Miller, Tom Murtha, Richard Norwood, Russell Pietrowiak, George Rivera, Kyle Schulz, Ryan Thompto, Jennie Vana, Blanca Vela Schneider, Claire Williams

Others present: Garland Armstrong, Holly Bienemann, Eric Czarnota, Rithvika Dara, Dawn Dina, Jackie Forbes, Michael Fricano, Brandon Geber, Mike Klemens, Gretchen Klock, David Kovarik, Heidi Lichtenberger, Matt Pasquini, Leslie Rauer, Tod Schmidt, Joe Surdam, Megan Swanson, Michael Vanderhoof

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

3.0 Approval of Minutes

3.01 Minutes from October 8, 2025

[25-366](#)

Attachments: [MPO and CMAP Board joint meeting minutes 10.8.25](#)

A motion was made by CDOT Representative Craig Turner, seconded by Kane Co Representative Tom Rickert to approve the October 8, 2025 meeting minutes. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, Cook Co Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: CoM Representative and Will Co Representative

Non-Voting: Class I Railroads Representative and FHWA Representative

Not Present: CTA Representative

Absent (NV): FTA Representative

4.0 CMAP Announcements

4.01 Executive director's report

[25-363](#)

Executive Director Erin Aleman highlighted the success of the November State of the Region event, which drew nearly 1,000 attendees and marked both CMAP's 20th anniversary and the launch of the Century Plan, the region's new longrange vision scheduled for adoption in October 2027. CMAP will begin broader public engagement in early 2026, including outreach to councils of government, elected officials, and regional stakeholders, supported by site visits and other activities.

She also reported on the recent passage of the Transit Governance and Funding Reform (NITA), noting that while the legislation represents a significant milestone, substantial implementation work will occur through the summer. CMAP will continue to support regional partners as appointments and governance structures are established.

Erin Aleman informed the committee that CMAP's federal recertification review will take place at the end of January, with FHWA and FTA conducting an onsite assessment. Public comments will be accepted from January 13 through February 10 via an online form.

CTA Representative Molly Poppe arrived at 9:41 a.m.

The Executive Director also provided an update on regional safety initiatives, including continued progress under the Safe Travel for All program. A recorded webinar on funding traffic safety improvements, developed with the DuPage Division of Transportation, is now available on CMAP's website. She also noted recent federal grant awards: McHenry County received more than \$2 million for a roundabout project at a highcrash location, and the Village of Evergreen Park received \$200,000 for a pedestrian and cyclist safety demonstration.

Erin Aleman furthermore called attention to the proposed merger between Union Pacific and Norfolk

Southern, which would create the nation's first transcontinental railroad and carries significant implications for northeastern Illinois. Tom Evenson of Union Pacific provided additional context, noting that the regulatory review process is expected to continue into early 2027 and will include opportunities for public comment. He offered to meet individually with members to discuss the proposal.

Director Aleman concluded by reminding members that annual dues letters have been distributed and that dues support the required 20 percent nonfederal match for CMAP's work. She also shared that she received the Motorola Solutions Foundation Excellence in Public Service Award from the Civic Federation.

The executive director's report was received and filed.

4.02 CMAP Board update

[25-364](#)

CMAP Board Member Matt Brolley provided an update on recent Board activities. He reported that at the November Board meeting, members authorized a revolving line of credit (LOC) with BMO Bank and adopted a policy governing the use of the LOC. The Board also approved updates to the CMAP procurement policy.

Member Brolley noted that the Board received updates on both the Century Plan and the Comprehensive Climate Action Plan for Greater Chicago. In addition, Legislative Affairs staff briefed the Board on the passage of Senate Bill 2111.

The CMAP Board update was received and filed.

4.03 Council of Mayors' Executive Committee report

[25-365](#)

Executive Director Erin Aleman presented the Council of Mayors Executive Committee report on behalf of Mayor Schielke. The Council, which includes representatives from each of the eleven Regional Councils of Mayors, last met in September and had a substantive discussion on emerging ecommerce trends and their impacts on municipalities. The Council of Mayors is scheduled to meet again in the upcoming week to appoint members to two project selection committees as well as to the Unified Work Program Committee, an important mechanism for ensuring municipal perspectives are incorporated into regional decision-making.

Director Aleman concluded by noting that the Council's upcoming meeting will also focus on data centers and municipal considerations related to their development.

The Council of Mayors' Executive Committee report was received and filed.

5.0 Items for Approval

5.01 Appointment of chair and vice-chair of the CMAP Transportation Committee

[25-378](#)

Attachments: [Memo - Appointment of chair and vice-chair of the CMAP Transportation Committee](#)

Executive Director Erin Aleman asked the committee to approve the appointment of Tara Orbon from the Cook County Department of Transportation and Highways as Chair of the Transportation Committee and Scott Hennings from the McHenry County Division of Transportation as Vice Chair.

MPO Policy Committee Chair Gia Biagi thanked outgoing Transportation Committee Chair Kevin Carrier for his more than two years of service, noting that he stepped in when the position was vacated early. She highlighted his steady leadership, preparation, and engagement.

A motion was made by DuPage Co Representative Stephen Travia, seconded by Lake Co Representative Shane Schneider to approve the appointment of Tara Orban as chair and Scott Hennings as vice-chair of the CMAP Transportation Committee. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: CoM Representative and Will Co Representative

Non-Voting: Class I Railroads Representative and FHWA Representative

Absent (NV): FTA Representative

5.02 Draft FY 2027 Unified Work Program (UWP)

[25-377](#)

Attachments: [Memo - Draft FY 2027 Unified Work Program \(UWP\)](#)
[Draft FY 2027 Unified Work Program \(MPO\)](#)

Kama Dobbs, Principal, presented the draft FY2027 Unified Work Program (UWP), which outlines the transportation planning activities required of CMAP as the region's Metropolitan Planning Organization (MPO). The UWP describes the planning tasks to be completed, identifies the responsible agencies, establishes timelines, and provides an activity level budget for the federal metropolitan planning funds that support this work.

Kama Dobbs explained that the UWP is carried out through two components: the annually developed core program, which covers ongoing federally required planning activities, and the competitive program, a five-year cycle used to fund one-time studies that complement core work. For FY27, the combined programs total just under \$35 million. Of this amount, \$28.3 million is preliminarily allocated to CMAP for personnel and expenses, with final amounts to be set following CMAP Board approval of the agency's comprehensive budget in February. Approximately \$6.6 million is proposed for partner agencies, representing a 5.6 percent increase over the prior year; CMAP's allocation reflects a 2.8 percent increase.

Kama Dobbs reviewed the draft core program budget, which was developed from proposals submitted by 15 external agencies and by maintaining CMAP activity levels consistent with the previous year. As in past cycles, the majority of funding supports development and implementation of the region's long-range Metropolitan Transportation Plan, the Transportation Improvement Program (TIP), and public participation activities.

She then summarized the competitive program, noting that three eligible applications were received for FY27, requesting roughly \$1 million across fiscal years 2027 through 2029. In addition to the new applications, \$241,500 for Metra remains programmed for FY27 from the prior five-year cycle. Detailed project descriptions are included in the draft UWP provided in the meeting materials.

Following CMAP Board approval of the comprehensive budget in February, the UWP will be updated to reflect final personnel and expense allocations. The revised document will be presented for final approval at the March meeting of the MPO Policy Committee before transmittal to IDOT and USDOT.

A motion was made by McHenry Co Representative Scott Hennings, seconded by Kane Co Representative Tom Rickert to approve the Draft FY 2027 Unified Work Program. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: CoM Representative and Will Co Representative

Non-Voting: Class I Railroads Representative and FHWA Representative

Absent (NV): FTA Representative

5.03 2026 Roadway Safety Targets

[25-359](#)

Attachments: [Memo Board - 2026 Roadway Safety Targets](#)

Victoria Barrett, Program Lead, presented the proposed 2026 Roadway Safety Targets for approval. She noted that preliminary 2025 data indicate modest declines in statewide fatalities and crashes compared to 2024, though she emphasized that these reductions remain insufficient and underscore the need for broad, systemic change through the Safe System approach.

Victoria Barrett then provided an overview of the federal Transportation Performance Management (TPM) program, which requires states and MPOs to set annual performance targets related to traffic safety. CMAP receives draft targets from Illinois Department of Transportation (IDOT) each September, conducts an internal review, and brings recommendations through the Transportation Committee before presenting them to the MPO Policy Committee and CMAP Board for concurrence.

She reviewed the five federally required safety performance measures and the methodology used to establish the 2026 targets. Because 2023 and 2024 data were not yet available, the targets are based on 2018-2022 averages. For measures with increasing trends, IDOT applied a 2 percent policy-based reduction to the five-year average; for measures with decreasing trends, a least-squares trend line was used. In each case, IDOT selected the more aggressive of the two methods.

Victoria Barrett summarized the resulting 2026 statewide targets:

Fatalities: 1,077.5

Fatality rate per 100 million VMT: 1.061

Serious injuries: 7,215.5

Serious injury rate per 100 million VMT: 7.595

Non-motorized fatalities and serious injuries: 1,289.3

She noted that while serious injuries have been declining, fatalities remain above pre-pandemic levels, and the targets reflect a shared commitment by IDOT and CMAP to pursue meaningful safety improvements.

She also emphasized that by supporting IDOT's targets, CMAP is not assuming responsibility for achieving a specific share of reductions, rather committing to integrate the targets into the metropolitan planning process and to program projects that advance statewide safety goals.

Victoria Barrett concluded by outlining next steps, including continued development of regional

performance metrics informed by the Safe Travel for All Safety Action Plans and ongoing collaboration with regional partners to establish transparent, action-oriented safety goals.

A motion was made by Tollway Representative Karyn Robles, seconded by DuPage Co Representative Stephen Travia to approve the proposed 2026 roadway safety targets. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: CoM Representative and Will Co Representative

Non-Voting: Class I Railroads Representative and FHWA Representative

Absent (NV): FTA Representative

5.04 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 ON TO 2050-2023/2028 Transportation Improvement Program (TIP) Conformity Analysis and TIP Amendment 2603, included in the meeting packet. He explained that because the CMAP region is designated as a nonattainment area for ozone under the Clean Air Act, CMAP must demonstrate that all nonexempt TIP projects conform to the region's motor vehicle emissions budget through a regional emissions analysis.

For this amendment, two new nonexempt projects and revisions to eight previously conformed projects required updated modeling. Pietrowiak reported that the analysis confirms the region remains below the established emissions budgets for both volatile organic compounds (VOCs) and nitrogen oxides, meeting all federal requirements.

The amendment was released for a 30day public comment period ending December 18, during which no comments were received. The conformity findings, modeling process, and regulatory compliance were also reviewed and reaffirmed at the Tier 2 Interagency Consultation meeting on December 6.

A motion was made by CMAP Board Representative Frank Beal, seconded by CMAP Board Representative Matt Brolley to approve the ON TO 2050/2023-2028 TIP Conformity Analysis and TIP amendment 26-03. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: CoM Representative and Will Co Representative

Non-Voting: Class I Railroads Representative and FHWA Representative

Absent (NV): FTA Representative

5.05 Transit data sharing agreement

[26-002](#)

Attachments: [Memo - Transit data sharing agreement](#)
[Transit Agreement 2025.11.12](#)

Erin Aleman, Executive Director, presented the updated Transit Data Sharing Agreement for approval. The agreement is part of the Federal Transportation Performance Management framework, which supports financial planning, programming, and performance target setting for MPOs, state DOTs, and transit agencies.

The update primarily codifies practices already in place, including requirements related to data timeliness and agency responsibilities under federal rules. The agreement was codeveloped with all participating agencies and was recommended for approval by the Transportation Committee at its most recent meeting.

A motion was made by Metra Representative Lynnette Ciavarella, seconded by RTA Representative Jill Leary to approve the ON TO 2050/2023-2028 TIP Conformity Analysis and TIP amendment 26-03. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: CoM Representative and Will Co Representative

Non-Voting: Class I Railroads Representative and FHWA Representative

Absent (NV): FTA Representative

6.0 Information Items

6.01 2025 CMAP Annual Report

[25-373](#)

Attachments: [Memo 2025 CMAP Annual Report](#)
[2025 CMAP Annual Report](#)

Executive Director Erin Aleman presented CMAP's 2025 Annual Report, Solving for Tomorrow Today, highlighting the agency's accomplishments over the past year. She noted that the report reflects two decades of collaboration across jurisdictions to address complex regional challenges and deliver meaningful results for the residents of northeastern Illinois.

Erin Aleman explained that the Illinois Regional Planning Act requires CMAP to produce an annual report and submit it to the General Assembly. Printed copies will be distributed once available. She emphasized that this year's report showcases CMAP's 20-year history, including major milestones such as the agency's creation in 2007, the completion of two comprehensive regional plans, and other significant achievements.

She highlighted the success of CMAP's first-ever State of the Region event held in November, which celebrated the agency's 20th anniversary and launched the Century Plan. The annual report underscores the Century Plan as a long-term, guiding vision for the seven-county region, shaping future policy direction in transportation, the environment, and the regional economy. Director Aleman emphasized that the plan will serve as a "North Star," helping build consensus and secure bold commitments for the next 20 to 30 years.

Erin Aleman also noted that the report highlights landmark transit legislation passed this year, describing it as a bold statewide commitment to strengthening transit beyond simply addressing funding gaps.

The 2025 CMAP Annual Report was presented.

6.02 Introduction of CMAP's Proposed FY 2027 Work Plan

[25-374](#)

Attachments: [Memo FY2027 Draft CMAP Work Plan](#)
[FY2027 Draft CMAP Work Plan](#)

Executive Director Erin Aleman introduced CMAP's proposed Fiscal Year 2027 Work Plan, explaining that while the Unified Work Program outlines federally funded planning activities, the comprehensive work plan serves as the overarching guide for CMAP's agencywide priorities. Erin Aleman noted that CMAP has historically relied on a single, large-scale comprehensive plan, most recently ON TO 2050, to articulate the region's vision and policy direction across transportation, housing, water, and other systems. This year, CMAP is transitioning to a multi-plan framework that will allow the agency and its regional partners to develop a new long-term vision for northeastern Illinois supported by a series of complementary strategic plans.

Erin Aleman stated that the new regional vision will guide planning activities over the next eight to ten years, with future initiatives tailored to transportation, climate, and economic priorities. In addition to these regional plans, CMAP's work is structured by a five-year strategic direction, the annual budget, and a portfolio of more than 30 strategic program areas. These program areas include multi-year projects that advance long-term regional goals and ensure continuity in CMAP's work. Agencywide services - such as communications, engagement, finance, and human resources - are also incorporated into the work plan.

Director Aleman highlighted several key activities planned for FY27, including continued support for local governments through the annual call for projects and technical assistance; expanded data-driven planning for transportation and capital investments; and ongoing work through the Safe and Complete program to help communities develop local road safety, bicycle, and pedestrian plans. CMAP will also continue supporting collaborative programming for the Illinois Highway Safety Improvement Program and advancing regional safety policies.

Erin Aleman noted that CMAP will continue its work on economic competitiveness, including development of a regional economic framework and support for the Greater Chicagoland Economic Partnership. Related efforts include coordinated land use strategies to expand housing options across the region, with active projects underway in Lake, Kane, and McHenry counties.

She added that FY27 will include completion and adoption of the 2026 Regional Transportation Plan, including evaluation and prioritization of regional capital projects. Climate work will also continue as CMAP tailors the broader regional Climate Action Plan to the specific needs of northeastern Illinois, including strategies for reducing greenhouse gas emissions and improving air quality.

Executive Director Erin Aleman concluded by noting that CMAP will continue supporting implementation of the Northern Illinois Transit Authority Act and the Corridor Development Office for the I-290 and Blue Line corridor.

The proposed FY 2027 work plan was presented.

6.03 Regional Transportation Plan (RTP) update

[25-386](#)

Attachments: [Memo - Regional Transportation Plan \(RTP\) update](#)
[Draft RCP Constraint List 2026.01](#)

Ryan Thompto, Principal Policy Analyst at CMAP, provided an in-depth update on the development of the Regional Transportation Plan (RTP), with a focus on the fiscal constraint analysis and the proposed list of Regional Capital Projects (RCPs). He noted that the region is entering the final phase of plan development, with strategy identification nearing completion, drafting underway, and work progressing toward finalizing RCPs and conducting air quality conformity analysis. He outlined the upcoming timeline, including a return to the committee in March with a summary of strategies, completion of conformity analysis in late spring, release of the draft plan for public comment in June, and anticipated Board and MPO consideration for adoption in the fall.

Thompto provided historical and policy context for the regional transportation planning process, explaining that while much of the work is driven by federal requirements, the underlying purpose is to manage competing priorities and limited resources in a large and complex region. He described the guiding principle of prioritized investment, emphasizing the need to make transparent, data-driven trade-offs to ensure that limited transportation dollars deliver the greatest benefit to people and communities across northeastern Illinois. He noted that this is especially critical given the region's aging infrastructure, significant state-of-good-repair needs, and rising construction costs.

He reviewed the origins and role of Metropolitan Planning Organizations (MPOs), including the federal requirement for a continuing, comprehensive, and cooperative (3C) planning process, and explained how Illinois integrated transportation planning with broader land use and economic planning through the creation of CMAP. He highlighted CMAP's responsibilities in managing the RTP, the Transportation Improvement Program, allocation of certain federal funds, maintenance of travel models and data resources, and facilitation of inclusive public engagement.

Turning to the financial plan, Thompto explained that federal regulations require the RTP to demonstrate that sufficient funding can be reasonably expected to be available to support planned investments. He recalled that an earlier draft presented in October showed investment needs far exceeding projected revenues and noted that subsequent discussions with partners helped refine priorities and narrow the project list. He reported that the current draft fiscal constraint is balanced at approximately \$570 billion in revenues and expenditures over the plan period and reflects only the proposed constrained list of RCPs. Updates to revenue assumptions include changes authorized in state legislation, revised sales tax forecasting methodologies, and placeholder estimates for interest earnings.

Despite these adjustments, Thompto emphasized that baseline revenues remain insufficient to operate, maintain, and improve the existing system, and that additional enhancements and capacity expansions depend on the implementation of new, reasonably expected revenue sources. He reviewed five categories of such revenues included in the plan, including sales tax modernization, a new regional revenue source, freight delivery fees, expanded tolling associated with reconstruction projects, and a transition from the motor fuel tax to a road usage charge. He referenced CMAP's recently published white paper on advancing a road usage charge in Illinois and noted that a feasibility study would be a next step.

Thompto also described the financial risk assessment underway, explaining that it is intended to

evaluate uncertainties related to economic conditions, policy changes, and implementation challenges over the 20-plus-year planning horizon. He noted that the assessment increases transparency, supports better decision-making, and helps identify strategies to reduce exposure to risk and improve the plan's resilience.

With respect to the RCPs, he reviewed the project identification and evaluation process, including solicitation of candidate projects, technical evaluation, and one-on-one meetings with implementing partners to discuss priorities and readiness. He explained that CMAP has begun meeting with agency leadership to confirm priorities and that this outreach will continue over the coming months. He outlined the goal of finalizing the constrained project list in time for the March MPO meeting to allow air quality conformity analysis to proceed.

CMAP reviewed the structure of the project portfolio, distinguishing between the unconstrained list of illustrative projects and the constrained list of near-term and long-term projects eligible for federal funding. He also highlighted the designation of priority projects and programs that perform well across multiple evaluation criteria and advance regional goals.

Finally, Thompto discussed proposed updates to the RTP amendment process, noting feedback from the RCP Resource Group regarding unclear procedures when project scope, cost, or assumptions change after plan adoption. He described proposed changes to establish multiple amendment categories, clarify timelines and expectations, and introduce a variance policy for limited, time-sensitive situations, with the goal of improving transparency, consistency, and flexibility while continuing to meet federal requirements.

Thompto concluded by reiterating that all materials remain in draft form and that continued engagement with partner agencies will inform refinements before the plan is brought forward for public review and eventual adoption.

Following the presentation, Tara Orbon (Cook County) asked a clarifying question regarding the relationship between the constrained and unconstrained lists of Regional Capital Projects (RCPs) and eligibility for federal funding. She noted that projects must be on the constrained list to be eligible for federal funds and sought confirmation that this includes eligibility for final Phase 1 design approval. She referenced the current definition of RCPs, which now includes lane additions, and asked how this applies to projects already in local programs that may include added capacity on portions of the system.

Tara Orbon further inquired about what level of information CMAP would need if an agency has a project that meets the RCP thresholds but does not currently see it reflected on the list. In particular, she asked whether full construction cost estimates are required if a project has not yet completed Phase 1 engineering.

In response, Ryan Thompto clarified that agencies would need to provide the same type of information requested during the initial call for candidate projects, including high-level scope, project limits, and planning-level cost estimates. He emphasized that detailed engineering-level data is not required at this stage. He also explained that while agencies may proceed with Phase 1 engineering without being designated as an RCP, final Phase 1 approval cannot be granted unless the project is included on the constrained list, unless an amendment is pursued. Additionally, he noted that earlier planning studies that are not part of the Phase 1 process do not require inclusion on the constrained

list and may move forward independently.

The RTP update was presented.

6.04 Freight in northeastern Illinois update

[26-001](#)

Attachments: [Memo - Freight in northeastern Illinois](#)

Alex Beata, Director of the Regional Policy and Implementation Division, and Tom Murtha, Senior Planner, presented a high-level overview of the regional freight system, its scale, usage, and economic importance to northeastern Illinois. Alex Beata explained that the presentation was intended to provide context for future freight policy discussions and to highlight the magnitude of freight activity in the region, its economic impacts, and CMAP's ongoing freight planning work.

Beata described northeastern Illinois as the freight hub of North America, noting the region's extensive multimodal network, including more than 30,000 miles of highways, nearly 4,000 miles of freight rail lines, approximately 20 intermodal yards, three ports connecting to the Great Lakes and Mississippi River systems, two major cargo airports (O'Hare and Midway), an extensive pipeline network, and more than one billion square feet of industrial land supporting warehousing, logistics, and fulfillment. He emphasized the region's historic role as the meeting point of eastern and western railroads and its continued significance in national freight movement.

He reported that more than \$1 trillion in goods and over 700 million tons move through the region annually, with some expressways carrying more than 40,000 trucks per day. He noted that approximately one in three rail cars nationally pass through northeastern Illinois, that about half of all intermodal activity touches the Chicago region, and that significant waterborne and air cargo activity occurs through facilities such as the Dresden Island lock and dam and O'Hare International Airport. Alex Beata also discussed long-term growth trends, including a nearly 30 percent increase in intermodal lift activity since 2000 and projected growth of nearly 40 percent in truck vehicle miles traveled by 2050.

Tom Murtha then reviewed the economic impacts of freight activity, noting that the core freight industries-rail, trucking, and marine-support more than 124,000 jobs across approximately 13,000 establishments, with additional employment in freight-related industries bringing the total to more than 200,000 jobs. He explained that freight activity supports a significant portion of the region's economy, including manufacturing and other goods-producing industries, and that approximately one-quarter of regional jobs depend on the efficient movement of goods. He also highlighted the region's strong value-added role, noting that while more tonnage is brought into the region than exported, the dollar value of outbound goods exceeds inbound value by approximately \$100 billion.

Alex Beata concluded by outlining CMAP's ongoing freight planning and technical assistance efforts, including the Regional Freight System Assessment, freight studies and data development, truck routing and grade crossing analyses, work with the Illinois International Port District, and the integration of freight priorities into CMAP's legislative and advocacy agendas. He encouraged members to review the Regional Freight System Assessment project materials and invited questions from the committee.

Thomas Evenson, Class I Railroads representative, thanked CMAP staff for their focus on and attention to the freight industry, noting that the railroads invest hundreds of millions of dollars annually in their Illinois networks, including approximately \$100 million by Union Pacific alone. He

expressed appreciation for the continued partnership with CMAP, counties, municipalities, and IDOT in strengthening the regional freight network through initiatives such as CREATE. He also stated that the proposed UP-NS merger is expected to further strengthen Chicago's role as the nation's freight hub by improving terminal efficiency for both passenger and freight operations.

The update on freight in Northeastern Illinois was presented.

6.05 Legislative update

[25-379](#)

Attachments: [Memo - Legislative update](#)

Kasia Hart, Principal, Intergovernmental Affairs, provided a federal and state legislative update. On the federal side, she reported that FY26 appropriations discussions have resumed following the government reopening, with the continuing resolution set to expire January 30 and significant differences remaining between House and Senate THUD (Transportation, Housing and Urban Development) proposals. She also noted that congressional committees are advancing work on surface transportation reauthorization, with expected draft language in the coming months and early signals pointing to program consolidation, increased state authority, and permitting reform; CMAP is actively engaging with the delegation and advancing regional reauthorization principles.

On the state side, Kasia Hart highlighted the signing of SB 21111, the Comprehensive Funding and Reform Package, which includes approximately \$1.5 billion in transit investment. She described the legislation as a major milestone while emphasizing the significant work ahead to stand up the new agency and implement system improvements. She noted key upcoming dates, including the June 1 effective date and the timeline for new board appointments, and concluded with an overview of the General Assembly's near-term schedule.

The legislative update was presented.

7.0 Other Business

There was no other business before the committee.

8.0 Public Comment

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

Garland Armstrong provided public comment remotely, offering congratulations to Scott Hennings on his appointment as Vice Chair of the Transportation Committee and expressing appreciation for his leadership in McHenry County. Garland Armstrong also raised concerns regarding potential impacts of increased freight activity on Metra service, including delays, station accessibility, noise, and challenges for riders with disabilities, particularly in communities such as Elmhurst. He urged advance communication and coordination to ensure commuters are well prepared.

9.0 Next Meeting

The next meeting is scheduled for March 12, 2026.

10.0 Adjournment

A motion was made by CMAP Representative Frank Beal, seconded by CDOT Representative Craig Turner to adjourn the meeting. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: CoM Representative and Will Co Representative

Non-Voting: Class I Railroads Representative and FHWA Representative

Absent (NV): FTA Representative

The meeting was adjourned at 11:03 a.m.

Minutes prepared by Maren Lutterbach

MEMORANDUM

To: MPO Policy Committee

From: Kama Dobbs, Principal

Date: March 5, 2026

Subject: Final FY2027 Unified Work Program (UWP)

Action Requested: Approval

Purpose

On January 8, 2026 the MPO Policy Committee approved the draft FY 2027 Unified Work Program (UWP), consisting of the FY 2027 -2031 Competitive and FY 2027 Core programs that were developed in accordance with the [Unified Work Program Development Methodology](#) approved by the UWP Committee. On February 11, 2026 the CMAP Board approved the FY2027 CMAP budget and regional work plan. The draft FY 2027 UWP was updated to reflect this budget and is being presented to the MPO Policy Committee for final approval. Upon approval, the final FY 2027 will be submitted to the Illinois Department of Transportation (IDOT) for approval and submittal to the US Department of Transportation (USDOT) for approval.

FY 2027 Funding Summary

FY 2027 UWP funds will be allocated to CMAP, CTA, the City of Chicago, the subregional Councils of Mayors, Metra, Pace, and the RTA for core and competitive transportation planning activities. Table 1 below summarizes the allocation of funding by agency. Funding allocations include both personnel costs and expenses, including consulting services. Figures 1 and 2 illustrate the relative personnel and expense costs by activity and agency, respectively.

Table 1. FY 2027 UWP budget by agency

Agency	Personnel	Expenses	Total
CDOT	\$625,074	\$574,926	\$1,200,000
CMAP	\$9,548,634	\$18,731,593	\$28,280,227
CoM	\$1,934,448	\$265,592	\$2,200,040
CTA	\$1,179,256	\$400,000	\$1,579,256
Metra	\$607,642	\$283,858	\$891,500
Pace	\$232,794	\$459,956	\$692,750
RTA	\$0	\$120,000	\$120,000
Total	\$14,127,847	\$20,835,926	\$34,963,773

Figure 1. FY 2027 UWP budget by major activity

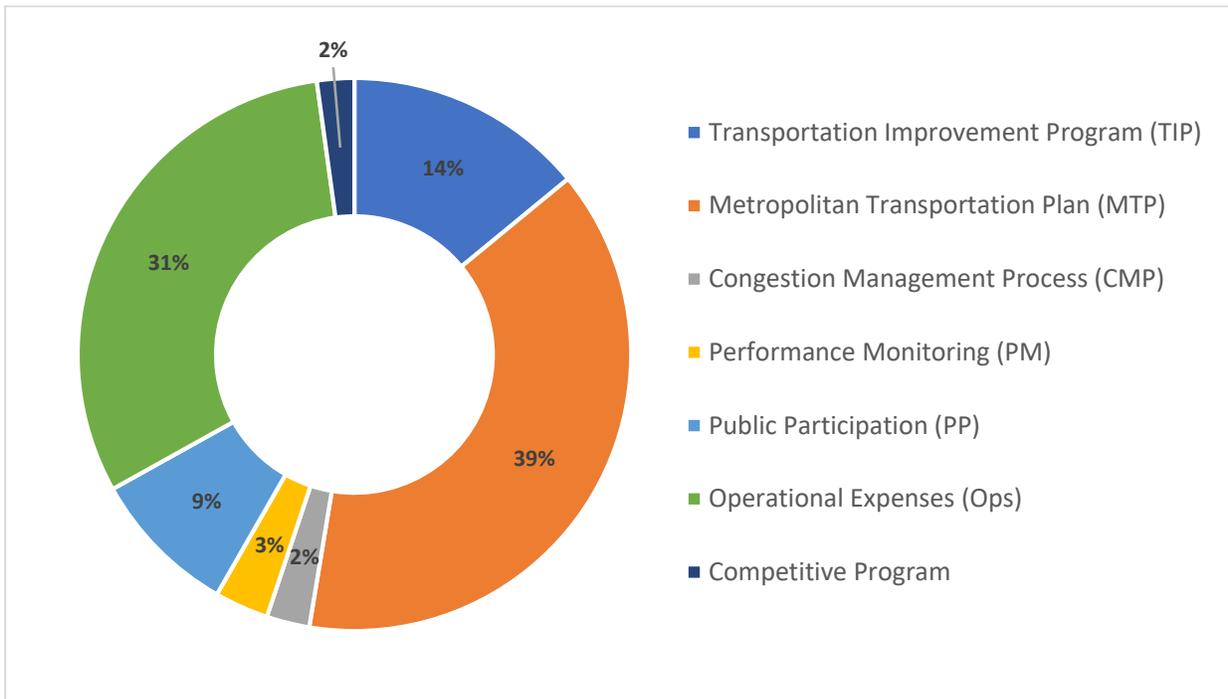
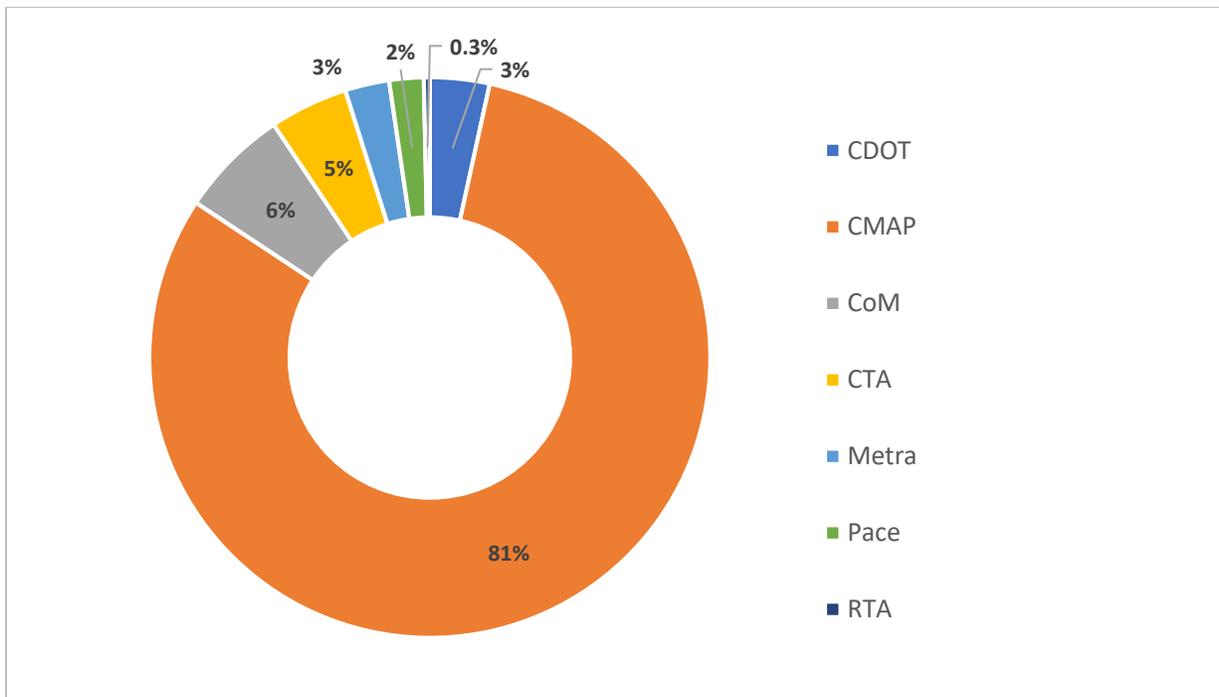


Figure 2. FY 2027 UWP budget by agency



The Infrastructure Investment and Jobs Act (§ 11206) requires metropolitan planning organizations to spend not less than 2.5 percent of federal metropolitan planning funds apportioned to them annually, to carry out activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. These activities are primarily accomplished through the \$761,500 programmed for the competitive program. Within CMAP’s Metropolitan Transportation Plan core program, additional funds are budgeted for the Safe and Complete Streets and Safe Systems program areas. These programs contribute to increasing safe and accessible mobility options within the region.

FY 2027 Core Program

The core program consists of six major activities. The overall budget for those activities is provided below.

Table 2. FY27 core budget by activity

Activity	Personnel	Expenses	Total	Federal	Local
Transportation Improvement Program (TIP)	\$3,701	\$1,209	\$4,910	\$3,928	\$982
Metropolitan Transportation Plan (MTP)	\$6,894	\$6,592	\$13,486	\$10,788	\$2,697
Congestion Management Process (CMP)	\$208	\$671	\$879	\$703	\$176
Performance Monitoring (PM)	\$541	\$562	\$1,103	\$883	\$221
Public Participation (PP)	\$2,419	\$598	\$3,017	\$2,414	\$603
Operational Expenses (Ops)	\$1,758	\$9,049	\$10,808	\$8,646	\$2,162
Total	\$15,521	\$18,681	\$34,202	\$27,362	\$6,840

Note: All figures in thousands of dollars.

FY 2027 – 2031 Competitive Program

The competitive program allocates one-time funding to projects, planning studies, or activities that support, implement, inform, or complement the MPO’s required work. In addition to funding commitments made in the FY2025 and FY2026 UWPs, during the call for FY2027-2031 competitive projects, three eligible applications were received and recommended for funding, as summarized below.

Table 3. Recommended FY 2027-2031 UWP Competitive Program

Sponsor	Project	Total Cost	Recommended by FY				
			FY27	FY28	FY29	FY30	FY31
Metra*	Origin/Destination Survey	\$750,000	\$241,500	\$0	\$0	\$0	\$0
CTA	South Lakefront Transit Access Study	\$500,000	\$400,000	\$100,000	\$0	\$0	\$0
Kane County	Public ROW ADA Self-Evaluation & Transition Plan	\$261,017	\$0	\$182,712	\$78,305	\$0	\$0
RTA	Moving Together: RTA, Pace, and IDOT Partnership for Transit Priority Corridors	\$300,000	\$120,000	\$180,000	\$0	\$0	\$0
Total			\$761,500	\$462,712	\$78,305	\$0	\$0
Federal (80%)			\$416,000	\$370,170	\$62,644	\$0	\$0
Sponsor Match (20%)			\$104,000	\$92,542	\$15,661	\$0	\$0

**Project was selected for FY2027 funding in the FY2025 – 2029 UWP Competitive Program.*

In addition to the projects highlighted above, the proposed UWP document contains several appendices, detailing sources of local match, staff requirements, audit requirements, an acronym list, a summary of non-UWP funded transportation planning studies, a discussion of UWP development and monitoring processes, and core budget details.

The MPO Policy Committee approved the draft FY 2027 UWP on January 8, 2026. Following the approval of the draft UWP, the CMAP Board approved the FY2027 CMAP budget and regional work plan on February 11, 2026. The draft FY 2027 UWP was updated to reflect this budget and is being presented to the MPO Policy Committee for final approval. Upon final approval by the MPO Policy Committee, the FY 2027 UWP will be transmitted to IDOT and USDOT for their approvals, and contract documents will be drafted for execution prior to July 1, 2026.

ACTION REQUESTED: Approval

Attachment: FY2027 Unified Work Program

FY2027 Unified Work Program for Northeastern Illinois

FY2027 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2026 – June 30, 2027)

The Metropolitan Planning Organization (MPO) Policy Committee was formed in 1955 to develop the first comprehensive long range transportation plan for northeastern Illinois. In 1981, the Illinois governor and northeastern Illinois [local officials designated the MPO Policy Committee](#) as the metropolitan planning organization for the region.

The Chicago Metropolitan Agency for Planning (CMAP) provides staff support to carry out the transportation planning and programming activities described in this Unified Work Program (UWP). CMAP — together with its many transportation, transit, and local community partners — has been tasked with collaborating to plan, develop, and maintain an affordable, safe, and efficient transportation system for the region. The MPO Policy Committee provides the forum through which local decision makers develop and implement regional plans and programs.

This document was prepared by CMAP and is sponsored by the agencies on the MPO Policy Committee. The report has been funded by the U.S. Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration, and authorized by the State of Illinois.

CMAP is directed by the State of Illinois to conduct a wide variety of community and land use planning functions on behalf of the seven counties in northeastern Illinois. Due to the interconnected nature of transportation, transit, community, and land use planning, it is critically important that this work be conducted in tandem and each be informed by the other. This allows changes to the region's systems to be considered collectively and helps to optimize investment and outcomes. To do this work, the agency uses UWP funds complemented by a diverse set of other funding sources including grants and local dues.

FY2027 Unified Work Program for Northeastern Illinois
State Fiscal Year (July 1, 2026 – June 30, 2027)

MPO Policy Committee

MUNICIPAL GOVERNMENT

Craig Turner

Commissioner, Chicago Department of Transportation

Jeffery Schielke

Mayor, City of Batavia
Council of Mayors

COUNTIES

Jennifer Bertino-Tarrant

County Executive, Will County

Michael Buehler

County Board Chair, McHenry County

Deborah Conroy

County Board Chair, DuPage County

Scott Gengler

County Board Member, Kendall County

Sandy Hart

County Board Chair, Lake County

Jennifer “Sis” Killen, P.E., PTOE,

Superintendent, Cook County Department of Transportation and Highways

Corrine Pierog

County Board Chair, Kane County

FEDERAL AGENCIES (ADVISORY)

Kelley Brookins

Regional Administrator, Federal Transit Administration

Vershun Tolliver

Division Administrator, Federal Highway Administration

REGIONAL AGENCIES

Frank Beal

Board Member, Chicago Metropolitan Agency for Planning

Matthew Brolley

Board Member, Chicago Metropolitan Agency for Planning

Leanne Redden

Executive Director, Regional Transportation Authority

OPERATING AGENCIES

Gia Biagi (Chair)

Secretary, Illinois Department of Transportation

Jim Derwinski

Executive Director/CEO, Metra

Thomas Evenson

Senior Director of Public Affairs, Union Pacific Railroad (Class One Railroads)

Richard Kwasneski

Chairman, Pace

Nora Leerhsen

Acting President, Chicago Transit Authority

Cassandra Rouse

Executive Director, Illinois State Toll Highway Authority

FY2027 Unified Work Program for Northeastern Illinois
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Section I: Executive summary

Introduction

The Chicago Metropolitan Agency for Planning (CMAP) derives its primary funding from the Unified Work Program (UWP) that supports transportation planning in northeastern Illinois, with metropolitan planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in addition to state and local sources. Federal dollars require a 20 percent non-federal match. The UWP funds are allocated for operating activities and contractual services. The Illinois Department of Transportation (IDOT) requires the operating funds (3-C Operations Grant) to be expended during the fiscal year (July 1, 2026, to June 30, 2027).

This UWP was developed by staff in accordance with state and federal guidelines, and the [UWP development methodology](#) approved by CMAP's UWP Committee in July 2025. The UWP Committee consists of eight voting members who represent the City of Chicago, the Chicago Transit Authority (CTA), Metra, Pace, CMAP, the Regional Transportation Authority (RTA), the Regional Councils of Mayors (CoM), and the counties. IDOT chairs the committee and votes only in instances of ties. Non-voting members include the FHWA and the FTA, and a currently vacant position for the Illinois Environmental Protection Agency. Within CMAP's [committee structure](#), the UWP committee reports up through the Transportation Committee to the MPO Policy Committee.

The UWP has two components: the core planning activities necessary to meet federal metropolitan planning requirements and competitively funded other transportation planning activities, such as planning for safe and complete streets, and conducting subregional and project-specific studies that support federal planning factors, state planning efforts, and the region's strategic goals. Most of the core annual metropolitan transportation planning work is performed by CMAP staff. However, due to the size and complexity of the CMAP region, and long-standing working relationships with partner agencies, CMAP relies on those partners to complete a modest portion of the work. Other transportation planning activities are carried out by partner agencies through a competitive call for transportation planning projects.

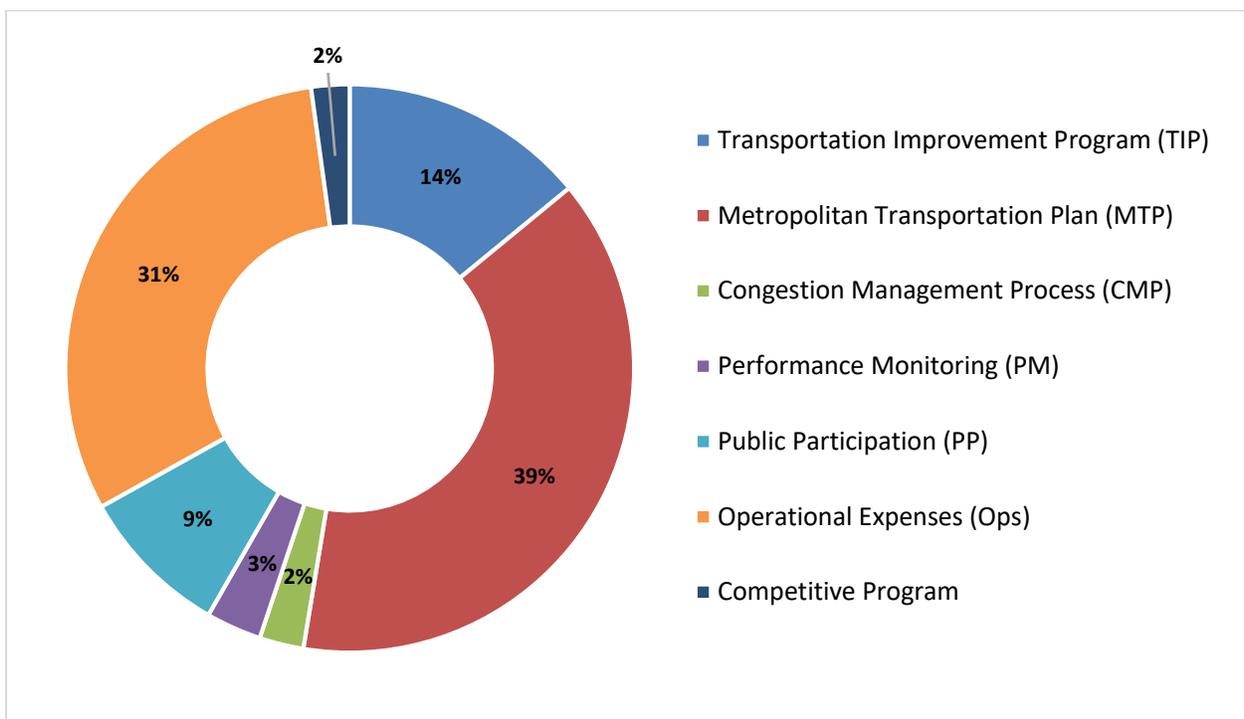
The staff-developed UWP was reviewed by the UWP Committee on November 12, 2025. On December 19, 2025, the Transportation Committee reviewed the draft FY 2027 UWP and recommended MPO Policy Committee approval at their January 8, 2026 meeting. Following CMAP Board approval of CMAP's comprehensive budget at the February 12, 2026 CMAP Board meeting, personnel and expense allocations by activity were updated and final approval of the FY 2027 UWP will be requested from the MPO Policy Committee at the March 12, 2026 meeting. Upon final approval by the MPO Policy Committee, the FY 2027 UWP will be transmitted to IDOT and USDOT for their approvals, and contract documents will be drafted for execution prior to July 1, 2026.

FY2027 Funding summary

The FY27 UWP budget totals \$34,963,773. This includes \$27,971,018 in FHWA and FTA metropolitan planning funds and \$6,992,755 in state and local matching funds. It is anticipated that the State of Illinois will pass a budget for FY27 that includes this funding.

Core planning activities make up 98 percent of the proposed budget, with other transportation planning activities identified through the competitive program filling the remaining 2 percent of the program. Figure 1 below illustrates the share of funding by major activity.

Figure 1. FY2027 UWP budget by major activity

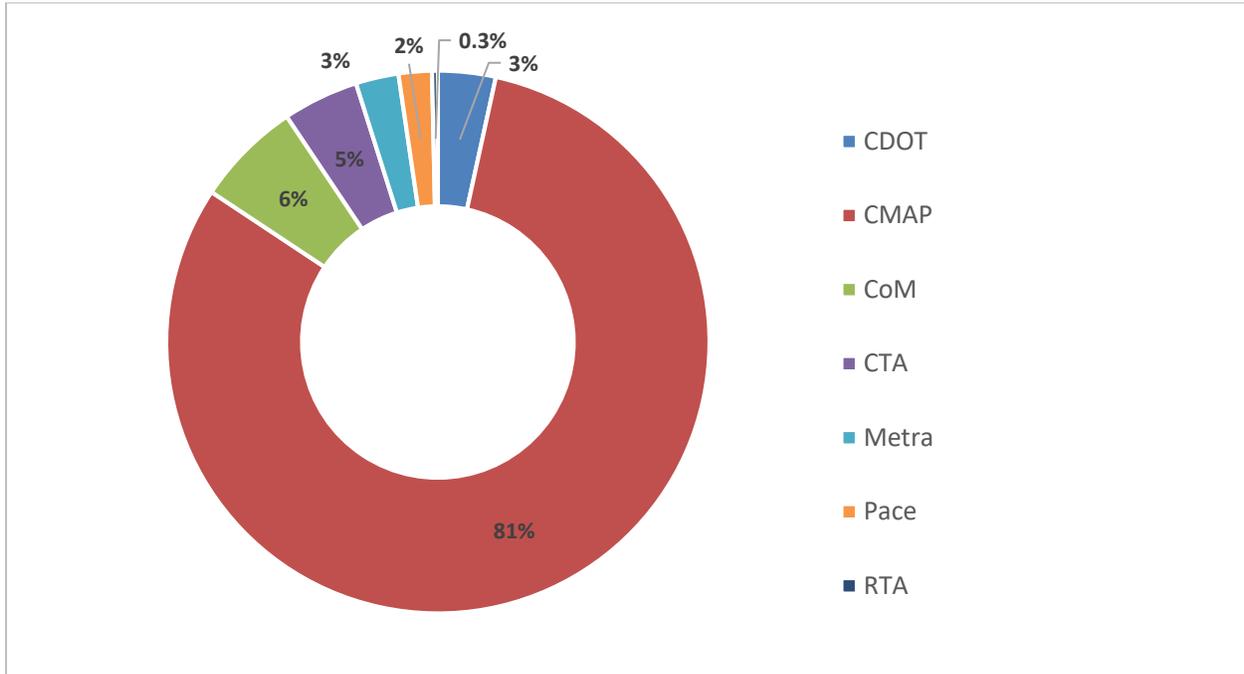


FY27 UWP funds will be allocated to CMAP, the CTA, the City of Chicago, the subregional councils of mayors, Metra, Pace, and McHenry County for core and competitive transportation planning activities. Figure 2 below summarizes the allocation of funding by agency.

Funding allocations include both personnel costs and expenses, including consulting services. Figures 3 and 4 illustrate the relative personnel and expense costs by activity and agency, respectively.

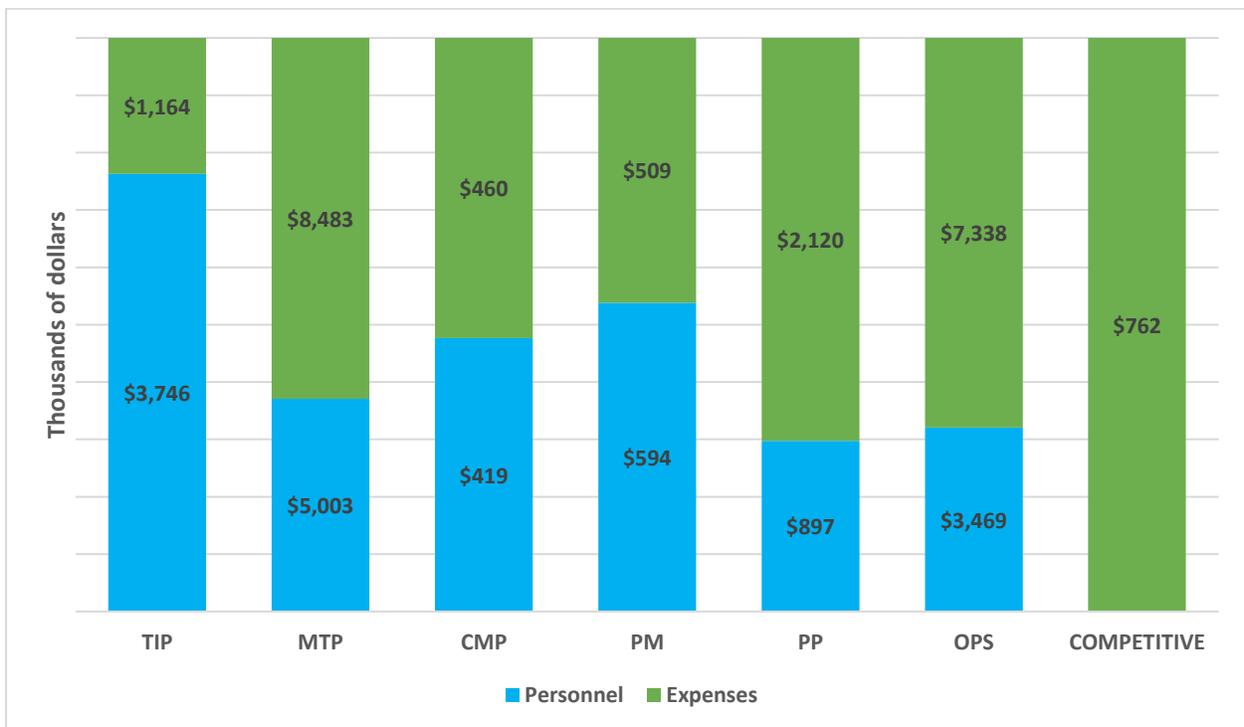
FY2027 Unified Work Program for Northeastern Illinois
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Figure 2. FY2027 UWP budget by agency



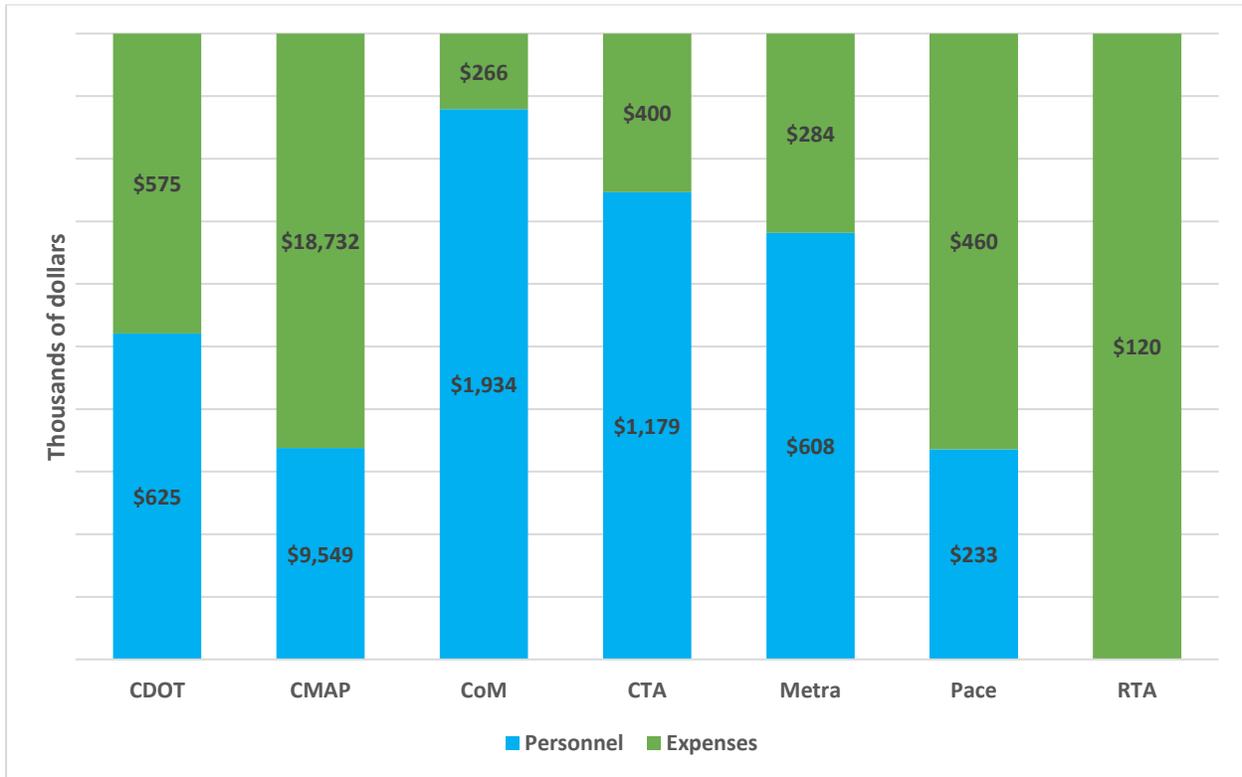
Funding allocations include both personnel costs and expenses, including consulting services. Figures 3 and 4 illustrate the relative personnel and expense costs by activity and agency, respectively.

Figure 3. Personnel vs. expense costs, by activity



FY2027 Unified Work Program for Northeastern Illinois
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Figure 4. Personnel vs. expense costs, by agency



Safe and accessible transportation options

The Infrastructure Investment and Jobs Act (§ 11206) requires that metropolitan planning organizations spend not less than 2.5 percent of federal metropolitan planning funds apportioned to them annually to carry out activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. These activities are primarily accomplished through the competitive program. For FY2027, \$874,094 must be allocated for these activities. Within the competitive program, \$761,500 is programmed for these activities. Within CMAP’s Metropolitan Transportation Plan core program, additional funds are budgeted for the Safe and Complete Streets and Safe Systems program areas. These programs contribute to increasing safe and accessible mobility options within the region.

Section II: FY2027 Core program

Introduction

As the metropolitan planning organization (MPO) for northeastern Illinois, CMAP must carry out certain planning activities and produce specific work products. This work is carried out primarily by CMAP staff, but some core program functions are also performed by eligible partner agencies: the Chicago Department of Transportation (CDOT), the seven counties within the CMAP planning area (Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will), the eleven subregional councils of mayors (Central, DuPage, Kane/Kendall, Lake, McHenry, North Central, North Shore, Northwest, South, Southwest, and Will), the RTA, and the three transit service boards (CTA, Metra, and Pace). The core program is for ongoing work, not for one-time studies or projects. Occasionally, consultant support may be needed to complete core program work, however, the majority should be completed by staff. The MPO’s administrative support staff, commodities, professional services, and general operating costs are provided by CMAP and are a part of the overall core program budget.

The core program consists of six major activities. The overall budget for those activities is provided below, followed by details of each activity. More detailed budgets, including personnel and expenses by task within each activity, are documented in Appendix H.

Table 1. FY27 core budget by activity

Activity	Personnel	Expenses	Total	Federal	Local
Transportation Improvement Program (TIP)	\$3,701	\$1,209	\$4,910	\$3,928	\$982
Metropolitan Transportation Plan (MTP)	\$6,894	\$6,592	\$13,486	\$10,788	\$2,697
Congestion Management Process (CMP)	\$208	\$671	\$879	\$703	\$176
Performance Monitoring (PM)	\$541	\$562	\$1,103	\$883	\$221
Public Participation (PP)	\$2,419	\$598	\$3,017	\$2,414	\$603
Operational Expenses (Ops)	\$1,758	\$9,049	\$10,808	\$8,646	\$2,162
Total	\$15,521	\$18,681	\$34,202	\$27,362	\$6,840

Note: All figures in thousands of dollars.

Transportation Improvement Program (TIP)

The work performed in this category helps create and maintain a prioritized, fiscally constrained transportation improvement program for northeastern Illinois, which is consistent with the metropolitan transportation plan (currently ON TO 2050), functional plans, and federal rules. Major tasks within the category include: developing and documenting the transportation programming process; implementing the process through the development, monitoring, and updating of the fiscally constrained project listing; utilizing the eTIP database; and reporting on accomplishments, including the annual obligation of federal funds. This category also includes the direct programming of certain federal fund sources and participating in, monitoring, and reporting on project implementation progress.

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Major deliverables

Description	Responsible agencies	Schedule
Project status updates	All	Quarterly
TIP amendments and modifications, including conformity analyses	All	Ongoing and according to CMAP's master transportation schedule and the IDOT Region 1 letting schedule
Federal coordination materials, including project funding documents	CDOT, councils of mayors	Ongoing
TIP programmer resource documents, training, and web pages	CMAP	Ongoing
FFY 2027 – 2032 Transportation Improvement Program (TIP)	CMAP	Ongoing, with adoption in October 2026
Federal fund source programs, including call for projects materials, funding applications, project selection methodologies, and program management resources and documents	CMAP, CDOT, councils of mayors	Annual (even years: regional programs; odd years: local programs)
Summaries of meetings, conferences, training, procedural changes, new or updated regulations, and other appropriate information for distribution to council members and interested parties in newsletters and/or emails	Councils of mayors	Ongoing
Annual and 5-year capital programs, including FTA formula programs	CTA, Metra, Pace	Annual

Budget overview

Agency	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CDOT	2	\$448	\$306	\$753	\$603	\$151
CMAP	8	\$803	\$845	\$1,648	\$1,318	\$330
CoM	11	\$943	\$13	\$956	\$765	\$191
CTA	4	\$1,032	\$0	\$1,032	\$826	\$206
Metra	2	\$427	\$0	\$427	\$342	\$85
Pace	1	\$93	\$0	\$93	\$74	\$19
TIP total	28	\$3,746	\$1,164	\$4,910	\$3,928	\$982

Note: All figures in thousands of dollars.

Metropolitan Transportation Plan (MTP)

The work performed in this category comprises the planning, research, data collection, modeling, analysis, and regional coordination required to develop, evaluate, update, and implement the region’s long-range MTP. Other planning work that addresses federal planning factors and local technical assistance provided to transit partners, counties, and municipal partners is also included within this category.

Major deliverables

Description	Responsible agencies	Schedule
Planning studies and technical analysis reports	CDOT	As needed
2026 Regional Transportation Plan	CMAQ	Ongoing, with adoption in October 2026
Corridor Development Office for the I-290/Blue Line corridor	CMAQ	Ongoing
Technical assistance program	CMAQ	Ongoing
Transportation investment strategies	CMAQ	Ongoing
Travel demand forecasting	CMAQ	Ongoing
Ridership, socioeconomic, emissions modeling, etc. data required for MTP	Metra	As needed

Budget overview

Agency	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CDOT	1	\$156	\$242	\$398	\$319	\$80
CMAQ	48	\$4,382	\$8,239	\$12,621	\$10,097	\$2,524
CoM	3	\$328	\$1	\$329	\$263	\$66
CTA	<1	\$91	\$0	\$91	\$73	\$18
Metra	<1	\$46	\$0	\$46	\$37	\$9
MTP total	52	\$5,003	\$8,483	\$13,486	\$10,788	\$2,697

Note: All figures in thousands of dollars.

Congestion management process (CMP)

The work performed in this category defines the CMP that provides for safe and effective integrated management and operation of the multimodal transportation system through travel demand reduction, job access projects, and operational management strategies. The CMP describes an ongoing, systematic method of managing congestion that provides information about both system performance and potential alternatives for solving congestion-related problems.

Major deliverables

Description	Responsible agencies	Schedule
CMP implementation, including arterial corridor planning	CMAP, Councils of mayors	Ongoing
Shared mobility program	Pace	Ongoing

Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	3	\$361	\$0	\$361	\$289	\$72
CoM	<1	\$8	\$0	\$8	\$6	\$2
Pace	<1	\$50	\$460	\$510	\$408	\$102
CMP total	5	\$419	\$460	\$879	\$703	\$176

Note: All figures in thousands of dollars.

Performance monitoring (PM)

The work performed in this category allows the MPO to collect and analyze the data necessary to establish targets for the measures established under 23 CFR part 490, 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d); to track progress toward achieving the targets; to consider capital programming and policy implications and alignment for achieving the targets; and to report on that progress, including providing a system performance report as part of the MTP.

Major deliverables

Description	Responsible agencies	Schedule
Performance targets	CMAP	Ongoing
Data or information, such as asset condition, facility use, ridership, etc.	All	Ongoing
Pace Bus Transit Asset Management Plan program administration	Pace	Ongoing

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Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	2	\$211	\$509	\$720	\$576	\$144
CoM	2	\$116	\$0	\$116	\$93	\$23
CTA	<1	\$56	\$0	\$56	\$45	\$11
Metra	1	\$121	\$0	\$121	\$97	\$24
Pace	1	\$90	\$0	\$90	\$72	\$18
PM total	7	\$593	\$509	\$1,103	\$883	\$221

Note: All figures in thousands of dollars.

Public participation (PP)

All MPO activities must be conducted in an open and transparent manner, and the public must be able to easily participate in planning activities. To ensure that this occurs, the MPO must develop and implement a PP plan that defines the process for providing individuals, affected public agencies, and other interested parties with reasonable opportunities to be involved.

Major deliverables

Description	Responsible agencies	Schedule
Public engagement tools, platforms, contact database	CMAP	Ongoing
Calendar of council meetings	Councils of mayors	Q3, with updates as needed
Council meeting agendas, materials, and minutes	Councils of mayors	Ongoing
Council newsletters (email distributions)	Councils of mayors	Ongoing (schedule varies)
Council websites/pages	Councils of mayors	Ongoing

Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CDOT	<1	\$21	\$27	\$48	\$39	\$10
CMAP	6	\$619	\$2,088	\$2,707	\$2,166	\$541
CoM	2	\$243	\$5	\$248	\$199	\$50
Metra	<1	\$14	\$0	\$14	\$11	\$3
PP total	9	\$897	\$2,120	\$3,017	\$2,414	\$603

Note: All figures in thousands of dollars.

Operational expenses (Ops)

Administrative activities, commodities, services, and general operating expenses are included in this category.

Major deliverables

Description	Responsible agencies	Schedule
Quarterly reports	All	Quarterly
Agenda management and committee support	CMAP	Ongoing
CMAP data hub	CMAP	Ongoing
CMAP website and social media platforms	CMAP	Ongoing
Local government network	CMAP	Ongoing

Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	32	\$3,173	\$7,050	\$10,223	\$8,179	\$2,045
CoM	2	\$296	\$246	\$542	\$434	\$108
Metra	0	\$0	\$42	\$42	\$34	\$8
Ops Total	34	\$3,469	\$7,338	\$10,808	\$8,646	\$2,162

Note: All figures in thousands of dollars.

Section III: FY2027-2031 Competitive program

Introduction

In addition to the core planning activities and work products, CMAP and its partners may also complete one-time planning studies or activities that support, implement, inform, and/or complement the MPO's required work, and are aligned with CMAP's Regional Transportation Plan emerging priorities and federal planning factors but are not ongoing core activities. These activities are funded through a competitive program.

Beginning with development of the FY2025 UWP, CMAP committed to developing a multiyear program of transportation planning projects. Multiyear programming has been successful for programming implementation projects for many years and helps agencies better prepare to start work on time. Multiyear programming also provides a mechanism for spreading project costs across multiple UWP years, better matching the actual schedule of work and expenditure of funds. Although funds programmed in out years are contingent on annual funding availability, CMAP has committed to allocating no less than \$1 million per year to the competitive program.

In addition to funding commitments made in the FY2025 and FY2026 UWPs, during the call for FY2027-2031 competitive projects, three eligible applications were received and recommended for funding, as summarized below. Descriptions of the projects follow the funding summary.

Table 2. Recommended FY2027 – 2031 UWP competitive program

Sponsor	Project	Total Cost	Recommended by FY				
			FY27	FY28	FY29	FY30	FY31
Metra*	Origin/Destination Survey	\$750,000	\$241,500	\$0	\$0	\$0	\$0
CTA	South Lakefront Transit Access Study	\$500,000	\$400,000	\$100,000	\$0	\$0	\$0
Kane County	Public ROW ADA Self-Evaluation & Transition Plan	\$261,017	\$0	\$182,712	\$78,305	\$0	\$0
RTA	Moving Together: RTA, Pace, and IDOT Partnership for Transit Priority Corridors	\$300,000	\$120,000	\$180,000	\$0	\$0	\$0
Total			\$761,500	\$462,712	\$78,305	\$0	\$0
Federal (80%)			\$416,000	\$370,170	\$62,644	\$0	\$0
Sponsor Match (20%)			\$104,000	\$92,542	\$15,661	\$0	\$0

*Project was selected for FY2027 funding in the FY2025 – 2029 UWP Competitive Program.

Metra: Origin/Destination Survey

Metra's mode-of-station-access, mode-of-station-egress, origin, and destination data is used to more accurately predict future ridership and access needs for each station on new and upgrade rail line projects throughout the region. The data will build on previous surveys conducted in 2019, 2016, 2014, 2006, 2002, and earlier, and will inform Metra on post-COVID ridership trends, trip purposes, and travel patterns throughout the region. The survey data will also identify the usage of different ticket types for FTA Title VI reporting purposes.

Proposed schedule

Procurement: 07/01/2025 - 01/31/2026
 Completion of work: 02/01/2026 - 02/28/2027
 Initial invoice: 7/1/2025
 Final invoice: 6/1/2027

Budget summary

	Prior	FY27	FY28	FY29	FY30	FY31	Total
Agency personnel	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Agency expenses	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant services	\$508,500	\$241,500	\$0	\$0	\$0	\$0	\$750,000
Total	\$508,500	\$241,500	\$0	\$0	\$0	\$0	\$750,000

Project deliverables

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Survey Questionnaire	CMAP, RTA, CTA, Pace, municipalities, CoMs, counties	CMAP can use the questionnaire to understand Metra's objectives and provide feedback for review when considering schedule and service revisions.	The questionnaire will help partners understand what Metra is asking its riders about, provide feedback to Metra about what else to ask, and use questions to inform their own data collection and decision making.
Survey Methodology	CMAP, RTA	CMAP can use this methodology to understand Metra's data collection process and incorporate the study's findings into its own research.	The methodology will inform future data collection by Metra, RTA, and CMAP to understand how and when people move through our region and use transit.

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Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Tabulated Survey Data	CMAP, RTA, CTA, Pace, municipalities, CoMs, counties	CMAP can use this data for making recommendations for regional transit action, housing policy, and agency collaborative action.	The survey data will help partners understand travel demand at local Metra stations and incorporate updated ridership data into future transportation plans. The data will also provide an understanding of travel patterns and demand at and near Metra stations.
Analysis of Survey Data	CMAP, RTA, CTA, Pace, municipalities, CoMs, counties	CMAP can use the analysis to understand Metra's conclusions and make recommendations for future studies and analyses.	The data will help service boards plan for transfer service during transfer-heavy periods and incorporate updated ridership data into future transportation plans. The data will also inform transit-oriented development policies for municipal governments.

CTA: South Lakefront Transit Access Study

The South Lakefront Transit Access Study will evaluate numerous alternatives for improving transit connectivity along Chicago’s South Lakefront. This study is proposed in recognition of the many and unique transit needs of the South Lakefront area, including three new major activity centers being developed including the Barack Obama Presidential Center, the PsiQuantum campus, and the new Advocate Hospital. These developments will introduce robust levels of visitor and employee traffic to and from the Jackson Park and South Works areas, respectively, and the need to explore improved connections with the rest of the city’s transit network as well as address shifting mobility patterns for residents traveling to and from the area.

Proposed schedule

Procurement: 09/01/2025 - 05/31/2026
 Completion of work: 08/01/2026 - 10/31/2027
 Initial invoice: TBD
 Final invoice: TBD

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	FY27	FY28	FY29	FY30	FY31	Total
Agency personnel	\$0	\$0	\$0	\$0	\$0	\$0
Agency expenses	\$0	\$0	\$0	\$0	\$0	\$0
Consultant services	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
Total	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000

Project deliverables

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Public Engagement Plan	CDOT, IDOT, Metra, Pace, CCDOTH, and community-based organizations	CMAP will use deliverables to coordinate transportation planning and programming in the region.	Each partner will use the deliverables to inform transportation and service planning in the region.
Market Analysis Report	CDOT, IDOT, Metra, Pace, CCDOTH, and community-based organizations	CMAP will use deliverables to coordinate transportation planning and programming in the region.	Each partner will use the deliverables to inform transportation and service planning in the region.
Service Analysis Report	CDOT, IDOT, Metra, Pace, CCDOTH, and community-based organizations	CMAP will use deliverables to coordinate transportation planning and programming in the region.	Each partner will use the deliverables to inform transportation and service planning in the region.
Service Alternatives Report	CDOT, IDOT, Metra, Pace, CCDOTH, and community-based organizations	CMAP will use deliverables to coordinate transportation planning and programming in the region.	Each partner will use the deliverables to inform transportation and service planning in the region.
Final Report	CDOT, IDOT, Metra, Pace, CCDOTH, and community-based organizations	CMAP will use deliverables to coordinate transportation planning and programming in the region.	Each partner will use the deliverables to inform transportation and service planning in the region.

RTA: Moving Together: RTA, Pace, and IDOT Partnership for Transit Priority Corridors

The Regional Transportation Authority (RTA) is partnering with Pace Suburban Bus (Pace) and the Illinois Department of Transportation (IDOT) to develop a framework and action plan for implementing transit supportive infrastructure on Pace's top 20 most traveled corridors to streamline delivery of transit improvements on state-owned roadways in suburban communities. The goals for these corridors include but are not limited to:

- Sped-up project delivery for bus improvements
- Increased bus speeds via signal priority and dedicated lanes
- Safety upgrades to the pedestrian environment and streetscape enhancements
- Accessibility and mobility improvements
- Greater access to transit and intermodal connectivity
- Better connectivity for suburban communities to the broader region

The deliverables will include a policy framework for transit supportive infrastructure on state-owned roadways and an action plan for prioritizing investments in specific corridors.

Proposed schedule

Procurement:	08/01/2026 - 12/01/2026
Completion of work:	02/15/2027 - 02/15/2028
Initial invoice:	TBD
Final invoice:	TBD

Budget summary

	FY27	FY28	FY29	FY30	FY31	Total
Agency personnel	\$0	\$0	\$0	\$0	\$0	\$0
Agency expenses	\$0	\$0	\$0	\$0	\$0	\$0
Consultant services	\$120,000	\$180,000	\$0	\$0	\$0	\$300,000
Total	\$120,000	\$180,000	\$0	\$0	\$0	\$300,000

Project deliverables

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Better Roads for Buses – Policy Framework	Counties, cities, municipalities	CMAP can use the policy framework as a template for other roadway owners to make transit supportive infrastructure improvements.	The policy framework will be broadly applicable to other units of government that own roadways throughout the state.

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Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Corridor Map and Asset Inventory	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>
Transit Supportive Infrastructure Toolbox	Counties, cities, municipalities	CMAP can use the toolbox as a template for other roadway owners to make transit supportive infrastructure improvements.	The toolbox will be broadly applicable to other units of government that own roadways throughout the state.
Action Plan	Departments of transportation, counties, cities, municipalities	CMAP can leverage the plan when looking to make investments in roadway projects to public transit and non-motorized users.	The plan will be broadly applicable to other units of government that own roadways throughout the state. This would more seamlessly integrate desired transit improvements in the Phase 1 and 2 design processes by IDOT.

Kane County: Public ROW ADA Self-Evaluation and Transition Plan

This project aims to update the Kane County Division of Transportation's (KDOT) existing 2016 ADA Self Evaluation and Transition Plan focusing on the public right-of-way alongside KDOT routes. The existing plan must be updated to be compliant with PROWAG standards for facilities in the public right-of-way including curb ramps, sidewalks, shared-use paths, pedestrian traffic equipment, and Pace bus stops/shelters. The project will include improving KDOT's GIS database for these facilities and updating the county's existing inspection sheets.

Proposed schedule

Procurement: 01/01/2027 - 06/30/2027
 Completion of work: 07/01/2027 - 12/01/2028
 Initial invoice: 07/01/2027
 Final invoice: 12/01/2028

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Budget summary

	FY27	FY28	FY29	FY30	FY31	Total
Agency personnel	\$0	\$7,712	\$3,305	\$0	\$0	\$11,017
Agency expenses	\$0	\$0	\$0	\$0	\$0	\$0
Consultant services	\$0	\$175,000	\$75,000	\$0	\$0	\$250,000
Total	\$0	\$182,712	\$78,305	\$0	\$0	\$261,017

Project deliverables

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Curb Ramp Inventory	Municipalities, IDOT	This inventory provides data on how Kane County is moving towards CMAP's priority of achieving universal ADA accessibility.	Municipalities and IDOT will have data for intersections they share with Kane County.
Sidewalk Inventory	Municipalities, IDOT	This inventory provides data on how Kane County is moving towards CMAP's priority of achieving universal ADA accessibility.	Municipalities and IDOT will have data for intersections they share with Kane County.
Pedestrian Traffic Equipment Inventory	Municipalities, IDOT	This inventory provides data on how Kane County is moving towards CMAP's priority of achieving universal ADA accessibility.	Municipalities and IDOT will have data for intersections they share with Kane County.
Shared-Use Path Inventory	Municipalities, IDOT	This inventory provides data on how Kane County is moving towards CMAP's priority of achieving universal ADA accessibility.	Municipalities and IDOT will have data for intersections they share with Kane County.
Bus Stop Inventory	Pace Bus	This inventory provides data on how Kane County is moving towards CMAP's priority of achieving universal ADA accessibility.	Pace will have data on ADA compliance for bus stops and shelters within the Kane County right-of-way.
Curb Ramp Inspection Sheet	Municipalities, counties	The inspection sheet will be a resource for CMAP to conduct the same evaluation in other municipalities or counties.	Municipalities can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.

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Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Sidewalk Inspection Sheet	Municipalities, counties	CMAP can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.	Municipalities can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.
Pedestrian Traffic Equipment Inspection Sheet	Municipalities, counties	CMAP can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.	Municipalities can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.
Shared-Use Path Inspection Sheet	Municipalities, counties	CMAP can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.	Municipalities can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.
Bus Stop Inspection Sheet	Pace Bus, municipalities, counties	CMAP can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.	Pace Bus can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.

Appendix A: Local match sources

Agencies participating in the UWP must provide a non-federal match for the federal metropolitan planning funds equal to a specific percentage of the federal money. All federal funds are granted on an 80 percent federal, 20 percent local basis. Each participating agency is responsible for providing the local match. The sources of the local match for the participating agencies are as follows:

CMAP: IDOT provides funding through state transportation funds and CMAP collects local dues from municipalities, counties, and partner agencies.

CTA, Metra, and Pace: The match is provided by local government funds.

City of Chicago: The match is provided by local government funds.

Counties: The match is provided by local government funds.

Councils of mayors: The match is provided by the recipient agency using local government funds or direct cash contributions.

Appendix B: Title VI requirements

The Federal Highway Administration and the Federal Transit Administration, in conformance with Title VI of the Civil Rights Acts of 1964, require that planning grant applicants meet certain standards of compliance with Title VI. Compliance information for each recipient agency can be found on the agency websites below.

CMAP: <https://cmap.illinois.gov/contact-us/title-vi/>

CTA: <https://www.transitchicago.com/title6/>

RTA: <https://www.rtachicago.org/uploads/files/general/Drupal-Old/documents/aboutus/Title%20VI%20Program%202020%20FINAL.pdf>

Appendix C: Staff requirement summary table

Each work element description in the UWP contains an estimate of the number of hours required for the completion of the work and the number of full-time equivalent (FTE) persons represented by those hours. The table below summarizes these figures by recipient agency. All participating agencies anticipate having adequate staff available during the year to perform the assigned work.

Agency	Total staff hours	FTEs
CDOT	5,424	4
CMAP	193,050	99
Council of Mayors	24,504	19
CTA	9,806	5
Metra	6,479	4
Pace	4,072	3

Appendix D: Audit requirements

In response to the requirements of the Office of Management and Budget's Super Circular (2 CFR 200), the participating agencies all have decided to provide required financial and compliance audits within the prescribed audit reporting cycle. It is understood that failure to furnish an acceptable audit as determined by the appropriate federal agency may be a basis for denial and/or refunding of federal funds.

Appendix E: Acronym list

ADA	Americans with Disabilities Act
ATCMTD	Advanced Transportation and Congestion Mitigation Technologies Deployment
CCDOTH	Cook County Department of Transportation and Highways
CDOT	Chicago Department of Transportation
CFR	Code of Federal Regulations
CMAP	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CoM	Council of mayors
CREATE Program	Chicago Region Environmental and Transportation Efficiency Program
CTA	Chicago Transit Authority
DOT	Department of transportation
DPD	(City of Chicago) Department of Planning and Development
EV	Electric vehicle
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTE	Full-time equivalent
FY	Fiscal year
GIS	Geographic information system
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
MPO	Metropolitan planning organization
MTP	Metropolitan Transportation Plan
Ops	Operations
PEL	Planning and Environmental Linkages
PM	Performance monitoring
PP	Public Participation
RTA	Regional Transportation Authority
SPR	Statewide Planning and Research
STP	Surface Transportation Program
TBD	To be determined
TIP	Transportation Improvement Program
TOD	Transit-oriented development
TSP	Transit signal priority
USDOT	United States Department of Transportation
UWP	Unified Work Program

Appendix F: Non-UWP funded transportation planning studies

This appendix lists planning studies of potential regional significance being supported by funds not programmed through the UWP. They are listed and summarized below.

CDOT	Chicago River Edge Access Study CREATE Program Planning Support Pedway Main Stem Improvement Feasibility Study Kinzie-Fulton Market Metra Station Feasibility Support Services Support Services for Research into Emerging Transportation Topics, Technique Technologies, and Trade-offs Targeted Traffic Safety Behavior Change and Marketing Research Comprehensive Modernization of the Pedway’s Wayfinding System
CMAP	Safe Streets for All Electronic Transportation Improvement Program (eTIP) Software
Counties	Will County Electric Vehicle Readiness Plan Will County 2050 Long Range Transportation Plan Cook County 2050 Long Range Transportation Plan Update Cook County Sauk Trail Area Multimodal Path Feasibility Study Cook County Access Pilot Program Cook County Chicago Regional Mobility Hubs Framework Study Cook County 69 West Washington Street, Pedway Expansion and Elevator Project Cook County Overcoming the Expressways - Permeability Study of Nonmotorized Travel Across Controlled Access Facilities in Suburban Cook County DuPage Trails Count Program Kane County DOT Asset Management Plan Kane County DOT Comprehensive Road Improvement Plan Kane County DOT IL 47 Planning and Environmental Linkages Study Lake County Envision 2025: Long Range Transportation Plan McHenry County Prairie Trail Wayfinding Plan
CTA	Bus Priority Corridor Study Bus Priority Zone Program Bus Vision Project Community Concessions Activation Program Racine Green Line Station Feasibility Study Roadmap for Transit Signal Priority (TSP) RPM Next Phases NEPA
Metra	Boarding and Alighting Counts / Targeted Station Ridership Systemwide O’Hare Station Pedestrian Access and Station Concept Study Systemwide Network Plan

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Pace	ReVision, Network Revitalization and Systemwide Restructuring Initiative I-290 Express Bus Market Feasibility Study I-55 and Harlem Avenue Inline Rapid Transit Station Feasibility Study
RTA	Community Planning Program Human Services Transportation Plan Update Joint Development Study
Other	Village of Hoffman Estates Comprehensive Multimodal Transportation Plan Mount Prospect Arterial Bike Network Study I-80 Land Use Planning Study Joliet Regional Port District Strategic Marine and Port Master Plan Calumet City: PEL Feasibility Study for (Full Interchange) Dolton Rd/I-94 Regional Complete Streets and Green Infrastructure Master Planning Homer Glen Comprehensive Transportation Plan 90N District Transit and Micromobility Study Sheridan Road/IL 137 Feasibility Study Village of La Grange Park 31st Street Corridor Transportation Plan Village of Channahon Regional intergovernmental Transportation Coordination Study

AGENCY: CHICAGO DEPARTMENT OF TRANSPORTATION

Name of project: Chicago River Edge Access Study

Description of planning work:

The “Our Great Rivers” Vision Plan (2016) calls for a “network of continuous river trails” across Chicago and “easy access from all neighborhoods.” While recent efforts (Chicago River Edge Ideas Lab, Chicago River Design guidelines update, South Branch Riverwalk Implementation Plan) have considered the design of specific elements or physical segments to these facilities, what is missing is an up-to-date inventory, overview, and categorization of current river edge conditions for active transportation access to and along the rivers’ edges and status of improvements.

In some locations this study will identify facilities that already exist, or are pending implementation, or will be the responsibility of private property owners under the River Design guidelines. However, the study will primarily compile and analyze the other locations where public investment will still be needed (such as under bridge connectors, bridges, and path modernization to transportation facility standards). This will lead to a recommended program of sites for future, locally oriented planning, or design studies. In locations where current uses preclude direct river access, the study may also recommend alternate facilities along roadways or other nearby corridors.

This project is modeled after CDOT’s South Lakefront Access Study (2003) which conducted similar analysis that led to investments in new bridges to the Lakefront at 35th and 41st Streets.

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The study would also succeed certain elements of the Chicago Trails Plan (2009) related to river trails and inform future updates to the CMAP Trails and Greenways Plan. The Trails Committee of the City's new River Ecology and Governance Group will be an important resource in the development of the study.

Resulting product: Project report, including data, presentations, and recommendations.

Performing the work: Work will be done through a consultant team with supervision from CDOT and assistance from DPD.

Time frame for completing the work: 4th Quarter 2025

The cost of the work: \$200,000

Source(s) of funds: SPR

Name of project: CREATE Program Planning Support

Description of planning work: The City of Chicago has historically taken the lead on planning advocacy, policy development, outreach, and internal and external coordination for this large task, presenting the “face” of CREATE to a wide range of audiences. Ongoing support of proactive policy and advocacy efforts is critical to navigate this complex partnership, particularly to simultaneously keep CREATE in the forefront of both national and local policymakers and secure funding and maintain community support in an ever-changing landscape. On behalf of the CREATE partners, CDOT provides professional support services to plan for the needs of the CREATE Program and understand how to best maximize the involvement and contribution of each partner. This includes but is not limited to: technical expertise and access to freight and passenger data and information; communication experience and relationships with relevant public-sector officials and private-sector stakeholders at the regional and national level; proactive and effective communication with government officials and railroad executives and their representatives.

This project will secure professional consultant services with national and local transportation planning, outreach, and communication expertise to continue to provide technical, policy, advocacy, and related support as needed to successfully achieve the goals of the CREATE Program as set forth in the CREATE Feasibility Plan (as amended) and other relevant CREATE Partner decisions. Based upon the CREATE partners' previous experience, these activities are likely to include, without limitation:

1. Support CREATE advocacy working group activities: coordinating updates and briefings with and materials for decision makers, elected officials and stakeholders; developing and maintaining website and social media content; and creating fact sheets, geographic

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information systems (GIS) maps, and other communications materials for public dissemination.

2. Provide specialized technical analysis, planning, research, and policy support to develop recommendations for CDOT on infrastructure planning, finance, and federal, state, and local policy regarding freight, commuter, and intercity passenger rail (including high speed rail).
3. Support the CREATE partners' relationships with other federal, state, and local transportation agencies regarding technical aspects of the CREATE Program.
4. Support the development of materials to facilitate testimony by the CREATE partners at public hearings and meetings/briefings with federal, state, and local elected officials and other stakeholders.
5. Facilitate outreach to relevant national, state, and local freight, transportation and business organizations, and other relevant communities and stakeholders to garner and/or sustain support for obtaining the resources required to successfully complete the CREATE Program.
6. Conduct assessments and research into the impacts of the CREATE Program on specific stakeholders, such as adjacent property owners, tenants, and other abutters as well as at the neighborhood, community, regional, state, national, and international scale.
7. Conduct specialized analyses and technical studies and research to advance institutional and financial support for CREATE and related initiatives.

Resulting product: See above.

Performing the work: Work will be done through a consultant team with supervision from CDOT and assistance from CREATE partners.

Time frame for completing the work: 4th Quarter 2025

The cost of the work: \$500,000

Source(s) of funds: SPR

Name of project: Pedway Main Stem Improvement Feasibility Study

Description of planning work: Chicago's downtown pedestrian way system, the Pedway, lies in the heart of the city. This system of underground tunnels and overhead bridges links more than 40 blocks in the Central Business District, covering roughly five miles. Used by thousands of pedestrians each day (pre-pandemic), the Pedway connects to public and private buildings, CTA L stations and Metra's Millennium Station. The Pedway is a safe, quick, and convenient way for pedestrians to travel downtown—especially in the winter and during times of rain or snow.

Development of the Pedway began in 1951, when the City of Chicago built one-block tunnels connecting the Red Line and Blue Line subways at Washington Street and Jackson Boulevard.

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Since then, both public and private investment have expanded the Pedway, and the system now connects more than 50 buildings.

The purpose of this effort is to complete a concept and feasibility study to modernize and improve ADA accessibility, public awareness, structural assessment, waterproofing deficiencies, and architectural enhancements to the Pedway Main Stem. This planning phase is required to properly assess current and future needs and to help determine strategies and recommendations. Understanding ownership, governance responsibilities, and other legal considerations and relationships is a key element to being able to implement improvements.

The Pedway Main Stem extends from N. Michigan Avenue on the east to N. LaSalle Street on the west. The study area boundaries are approximately:

- N. Michigan Avenue (Eastern boundary)
- E. Randolph Street (Northern boundary)
- W. Washington Street (Southern boundary)
- N. LaSalle Street (Western boundary)

Work will be conducted through four primary tasks:

- Assess existing conditions and identify problems
- Goal coordination/consensus and stakeholders and public engagement
- Decision-making support for design planning and budgeting
- Strategies and recommendations

Resulting product: See above.

Performing the work: Work will be done through a consultant team with supervision from CDOT and assistance from departmental partners.

Time frame for completing the work: 4th Quarter 2025

The cost of the work: \$1,000,000

Source(s) of funds: Local

Name of project: Kinzie-Fulton Market Metra Station Feasibility (KFMMSF) Support Services

Description of planning work: The Chicago Department of Transportation in coordination with Metra and the Department of Planning (DPD) completed a Kinzie-Fulton Market area commuter rail station infill feasibility study in 2021. The KFMMSF study concluded that a Metra station was feasible when considering a range of future track elevations/alignments derived

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from Metra's Conceptual Engineering A-2 Interlocking Improvement study. The space between Ashland Avenue and Ogden Avenue was identified as the optimal station placement location. This station placement location provides a high-quality connection to CTA's #9 Ashland and #9X Ashland Express bus service and access to rapid office development occurring east of Ogden Avenue.

CDOT wishes to advance further station planning efforts, especially in areas that overlap with Metra's A-2 Interlocking improvement efforts. These planning support services include:

- Strategic planning and analysis
 - Integrating station implementation plans with concurrent related long-term initiatives; evaluating neighborhood mobility needs; refining implementation strategies; continued coordination with Metra's A2 Interlocking project; integrating external outcomes into station and station-area implementation strategies; engaging in executive-level briefings and engagement; and coordinating with and supporting city agencies related to possible private parcel acquisition.
- Funding evaluation and strategy
 - Refining and further developing infill station funding strategies; identifying potential new funding sources or strategies; refining; and updating infill station capital and operating costs; and evaluating community benefits.
- Acquisition and implementation support
 - Continuing coordination with DPD and Metra; engaging with affected property owners, supporting land acquisition efforts (survey, 2 environmental assessment, title search, zoning evaluation, etc.); developing and evaluating mitigation strategies for impacted parcels and joint development opportunities; and tracking nearby development proposals for potential impacts to and compatibility with station area plans.

Resulting product: See above.

Performing the work: Work will be done through a consultant team with supervision from CDOT and assistance from Metra and DPD.

Time frame for completing the work: 4th Quarter 2025

The cost of the work: \$500,000

Source(s) of funds: Local

Name of project: CDOT Support Services for Research into Emerging Transportation Topics, Techniques, Technologies, and Trade-offs

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Description of planning work: CDOT would like to retain professional consulting services to provide ongoing analytical and decision support capabilities on a broad range of emerging needs. CDOT will procure ongoing professional consulting support services for planning and research related to emerging transportation topics, techniques, technologies, and trade-offs.

Cost of the work: \$1,250,000

Source(s) of funds: SPR

Name of project: Comprehensive Modernization of the Pedway's Wayfinding System

Description of planning work: Consultants will design branding, signage, and other wayfinding elements for the Pedway and will develop a wayfinding element placement plan and design standards.

Resulting product: Signage designs, details, and placement plan report and a Pedway branding and wayfinding design standards manual.

Performing the work: Consultant project.

Time frame for completing the work: Procurement (2024), planning and design (2025-2026), fabrication and installation (TBD)

The cost of the work: \$1,500,000

Source(s) of funds: CMAQ funds

AGENCY: CHICAGO METROPOLITAN AGENCY FOR PLANNING

Name of project: Safe Streets for All

Description of planning work: CMAP will work with a consultant to contract subconsultants to develop 6 countywide safety action plans to address vehicular, pedestrian, and bicycle safety challenges in their communities.

Cost of the work: \$1,494,727

Source(s) of funds: USDOT

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Name of project: Electronic Transportation Improvement Program (eTIP) Software

Status: New project beginning April 1, 2025 through March 31, 2030.

Description of planning work: Expand existing eTIP software products for use by MPOs throughout the state of Illinois.

Cost of the work: \$2,963,900

Source(s) of funds: SPR

AGENCY: COUNTIES — WILL COUNTY

Name of project: Will County Electric Vehicle Readiness Plan

Description of planning work: This project will create an EV strategy that will guide the transition to zero emission vehicles in the Will County area. The EV Strategy will identify guiding principles and strategies to overcome the gaps and barriers via a near term implementation plan, recommend roles and responsibilities for EV Stakeholders in the region. Ultimately, identifying locations for electric vehicle charging infrastructure and to contribute to increased local electric vehicle adoption.

Cost of the work: \$700,000

Source(s) of funds: SPR

Name of project: Will County 2050 Long Range Transportation Plan

Description of planning work: This project will include the following tasks:

1. An analysis of existing conditions including a multimodal systems inventory
2. A robust stakeholder engagement and public involvement plan that includes coordination with other transportation organizations including IDOT, CMAP, RTA, Pace, Metra, etc.
3. Data collection, validation and analysis
4. A needs and gaps analysis
5. Development of future conditions alternatives
6. Identification and evaluation of transportation deficiencies and improvements
7. Equity and Environmental Justice Analysis
8. Development of recommendations for strategies and major capital projects
9. Prioritization of projects and strategies
10. Preparation of an implementation plan including funding strategies

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The study will be developed with the latest data techniques and tools available, grounded in stakeholder engagement and public involvement, and in tune with emerging technologies and innovations related to project development, delivery, materials, and long-term asset management and operations. The plan will focus on priorities related to climate change, resilience, sustainability, equity and mobility of people and goods.

Cost of the work: \$1,750,000

Source(s) of funds: SPR

AGENCY: COUNTIES — COOK COUNTY

Name of project: Cook County 2050 Long Range Transportation Plan

Description of planning work: Development of a long range transportation plan for Cook County, building on the 2016 Connecting Cook County plan.

Cost of the work: \$1,000,000

Source(s) of funds: SPR

Name of project: Sauk Trail Area Multimodal Path Feasibility Study

Description of planning work: The purpose of the Sauk Trail Area Multimodal Path Feasibility Study is to analyze constraints and opportunities to develop a sidepath along a four-mile segment of Sauk Trail between Central Avenue and Western Avenue in the villages of Richton Park and Park Forest. The study will evaluate alternatives for the sidepath (e.g., whether to locate the path north or south of Sauk Trail). It is anticipated that the findings of this study will inform a future Phase I engineering process.

The first of the three study tasks will address existing conditions and identify key concerns for the study area. These will include right-of-way, utilities, existing land uses, programmed and planned projects, and environmental and historical data, among other issues. Next, the study team will identify up to four alternative sidepath alignments and evaluate them based on five key factors: right-of-way impacts, access to local destinations, environmental impacts, and transportation system impacts (e.g., system connectivity, safety), and planning-level costs. Finally, the study team will produce a report summarizing the existing conditions and needs identification, the alternatives considered, and the final preferred alternative, and any needs for additional future analysis, emerging from the public engagement feedback.

Resulting product: Report.

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Performing the work: Consultant.

Time frame for completing the work: November 2023 - May 2025

The cost of the work: \$260,000

Source(s) of funds: State motor fuel tax

Name of project: Access Pilot Program

Description of planning work: The South Cook Fair Transit program / pilot has concluded and now transitioned to the Access Pilot Program. Program was launched on February 1, and includes the Access Pass. Offered by Metra, it is an income-based reduced fare program valid on all Metra lines. The pass and registration are administered by the RTA. Requirements include participation in the SNAP program. Fare discounts are approximately 50 percent and track with Metra's existing reduced fare pricing. The program is a pilot which will run through July of 2025 and is receiving \$6 million of funding from Cook County, with RTA and Metra contributing to pay for administrative costs.

Resulting product: Discounted Fare Pass for Metra passengers registered with SNAP.

Performing the work: Primarily in-house staff at RTA, Metra, and Cook County, with marketing/media consulting help.

Time frame for completing the work: February 1, 2024 through July 31, 2025

The cost of the work: \$6 million contribution from Cook County, plus administrative costs paid for by RTA and Metra

Source(s) of funds: Cook County, RTA, and Metra funding

Name of project: Chicago Regional Mobility Hubs Framework Study

Description of planning work: The Shared Use Mobility Center (SUMC) has been awarded 2023 Invest in Cook funding to develop a mobility hub framework. RTA is matching the IIC funding and supporting the County in managing the project with SUMC. The overall framework will be regional in scope for the entire 6-county RTA service area and include recommendations for mobility hub locations for further investigation and potential development into projects. A selection of such recommended locations will be developed into concepts for potential Phase I projects in Cook County specifically. Coordination with the service boards and other external agencies will be ongoing throughout the study.

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Resulting product: Mobility Hub Framework and Policy report for the entire six-county RTA service area; a proposed Cook County Mobility Hub Pilot Projects report.

Performing the work: Work to be completed by the SUMC, with the support of Cook County and RTA staff.

Time frame for completing the work: April 2024 through October 2025

The cost of the work: \$350,000

Source(s) of funds: Cook County Invest in Cook grant funds; RTA Community Planning grant funds

Name of project: 69 West Washington Street, Pedway Expansion and Elevator Project

Description of planning work: The project includes evaluating implementing elevator access to the CTA Washington Blue Line Station and underground public pedway facility. Includes the area underneath Dearborn Street adjacent to the George Dunne building, plus adjacent reconfiguration of pedway access.

Resulting product: Feasibility study and conceptual design renderings.

Performing the work: AECOM Corporation.

Time frame for completing the work: April 2024 through December 2025

The cost of the work: TBD

Source(s) of funds: State motor fuel tax

Name of project: Overcoming the Expressways - Permeability Study of Nonmotorized Travel Across Controlled Access Facilities in Suburban Cook County

Description of planning work: This study will conceptualize new and modified grade separated accessible crossings for pedestrians, bicyclists, and transit passengers constrained by access-controlled roadways within suburban Cook County. Cook County is the nation's second most populous county and the country's central freight hub. Its web of interstate highways and numerous other access-controlled facilities promote regional mobility for motor vehicles but also create barriers for residents trying to reach everyday destinations using other travel modes. Relative to Chicago, suburban Cook County residents who live near controlled-access highways have fewer bridges with complete pedestrian access, almost no bicyclepedestrian bridges, and in some areas face distances of more than six miles between highway bridges with complete sidewalks or bicycle accommodations. Further, most inaccessible expressway

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crossings in Suburban Cook County are found in Illinois DCEO Underserved Areas as compared to more affluent areas.

The cost of the work: \$600,000

Source(s) of funds: SPR

AGENCY: COUNTIES — DUPAGE COUNTY

Name of project: DuPage County Trails Count Program

Description of planning work: DuPage County was awarded a small IDOT SPR grant to deploy Miovision counters along DuPage, Forest Preserve and Municipal trails. 35 to 40 locations have been selected for non-motorized trail counts to be conducted by a consultant in spring and early summer, 2024. Counts will be produced and available online for all to use. Mode specific counts for pedestrian and bicycle will be produced. Project is relevant to the region in that counts will be taken near county borders allowing neighboring counties to use.

Resulting product: Specific site by site count reports, an overall count report and a GIS map of counts will result from the work.

Performing the work: Most of the work will be accomplished by consulting engineers. Some reporting and post project posting will be done by county staff.

Time frame for completing the work: Professional services agreement will be approved in March; site visits will be conducted in late March; counters will be placed in April through May. Images and counts will be processed in May and June. Reports and GIS maps will be produced June-August 2024.

The cost of the work: \$90,000

Source(s) of funds: SPR funds, 80% federal/20% county

AGENCY: COUNTIES — KANE COUNTY

Name of project: Kane County DOT Asset Management Plan

Description of planning work: In 2022, KDOT gathered an internal group comprised of section leaders and chiefs to begin working on a new approach to asset management including the development of a comprehensive asset management plan. Our current asset base includes bridges, urban and rural roadways, interconnected traffic signal networks, lighting, signs, pedestrian paths and bikeways, guardrails, open spaces, as well as two campuses, vehicles and

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equipment, and salt storage. Typical projects to maintain this asset base include large and small bridge replacement and maintenance projects, modernization of existing intersections and roadways, culvert and storm sewer management, resurfacing, traffic safety and ADA improvements, and road and right-of-way maintenance. A rough estimate of our asset base is in the range of \$500 million.

While we have several well-functioning inventory control processes and condition assessment systems for the separate asset classes described above, we have no integrated frameworks, processes, or data systems to develop long-term strategies for maintenance and cost estimates focusing on saving taxpayers money. Moreover, with increased calls for transparency in public reporting, a comprehensive asset plan would bolster the integrity of both our short and long-term budgets and forecasts. Internal staff capacity limits our ability to develop the frameworks, processes, and data systems that could allow the further development of a comprehensive asset management plan to prioritize for the future.

Resulting product: See above.

The cost of the work: \$300,000

Source(s) of funds: SPR

Name of Project: Kane County DOT Comprehensive Road Improvement Plan

Description of Planning Work: A data-driven planning effort that identifies and prioritizes future roadway capacity improvements needed to support growth and mobility across the county. It uses traffic modeling, land-use and population forecasts, and consistent evaluation criteria to guide capital programming, impact fee calculations, and coordination with municipalities and regional partners.

Resulting product: Comprehensive Road Improvement Plan (CRIP) technical report and supporting project prioritization framework, including documentation used for capital programming and impact fee analysis.

Performing the work: In-house planning and engineering staff, outside consultant, and support from regional transportation partners and data sources for socio-economic forecasts that support the accompanying modeling efforts.

Time frame for completing the work: July 2025-January 2027

The cost of the work: \$440,000

Source(s) of funds: Local funds

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Name of Project: Kane County DOT IL 47 Planning and Environmental Linkages Study

Description of Planning Work: The study will look at IL 47 from Plank Road south to I-88 due to increasing traffic volumes and the need to improve this important regional corridor to address current and future development patterns.

Resulting product: A PEL will be completed, planning and environmental linkage study.

Performing the work: KDOT Planning staff, IDOT, and a consultant.

Time frame for completing the work: It's starting now and will take 2 – 3 years.

The cost of the work: \$4,000,000

Source(s) of funds: SPR funds

AGENCY: COUNTIES — LAKE COUNTY

Name of Project: Envision 2050: Long Range Transportation Plan

Description of Planning Work: Update to Lake County's Long Range Transportation Plan for the new plan horizon year of 2050.

Resulting product: Long Range Transportation Plan, list of projects to 2050, Financial Plan to 2050, Update to County's Non-Motorized Travel Policy.

Performing the work: Consultant Project

Time frame for completing the work: February 2025-February 2027

The cost of the work: \$2,050,000

Source(s) of funds: Local Funds

AGENCY: COUNTIES — MCHENRY COUNTY

Name of Project: McHenry County Prairie Trail Wayfinding Plan

Description of Planning Work: Develop a shared vision and strategy for a wayfinding plan for McHenry County's Prairie Trail.

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Resulting product: Consistent standards for planning, design, installation, and maintenance of wayfinding infrastructure across trail and active transportation networks.

Performing the work: McHenry County Conservation District, McHenry County Division of Transportation, and Naturally McHenry County, Consultant

The cost of the work: \$300,000

Source(s) of funds: SPR

AGENCY: CHICAGO TRANSIT AUTHORITY

Name of project: Bus Priority Corridor Study

Description of planning work: CTA is working with CDOT to complete a Bus Priority Corridor Study to advance planning for key bus corridors in the City of Chicago and identify concepts to dramatically improve bus service..

CTA and CDOT selected up to five of the seventeen Better Streets for Buses corridors for further study and to identify appropriate levels of bus priority treatment. Consultant will perform high-level roadway geometry mapping, analyze bus speeds, and identify slow zones and other ridership patterns. Consultant will develop concept plans for bus priority treatments for each corridor, and support CTA and CDOT through a public outreach process to solicit feedback on the proposed designs. Consultant will then make any final revisions to the concept designs and support CTA and CDOT in advancing designs to the next phase of project definition, development, or construction.

Resulting product: Concept designs for bus priority treatments along the selected corridors. Concept designs will have sufficient detail to advance into further project definition and development or engineering and construction if possible.

Time frame for completing the work: Q3 FY 2027

Source(s) of funds: \$575,000 Invest in Cook funds, \$737,397 IDOT Technical Services Grant, and \$184,349 CTA match; \$150,000 CTA bond

Name of project: Bus Priority Zone Program

Description of planning work: The purpose of this project, being conducted in collaboration with CDOT project development division, is to develop planning level design concepts to improve bus speed and reliability for intersections and other locations found to be central to bus delays and inefficiencies along major CTA bus corridors and advance them to

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implementation. This project builds on work conducted by the CTA between 2015-2020 that evaluated these bus corridors to analyze problem segments, or “slow zones”, and identified a set of potential solutions tailored specifically to each area.

Improvements considered for Bus Priority Zones include, but are not limited to redesign of intersection, dedicated bus lanes, bus queue jumps, pre-paid/ level or near level boarding, transit signal priority, optimization of traffic signals, and other transit-priority modifications. These enhancements are intended to improve bus speed, travel time, and reliability, but will also seek to improve pedestrian and traffic safety at the various locations.

CTA performed initial analysis of bus service covering the following eight corridors: 79th Street, Chicago Avenue, Western Avenue, Ashland Avenue, Belmont Avenue, Halsted Street, Clark Street, and Pulaski Road. CTA and CDOT have completed planning concepts for Chicago Avenue, Western Avenue, and 79th Street, in addition to a few locations on other corridors. Nine Bus Priority Zone projects were constructed in 2019 and 2020.

After securing additional funding, CTA and CDOT brought on a consultant team to manage the expansion of the BPZ Program in 2022. Priority zone locations and concepts within the corridors have been identified, with a phasing and 42implementation strategy underway.

Resulting product: The CTA and CDOT consultant team will complete an analysis of existing conditions, recommendations, planning level design concepts, identification of potential near-term improvements, and cost estimates for transit-priority improvements to the right-of-way in “slow zones” to become Bus Priority Zones along selected corridors. Future corridor analyses would result in similar final products.

Timeframe for completing the work: The final project report for 79th and Chicago Streets was completed in 2017, and construction of eight projects recommended in that report were completed in 2019, with another completed in 2020. Timeline for completing Phase II design and construction for the new corridors will be Q3 FY2025-Q2 FY2028.

Source(s) of funds: RTA Community Planning funding was used for analysis of Chicago Avenue and 79th Street; Federal 5339 Alternatives Analysis. CDOT received 2020 Invest in Cook funding for planning and design; CTA received SPR 2020 funding for planning of additional corridors and CMAQ 2020 funding for additional planning, design, and implementation.

Name of project: Bus Vision Project

Description of planning work: The first phase of the Bus Vision Project was an assessment of CTA’s current bus system. CTA engaged Jarrett Walker + Associates as a consultant to perform a comprehensive evaluation of our bus network and service. This study reviewed current service in the context of major shifts that have taken place over the last several decades including changes in population, land use, and within the mobility industry. It took a data-driven

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approach to identify service inefficiencies and opportunities to restructure transit service to better serve Chicago's needs.

The project is now beginning its second phase, which is focused on public outreach to facilitate a citywide conversation to help develop a shared vision for the future of bus service. It will include surveys, public meetings, and other mechanisms to solicit feedback from the public that can be synthesized to inform final recommendations for service policy and network changes.

Resulting product: Phase 1: A final project report containing an executive summary, technical memoranda, and recommendations; Phase 2: Incorporation of feedback and developing a set of recommendations to be included in a comprehensive final Bus Vision Recommendations Report.

Timeframe for completing the work: Phase 1: complete Q2 FY 2024; Phase 2: Q4 FY 2027

Source(s) of funds: Phase 1: CTA Operating Funds; Phase 2: Statewide Planning and Research (SPR) funding

Name of Project: Community Concessions Activation Program

Description of Planning Work: CTA possesses dozens of retail concession spaces in rail stations across its system that represent an underutilized asset in the post-pandemic transit environment. Rather than treating these spaces solely as revenue-generating leases, this program aims to reframe station concession spaces as rider friendly amenities that enhance rider experience, support local economic development, and strengthen stations as community hubs. Through economic market analysis and targeted stakeholder engagement, this program will develop site-specific strategies and a coordinated tenant recruitment campaign for five vacant retail spaces across the CTA system, ensuring recommended uses and tenants align with station context and community priorities.

Resulting product: A comprehensive site-specific report and tenant recruitment toolkit, including concession space use recommendations, target tenant profiles, branded marketing materials, and evaluation criteria for tenant solicitation.

Time frame for completing the work: Q2 FY 2027

The cost of the work: TBD

Source(s) of funds: CTA Operating Funds

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Name of project: Racine Green Line Station Feasibility Study

Description of planning work:

The Englewood Line Racine Station was originally constructed in 1905-06 with the South Side Rapid Transit Englewood Branch. The station operated until 1994 when it was closed for the Green Line renovation project and was not reopened. The Englewood community has expressed significant interest in reopening the Racine station to assist in the on-going revitalization projects within the area. Restoring transit access will support the economic development efforts centered around Racine Avenue and 63rd Street, which are focused on mixed use community investment, increasing quality food availability, jobs access, and affordable housing.

A modern station meeting the community desires, codes, and CTA design criteria is not feasible within the original station footprint. The station requires significant restoration and renovation to reopen to modern standards with full accessibility.

CTA has completed initial scoping studies to review options on renovating the National Register eligible station house and reconstructing the platform boarding areas. The recommendation is to construct a new modern station on the east side of S. Racine Avenue that will include elevators and escalators for full accessibility and better mobility for all users. The existing historic station house would be renovated in accordance with the Department of the Interior standards as an exit-only facility. This approach allows for the community to have a fully modern station house while maintaining the historic asset.

Timeframe for completing the work: Q4 FY2027

Resulting product: A recommended plan will be developed into a final set of plans and renderings. A detailed construction cost estimate will be developed from the recommended station configuration. A final report will clearly outline the process, community engagement process, and recommendations to position the project for design and construction funding.

Source(s) of funds: \$2 million federal earmark (FFY 2023)

Name of project: Roadmap for Transit Signal Priority (TSP) at CTA

Description of planning work: CTA has collaborated with the Chicago Department of Transportation (CDOT) on TSP over the last several years implementing TSP along Jeffery Boulevard in 2014, South Ashland Avenue in 2016, and Western Ave in 2018. The existing TSP architecture, however, is becoming unreliable and obsolete. CTA and CDOT are committed to maintaining the current TSP system, but both agencies understand the need for new technology to be applied in future years as the field has advanced greatly since CTA began implementation. CTA and CDOT have been investigating centralized architecture which allow

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for better utilization of newer communication technology that aligns with CDOT's intersection technology plans and minimization of equipment.

CTA consultant will utilize microsimulation software for real world TSP implementation along 53 new corridors, which will help provide a roadmap for future TSP deployment for CTA and CDOT, which will lead to more efficient and effective use of signal timing with maximum bus priority benefits. This work will focus on gaining a better understanding of the traffic signal parameter logic that governs TSP. Because traditional traffic modeling software is limited in its ability to assess the impact of a TSP system, this project's utilization of microsimulation software to more accurately and precisely model TSP on Chicago's grid will provide better understanding of bus priority benefits and general traffic impacts. Modeling different levels of TSP signal modifications will allow CTA and CDOT to develop more beneficial and efficient TSP timing standards, improving the effectiveness of TSP for the future. This microsimulation software analysis work is one of the many planning and design tasks under the fuller scope of work that CTA will utilize other grants, like RTA's CMAQ, for the funding to cover those additional work areas.

Resulting product: The consultant will determine:

- How much TSP provides the most advantage to the buses and their customers?
- How many seconds of green time extension or red time reduction is allowed?
- How can TSP be modeled appropriately in traffic software given the various conditions?

Timeframe for completing the work: 3rd Quarter FY2026

Source(s) of funds: \$375,000 SPR grant

Name of Project: RPM Next Phases NEPA

Description of Planning Work: CTA's Red and Purple Modernization (RPM) program is rebuilding and modernizing the century-old northern portion of the Red Line and the Purple Line. RPM is a significant regional transit investment that is increasing capacity and reliability of the system, bringing the rail lines into a state of good repair, reducing travel times, improving access to job markets and destinations, and providing improved access to people with disabilities. The program leverages FTA's Capital Investment Grant (CIG) Core Capacity program to bring significant federal transit funding to the region.

This project will manage the NEPA process to prepare the applicable documentation for either an EIS or an environmental assessment. The work will identify and analyze the plan for the corridor-wide improvements to be implemented with required community outreach, document preparation, and coordination with regulating agencies.

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Resulting product: Applicable NEPA documentation for either an Environmental Impact Statement or an environmental assessment

Time frame for completing the work: FY 2029

Source(s) of funds: IDOT Local Project Funding Grant

AGENCY: METRA

Name of project: Boarding and Alighting Counts / Targeted Station Ridership Counts

Description of planning work: Metra received IDOT SPR funding to complete systemwide Boarding and Alighting Counts in 2020. These counts help Metra to accurately measure current ridership, to determine the number of passengers that use each station, and to predict future ridership and trends. Systemwide counts were delayed due to COVID-19. Due to the changes in ridership and the expanded use of Metra’s mobile ticketing through the Ventra app, Metra has determined that Targeted Station Ridership Counts will be a better use of resources. Accordingly, Metra and IDOT have worked to repurpose the funding for Boarding and Alighting Counts to Targeted Station Ridership Counts at select Metra stations using mobile phone counting sensors or cameras on train platforms. Devices will be set up at high ridership stations, including major destinations such as concerts, sporting events, and festivals that stress the transportation system and provide time of day estimates of station ridership. Results of the project will inform ridership demand, validate other station ridership sources, and serve as a proof of concept for emerging and innovative passenger count solutions Metra identified from responses to a 2023 Request for Information.

Resulting products: Electronic Station Ridership Tabulations, Station Ridership Metrics, Methodology Report, and Station Layout and Validation.

Performing the work: Consultant TBD, Metra staff.

Timeframe for completing the work: Procurement: 08/01/2024 - 01/20/2025; Completion of Work: 01/24/2025 - 01/31/2026

The cost of the work: up to \$585,000

Source(s) of funds: SPR grant with Metra local fund match [This project is also funded with UWP funds as described in the UWP document.]

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Name of Project: O'Hare Station Pedestrian Access & Station Concept Study

Description of Planning Work: The study will develop recommendations to enhance the functionality, accessibility, and future capacity of the Metra O'Hare Transfer station on the North Central Service Line. The study will focus on improving the overall user experience for Metra riders using the existing Metra O'Hare Transfer station and connecting the existing Airport Transit System, Multi Modal Facility, Kiss & Ride, and bus boarding area through better pedestrian circulation, intuitive wayfinding, and unified vertical connectivity. Additionally, the study will evaluate longer-term infrastructure enhancements at the Metra O'Hare Transfer station to support dedicated O'Hare Metra service and reflect recommendations from Metra's Systemwide Network Plan, currently in development. These infrastructure enhancements could include the addition of new tracks and platforms, train layover facilities, battery charging capabilities for trains, and further enhancements to the passenger experience.

Resulting product: Existing Condition Assessment / Analysis, Concept Plans, Implementation Strategy and Final Report

Performing the work: Metra is procuring a consultant team to complete the work with assistance from Metra staff.

Time frame for completing the work: Spring 2027

The cost of the work: \$937,500

Source(s) of funds: Community Project Funding and Metra / State of IL matching funds

Name of Project: Systemwide Network Plan

Description of Planning Work: Metra's Systemwide Network Plan is the next step toward defining how regional rail will operate on each of Metra's rail lines. The plan builds on a deep dive into travel behavior data and applies innovative service models to expand Metra's focus from a commuter-oriented service to provide travel options throughout the day and week for multiple trip purposes. The resulting plan will identify operating plans and capital improvements needed to implement regional rail service on each of Metra's rail lines.

Resulting product: Systemwide Network Plan

Performing the work: A consultant team is completing this work with leadership and assistance from Metra staff.

Time frame for completing the work: Spring 2026

The cost of the work: \$2,000,000

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Source(s) of funds: Metra FTA formula funds

AGENCY: PACE

Name of project: ReVision, Pace Network Revitalization and Systemwide Restructuring Initiative

Description of planning work: Pace's Strategic Plan, *Driving Innovation* specifically mentions the need for implementing and innovating fixed-route transit in the highest demand markets, while exploring the potential to harness technology and new or enhanced mobility solutions to provide more effective coverage services in lower-demand areas.

As Pace looks to increase investments in future growth markets while maintaining its vast network of service typologies, there is a growing need to evaluate the capacity and functionality of the services provided given the agency's limited resources. Pace has contracted with Jarrett Walker + Associates as a consultant to conduct a Network Revitalization and Systemwide Restructuring of the entire Pace system. The primary goals of this initiative are to better understand current and future travel needs, to create a service standards framework to guide service investments, and to make systemwide service recommendations based on an evaluation of the market data and the service standards that are developed.

Resulting products: Develop recommended service changes as identified in the Network Revitalization and Systemwide Restructuring initiative. Plans will be implemented in phases as opposed to a single large scale service change.

Performing the work: Internal staff and consultants.

Time frame for completing the work: December 2026

Cost of the work: \$1.4 million

Source(s) of funds: FTA grant, Pace operating funds

Name of project: I-290 Express Bus Markets and Facilities Study

Description of planning work: Pace is hiring a consultant to investigate travel markets for potential express bus services within a five-mile radius of the I-290 expressway. The project limits are between the CTA Forest Park Blue Line Transit Center branching out as 'Y' to the Oak Brook Center/Cermak-Butterfield corridor and the Schaumburg/Woodfield region. These markets would include traditional commuters, reverse commuters, and intersuburban commuters. If these travel markets are large enough to support express bus services, Pace and the consultants will work with IDOT and other stakeholders to determine the location,

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dimension, use, operational capabilities, and estimated impacts of installing bus priority treatments along this section of I-290 as well as identify new passenger facilities that could connect these potential express bus routes to major travel destinations.

Resulting products: The recommendation of a short-term action plan and a long-term sustainable operating and capital plan for an express bus network situated along the I-290 Eisenhower Expressway Corridor.

Performing the work: Internal staff and consultants.

Time frame for completing the work: February 2026

Cost of the work: \$210,000

Source(s) of funds: Section 5305(e) Technical Studies (Planning) Program, Pace operating funds

Name of project: I-55 and Harlem Avenue Inline Bus Rapid Transit Station Feasibility Study

Description of planning work: Pace is hiring a consultant to determine whether it is feasible to build an inline, bus rapid transit (BRT) station along I-55. If feasible and built, this station would provide ADA-accessible vertical access for its riders to a future Pace Pulse arterial BRT station below at street-level on Harlem Avenue. Passengers could then transfer between Pace express buses operating on I-55's left shoulders and Pace Pulse services on Harlem Avenue.

Resulting product: Bus Station Concept Report, including design concepts and cost estimates.

Performing the work: Consultant to be selected.

Time frame for completing the work: 2nd Quarter 2025

The cost of the work: \$150,000

Source(s) of funds: Section 5305(e) Technical Studies (Planning) Program, Pace operating funds

AGENCY: RTA

Name of project: Community Planning Program

Description of planning work: The RTA's Community Planning program provides funding and planning assistance to communities for planning projects that benefit local communities and the regional transit system. Community Planning offers local governments an opportunity to participate in the planning of local transportation, transit, and transit-related opportunities.

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Services offered include the creation of transit-oriented development plans, transit neighborhood mobility plans, transit corridor plans, mobility hubs, curb management studies, TOD zoning ordinances, developer discussion panels, and special funding districts.

A complete list of all past and current Community Planning projects may be viewed at <https://rtams.org/transit-projects-and-studies>.

Resulting products: The resulting product will be finalized plans/zoning codes or recommendations that are either adopted by the governing body of the grantees or used to further implementation.

Performing the work: Consulting teams, under the direction of RTA grantees and/or RTA staff, are responsible for completing the work.

The cost of the work: \$1,451,000.

Source(s) of funds: RTA; local match

Name of project: Human Services Transportation Plan Update

Description of planning work: The FTA requires that projects selected for funding under the Section 5310 program be “included in a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation and human services providers and other members of the public.” A locally developed, coordinated public transit-human services transportation plan (HSTP) identifies the transportation needs of individuals with disabilities, seniors and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services and projects for funding and implementation. The RTA last updated the HSTP in 2021 and, in an effort to keep the HSTP in line with current trends and needs, the RTA is embarking on the process to update the HSTP, with an estimated completion date and RTA Board adoption in May 2026.

Resulting product: The resulting product will be a final report incorporating an inventory and assessment of existing transportation providers, identification of additional and emerging mobility needs and gaps and strategies and activities to address those needs and gaps.

Performing the work: A consulting firm will be responsible for completing the work.

Time frame for completing the work: Project will commence in Fall 2024 and complete by May 2026

The cost of the work: estimated \$150,000

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Source(s) of funds: Federal Section 5310 Funds (100%)

Name of Project: Joint Development Study

Description of Planning Work: The RTA, in cooperation with the three Service Boards (CTA, Metra, and Pace), will conduct a Joint Development study to assess the feasibility of and barriers to pursuing a role in real estate development, beyond explicit transportation uses, of transit agency owned property, including a joint development program. While joint development generally allows a transit agency to capture some of the economic value created by the transit system and use those funds to support the transit system’s operations, this study will include ways a joint development program can advance the goals of equity and affordable housing near transit by either allowing joint “not for profit” development or “for profit” joint development wherein the funds generated would be used to advance affordable housing in market areas less attractive to “for profit” developers. These actions can be pursued by partnering with private entities through property sales, ground leases, air rights, rent concessions, etc.

Resulting product: A framework and approach for advancing a joint development program for the region’s transit agencies.

Performing the work: Consulting firm under the direction of RTA staff.

Time frame for completing the work: work initiated in July 2025 and will wrap up in Fall 2026.

The cost of the work: \$340,000

Source(s) of funds: RTA Funds

AGENCY: VILLAGE OF OAK PARK

Name of project: Vision Zero Oak Park

Description of planning work: Vision Zero Oak Park is the Village of Oak Park’s strategy to eliminate all traffic fatalities and severe injuries, with a focus on cyclists and pedestrians, while increasing safe, healthy, equitable mobility for all, by the year 2035. The ultimate product of the project will be the final Vision Zero Oak Park plan document. The project will be accomplished by progressing thru the following high-level components:

1. Educate Village Transportation Commission, staff, residents, and stakeholders on Vision Zero fundamentals;

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2. Establish and foster a culture of safety throughout the process and collaborate with diverse safety stakeholders, including engagement with the public at open houses to incorporate their experiences and needs;
3. Use a data-driven process to assess the Village's traffic safety situation, including a focus on cyclist and pedestrian volumes and crashes at key locations;
4. Build common understanding of challenges and opportunities; and
5. Develop a strong action plan, including performance measures, targets, strategies, and countermeasures.

Resulting products: See above.

The cost of the work: \$150,000

Source(s) of funds: SPR

AGENCY: VILLAGE OF HOFFMAN ESTATES

Name of project: Village of Hoffman Estates Comprehensive Multimodal Transportation Plan

Description of planning work: The project seeks to build on existing pavement condition reporting methods within the Village to create a unified approach to asset management, to include transit and bike/pedestrian assets. From there, the plan will build on existing recommendations within the Village's 2010 Comprehensive Bicycle Plan, various local sub-area plans, IDOT's Long Range Transportation plan, and other local and regional plans to recommend new opportunities for transportation and connectivity throughout the Village. Key focus areas for the plan will be new approaches to last-mile connectivity, complete streets and universal design implementation, and connectivity to major employment sites within the Village, such as the Bell Works "metroburb," with a focus on those areas with greatest need, and the connection of historically disadvantaged areas to job opportunities.

The Village will utilize the plan, and the performance-based implementation steps it recommends, to seek further partnerships and grant opportunities to strengthen the Village's transportation network.

Resulting products: See above.

The cost of the work: \$306,000

Source(s) of funds: SPR

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AGENCY: VILLAGE OF MOUNT PROSPECT

Name of project: Arterial Bike Network Study

Description of planning work: This project includes a planning study to gather existing conditions, evaluate alternatives, develop cost estimates, and prioritize future projects for bicycle infrastructure along 14 arterial roadways. Initial work will include performing site surveys, data collection (along routes, bus stops, schools, parks, train stations), and interviews/coordination with key stakeholders such as IDOT, Cook County, Pace, Metra, and Union Pacific Railroad. Additional tasks would include a comprehensive alternatives analysis for each route, roadway lighting evaluation for each route, cost estimates for the various engineering phases, identification of funding sources, and a prioritization schedule to complete the bike network.

Resulting products: See above

The cost of the work: \$350,000

Source(s) of funds: SPR

AGENCY: CITY OF JOLIET

Name of project: I-80 Land Use Planning Study

Description of planning work: This Community redevelopment plan is to be developed as one of the commitments resulting from disproportionate impacts to the community bordering the I-80 bridges over the Des Plaines River. In coordination with the City of Joliet and with input from the community, the following scope of work describes the development of a conceptual redevelopment plan for the remaining unused land that will remain following demolition of the existing I-80 bridges. This redevelopment plan will detail needed zoning/land use or other policy changes that Joliet would need to implement, potential redevelopment opportunities, and detail how land is to be transferred in accordance with state statutes and local requirements that may apply. Task 1 - Community Vision and Goal Development - review existing documents to determine a draft vision and goal to ensure this plan coincides with existing plans. Task 2 - Community Needs and Prioritization - determining the community's connectivity needs. Task 3 - review and market assessment of vacant parcels and production of redevelopment alternatives at the conceptual level. Task 4- producing a planning level cost estimate and a list of short- and long-term improvements that is fiscally constrained. Task 5 - presenting the final recommendations to the community and developing a draft and final redevelopment report.

Resulting products: See above.

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The cost of the work: \$400,000

Source(s) of funds: SPR

AGENCY: JOLIET REGIONAL PORT DISTRICT

Name of project: Joliet Regional Port District Strategic Marine and Port Master Plan

Description of planning work: In cooperation with the communities and organizations within the Port District, and all of Will County, the Port District will develop a Strategic Marine and Port Master Plan. The district will consider acquiring land to facilitate development, improving infrastructure and utilities as a conduit for investment, assessing risks from short sighted plans, enhancing existing terminal and facility assets and new facilities, and improving other modal connections such as railroads. To achieve these goals, the Port District will update existing planning documents as available and prepare new documents to implement the Strategic Marine and Port Master Plan. The project will include the development of Strategic Direction, an Operational Assessment, and a Resource Evaluation which will include the identification and prioritization of projects across three (3) time horizons (current, near term {within five (5) years}, and long term - beyond 2050).

Resulting products: See above.

The cost of the work: \$400,000

Source(s) of funds: SPR

AGENCY: CITY OF CALUMET CITY

Name of project: Calumet City: PEL Feasibility Study for (Full Interchange) Dolton Rd/I-94

Description of planning work: This project includes completing a PEL Feasibility Study for a full interchange at Dolton Road and Interstate 94 within the corporate boundaries of Calumet City (Dolton Road is Minor Arterial). An interchange's PEL Feasibility Study is needed to examine whether a full Interchange is warranted to economic growth of the Calumet Region, improvement to the quality of life, and safety improvements. The Study is needed to better determine and define project impacts. The proposed project will investigate several interchange alternatives to establish the feasibility of each geometry. A key purpose of this Interchange Feasibility Study is to eliminate alternatives that do not meet the purpose and need of the project.

Resulting products: See above.

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The cost of the work: \$805,000

Source(s) of funds: SPR

AGENCY: VILLAGE OF HOMER GLEN

Name of project: Homer Glen Comprehensive Transportation Plan

Description of planning work: The Village of Homer Glen is looking to update its transportation plan which was previously adopted in 2007. The new study will build on and update the existing plan, evaluate pavement conditions, analyze current ADA compliance, and explore options to continue expansion and interconnection of bicycle and multiuse paths throughout Homer. The village will partner with an engineering consultant to acquire and analyze data.

Resulting products: See above.

The cost of the work: \$150,000

Source(s) of funds: SPR

AGENCY: VILLAGE OF SCHAUMBURG

Name of project: 90N District Transit and Micromobility Study

Description of planning work: Building off the completion of the 90N Transit Access Study, the Village of Schaumburg is seeking funds to complete a transit and micromobility study for the 90N District. The 90N District currently has access to several regional transit routes and the Woodfield Trolley, however the village recognizes that to deliver the 90N District goal of creating a true multimodal district, that transit and micromobility solutions will be an essential part of the transportation network. This study would evaluate how to develop the alternative transportation network to connect residents, employees, and visitors for the first/last mile of their trip. This study will consider available microtransit and micromobility solutions that can be deployed within the 90N District and will evaluate which solutions are best suited to the needs of the district. The project scope will include an analysis of how best to integrate proposed microtransit and micromobility solutions with existing local and regional transit solutions in the 90N District. The study will also include the development of an implementation plan that will allow the village to phase in the delivery of a cohesive and complete multimodal transportation network as the 90N District continues to develop.

Resulting products: See above.

The cost of the work: \$125,000

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Source(s) of funds: SPR

AGENCY: CITY OF WAUKEGAN

Name of project: Sheridan Road/IL 137 Feasibility Study

Description of planning work: The Sheridan Road/IL 137 feasibility study will look at ways to improve community connectivity, enhance public transit connections and bicycle and pedestrian mobility, improve safety for all roadway users, and promote economic development through transportation investment in an area of poverty and two historically disadvantaged communities in the cities of Waukegan and North Chicago. The City of Waukegan is the lead agency for this application, but it the project is a partnership between the two communities working towards a common goal. The location of the feasibility study is the Sheridan Road/IL 137 Corridor from Greenwood Avenue (northern terminus) to the Great Lakes Naval Station, just south of Buckley Road (southern terminus). Running for approximately 5.8 miles, Sheridan Road/IL 137 (including the Amstutz Expressway and the Bobby E. Thompson Expressway) in its current configuration creates an inequitable, development prohibitive barrier between downtown Waukegan, downtown North Chicago, and recreational amenities at Lake Michigan, and the surrounding neighborhoods located west of these roadways. The Cities of Waukegan and North Chicago are seeking funding from IDOT's SPR Program to conduct a feasibility study to help determine the appropriate transportation solutions for this corridor that will address historical inequities and promote safety, mobility, and accessibility for all corridor users.

Resulting products: See above.

The cost of the work: \$500,000

Source(s) of funds: SPR

AGENCY: VILLAGE OF LA GRANGE PARK

Name of project: 31st Street Corridor Transportation Plan

Description of planning work: The 31st Street Corridor Transportation Plan will summarize potential safety concerns, mitigation strategies, and safety improvements based on a review of existing crash reports, physical observations of the existing roadways and intersections, and stakeholder outreach. The plan will also highlight potential implementation strategies, including descriptions of actions that should be taken to advance the recommended safety improvements and policy recommendations and potential funding streams for those improvements. Local stakeholder outreach will be key to understanding community needs and perspectives, ensuring that the resulting plan is inclusive and reflective of local priorities.

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Resulting products: Comprehensive planning study

The cost of the work: \$225,000

Source(s) of funds: SPR

AGENCY: VILLAGE OF CHANNAHON

Name of project: Regional Intergovernmental Transportation Coordination Study

Description of planning work: This project will examine proposed industrial developments in the Channahon area and recommend transportation alternatives to accommodate growth and minimize impacts to the local community. Northeast Grundy County, Western Will County, and Southeast Kendall County are experiencing significant growth in industrial development that is expected to generate substantial additional truck traffic on state and local roadways that will impact safety, maintenance, and operations. This development is occurring in an area that is already home to a chemical corridor that requires regular air quality monitoring and the transport of hazardous materials. Transportation system capacity, emergency response, and system redundancy will be examined with the goal of maintaining safety and livability. The area jurisdictions strongly believe and are supportive of proactively being prepared to address critical infrastructure needs to avoid negative impacts. This planning study will seek to establish a framework for regional collaboration and identify partnership opportunities to pursue Federal, state, local and private sources of funds to address collective transportation infrastructure needs.

Resulting products: Comprehensive planning study

The cost of the work: \$400,000

Source(s) of funds: SPR

Appendix G: UWP development and monitoring processes

The UWP lists the planning projects CMAP and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UWP is designed to run in conjunction with the State of Illinois fiscal year timeline of July 1 to June 30. The final UWP document includes the transportation planning activities to be carried out in the region, detailing each project's description, products, costs, and source of funding.

The UWP Committee develops a program for recommendation to the [MPO Policy Committee](#) and the [CMAP Board](#). The eight voting members of the UWP committee are 1) the City of Chicago, 2) CTA, 3) Metra, 4) Pace, 5) CMAP, 6) RTA, 7) the Regional Council of Mayors, and 8) one representative from the six collar counties. IDOT chairs the committee and votes in instances of a tie. Non-voting members include IEPA, FHWA, and FTA. Member agencies of the UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee agencies can submit proposals or sponsor submissions from other entities.

In July 2025, the UWP Committee updated the CMAP [Unified Work Program Development Methodology](#). The methodology establishes the schedule and process for the development and active program management of the UWP. The methodology will be reviewed annually by the committee to determine if any adjustments to the policies, procedures, or methodology are warranted prior to the opening of the next call for projects cycle. This periodic review ensures that the methodology remains aligned with federal and state requirements and the goals and objectives of the region.

The sources of federal planning funds allocated through the UWP are the FHWA and the FTA. The FY27 UWP awarded \$27.97 million in federal funding, along with the required 20 percent of non-federal matching funds, resulting in approximately \$34.96 million being dedicated to transportation planning in northeastern Illinois.

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Appendix H: Core budget details

Transportation Improvement Program

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Transportation Improvement Program (TIP)	28	\$3,745,692	\$1,164,155	\$4,909,846	\$3,927,877	\$981,969
CDOT	2	\$447,613	\$305,764	\$753,378	\$602,702	\$150,676
TIP Data Entry	0	\$0	\$0	\$0	\$0	\$0
Annual Obligations	<1	\$1,753	\$0	\$1,753	\$1,402	\$351
TIP Training	<1	\$7,011	\$0	\$7,011	\$5,608	\$1,402
TIP Internal Coordination	1	\$242,981	\$9,123	\$252,105	\$201,684	\$50,421
TIP External Coordination	0	\$0	\$259,510	\$259,510	\$207,608	\$51,902
TIP Public Participation	<1	\$2,128	\$2,718	\$4,846	\$3,877	\$969
CDOT STP Program	<1	\$193,741	\$34,413	\$228,154	\$182,523	\$45,631
CMAP	8	\$802,673	\$845,245	\$1,647,918	\$1,318,335	\$329,584
Federal Transportation Funding	4	\$387,380	\$422,623	\$810,003	\$648,002	\$162,001
Transportation Improvement Program (TIP) Coordination	4	\$415,293	\$422,623	\$837,916	\$670,332	\$167,583
CoM	11	\$943,216	\$13,145	\$956,361	\$765,089	\$191,272
TIP Data Entry	2	\$144,463	\$0	\$144,463	\$115,570	\$28,893
Annual Obligations	<1	\$7,537	\$0	\$7,537	\$6,030	\$1,507
TIP Training	<1	\$37,144	\$1,021	\$38,165	\$30,532	\$7,633
TIP Internal Coordination	3	\$88,833	\$250	\$89,083	\$71,266	\$17,817
TIP External Coordination	<1	\$84,316	\$120	\$84,436	\$67,549	\$16,887
TIP Public Participation	<1	\$17,702	\$2,464	\$20,166	\$16,133	\$4,033
RTA 5310 Program Development	<1	\$7,984	\$0	\$7,984	\$6,387	\$1,597
CoM Reporting	1	\$133,938	\$1,545	\$135,483	\$108,386	\$27,097
CoM Federal Coordination	1	\$106,173	\$1,955	\$108,128	\$86,503	\$21,626
CoM STP Program	3	\$315,125	\$5,790	\$320,915	\$256,732	\$64,183

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CTA	4	\$1,032,131	\$0	\$1,032,131	\$825,704	\$206,426
TIP Data Entry	<1	\$23,175	\$0	\$23,175	\$18,540	\$4,635
Annual Obligations	<1	\$3,156	\$0	\$3,156	\$2,525	\$631
TIP Training	<1	\$16,302	\$0	\$16,302	\$13,042	\$3,260
TIP Internal Coordination	3	\$987,798	\$0	\$987,798	\$790,238	\$197,560
RTA 5310 Program Development	<1	\$1,699	\$0	\$1,699	\$1,359	\$340
Metra	2	\$427,342	\$0	\$427,342	\$341,874	\$85,468
TIP Data Entry	<1	\$50,008	\$0	\$50,008	\$40,007	\$10,002
Annual Obligations	<1	\$13,905	\$0	\$13,905	\$11,124	\$2,781
TIP Training	<1	\$2,982	\$0	\$2,982	\$2,386	\$596
TIP Internal Coordination	2	\$314,467	\$0	\$314,467	\$251,573	\$62,893
TIP Public Participation	<1	\$38,738	\$0	\$38,738	\$30,990	\$7,748
RTA 5310 Program Development	<1	\$7,242	\$0	\$7,242	\$5,794	\$1,448
Pace	1	\$92,717	\$0	\$92,717	\$74,173	\$18,543
TIP Data Entry	<1	\$2,020	\$0	\$2,020	\$1,616	\$404
Annual Obligations	<1	\$6,455	\$0	\$6,455	\$5,164	\$1,291
TIP Training	<1	\$842	\$0	\$842	\$673	\$168
TIP Internal Coordination	<1	\$80,297	\$0	\$80,297	\$64,237	\$16,059
TIP External Coordination	<1	\$3,103	\$0	\$3,103	\$2,483	\$621

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Metropolitan Transportation Plan

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Metropolitan Transportation Plan (MTP)	52	\$5,002,976	\$8,482,530	\$13,485,507	\$10,788,405	\$2,697,101
CDOT	1	\$156,180	\$241,982	\$398,162	\$318,529	\$79,632
MTP Data	<1	\$40,649	\$53,559	\$94,208	\$75,367	\$18,842
MTP Coordination	<1	\$112,952	\$185,024	\$297,976	\$238,381	\$59,595
MTP Public Participation	<1	\$2,579	\$3,398	\$5,978	\$4,782	\$1,196
CMAQ	48	\$4,381,850	\$8,239,479	\$12,621,329	\$10,097,063	\$2,524,266
Air Quality Forecasting and Analysis	<1	\$20,652	\$128,742	\$149,394	\$119,515	\$29,879
Building Capacity	5	\$427,199	\$858,279	\$1,285,478	\$1,028,382	\$257,096
Community Resilience	5	\$489,078	\$858,279	\$1,347,357	\$1,077,886	\$269,471
Coordinated Land Use Strategies	5	\$472,072	\$858,279	\$1,330,351	\$1,064,281	\$266,070
Economic Competitiveness	5	\$469,767	\$858,279	\$1,328,046	\$1,062,437	\$265,609
Infrastructure Resilience	<1	\$10,892	\$42,914	\$53,806	\$43,045	\$10,761
Integrated Mobility and Growth	4	\$408,309	\$686,623	\$1,094,932	\$875,946	\$218,986
Land Use Forecasting and Analysis	5	\$530,077	\$858,279	\$1,388,356	\$1,110,685	\$277,671
Safe and Complete Streets	3	\$231,811	\$514,967	\$746,778	\$597,423	\$149,356
Safe Systems	3	\$245,079	\$514,967	\$760,046	\$608,037	\$152,009
Transportation Investment Strategies	6	\$547,878	\$1,029,935	\$1,577,813	\$1,262,250	\$315,563
Travel Demand Forecasting	6	\$529,036	\$1,029,935	\$1,558,971	\$1,247,177	\$311,794
CoM	3	\$328,200	\$1,070	\$329,270	\$263,416	\$65,854
MTP Data	<1	\$17,460	\$0	\$17,460	\$13,968	\$3,492
MTP Coordination	2	\$269,006	\$370	\$269,376	\$215,500	\$53,875
MTP Public Participation	<1	\$41,734	\$700	\$42,434	\$33,948	\$8,487

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CTA	<1	\$91,070	\$0	\$91,070	\$72,856	\$18,214
MTP Data	<1	\$26,111	\$0	\$26,111	\$20,889	\$5,222
MTP Coordination	<1	\$64,958	\$0	\$64,958	\$51,967	\$12,992
Metra	<1	\$45,677	\$0	\$45,677	\$36,541	\$9,135
MTP Data	<1	\$28,696	\$0	\$28,696	\$22,957	\$5,739
MTP Coordination	<1	\$9,415	\$0	\$9,415	\$7,532	\$1,883
MTP Public Participation	<1	\$7,566	\$0	\$7,566	\$6,053	\$1,513

Congestion management process

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Congestion Management Process (CMP)	5	\$419,118	\$459,956	\$879,074	\$703,259	\$175,815
CMAQ	3	\$361,248	\$0	\$361,248	\$288,998	\$72,250
Transportation Network Efficiencies (2018.004)	3	\$361,248	\$0	\$361,248	\$288,998	\$72,250
CoM	<1	\$7,868	\$0	\$7,868	\$6,294	\$1,574
CMP Data	<1	\$7,868	\$0	\$7,868	\$6,294	\$1,574
Pace	<1	\$50,002	\$459,956	\$509,958	\$407,967	\$101,992
CMP Data	<1	\$50,002	\$459,956.28	\$509,958	\$407,967	\$101,992

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Performance monitoring

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Performance Monitoring (PM)	7	\$593,938	\$509,190	\$1,103,128	\$882,503	\$220,626
CMAP	2	\$210,806	\$508,710	\$719,516	\$575,613	\$143,903
Achieving Performance Outcomes	2	\$210,806	\$508,710	\$719,516	\$575,613	\$143,903
CoM	2	\$115,942	\$480	\$116,422	\$93,138	\$23,284
PM Data	1	\$29,726	\$0	\$29,726	\$23,781	\$5,945
CoM PM coordination	1	\$86,216	\$480	\$86,696	\$69,357	\$17,339
CTA	<1	\$56,056	\$0	\$56,056	\$44,845	\$11,211
PM Data	<1	\$56,056	\$0	\$56,056	\$44,845	\$11,211
Metra	1	\$121,059	\$0	\$121,059	\$96,847	\$24,212
PM Data	1	\$121,059	\$0	\$121,059	\$96,847	\$24,212
Pace	1	\$90,075	\$0	\$90,075	\$72,060	\$18,015
PM Data	1	\$90,075	\$0	\$90,075	\$72,060	\$18,015

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Public participation

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Public Participation (PP)	9	\$896,776	\$2,120,365	\$3,017,141	\$2,413,713	\$603,428
CDOT	<1	\$21,280	\$27,181	\$48,461	\$38,769	\$9,692
PP assistance	<1	\$21,280	\$27,181	\$48,461	\$38,768	\$9,692
CMAP	6	\$619,082	\$2,087,889	\$2,706,971	\$2,165,577	\$541,394
Engagement	1	\$113,359	\$347,982	\$461,341	\$369,072	\$92,268
Thriving Communities	5	\$505,723	\$1,739,908	\$2,245,631	\$1,796,504	\$449,126
CoM	2	\$242,850	\$5,295	\$248,145	\$198,516	\$49,629
PP assistance	2	\$219,275	\$560	\$219,835	\$175,868	\$43,967
CoM PP expenses	<1	\$23,575	\$4,735	\$28,310	\$22,648	\$5,662
Metra	<1	\$13,564	\$0	\$13,564	\$10,851	\$2,713
PP assistance	<1	\$13,564	\$0	\$13,564	\$10,851	\$2,713

FY2027 Unified Work Program for Northeastern Illinois
State Fiscal Year (July 1, 2026 – June 30, 2027)

Operational expenses

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Operations (Ops)	34	\$3,469,347	\$7,388,230	\$10,807,577	\$8,646,062	\$2,161,515
CMAP	32	\$1,461,924	\$8,761,320	\$10,223,244	\$8,178,596	\$2,044,649
Communications	6	\$599,630	\$795,518	\$1,395,148	\$1,116,119	\$279,030
Content Strategy and Development	2	\$192,595	\$265,173	\$457,768	\$366,214	\$91,554
Data Science	<1	\$40,067	\$251,914	\$291,981	\$233,585	\$58,396
Executive Operations	14	\$1,412,709	\$1,856,209	\$3,268,918	\$2,615,134	\$653,784
Financial Planning and Analysis	5	\$528,316	\$662,932	\$1,191,248	\$952,998	\$238,250
Information Technology	<1	\$35,028	\$4,518,557	\$4,553,585	\$3,642,868	\$910,717
Intergovernmental Affairs	3	\$360,630	\$397,759	\$758,389	\$606,711	\$151,678
People and Culture	<1	\$4,000	\$13,259	\$17,259	\$13,807	\$3,452
CoM	2	\$296,372	\$245,602	\$541,974	\$433,579	\$108,395
CoM Operations	2	\$296,372	\$227,378	\$523,750	\$419,000	\$104,750
Personnel Reserve	0	\$0	\$18,224	\$18,224	\$14,580	\$3,645
Metra	0	\$0	\$42,358	\$42,358	\$33,887	\$8,472
Personnel Reserve	0	\$0	\$42,358	\$42,358	\$33,887	\$8,472

Detailed descriptions of the CMAP programs under each UWP activity can be found in the FY2027 CMAP Budget and regional work plan [here](#).

FY2026 Unified Work Program for Northeastern Illinois
State Fiscal Year (July 1, 2025 – June 30, 2026)

Agency totals (core program)

Agency	Personnel	Expenses	Total
CDOT	\$625,074	\$574,926	\$1,200,000
Transportation Improvement Program (TIP)	\$447,613	\$305,764	\$753,378
Metropolitan Transportation Plan (MTP)	\$156,180	\$241,982	\$398,162
Public Participation (PP)	\$21,280	\$27,181	\$48,461
CMAP	\$9,548,634	\$18,731,593	\$28,280,227
Transportation Improvement Program (TIP)	\$802,673	\$845,245	\$1,647,918
Metropolitan Transportation Plan (MTP)	\$4,381,850	\$8,239,479	\$12,621,329
Congestion Management Process (CMP)	\$361,248	\$0	\$361,248
Performance Monitoring (PM)	\$210,806	\$508,710	\$719,516
Public Participation (PP)	\$619,082	\$2,087,889	\$2,706,971
Operations (Ops)	\$3,172,975	\$7,050,269	\$10,223,244
CoM	\$1,934,448	\$265,592	\$2,200,040
Transportation Improvement Program (TIP)	\$943,216	\$13,145	\$956,361
Metropolitan Transportation Plan (MTP)	\$328,200	\$1,070	\$329,270
Congestion Management Process (CMP)	\$7,868	\$0	\$7,868
Performance Monitoring (PM)	\$115,942	\$480	\$116,422
Public Participation (PP)	\$242,850	\$5,295	\$248,145
Operations (Ops)	\$296,372	\$245,602	\$541,974
CTA	\$1,179,256	\$0	\$1,179,256
Transportation Improvement Program (TIP)	\$1,032,131	\$0	\$1,032,131
Metropolitan Transportation Plan (MTP)	\$91,070	\$0	\$91,070
Performance Monitoring (PM)	\$56,056	\$0	\$56,056
Metra	\$607,642	\$42,358	\$650,000
Transportation Improvement Program (TIP)	\$427,342	\$0	\$427,342
Metropolitan Transportation Plan (MTP)	\$45,677	\$0	\$45,677
Performance Monitoring (PM)	\$121,059	\$0	\$121,059
Public Participation (PP)	\$13,564	\$0	\$13,564
Operations (Ops)	\$0	\$42,358	\$42,358
Pace	\$232,794	\$459,956	\$692,750
Transportation Improvement Program (TIP)	\$92,717	\$0	\$92,717
Congestion Management Process (CMP)	\$50,002	\$459,956	\$509,958
Performance Monitoring (PM)	\$90,075	\$0	\$90,075

Appendix I: Programs continuing from FY2026

The following program areas may continue utilizing funding allocated in the FY2026 UWP through December 31, 2026.

Transportation Improvement Program (TIP)
Federal Transportation Funding
Transportation Improvement Program (TIP) Coordination
Metropolitan Transportation Plan (MTP)
Air Quality Forecasting and Analysis
Building Capacity
Community Resilience
Coordinated Land Use Strategies
Economic Competitiveness
Infrastructure Resilience
Integrated Mobility and Growth
Land Use Forecasting and Analysis
Safe and Complete Streets
Transportation Investment Strategies
Travel Demand Forecasting
Congestion Management Process (CMP)
Transportation Network Efficiencies
Performance Monitoring (PM)
Achieving Performance Outcomes
Public Participation (PP)
Thriving Communities
Operations (Ops)
Achieving Performance Outcomes
Community Resilience
Data Science
Federal Transportation Funding Programs
Financial Planning and Analysis
Operations (Accounting)

MEMORANDUM

To: MPO Policy Committee

From: Elizabeth Scott, Principal

Date: March 12, 2026

Subject: NITA Act overview

Action Requested: Information

On December 16, 2025, Governor Pritzker signed into law [P.A. 104-0457](#), also referred to as the Northern Illinois Transit Authority (NITA) Act. The bill creates a new regional authority to oversee regional transit capital and operating functions, conduct regional service planning and establish regional service standards, institute an integrated fare system, and more. The law also requires transit agencies to enact several measures to improve safety and the user experience, including the creation of a NITA law enforcement task force and the establishment of a new transit ambassadors program.

In addition to these reforms, P.A. 104-0457 also enacts nearly \$1.5 billion annually in new capital and operating funding for transit. These new funds will allow the region to address the structural budget deficit, pay for the new service improvements described above, and allow NITA to improve service frequency and reliability across the system. Effective stewardship of these new resources will be critical to NITA and the region’s success.

The law has an effective date of June 1, 2026, and extensive work lies ahead to stand up a new regional agency that is able to enact these improvements. CMAP will provide an overview of the law, including upcoming statutory deadlines, requirements for NITA board appointments, and key new responsibilities of the regional agency.

ACTION REQUESTED: Information

MEMORANDUM

To: MPO Policy Committee

From: CMAP Regional Policy and Implementation team

Date: March 12, 2026

Subject: Regional Transportation Plan update

Action Requested: Information

During the March MPO Policy Committee meeting, CMAP will provide an update on the development of the 2026 Regional Transportation Plan (RTP), including draft strategies and proposed investment priorities for 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, 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. The draft list of priority investments as well as the full list of constrained projects are attached.

Next Steps

The project team 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.

ACTION REQUESTED: Information

Attachments:

1. Draft RTP priority investments
2. Draft RTP constraint list
3. Draft RTP objectives and strategies



Purpose

This document 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.
- 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

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

CREATE 75th Street Corridor improvement project

A set of interdependent rail investments (RCPs 12139 and 331148) that reconfigures the 80th 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

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.

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.

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

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
43158-A	12-18-0021	Wilmington-Peotone Road from US 45 to Center Road	Will County	Corridor Improvement	30
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 th 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 EI	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-B	12-18-0021	Wilmington-Peotone Road from IL 53 to Drecksler Road	Will County	Arterial Add Lanes	247
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

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.

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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.

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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: MPO Policy Committee

From: Alex Beata, Director

Date: March 12, 2026

Subject: Corridor planning for congestion management

Action Requested: Information

CMAP will provide an update on the Congestion Management Process (CMP), with a focus on corridor planning for congestion management. During the committee meeting, the subject matter experts will provide an update on deliverables completed to date and upcoming work related to corridor planning for congestion management.

Overview of Congestion Management Process deliverables

Federal regulations require that urbanized areas with populations greater than 200,000 maintain a CMP that “provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy.”¹ The development, establishment, and implementation of the CMP is intended to be incorporated into the overall metropolitan transportation planning process.

To support the region's approach to the CMP, in September 2025, CMAP published the [Congestion Management Strategy Guidebook](#) as a resource for transportation agencies, local governments, and other planning partners responsible for reducing congestion and improving system performance. The guidebook outlines strategies aligned with regional transportation goals and provides a framework for decision-making.

Additionally, in November 2025, CMAP published the [Comprehensive Corridor Study Template](#), a companion resource to the guidebook. The template provides a standardized approach to plan for the implementation of the strategies laid out in the guidebook at the corridor level, with a focus on encouraging multiagency and multijurisdictional collaboration.

Corridor planning for congestion management

To advance implementation of the CMP, CMAP will begin a pilot study for corridor planning. The pilot seeks to provide planning partners the opportunity to apply the strategies outlined in the guidebook and corridor study template to the unique context of one of the region’s

longstanding congested corridors. The pilot study will convene roadway agencies, transit service boards, community members, and other partners to identify key issues early in the planning process and gain consensus on corridor-level challenges and opportunities. Based on feedback from the CMP Resource Group, CMAP is focused on regional arterials for the initial pilot, using reliability measures to assess system performance.

In summer 2025, to identify potential arterial corridors for a pilot study, CMAP staff collected travel time data for facilities on the National Highway System. Staff calculated three reliability measures using data for weekday morning and afternoon peak periods in 2024. Staff then identified segments in the top 20 percent for each of the three reliability measures and then grouped these locations into contiguous segments based on logical termini.

Other factors besides reliability were important selecting a pilot corridor. To inform the prioritization of the corridors, CMAP staff collected data in the following areas:

- Reference information (e.g., jurisdiction, length, and AADT)
- Congestion data
- Planned or programmed improvements
- Planning considerations (e.g., asset condition, public transit, and freight activity)
- Prior CMAP technical assistance projects

The corridor identification process resulted in 16 priority corridors, predominantly located in Cook, DuPage, Lake, and Will counties. CMAP staff grouped these corridors into three broad typologies based on similar characteristics:

- Multi-use urban corridors: Corridors located in highly urbanized that serve a variety of modes, including many pedestrians and transit riders, and have limited right-of-way.
- Traditional suburban arterials: Corridors that have fewer right-of-way limitations and generally lower-density and more automobile-oriented land uses.
- Limited-access arterials: High-capacity roadways that have grade-separated interchanges at some locations and signalized intersections at others.

In fall 2025 and winter 2026, CMAP discussed these results with a resource group of regional transportation stakeholders, the Transportation Committee, and a series of one-on-one meetings with agency staff. Based on the results of that outreach, CMAP identified the **IL 50/Cicero Avenue corridor, from 55th Street to the north to 167th Street to the south**, as the location for the pilot corridor study. Spanning the City of Chicago and southwest suburban communities in Cook County, this corridor experiences recurring congestion, unreliable travel times, and a relatively high incidence of crashes. Further, there is potential for substantial land use change at large redevelopment sites along the corridor.

Next steps

CMAP is currently working through the procurement process to initiate the pilot Cicero Avenue corridor study, with technical work expected to begin in the second quarter of 2026. In the meantime, staff is engaging with municipal and agency representatives along the corridor to introduce the upcoming study.

In addition, CMAP plans to include the content related to this effort in the 2026 Regional Transportation Plan (RTP). This reference will highlight the need for congestion management on key arterial corridors as a planning priority for the region.

To advance a regional approach to congestion management, additional corridor studies may be pursued in the future following the Cicero Avenue pilot study, with a focus on the priority corridors identified through the corridor identification process.

¹ Congestion management process in transportation management areas, 23 C.F.R. § 450.322 (2025), <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.322>.

ACTION REQUESTED: Information

MEMORANDUM

To: MPO Policy Committee

From: The Century Plan project team

Date: March 12, 2026

Subject: The Century Plan update

Action Requested: Information

Through The Century Plan, CMAP is bringing together voices across government, civic spheres, business, and local communities to grapple with questions on how northeastern Illinois has changed in recent years and what we need to plan for our shared future. This engagement includes hosting a series of large public forums on pressing issues for the region’s future development as well as discussions with local mayors and managers on what to prioritize in the plan. To begin, CMAP has published the [State of the Region report](#), which surfaces major trends that impact residents’ quality of life, including topics like:

- Transportation
- Jobs and the economy
- Population and households
- Housing
- Cost of living
- Natural resources

Looking ahead, the report will support upcoming conversations in The Century Plan process about how the region can collaborate to thrive and achieve greater prosperity. Together with findings from other research and engagement, these insights will shape the overall direction for The Century Plan and grand challenges that the plan will seek to address.

During the meeting, the project team will provide an overview of key trends and takeaways in the *State of the Region* report.

ACTION REQUESTED: Information



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 Chicago, IL 60607
 cmap.illinois.gov | 312-454-0400

MEMORANDUM

To: MPO Policy Committee

From: CMAP Intergovernmental Affairs Staff

Date: March 12, 2026

Subject: Legislative update

Action Requested: Information

FEDERAL

FY26 appropriations

The FY26 Transportation, Housing, and Urban Development (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 IJA funding into the Highway Infrastructure Programs account and includes roughly \$2.3 billion in earmarks for projects requested by House and Senate members.

STATE

FY27 budget proposal

On Wednesday, February 18, Governor Pritzker delivered the annual Budget and State of the State address to the Illinois General Assembly. The governor’s FY27 proposed budget anticipates \$56.055 billion in total revenues, reflecting an increase of \$830 million, or 1.5%, from the current fiscal year. Expenditures are expected to total \$56.032 billion, an \$878 million or 1.6%, from the current fiscal year. The proposal does not include any new income or sales tax increases but introduces a new state tax on social media companies, which is scaled according to their number of Illinois users.

Additionally, the governor’s FY27 capital budget proposal includes \$57.4 billion in funding for the Rebuild Illinois program. The proposal includes an additional \$3.2 billion in bonding authority to expand site readiness opportunities, support affordable housing initiatives, and enhance the appearance and safety of state-owned properties.

The governor also outlined his policy priorities for this legislative session, which include addressing Illinois' growing housing shortage by spurring new housing construction and development. The governor is proposing the Building Up Illinois Developments (BUILD) initiative (HB5626), an omnibus bill that includes statewide zoning regulations, standardized construction processes, and grants for housing and infrastructure development.

CMAP staff are in the process of analyzing the governor's FY27 operating and capital budget proposals to understand how it aligns with regional priorities.

General legislative activity

The General Assembly's 2026 regular session is currently underway and scheduled through May 31, 2026. Key legislative deadlines include March 13 for Senate bills to advance out of committee and March 27 for House bills.

CMAP staff tracks legislation before the 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 MPO Policy 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@cmap.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; SB3585 assigned to Senate Transportation on 2/17/2026

[HB4840](#) – **VEH-PERSONAL MOBILITY DEVICES** (Rep. Cauty)

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 assigned to Senate Transportation on 2/17/2026

[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: Assigned to Senate Approps. – Public Safety & Infrastructure on 2/17/2026

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 assigned to House Revenue & Finance Committee on 2/17/2026; 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: Assigned to Senate Revenue on 2/17/2026

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

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 as it relates to fixed route and paratransit service.

Status: HB5092 referred to Rules on 2/10/2026; SB3419 assigned to Senate Transportation on 2/17/2026

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: Assigned to Senate Approps. – Public Safety & Infrastructure on 2/17/2026

Transportation Infrastructure

HB4651/SB2997 – IDOT Procurement Modernization (Rep. Avelar/Sen. Porfirio)

Description: Provides that the Code does not apply to contracts arising from a grant award if the contract is with a partner whose specific experience and expertise was used as a condition of securing the grant and followed the selection provisions outlined in the grant application. Provides that the chief procurement officer appointed by the Secretary of Transportation is the

chief procurement officer for procurements related to construction support and the purchase of rolling stock under the jurisdiction of the Department of Transportation. Amends the Governmental Joint Purchasing Act. Provides for the use of joint purchasing for contracts procured by agencies of other states.

Status: HB4651 referred to Rules Committee on 2/3/2026; SB2997 assigned to Senate Procurement on 2/18/2026

HB4776/SB3520 – IDOT NEPA Process (Rep. Delgado/Sen. Ellman)

Description: Allows for IDOT to take responsibility for the NEPA Assignment from the federal government and manage environmental review of major projects. The bill provides that sovereign immunity from civil suit in federal court is waived consistent with specified provisions of Title 23 of the United States Code and limited to the compliance, discharge, or enforcement of a responsibility assumed by the Department of Transportation under the Law.

Status: HB4776 referred to Rules Committee on 2/6/2026; SB3520 referred to Assignments on 2/5/2026

HB4950/SB3634 – IDOT Project Delivery Omnibus (Rep. Hoffman/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. 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: HB4950 referred to Rules Committee on 2/6/2026; SB3634 assigned to Senate Procurement on 2/18/2026

HB5283/SB3287 – IDOT Adopt the SBA Definition of “Small Business” (Rep. Slaughter/Sen. Villivalam)

Description: In provisions concerning small business set-asides, provides that (i) no manufacturing business is a small business if it employs more than the number of persons set forth in the small business size standard for its specific industry, as established by the United States Small Business Administration (currently, 250 persons); and (ii) no construction business is a small business if its annual sales and receipts exceed the small business size standard for its specific industry, as established by the United States Small Business Administration (currently, \$14,000,000).

Status: HB5283 referred to Rules Committee on 2/10/2026; SB3287 referred to Assignments on 2/3/2026

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: Assigned to Senate Transportation on 2/17/2026

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: Assigned to Senate Transportation on 2/17/2026

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

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 assigned to House Education Policy Committee on 2/17/2026; 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: Assigned to House Jud. – Criminal Committee on 2/17/2026

[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 assigned to Senate Executive on 2/17/2026

[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 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: HB4663 referred to Rules on 2/3/2026; SB3392 assigned to Senate Executive on 2/17/2026

[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 assigned to Senate Executive on 2/17/2026

[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 2/6/2026

ACTION REQUESTED: Information