



MPO POLICY COMMITTEE

AGENDA - FINAL

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

CMAF 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 CMAF'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 CMAF 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 October 8, 2025**[25-366](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

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

4.0 CMAP Announcements**4.01 Executive director's report**[25-363](#)

PURPOSE & ACTION: An update of notable activities of the agency and the executive director.

ACTION REQUESTED: Information

4.02 CMAP Board update[25-364](#)

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

ACTION REQUESTED: Information

4.03 Council of Mayors' Executive Committee report[25-365](#)

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 Appointment of chair and vice-chair of the CMAP Transportation Committee**[25-378](#)

PURPOSE & ACTION: Appointment of Tara Orbon (Cook County Department of Transportation and Highways) as chair and Scott Hennings (McHenry County Division of Transportation) as vice-chair of the CMAP Transportation Committee.

ACTION REQUESTED: Approval

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

5.02 Draft FY 2027 Unified Work Program (UWP)[25-377](#)

PURPOSE & ACTION: The Transportation Committee recommends approval of the Draft FY 2027 Unified Work Program.

ACTION REQUESTED: Approval

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

5.03 2026 Roadway Safety Targets [25-359](#)

PURPOSE & ACTION: Presentation on the proposed 2026 roadway safety targets for Committee approval.

ACTION REQUESTED: Approval

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

5.04 ON TO 2050/2023-2028 TIP Conformity Analysis and TIP Amendment [25-375](#)

PURPOSE & ACTION: ON TO 2050/2023-2028 TIP Conformity Analysis and TIP Amendment 26-03 was released for public comment through December 18, 2025. The Transportation Committee recommended the ON TO 2050/2023-2028 TIP Conformity Analysis and TIP amendment 26-03 to the MPO Policy Committee at its December 19, 2025 meeting.

ACTION REQUESTED: Approval

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

5.05 Transit data sharing agreement [26-002](#)

PURPOSE & ACTION: Approval of a new transit data sharing agreement developed in collaboration with RTA, the service boards, and IDOT, that complies with 23 C.F.R. § 450.314(h).

ACTION REQUESTED: Approval

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

6.0 Information Items**6.01 2025 CMAP Annual Report** [25-373](#)

PURPOSE & ACTION: This report shares progress CMAP has made in 2025 on behalf of the region. The Executive Director will share highlights from the report.

ACTION REQUESTED: Information

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

6.02 Introduction of CMAP's Proposed FY 2027 Work Plan [25-374](#)

PURPOSE & ACTION: This draft FY2027 annual work plan identifies key activities CMAP will continue or commence during the time period of July 1, 2026 - June 30, 2027.

ACTION REQUESTED: Information

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

6.03 Regional Transportation Plan (RTP) update**[25-386](#)**

PURPOSE & ACTION: Update on the development of the RTP, with a focus on the Financial Plan and Regional Capital Project components of the plan.

ACTION REQUESTED: Information

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

6.04 Freight in northeastern Illinois**[26-001](#)**

PURPOSE & ACTION: CMAP will provide an update on its ongoing work supporting the freight system in northeastern Illinois.

ACTION REQUESTED: Information

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

6.05 Legislative update**[25-379](#)**

PURPOSE & ACTION: CMAP intergovernmental affairs staff will provide an update on recent federal and state legislative activity.

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 March 12, 2026.

10.0 Adjournment



MPO POLICY COMMITTEE AND CMAP BOARD

MEETING MINUTES - DRAFT

Wednesday, October 8, 2025

9:00 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 October 7 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/82410801918?pwd=LBh63IWIDzQ4linAzh4g2hlxfXbpCK.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 824 1080 1918 Passcode: 617525

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.

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1.0 Call to Order and Introductions

CMAP Board

Chair Bennett called the meeting to order at 9:06 a.m.

Present: Gerald Bennett, Matthew Brolley, Jada Curry, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Joanna Ruiz, Carolyn Schofield, Anne Sheahan, Matthew Walsh and Jung Yoon

Absent: Frank Beal, Gary Grasso and Nancy Rotering

Non-Voting: Kouros Mohammadian and Leanne Redden

Noting a physical quorum of the Board, Erin Aleman reported a request was received from Kouros Mohammadian to attend the meeting virtually in compliance with the Open Meets Act. A vote is needed to approve his virtual attendance.

A motion was made by Member John Noak, seconded by Member Anne Sheahan, to permit Member Kouros Mohammadian to participate in the meeting in accordance with Open Meetings Act requirements. The motion carried by the following vote:

Aye: Gerald Bennett, Matthew Brolley, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Joanna Ruiz, Anne Sheahan and Jung Yoon

Absent: Frank Beal, Jada Curry, Gary Grasso, Nancy Rotering, Carolyn Schofield and Matthew Walsh

Non-Voting: Kouros Mohammadian and Leanne Redden

MPO Policy Committee

Chair Biagi called the meeting of the MPO Policy Committee to order at 9:08 a.m.

Present: CDOT Representative, CMAP Representative 1, CMAP Representative 2, CoM Representative, 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: Will Co Representative

Non-Voting: Class I Railroads Representative

Absent (NV): FHWA Representative and FTA Representative

Secretary Gia Biagi served as IDOT Representative, Craig Turner served as CDOT Representative, John Noak served as CMAP Representative 1, Matt Brolley served as CMAP Representative 2, Molly Poppe served as CTA Representative, Jennifer Sis Killen served as Cook Co Representative, Jeff Schielke served as CoM Representative, Steve Travia served as DuPage Co Representative, Cassandra Rouse served as Tollway Representative, Tom Rickert served as Kane Co Representative, Scott Gengler served as Kendall Co Representative, Kevin Carrier served as Lake Co Representative, Peter Austin served as McHenry Co Representative, Jim Derwinski served as Metra Representative, Erik Llewellyn served as Pace Representative, Leanne Redden served as RTA Representative, and Thomas Evenson served as Class I Railroads Representative.

Noting a physical quorum of the MPO Policy Committee, Erin Aleman reported a request was received from Pace Representative Erik Llewellyn to attend the meeting virtually in compliance with the Open Meets Act. A vote is needed to approve his virtual attendance.

A motion was made by Member John Noak, seconded by Member Jennifer Sis Killen, to permit Member Erik Llewellyn to participate in the meeting in accordance with Open Meetings Act requirements. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, CoM Representative, 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: Will Co Representative

Non-Voting: Class I Railroads Representative

Absent (NV): FHWA Representative and FTA Representative

Staff present: Laurent Ahiablame, Bill Barnes, Alex Beata, Vas Boykovskyy, Michael Brown, Teri Dixon, Austen Edwards, Elizabeth Ginsberg, Jane Grover, Kasia Hart, Maren Lutterbach, Tony Manno, Stephane Phifer, Julie Reschke, Kyle Schulz, Elizabeth Scott, Jennie Vana, Blanca Vela-Schneider, Claire Williams

Others present: Garland Armstrong, Marielle Brown, Eric Czarnota, Rithvika Dara, Dawn Dina, Jackie Forbes, Dan Forbush, Brandon Geber, Gary Grasso, Danielle Hamer, Laura Hatt, Craig Heither, Jennifer Henry, Aubrey Hills, Neil James, George Kandathil, Mike Klemens, Gretchen Klock, David Kovarik, David Kralik, Heidi Lichtenberger, Kevin O'Malley, Mary Nicol, Matt Pasquini, George Perkins, Suzette Quintell, Leslie Raver, Karyn Robles, Joanne Rooney, Alexandra Rosander, Pramiti Singh, Joe Surdam, Megan Swanson, Steve Travia, Kayla Walsh

(CMAP Board Member Matt Walsh arrived at 9:09 a.m.)

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

2.01 Executive director's report

[25-302](#)

Attachments: [Memo - Executive director report](#)

Erin Aleman, Executive Director, reiterated the welcome to Acting Commissioner Turner, who introduced himself to the Board and MPO Policy Committee.

(CMAP Board Member Jada Curry arrived at 9:11 a.m.)

Executive Director Aleman provided an update on recent CMAP activities, including meetings with state and local leaders regarding transit legislation and the PART (Plan of Action for Regional Transit) report. She noted that the Regional Transit Authority (RTA) has revised its projected 2026 fiscal cliff from approximately \$770 million to \$200 million, reflecting stronger sales tax revenue, planned fare increases, and the use of reserve funds.

RTA Executive Director Leanne Redden distributed a two-page summary outlining the updated fiscal projections, noting that while the 2026 gap has narrowed, a deficit of about \$200 million remains, rising again to nearly \$800 million in 2027. Additional information is available on the RTA website, and RTA staff are available to discuss the details further with members.

Executive Director Aleman announced that CMAP will soon release an updated PART policy report, offering revised cost and revenue projections to illustrate the region's transit fiscal outlook under multiple scenarios. CMAP's objective is to inform policymakers of the trade-offs associated with unsustainable transit funding. An op-ed on this topic will be published in Crain's Chicago Business.

Regarding the ongoing federal government shutdown, the Executive Director reported limited immediate impacts on transportation due to the current five-year capital bill (expiring October 2026) but noted potential project processing delays. She also met with members of Illinois' congressional delegation over the summer to discuss federal transportation priorities, with shared interest in maintaining and protecting existing infrastructure amid growing needs and inflationary pressures.

Executive Director Aleman noted that CMAP's Community Data Snapshots have been updated and are available for local engagement.

Last week, the Executive Director joined Governor Pritzker and Secretary Biagi for the announcement of the MYP (Multi Year Program). Secretary Biagi highlighted that the \$50 billion, six-year MYP surpasses those of Texas and California. The program includes \$400 million dedicated to 230 local grants out of \$5 billion in total requests, underscoring the region's significant infrastructure needs. Secretary Biagi thanked CMAP and partners for their continued collaboration to advance regional transportation priorities.

The executive director's report was received and filed.

3.0 Approval of Minutes

3.01 MPO Policy Committee meeting minutes from June 12, 2025

[25-303](#)

Attachments: [MPO Policy Committee 06.12.2025 Minutes](#)

MPO Policy Committee

A motion was made by Lake Co Representative Kevin Carrier, seconded by Cook Co Representative Jennifer Sis Killen, to approve the June 12, 2025 MPO Policy Committee meeting minutes. Motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, CoM Representative, 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: Will Co Representative

Non-Voting: Class I Railroads Representative

Absent (NV): FHWA Representative and FTA Representative

CONSENT AGENDA

3.02 CMAP Board minutes from September 10, 2025

[25-304](#)

Attachments: [CMAP Board 09.10.25 Minutes](#)

CMAP Board

A motion was made by Member John Noak, seconded by Member Anne Sheehan, to approve the September 10, 2025 CMAP Board meeting minutes. Motion carried by the following vote:

Aye: Gerald Bennett, Matthew Brolley, Jada Curry, Paul Hofert, Nina Idemudia, John Noak, Richard Reinbold, Joanna Ruiz and Carolyn Schofield, Anne Sheahan, Matthew Walsh, Jung Yoon

Absent: Frank Beal, Gary Grasso, Nancy Rotering

Non-Voting: Kouros Mohammadian, Leanne Redden

Not Present: Carolyn Schofield

REGULAR AGENDA

4.0 Other Items for Approval

4.01 Approval of the MPO Policy Committee meeting schedule for 2026

[25-305](#)

Attachments: [Memo - MPO Policy Committee 2026 meeting dates](#)

MPO Policy Committee

A motion was made by Illinois Tollway Representative Cassaundra Rouse, seconded by Metra Representative Jim Derwinski, to approve the MPO Policy Committee meeting schedule for 2026. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, CoM Representative, 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: Will Co Representative

Non-Voting: Class I Railroads Representative

Absent (NV): FHWA Representative and FTA Representative

4.02 Election of MPO Policy Committee Vice-Chair

[25-306](#)

Attachments: [Memo - Nomination of Vice-Chair](#)

Aimee Lee, Deputy of Research, Analysis, and Programming, reported that the MPO Policy Nominating Committee is recommending the reelection of Cassaundra Rouse to serve as the Vice-Chair of the MPO Policy Committee for calendar year 2026.

MPO Policy Committee

A motion was made by CMAP Representative 1 John Noak, seconded by RTA Representative Leanne Redden, to reelect Tollway Representative Cassaundra Rouse as Vice Chair of the MPO Policy Committee for calendar year 2026. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, CoM Representative, 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: Will Co Representative

Non-Voting: Class I Railroads Representative

Absent (NV): FHWA Representative and FTA Representative

5.0 CMAP Announcements

5.01 CMAP Board report

[25-307](#)

Leanne Redden, RTA Representative, reported that the CMAP Board did not meet in July or August. At their September 10, 2025 meeting, the Board approved an amendment to the FY26 budget reflecting an additional \$1.2 million in IDOT revenue for the Unified Work Program, \$2 million in revenue from the Illinois General Assembly's FY26 budget appropriation, funded through the Illinois Department of Public Health (IDPH) and \$300,000 in revenue from Schreiber Philanthropy, as well as corresponding expense adjustments to reflect \$2.3 million in consultant support (professional services) to complete the work for the Regional Planning Act and Schreiber Philanthropy grants. The CMAP Board also received an update on the development of the Century Plan.

The CMAP Board report was presented.

5.02 Council of Mayors' Executive Committee report

[25-308](#)

Jeff Schielke, CoM Representative, reported the Council of Mayors' Executive Committee met on September 16, 2025. The committee welcomed new members, the mayors of Rolling Meadows, Kenilworth, Glencoe, and Hoffman Estates. The focus of the meeting was E-commerce trends and the regional freight landscape, larger trends affecting freight, how goods move through the region, and implications for municipalities. The freight sector is significant for northeastern Illinois, as it accounts for over 200,000 jobs and \$36.5 billion in regional gross domestic product (GDP) and affects all the municipalities that freight moves through. As part of its freight assessment, CMAP is working to develop a model ordinance for municipalities that will address truck weights and routing, which will be shared when ready.

The Council of Mayors' Executive Committee report was presented.

6.0 Information Items

6.01 Regional Transportation Plan (RTP) update

[25-309](#)

Attachments: [Regional Transportation Plan \(RTP\) update](#)

Ryan Thompto, Principal Policy Analyst; Julie Reschke, Senior Policy Analyst; and Elizabeth Ginsberg, Senior Policy Analyst provided an update on the development of the Regional Transportation Plan (RTP), which builds on the ON TO 2050 Plan.

The RTP focuses on three guiding questions: the desired future transportation system, the challenges and opportunities to achieve it, and the strategies to get there. The plan will be fiscally constrained and presented for adoption at the joint CMAP Board and MPO Policy Committee meeting in 2026.

A central principle of the plan is prioritized investment, using data, analysis, and public input to guide limited resources toward projects with the greatest impact through a transparent,

performance-based approach.

(CMAP Board Member Carolyn Schofield arrived at 9:30 a.m.)

Julie Reschke summarized recent outreach across all seven counties, which engaged approximately 36,000 residents through community events, digital channels, and targeted efforts, generating more than 1,500 questionnaire responses. Key themes included concerns about vehicle speeding, congestion, and transit access; strong support for transit, walking, and biking infrastructure; and interest in investments that promote safety, economic vitality, environmental protection, and climate resilience. This input will inform ongoing strategy development.

Elizabeth Ginsberg outlined the RTP's financial plan, which assesses the revenues and expenditures required to operate, maintain, and expand the transportation system. She emphasized that the plan serves as a **policy framework**, not a budget, guiding investment priorities within fiscal realities.

Baseline revenue sources include:

- **Federal:** formula and competitive programs;
- **State:** capital funds and dedicated fees such as the motor fuel tax and vehicle registration;
- **Local:** RTA sales tax and other transportation-dedicated local revenues; and
- **System-generated:** transit fares and tolls.

Federal revenues are projected to decline due to changing reauthorization assumptions, while state and local revenues remain stable. State policy actions, such as Rebuild Illinois (2019) and the Leveling the Playing Field for Illinois Retail Act (2021), have bolstered revenue streams but face long-term challenges as vehicle efficiency rises and the sales tax base remains narrow.

Ginsberg noted that reduced transit ridership continues to impact fiscal health and may not return to pre-pandemic levels, prompting the need to rethink funding models.

CMAP and regional partners have advanced several policy initiatives to strengthen future revenues, including the Modernizing Illinois' Sales Tax report and an upcoming white paper on implementing a road usage charge. Five reasonably expected revenue sources are being analyzed:

1. Sales tax modernization (expanding to consumer services),
2. A regional revenue source (e.g., rideshare tax or vehicle surcharge),
3. Freight delivery fee,
4. Tolling added during major highway reconstructions, and
5. Transitioning from the motor fuel tax to a road usage charge.

CMAP forecasts a \$524 billion fiscal constraint over the 24-year plan horizon, comparable to ON TO 2050, with reasonably expected revenues comprising 13% of the total, up from 7% previously.

Expenditures are grouped into four categories: operating and maintaining the system, improving performance, enhancing transit service, and adding capacity through regional capital projects. Rising construction costs, aging infrastructure, and disinvestment in some communities continue to drive funding needs.

Additionally, Ryan Thompto presented a summary of the Draft Regional Capital Projects Benefits

Report, which evaluates 137 major transportation investments totaling more than \$80 billion through 2050. The projects encompass highway reconstruction, arterial upgrades, freight improvements, transit expansions, multimodal corridors, and investments that enhance safety, resilience, and reliability.

Of the 137 projects, 23 have committed funding and will be included in the fiscally constrained plan. The remaining 114 projects were assessed using regional performance measures focused on accessibility, reliability, safety, economic competitiveness, and system preservation.

The draft report, available online, remains under review as CMAP continues to refine project cost, benefit, and performance data in coordination with implementation partners.

The draft fiscal constraint indicates that, even with the inclusion of new and innovative revenue sources - such as mileage-based user fees, expanded tolling, and freight fees - the region still faces a significant funding shortfall to preserve, modernize, and enhance its transportation system. This gap underscores one of northeastern Illinois' greatest challenges: maintaining and upgrading its aging infrastructure to meet future mobility needs will require sustained investment and regional collaboration.

CMAP will refine financial assumptions, update revenue and expenditure forecasts, and conduct a risk assessment to test sensitivity to inflation, economic conditions, and implementation timing. Staff will also meet with project sponsors to review evaluations, confirm assumptions, and identify priorities. The final RCP Benefits Report and prioritized project list will be presented to the Board and MPO Policy Committee in early 2026.

In response to questions from Board members, Thompto confirmed that priority programs will be reflected in the final plan in coordination with implementing partners and informed through collaborative discussions with the Transportation Committee, MPO Policy Committee, and CMAP Board.

The Regional Transportation Plan update was presented.

7.0 Other Business

Secretary Biagi thanked McHenry Co Representative Peter Austin, who will be retiring at the end of the year, for his service.

There was no other business before the MPO Policy Committee or CMAP Board.

8.0 Public Comment

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

Garland Armstrong, former Illinois resident, encouraged the Board and MPO Policy Committee to connect with different communities on ADA policies so that the policies match the needs of the people they address. He furthermore asked about refunds from recycling efforts.

9.0 Next Meeting

The CMAP Board is scheduled to meet on Wednesday, November 12, 2025.

The MPO Policy Committee is scheduled to meet on Thursday, January 8, 2026.

10.0 Adjournment

CMAP Board

A motion was made by John Noak, seconded by Richard Reinbold, to adjourn the meeting. The motion carried by the following vote:

Aye: Gerald Bennett, Matthew Brolley, Jada Curry, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Joanna Ruiz, Carolyn Schofield, Anne Sheahan, Matthew Walsh and Jung Yoon

Absent: Frank Beal, Gary Grasso and Nancy Rotering

Non-Voting: Kouros Mohammadian and Leanne Redden

The CMAP Board was adjourned at 10:01 a.m.

MPO Policy Committee

A motion was made by Metra Representative Jim Derwinski, seconded by Lake Co Representative Kevin Carrier, to adjourn the MPO Policy Committee meeting. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, CoM Representative, 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: Will Co Representative

Non-Voting: Class I Railroads Representative

Absent (NV): FHWA Representative and FTA Representative

The MPO Policy Committee was adjourned at 10:02 a.m.

Immediately following the adjournment of the meeting, the CMAP Board and MPO Policy Committee entered into a workshop about future scenario planning in the context of the Century Plan project.

Minutes prepared by Maren Lutterbach

MEMORANDUM

To: MPO Policy Committee

From: Aimee Lee, Deputy, CMAP Representative on the Transportation Committee

Date: December 11, 2025

Subject: Appointment of chair and vice-chair of the CMAP Transportation Committee

Action Requested: Approval

Purpose

The Memorandum of Understanding between the CMAP Board and the MPO Policy Committee assigns the MPO Policy Committee responsibility for appointing the chair and vice-chair of the Transportation Committee.

Request

CMAP requests that the MPO Policy Committee appoint Tara Orbon (Cook County Department of Transportation and Highways), the current vice-chair, as chair of the Transportation Committee.

CMAP also requests the appointment of Scott Hennings (McHenry County Division of Transportation) as vice-chair of the Transportation Committee.

ACTION REQUESTED: Approval



MEMORANDUM

To: MPO Policy Committee

From: Kama Dobbs, Principal

Date: January 1, 2026

Subject: Draft FY 2027 Unified Work Program (UWP)

Action Requested: Approval

Purpose

On August 8, 2025, CMAP staff issued a call for fiscal year (FY) 2027 – 2031 Unified Work Program (UWP) Competitive program funding proposals in accordance with the [Unified Work Program Development Methodology](#) approved by the CMAP UWP Committee on July 9, 2025. Individual proposals and staff recommendations were reviewed with the UWP committee on October 9, 2025. The staff recommended FY 2027 – 2031 Competitive Program was made available for public comment through November 7, 2025. No public comments were received. The UWP Committee approved the FY 2027 – 2031 Competitive program on November 12, 2025.

On September 15, 2025, CMAP staff issued a call for FY 2027 Unified Work Program (UWP) core funding proposals in accordance with the [Unified Work Program Development Methodology](#) approved by the UWP Committee on July 9, 2025. In response, 15 agencies in the region requested a total of \$6,267,640 in core funding. CMAP staff developed modest adjustments to the proposals to align with available funds, resulting in a recommended core program of \$5,922,046 to support external agencies (a 5.6% increase over FY 2026) and \$28,280,227 (a 2.8% increase) to support CMAP's internal budget for core MPO activities and expenses.

Staff compiled the proposals into the Draft FY 2027 Unified Work Program (UWP) for the committee's review and consideration. The proposed UWP includes FY 2027 funding summaries, details of the FY 2027 core program activities, and details of the recommended FY 2027 – 2031 competitive program projects. Highlights from the proposed UWP are provided below.

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. Note that the specific allocation of the CMAP budget has not been finalized. These values will be determined through

CMAP's comprehensive budget development process. Therefore, the tables and figures in the draft FY 2027 UWP may be updated following CMAP budget approval. 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*	\$10,941,834	\$17,338,393	\$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	\$15,521,047	\$19,442,726	\$34,963,773

*CMAP allocations between personnel and expenses are preliminary

Figure 1. FY 2027 UWP budget by major activity

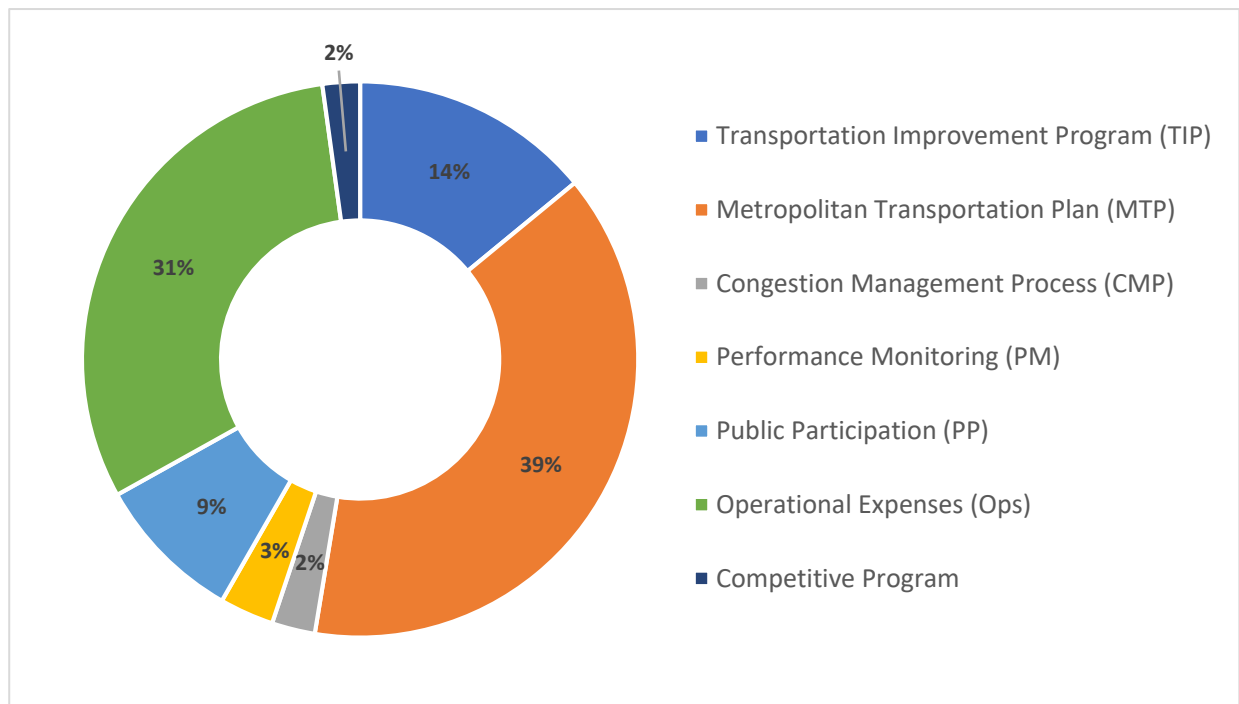
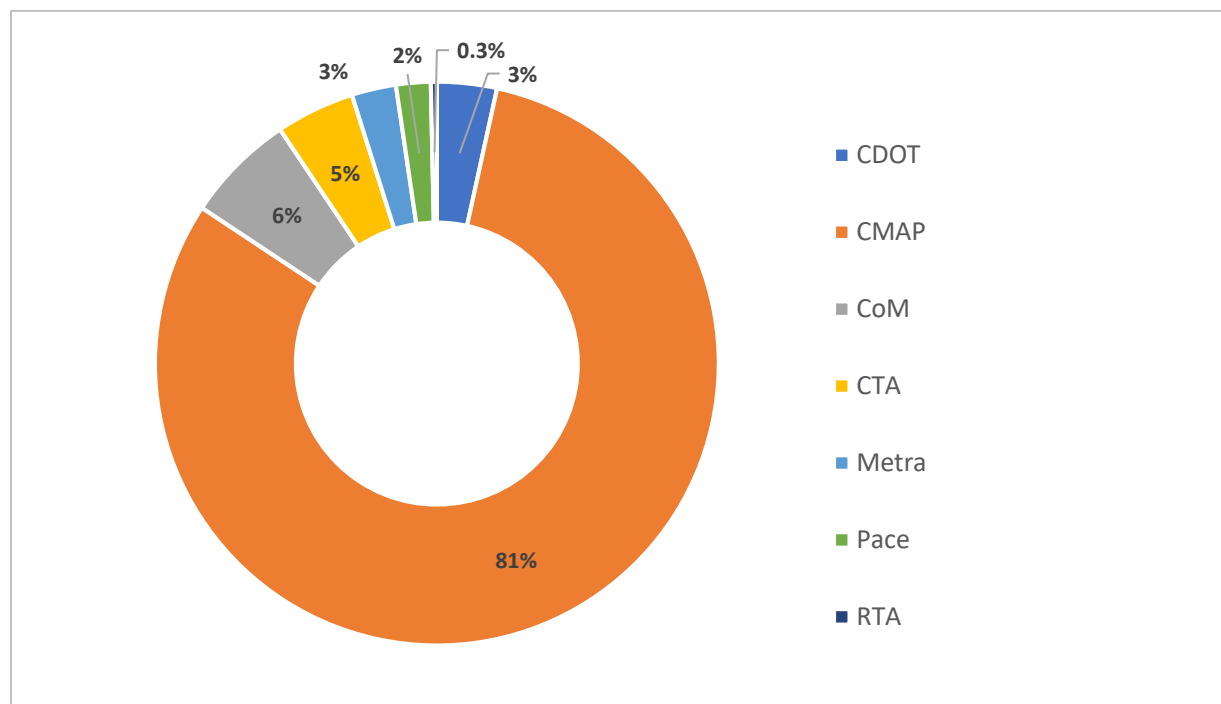


Figure 2. FY 2027 UWP budget by agency



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 Transportation Committee reviewed the draft FY 2027 UWP on December 19, 2025 and recommended MPO Policy Committee approval. Following CMAP Board approval of CMAP's comprehensive budget at the February 12, 2026 CMAP Board meeting, personnel and expense allocations by activity will be updated and final approval of the FY 2027 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.

ACTION REQUESTED: Approval

FY2027 Unified Work Program for Northeastern Illinois

Draft for MPO Policy Committee review

Draft 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.

Draft 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

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Regional Administrator, Federal Transit
Administration

Vershun Tolliver

Division Administrator, Federal Highway
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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

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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 [23 CFR § 450.308](#), the IDOT Metropolitan Planning Organization [Cooperative Operations Manual](#), 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.

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.

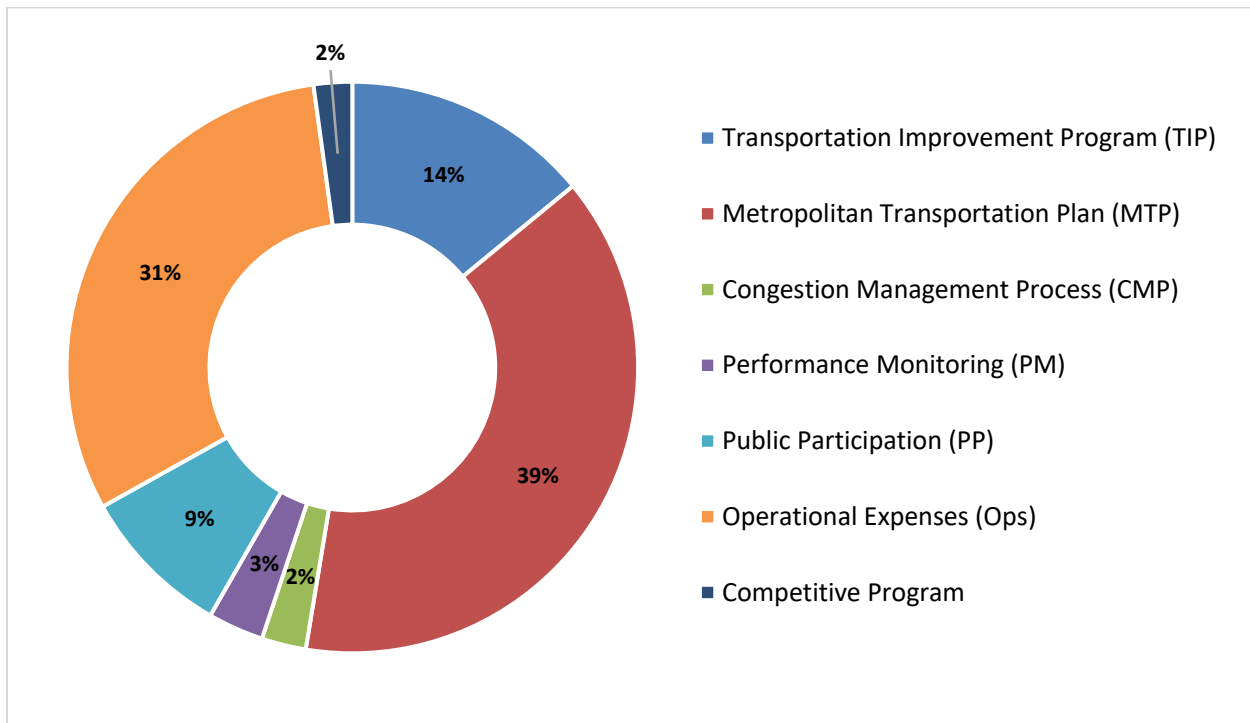
The staff-developed UWP was reviewed by the UWP Committee on November 12, 2025. On December 19, 2025, the Transportation Committee reviewed the draft FY 2027 UWP on December 19, 2025 and recommended MPO Policy Committee approval at their January 8, 2026 meeting. Following CMAP Board approval of CMAP's comprehensive budget at the February 12, 2026 CMAP Board meeting, personnel and expense allocations by activity will be updated and final approval of the FY 2027 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



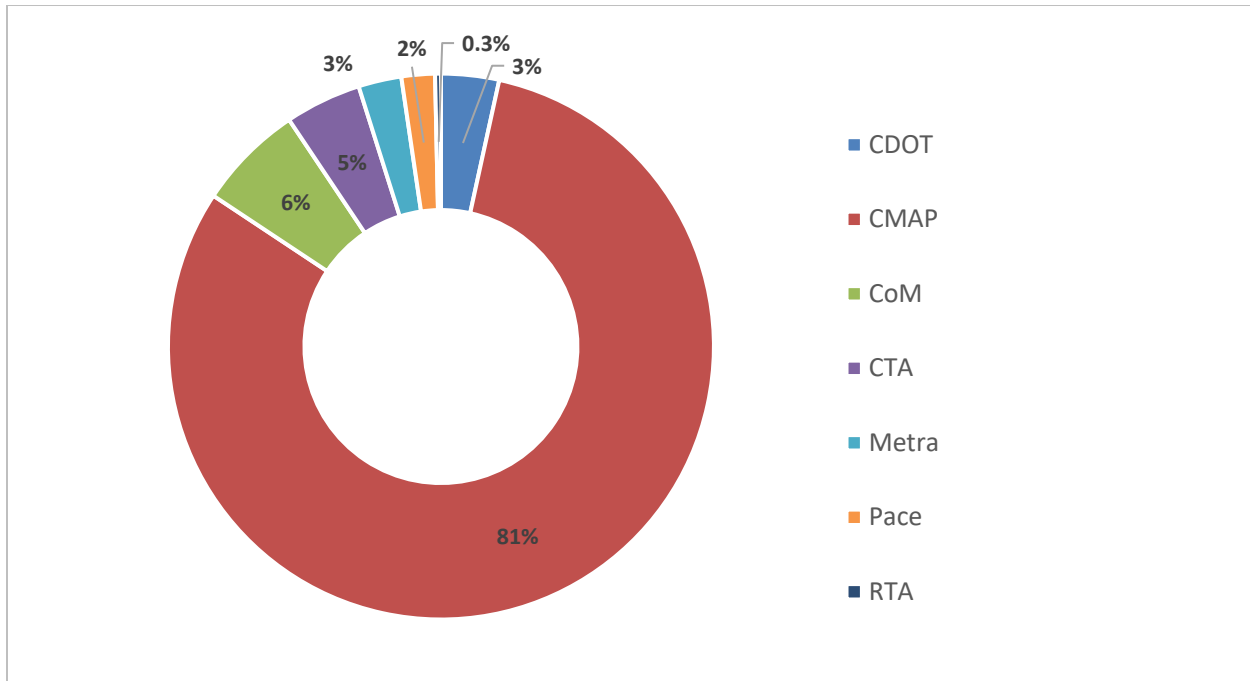
FY27 UWP funds will be allocated to CMAP, the CTA, the City of Chicago, the subregional councils of mayors, Metra, Pace, and McHenry County for core and competitive transportation planning activities. Figure 2 below summarizes the allocation of funding by agency.

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.

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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

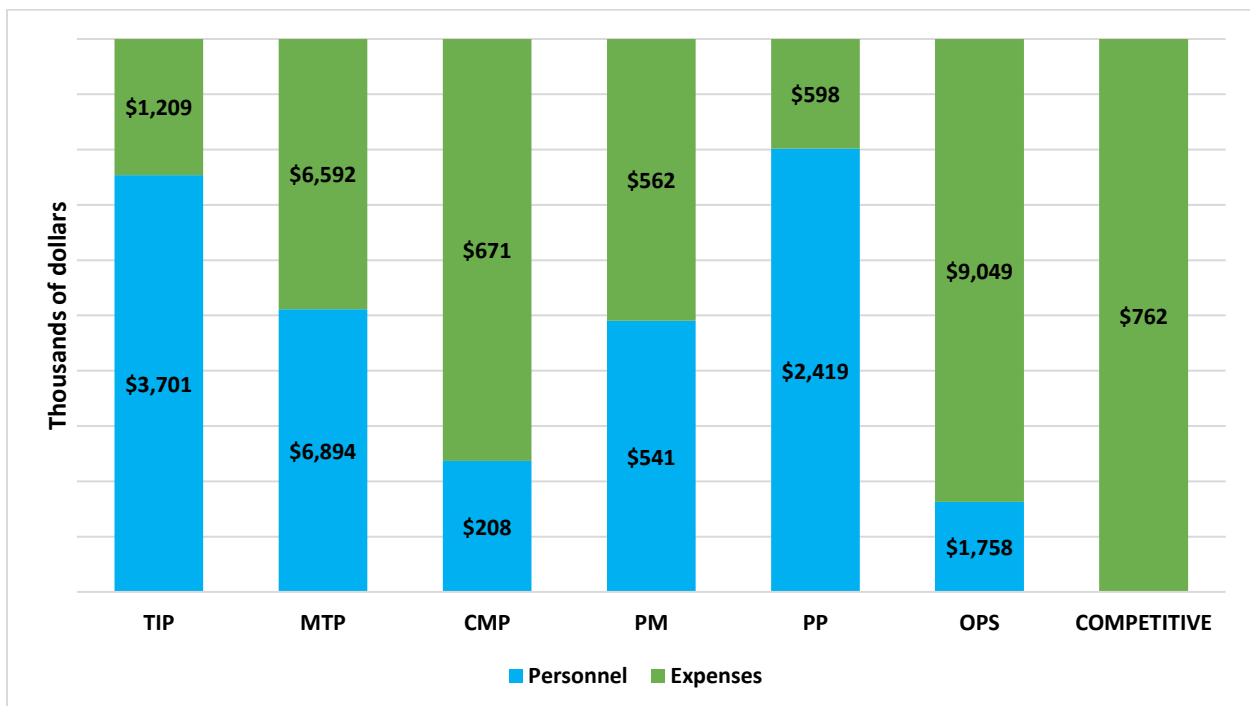
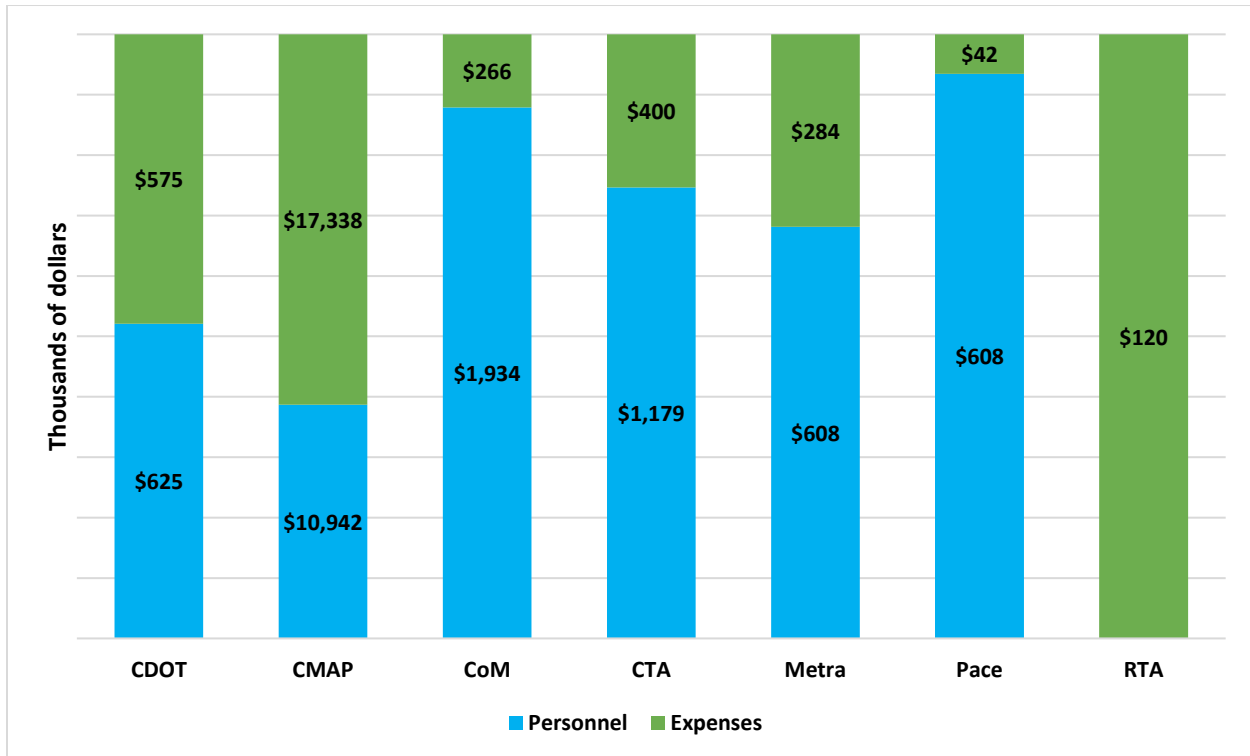


Figure 4. Personnel vs. expense costs, by agency



Safe and accessible transportation options

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 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 the 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 and web pages	CMAP	As needed
TIP training	CMAP	Delivered by CMAP to all partner agencies as needed
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	TBD	\$758	\$890	\$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	20	\$3,701	\$1,209	\$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
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	Upon request by CMAQ

Budget overview

Agency	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CDOT	1	\$156	\$242	\$398	\$319	\$80
CMAQ	TBD	\$6,273	\$6,349	\$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	4	\$6,894	\$6,592	\$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 update	CMAP	Ongoing
Shared mobility program	Pace	Ongoing

Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	TBD	\$150	\$211	\$361	\$289	\$72
CoM	<1	\$8	\$0	\$8	\$6	\$2
Pace	<1	\$4	\$1	\$5	\$4	\$1
CMP total	1	\$162	\$212	\$374	\$299	\$75

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.	Metra	Ongoing
Pace Bus Transit Asset Management Plan program administration	Pace	Ongoing

Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	TBD	\$158	\$562	\$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	4	\$541	\$562	\$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
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
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	TBD	\$2,141	\$566	\$2,707	\$2,166	\$541
CoM	2	\$243	\$5	\$248	\$199	\$50
Metra	<1	\$14	\$0	\$14	\$11	\$3
PP total	2	\$2,419	\$598	\$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

Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	TBD	\$1,462	\$8,761	\$10,223	\$8,179	\$2,045
CoM	2	\$296	\$246	\$542	\$434	\$108
Metra	0	\$0	\$42	\$42	\$34	\$8
Ops Total	2	\$1,758	\$9,049	\$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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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	\$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

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

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Total	\$0	\$182,712	\$78,305	\$0	\$0	\$261,017
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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.
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	Municipalities, counties	CMAP can use the inspection sheet as a resource to conduct the same evaluation	Municipalities can use the inspection sheet as a resource to conduct the same

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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
Equipment Inspection Sheet		in other municipalities or counties.	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.

CMAQ: <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	3
CMAP	<i>TBD</i>	<i>TBD</i>
Council of Mayors	24,504	14
CTA	9,806	5
Metra	6,479	3.5
Pace	4,072	2

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 (draft)

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

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	Regional Safety Data Project Safe Streets for All Electronic Transportation Improvement Program (eTIP) Software
Counties	Will County Electric Vehicle Readiness 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 DuPage Trails Count Program Kane County DOT Asset Management Plan
CTA	Englewood Line Racine Station Restoration Project Bus Priority Corridor Study Bus Priority Zones Roadmap for Transit Signal Priority (TSP)
Metra	Boarding and Alighting Counts / Targeted Station Ridership Systemwide
Pace	ReVision, Network Revitalization and Systemwide Restructuring Initiative Pace ADA Paratransit Service and Vanpool Service CSI Survey I-290 Express Bus Market Feasibility Study
RTA	Community Planning Program Human Services Transportation Plan Update Transit Friendly Communities Guide Transit Information for Riders Review Customer Satisfaction Survey
Other	Oswego Pavement Condition Survey and Asset Inventory Collection Vision Zero Oak Park

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	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
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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. 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.

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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 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.



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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. 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

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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 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.

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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

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.

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

Source(s) of funds: SPR

Name of project: Targeted Traffic Safety Behavior Change and Marketing Research

Description of planning work: This project's goal is to develop a Vision Zero behavior change marketing campaign founded in research and targeted to change driving behaviors of the people most likely to cause severe traffic crashes in Chicago – young males.

Vision Zero is a safe systems approach that aims to eliminate fatalities and serious injuries from traffic crashes. The Vision Zero Chicago initiative, in operation since 2017, is the result of collaboration between twelve city departments and sister agencies and numerous community stakeholders. This plan leverages the resources and expertise of each department and stakeholders to advance the shared goal to eliminate traffic fatalities and serious injuries on Chicago's streets by 2026.

A key strategy to achieving the City of Chicago's Vision Zero goals is changing the culture of driving in Chicago. In addition to targeted street redesigns and citywide policies that the City is pursuing, it is necessary that individual drivers adopt safer driving behaviors. Initial research indicates that only five behaviors are involved in 72% of fatal crashes. These dangerous driving behaviors are: speeding, failure to give the right of way, using a cell phone while driving, driving under the influence, and disobeying traffic signs and signals.

Cost of the work: \$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)

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

Source(s) of funds: CMAQ funds

AGENCY: CHICAGO METROPOLITAN AGENCY FOR PLANNING

Name of project: CMAP Regional Safety Data Project

Description of planning work: This project will include three components: a research and data analysis phase to understand the region's traffic safety issues; a series of on-the-ground pilot projects to assist local governments in identifying and implementing safety investments; and a set of tools for partners to support local efforts to improve safety through design, education, and enforcement policy.

Cost of the work: \$463,000

Source(s) of funds: SPR

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

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

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

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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.

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



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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.

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



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 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.



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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

AGENCY: CHICAGO TRANSIT AUTHORITY

Name of project: Englewood Line Racine Station Restoration Project

Description of planning work: The Englewood Line Racine Station Restoration Project will utilize community engagement to recommend a conceptual plan to reopen the historic Green Line station to modern accessibility standards that can provide a key investment into neighborhood revitalization.

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.

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Timeframe for completing the work: 2nd Quarter FY2026

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: Areas of Persistent Poverty Program 5303

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 will select 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: 4th Quarter FY2025

Source(s) of funds: \$575,000 Invest in Cook funds and \$575,000 CTA match (or additional grant fund TBD)

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 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.



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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 implementation 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: Roadmap for Transit Signal Priority (TSP) at CTA

Description of planning work: By modifying signal timing, TSP improves bus reliability, reduces bus bunching, and improves travel time, which improves the customer experience. TSP has become an important tool that complements other CTA bus service improvements, such as the Bus Priority Zone project and the Bus Vision Study.

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

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

CDOT and CTA were awarded one of FHWA's Advanced Transportation and Congestion Mitigation Technologies Deployment (ATCMTD) 2022 grants for a Centralized TSP Pilot Program, and CTA is now updating the original planned scope for the SPR-funded work. This ATCMTD pilot program involves using existing updated signal infrastructure that will lay out the groundwork for faster implementation of TSP at more intersections. Three corridors have already been chosen due to their interconnected network and new infrastructure. Under the SPR grant, the original scope involved a consultant developing a Roadmap specifically for a centralized TSP architecture. CTA is now revising the scope to be more complementary with the set efforts in testing centralized TSP covered by the ATCMTD grant. After CTA's recent collaboration with CDOT on pilot test intersections for the North/Central Ashland Avenue decentralized TSP project, CTA understands how to proceed with a revised scope to improve overall TSP effectiveness with respect to the traffic signal parameters and the traffic software analysis.

Resulting product: The CTA is currently revising the scope to match new needs based on the award of the FHWA grant. The consultant will provide a report to 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 FY2025

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

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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.]

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.

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Performing the work: Internal staff and consultants.

Time frame for completing the work: October 2026

Cost of the work: \$1.2 million

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

Name of project: Pace ADA Paratransit Service and Pace Vanpool Service Customer Satisfaction Index Survey

Description of planning work: The study is to conduct comprehensive customer survey to provide continued evaluation of service performance through the eyes of Pace ADA and Vanpool customers so their transportation needs can be met, loyalty strengthened, and ridership increased.

The required tasks include reviewing industry best practices, developing CSI survey developing sampling and survey administration plans that include both online and paper survey approaches, administering surveys and collecting data, analyzing data and generating reports and recommendations.

The findings of the project will help Pace to trend satisfaction scores from previous years to measure the increases/decreases in customer perceptions of performance and identify key areas of Pace ADA Paratransit Services and Vanpool Services for customer experience improvement, as well as generate actionable recommendations aimed at improving the efficiency of Pace services and increasing customer loyalty.

Time frame for completing the work: May 2023 to April 2025.

Resulting product: A final project report containing an executive summary and actionable recommendations and all technical dataset and other documentation from the various project tasks.

Performing the work: Internal staff and consultants

Cost of the work: \$150,000

Source(s) of funds: IDOT SPR grant, Pace operating funds

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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 three-mile radius of the I-290 expressway between IL171/First Avenue in Forest Park and the I-355 junction in Addison. 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, 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: 2nd Quarter 2025

Cost of the work: \$250,000

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. 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 December 2025.

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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 December 31, 2025

The cost of the work: estimated \$250,000

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

Name of project: Transit Friendly Communities Guide

Description of planning work: The result of this collaborative planning effort will be a regional policy and planning document for communities that host existing or future transit services. The document will provide useful tools and standards to help make land-use decisions that improve access to transit to ensure that our riders and the residents of those communities can travel safely and efficiently. The guide will also provide insight on what transit services are available throughout the region. Recommendations will build off a similar guide completed in 2012, Setting the Stage for Transit, but revise and expand based on changes in the access, mobility and land development landscape in the past 10+ years. This includes the prevalence of transportation network companies (TNCs), micromobility options, and countywide dial-a-ride systems.

Resulting product: A report / guide to be utilized by municipalities and counties to guide their land use decisions.

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

Time frame for completing the work: Project will commence in February 2024 and complete by December 31, 2025

The cost of the work: \$138,000

Source(s) of funds: 100% RTA funding

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Name of project: Transit Information for Riders Review

Description of planning work: This Travel Information for Riders study will identify various ways to improve customer information provided during a transit trip in the Chicago region on CTA, Metra, and Pace. For our regional transit system to work seamlessly, information must be consistent across the service providers. Stakeholder working groups made clear that communications improvements were needed before, during and at the end of trips. Customers riding each Service Board should feel comfortable using other Service Board services in terms of real time information provided at the station; on buses and trains; signage identifying service; and audio/visual information. This study will identify a set of low-cost improvements that can be quickly implemented with limited infrastructure as well as identifying potential long-term investments. These improvements will also help support communities' efforts to improve the area around their transit stations/stops.

Resulting product: A report that includes coordination opportunities for Service Board customer information and an action plan that identifies immediate changes that can occur.

Performing the work: A consultant team will complete the scope of work.

Time frame for completing the work: Project will start in Spring 2024 and complete by December 31, 2025

The cost of the work: \$280,000

Source(s) of funds: 100% RTA funding

Name of project: Customer Satisfaction Survey

Description of planning work: Electronic and onboard surveying of transit riders.

Resulting product: Reports and transit rider demographic data.

Performing the work: Consultant.

Time frame for completing the work: Ongoing

The cost of the work: \$600,000

Source(s) of funds: local

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AGENCY: VILLAGE OF OSWEGO

Name of project: Oswego Pavement Condition Survey and Asset Inventory Collection

Description of planning work: Conduct a pavement condition survey to aid in the update of a multi-year maintenance program. We last conducted a pavement survey in 2014. The survey will allow for benchmarking against other communities. We will also collect information on the following assets: ADA ramps; signs and supports; pavement markings; and traffic signals. This data will establish a base inventory for an asset management program. Development of an asset management program is included in the Village's Strategic Plan adopted in 2022.

Resulting products: See above.

The cost of the work: \$117,500

Source(s) of funds: SPR

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;
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

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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 “metroburbs,” 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

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

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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.

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



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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.

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.



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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

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 roadways 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

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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



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 October 2023, the UWP Committee established 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.

FY2026 Unified Work Program for 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)	20	\$3,701,061	\$1,208,785	\$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
CMAQ	TBD	\$758,042	\$889,876	\$1,647,918	\$1,318,335	\$329,584
Program details TBD						
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)	4	\$6,893,927	\$6,591,580	\$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	TBD	\$6,272,800	\$6,348,528	\$12,621,329	\$10,097,063	\$2,524,266
Program details TBD						
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
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

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Congestion management process

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Congestion Management Process (CMP)	1	\$208,149	\$670,925	\$879,074	\$703,259	\$175,815
CMAQ	TBD	\$150,279	\$210,969	\$361,248	\$288,998	\$72,250
Program details TBD						
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)	4	\$540,706	\$562,422	\$1,103,128	\$882,503	\$220,626
CMAP	TBD	\$157,574	\$561,942	\$719,516	\$575,613	\$143,903
Program details TBD						
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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State Fiscal Year (July 1, 2026 – June 30, 2027)

Public participation

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Public Participation (PP)	2	\$2,418,908	\$598,233	\$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	TBD	\$2,141,214	\$565,757	\$2,706,971	\$2,165,577	\$541,394
Program details TBD						
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

Draft 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)	2	\$1,758,296	\$9,049,281	\$10,807,577	\$8,646,062	\$2,161,515
CMAP	TBD	\$1,461,924	\$8,761,320	\$10,223,244	\$8,178,596	\$2,044,649
Program details TBD						
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

FY2026 Unified Work Program for Northeastern Illinois

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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
CMAAP	TBD	TBD	\$28,280,227
Transportation Improvement Program (TIP)			
Metropolitan Transportation Plan (MTP)			
Congestion Management Process (CMP)			
Performance Monitoring (PM)			
Public Participation (PP)			
Operations (Ops)			
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 Programs
Land Use Forecasting and Analysis
Transportation Improvement Program (TIP) Coordination
Travel Demand Forecasting
Metropolitan Transportation Plan (MTP)
Achieving Performance Outcomes
Building Capacity
Community Resilience
Coordinated Land Use Strategies
Data Science
Economic Competitiveness
Federal Transportation Funding Programs
Financial Planning and Analysis
Infrastructure Resilience
Integrated Mobility
Land Use Forecasting and Analysis
Safe and Complete Streets
Thriving Communities
Transportation Investment Strategies
Transportation Network Efficiencies
Travel Demand Forecasting
Congestion Management Process (CMP)
Achieving Performance Outcomes
Transportation Investment Strategies
Transportation Network Efficiencies
Performance Monitoring (PM)
Achieving Performance Outcomes
Data Science
Thriving Communities
Public Participation (PP)
Building Capacity
Thriving Communities
Transportation Improvement Program (TIP) Coordination

Draft FY2027 Unified Work Program for Northeastern Illinois
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Operations (Ops)
Achieving Performance Outcomes
Community Resilience
Data Science
Federal Transportation Funding Programs
Financial Planning and Analysis
Operations (Accounting)



MEMORANDUM

To: CMAP Board

From: CMAP Regional Policy and Implementation (RPI) division

Date: December 19, 2025

Subject: 2026 Roadway Safety Performance Targets

Purpose: Staff will summarize the proposed 2026 highway safety targets and request concurrence from the Board.

Action Requested: Concurrence

Under [federal law](#), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish annual roadway safety targets on all public roads for the following metrics:

- (1) number of fatalities,
- (2) rate of fatalities per 100 million vehicle miles traveled (VMT),
- (3) number of serious injuries,
- (4) rate of serious injuries per 100 million VMT, and
- (5) number of non-motorized fatalities and non-motorized serious injuries.

MPOs have the option of either supporting their respective state's roadway safety targets or identifying their own regional roadway safety targets for any or all individual measures. In either case, MPOs must identify targets no later than 180 days past the setting of state safety targets, or by February 27, 2026, for the 2026 annual targets. Since the federal law's passage in 2018, CMAP has supported the state's safety targets, which is common practice among U.S. MPOs.

ON TO 2050 reinforces CMAP's commitment to [reducing regional traffic fatalities to zero by 2050](#). In support of this, CMAP has expanded its safety work to include the policy-focused Safe Systems Program which seeks to address systemic concerns with traffic safety and mobility for all modes of travel. In May of this year, the CMAP MPO Policy Committee adopted the [Safe Travel for All Plan](#), which is comprised of [six county safety action plans](#) that frame the on-going safety needs in the region. The county-specific plans feature a robust safety analysis, identify high-injury networks, and craft an inventory of existing and recommended policies to advance each county's safety goals. The adoption of the Safe Travel for All Plan qualifies partners across

the region to apply for federal funding from USDOT’s [Safe Streets and Roads for All](#) grant program, and many have already applied.

Staff are in the process of summarizing the findings from the six county safety action plans and will work with partners to assess the opportunity for setting regional safety targets that reflect the goals and action items identified in the county safety action plans. This work will be done in alignment with the Regional Transportation Plan (RTP).

For 2026, CMAP staff recommends that this committee support IDOT’s 2026 roadway safety targets, which are shared below. CMAP support of these targets indicates a commitment to integrate the targets as goals into CMAP projects and programs, to help meet the State’s targets. CMAP will continue to do this by prioritizing projects that improve safety and working with local partners on projects, policies, and funding initiatives that improve safety outcomes for residents in our region, as described above.

Staff requests that the Board concur with the MPO Policy Committee’s approval of IDOT’s 2026 highway safety targets, (see Table 2 below).

Roadway safety targets trends and target performance

Each year the FHWA evaluates whether states have met, or made significant progress toward meeting, their safety targets. FHWA considers a state to have met their targets if at least four of the five targets are achieved. FHWA considers a state to have ‘made significant progress’ if their outcome metric was better than the baseline, which is the five-year average ending with the year prior to the establishment of the safety targets. The current annual performance trend and the five annual assessments of IDOT by FHWA are shown in table 1 below.

Table 1. IDOT Safety Performance Target Assessment Summary, 2018 – 2022

Performance Measure	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Fatalities	No	No	No	No	No
Fatality Rate	No	No	No	No	No
Serious Injuries	Yes	Yes	Yes	Yes	Yes
Serious Injury Rate	Yes	Yes	Yes	Yes	Yes
Non-motorized Fatalities and Serious Injuries	No	No (better than baseline)	Yes	Yes	No

For 2019 through 2023, the state achieved its targets related to serious injuries. The state achieved the target for non-motorized fatalities and serious injuries in 2021 and 2022. The state neither met nor made significant progress towards the two fatality performance targets: number of fatalities and rate of fatalities. Because the state did not meet or make significant progress on at least four of the five targets, IDOT will be required to use all Highway Safety Improvement Program (HSIP) funds for only safety projects and must also develop a HSIP Implementation Plan.

The number of traffic fatalities in Illinois continues to be a grave concern. Consistent with national trends, statewide traffic fatalities began to trend upward in 2014, followed by a spike

during the COVID-19 pandemic. While fatalities have been decreasing since the 2021 record high, they continue to be above pre-pandemic levels, and the five-year average still trends upward. There is an urgent need to identify and execute transformative actions to reduce the number of fatalities, ultimately to zero.

IDOT 2026 safety performance targets

IDOT uses two different methods of setting targets, depending on the recent trend of the performance measure. For 2026, IDOT's targets for both fatalities and rate of fatalities are determined using a policy-based two percent annual reduction in the five-year rolling average. This target reflects IDOT's commitment to reversing the upward trend. The targets for serious injuries and rate of serious injuries are set using an ordinary-least-squares (OLS) trendline method because these measures are trending downward, as desired. For non-motorized fatalities and serious injuries, a combined method was used; a policy-based reduction for fatalities and a trendline method for serious injuries, which were added to create the 2026 target. For each measure, IDOT uses the method that results in the greatest decrease in the 5-year average. IDOT's statewide safety targets and the rolling five-year averages are shown in table 2.

Table 2. IDOT 2026 Statewide Safety Performance Targets

Performance Measure	Base Years (5 Year Average)					Target
	2018	2019	2020	2021	2022	2026
Fatalities	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	1077.5
Fatality rate	0.960	0.972	1.036	1.108	1.151	1.061
Serious injuries	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	7215.5
Serious injury rate	11.222	10.795	10.177	9.923	9.401	7.595
Non-motorized fatalities and serious injuries	1,561.8	1,584.0	1,492.0	1,496.8	1,459.4	1289.3

Next steps

Following concurrence from the CMAP Board, the 2026 highway safety target approval process is complete.

ACTION REQUESTED: Concurrence



MEMORANDUM

To: CMAP Board

From: CMAP Transportation, Research, Analysis & Programming (RAP) division

Date: January 14, 2025

Subject: ON TO 2050/2023-2028 TIP Conformity Analysis & TIP Amendment 26-03

Action Requested: Approval

Purpose

In accordance with CMAP's established Conformity process (see [Conformity FAQs](#) for more information), CMAP staff asked programmers to submit changes, additions, or deletions to projects that are currently included in or are being submitted for inclusion in the ON TO 2050/2023-2028 TIP that are Not Exempt from air quality emissions analysis and are thus required to being included in the regional emissions analysis. In response, programmers submitted two new Not Exempt projects and conformity changes to eight existing projects, as part of formal conformity amendment 26-03.

The Transportation Improvement Program (TIP) is required under federal regulations to be both fiscally constrained and conformed. As a Metropolitan Planning Organization (MPO), CMAP is responsible for ensuring that the TIP is fiscally constrained by determining that sufficient resources will be available to construct projects shown in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP or within the planning horizon of ON TO 2050. Not Exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis. Transportation Conformity is a requirement of the Clean Air Act section 176(c).

Details of the submittals and results of the emissions analysis are provided below. By approving the ON TO 2050/2023-2028 TIP Conformity Analysis & TIP Amendment 26-03, the MPO Policy Committee has determined that with these new projects and the conformity related changes for the existing projects, the TIP remains fiscally constrained and conformed.

Conformity Amendment 26-03

New Not Exempt projects to be conformed:

- [09-26-0001](#), Randall Rd at I-90 Improvement
This new project will be increasing the number of through lanes in each direction from 2 to 3 on Randall Rd from Capital St to Carrington Dr. This project also includes reconfiguring the interchange of Randall Rd and I-90 to include a new ramp from SB Randall Rd to EB I-90 along with a reconfiguration of the existing interchange to reduce the number of left turns movements at Randall Rd and I-90.
- [12-26-0005](#), Weber Road: Airport Road to 135th Street
This new project will be increasing the number of through lanes in each direction from 2 to 3 on Weber Rd from Airport Rd to 135th St.

Existing Not Exempt TIP projects with conformity changes:

- [06-24-0032](#), Intersection Safety and Shared-Use Path Improvements, Lemont Street at Bluff Road and Old Lemont Road
The conformity change is to modify the project scope to include new traffic signals on Lemont Road at Bluff Road and at Old Lemont Road.
- [07-24-0007](#), North and South Orchard Dr Road Improvement
The conformity change is to modify the project scope to remove a through lane in each direction on Orchard Rd from Indianwood Blvd to Lakewood Blvd, which will result in the number of through lanes being reduced from 2 to 1 in each direction.
- [09-23-0024](#), Galligan Rd from Freeman Rd to Binnie Rd
This project previously was conformed to include the addition of new traffic signals at two locations. The scope has changed, and roundabouts will be installed instead of traffic signals. The conformity change is removing the new traffic signals from the modeled network. This change will also result in the project being reclassified from a Not Exempt project to an Exempt project.
- [10-01-0022](#), IL 22 (Lake Zurich Rd) from Quentin Rd to W of IL 83
The conformity change is to change the anticipated completion date for the project from 2031-35 to 2027-30. This requires the project to be included in the emissions analysis for 2030 and not 2035, which it previously had been.
- [10-09-0037](#) US 41 (Skokie Hwy) from Quassey Ave to 0.5 Miles S. of IL 176
The conformity change is to change the anticipated completion date for the project from 2027-30 to 2031-35. This requires the project to be included in the emissions analysis for 2035 and not 2030, which it previously had been.

- [10-94-0007](#), US 45 (Lake Ave) from Rollins Rd to Washington St and US 45 from Washington St to N of IL 120.
The conformity change is to change the anticipated completion date for the project from 2027-30 to 2031-35. This requires the project to be included in the emissions analysis for 2035 and not 2030, which it previously had been.
- [12-16-0027](#), I-55 @ Ill 129, Ill 129 to Lorenzo Rd, I-55 Frontage Rds: Kavanaugh Rd to Lorenzo Rd & at Lorenzo Rd. - RSP 34.
The conformity change is to modify the project scope to include new traffic signals at 4 locations: SB exit ramp and IL 129, NB exit ramp and IL 129, Lorenzo Rd and I-55, and IL-129 and Strip Mine Rd.
- [12-18-0019](#), I-55 - I-80 to US 52 (Jefferson St) and @ ILL 59; US 52 Jefferson St - River Rd to Houbolt Rd - RSP A4.
This project has multiple segments. Each segment has a completion date associated with it. The conformity change is to change the completion date for the US 52 (Jefferson Rd) from River Rd to Houbolt Rd segment from 2027-30 to 2031-35. This segment will now be included in emissions analysis for 2035 and not 2030 which it previously had been.

CMAP's [eTIP public website](#) displays information about projects in the TIP. Projects submitted and analyzed as part of the conformity amendment can also be viewed on the public website under PLAN REVISIONS, by clicking on amendment [CMAP/TIP 2026-2030/ 26-03 \(Conformity Formal\)](#)

Emissions modeling

The two new projects and changes to existing projects were included in CMAP's regional emissions analysis. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into U.S. Environmental Protection Agency's (U.S. EPA) MOVES4 model for emissions modeling.

The Chicago Nonattainment area is within the CMAP region and is classified as Serious Nonattainment for Ozone. Ozone is a gas that is formed by the reaction of Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NO_x) in the atmosphere in the presence of sunlight (VOC and NO_x are referred to as ozone precursors). Illinois EPA has an approved State Implementation Plan (SIP) to reduce Ozone levels in the CMAP region to meet the current National Ambient Air Quality Standards (NAAQS). The SIP has emissions budgets including the Motor Vehicle Emissions budget (MVEB) for VOC and NO_x that CMAP needs to demonstrate conformity to. The MVEB for the NEIL nonattainment area for 2035 and beyond are from the federal register notice on May 20, 2022 (87 FR 30828) and is part of the 2008 ozone maintenance SIP that was approved in that noticed by U.S. EPA. The result is that the MVEB changes to 65 tons/day of VOCs and 110 tons/day of NO_x in 2035. Prior year MVEBs remain unchanged. Using MOVES4, CMAP modeled on-road emission estimates for ozone precursors

VOC and NO_x in each analysis year were produced. The emission analysis shown in the table below demonstrates that FFY 2025-2029 TIP and the ON TO 2050 plan conform to the Motor Vehicle Emissions Budget for volatile organic compounds (VOC) and nitrogen oxides (NO_x) as required.

VOC and NO_x Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2025	56.49	60.13	130.29	150.27
2030	45.56	60.13	73.06	150.27
2035	39.12	65.00	46.36	110.00
2040	34.10	65.00	37.05	110.00
2050	28.10	65.00	33.55	110.00

Conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes:

Off-model benefits are not included in the total emissions estimates.
Results updated as of November 2025.

ACTION REQUESTED: Approval



433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

MEMORANDUM

To: MPO Policy Committee

From: CMAP Regional Policy and Implementation (RPI) division

Date: January 8, 2026

Subject: Transit data sharing agreement

Action Requested: Approval

Starting with MAP-21, MPOs, states, and providers of public transportation have been required to jointly agree upon specific written provisions for developing and sharing certain types of information related to transportation performance. 23 C.F.R. § 450.314(h). Federal guidance serves to facilitate collaboration around the surface transportation performance measures established under 23 C.F.R. part 490, the transit asset management measures established under 49 U.S.C. 5326(c) and the transit safety measures established under 49 U.S.C. 5329(d).

In 2018, CMAP entered into an intergovernmental agreement with IDOT, RTA, CTA, Metra, and Pace that documented, in part, the parties' joint agreement to cooperatively develop and share information related to Transit Asset Management (TAM) while TAM plans were under development. The 2018 transit data sharing agreement also documented the parties' intent to develop more specific written procedures in the future.

CMAP also entered into an intergovernmental agreement with IDOT in 2018 that established specific written provisions for sharing information related to surface transportation performance measures. The surface transportation data sharing agreement was developed with a level of detail that was sufficient to satisfy federal requirements.

In CMAP's 2022 federal certification review, FHWA and FTA highlighted the 2018 transit data sharing agreement and recommended that CMAP to work with RTA and the service boards to develop mutually agreeable written procedures that comply with 23 C.F.R. § 450.314(h).

CMAP, in collaboration with RTA, the service boards, and IDOT, has developed a new transit data sharing agreement that complies with 23 C.F.R. § 450.314(h). The content is informed by existing IDOT agreements and those adopted in peer metropolitan regions. The agreement has been reviewed and approved by staff at RTA, CTA, Pace, Metra, and IDOT.

Key features include:

- Commitments from the service boards to share certain types of data with other parties upon request;
- Commitments from the service boards to notify IDOT and CMAP within 30 days after taking certain actions; and
- CMAP commitment that, if it develops its own surface transportation performance targets, it will provide the service boards with the supplemental data used to develop those targets and a reasonable opportunity to provide comments on the draft CMAP targets prior to final target adoption.

The Transportation Committee has recommend to the MPO Policy Committee approval of the intergovernmental agreement.

Attachment: Intergovernmental Agreement Among Illinois Department of Transportation, Regional Transportation Authority, Service Boards, and Chicago Metropolitan Agency for Planning

ACTION REQUESTED: Approval

Intergovernmental Agreement Among Illinois Department of Transportation, Regional Transportation Authority, Service Boards, and Chicago Metropolitan Agency for Planning

This Intergovernmental Agreement (“Agreement”) is among the Illinois Department of Transportation (“IDOT”), the Chicago Metropolitan Agency for Planning (“CMAP”), the Regional Transportation Authority (“RTA”), the Chicago Transit Authority (“CTA”), the Commuter Rail Division of the Regional Transportation Authority (“Metra”), and Pace, the Suburban Bus Division of the Regional Transportation Authority (“Pace”). IDOT, CMAP, RTA, CTA, Metra, and Pace are sometimes individually referred to as a “Party” and collectively referred to as the “Parties” in this Agreement.

RECITALS

WHEREAS, IDOT is the State of Illinois transportation agency responsible for carrying out Federal-aid transportation planning process pursuant to 23 C.F.R. Part 450, subpart B and is authorized to take such actions on behalf of the State as necessary to comply with Federal law;

WHEREAS, CMAP is the policy organization responsible for carrying out the metropolitan transportation planning process pursuant to 23 C.F.R. Part 450, subpart C and is authorized to take such actions on behalf of the State of Illinois as necessary to comply with Federal law;

WHEREAS, Article VII, Section 10 of the 1970 Constitution of the State of Illinois authorizes units of local government to contract among themselves to obtain or share services and to exercise, combine, or transfer any power or function, in any manner not prohibited by law or by ordinance;

WHEREAS, the RTA is the unit of local government created to oversee finances, secure funding, and conduct transit planning for CTA, Metra, and Pace (collectively, the “Service Boards”);

WHEREAS, the Service Boards are entities that provide public transportation services;

WHEREAS, the Illinois Intergovernmental Cooperation Act, 5 ILCS 220/1 et seq., authorizes and encourages intergovernmental cooperation;

WHEREAS, on May 27, 2016, the Federal Transit Administration (“FTA”) and the Federal Highway Administration published a final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning based on the Fixing America’s Surface Transportation Act;

WHEREAS, the final rule of May 27, 2016, was codified in 23 C.F.R. Part 450 and established requirements for state departments of transportation (“DOTs”), metropolitan planning organizations (“MPOs”), and public transportation agencies to coordinate and develop a performance-based approach to planning;

WHEREAS, 23 C.F.R. § 450.314(h) provides that MPO(s), state(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 C.F.R. § 450.306(d)), and the collection of data for the state asset management plan for the National Highway System;

WHEREAS, the specific written provisions required by 23 C.F.R. § 450.314(h) may be documented either through an existing metropolitan planning agreement or by another means, as determined cooperatively by the Parties, and, by execution of this Agreement, the Parties choose the latter option;

WHEREAS, in order to fulfill each Party's performance-based planning responsibilities, the Parties wish to enter into this Agreement to both document their collective and individual responsibilities and formalize their agreement to implement all applicable performance management rules, measures, targets, tracking, and reporting requirements, and compliance deadlines;

WHEREAS, the specific responsibilities and procedures for carrying out a cooperative process for each fiscal year are delineated by the project and study descriptions in the region's Unified Work Program document per 23 C.F.R. § 450.314(a); and

WHEREAS, the Parties to this Agreement recognize that additional procedures and processes may need to be developed to fulfill each Party's performance-based planning responsibilities, and, as such, the Parties pledge their continued communication, cooperation, and support and agree to amend this Agreement or enter into additional intergovernmental agreements, as necessary, to address those additional procedures and processes.

NOW, THEREFORE, in consideration of the mutual covenants, terms, and conditions contained herein, the Parties understand and agree to the following:

ARTICLE I

AGREEMENT TO COOPERATIVELY DEVELOP AND SHARE INFORMATION RELATED TO TRANSPORTATION PERFORMANCE MANAGEMENT DATA

Section 1.1 Developing and sharing transit safety data

1.1.1 CTA and Pace are subject to the FTA Public Transportation Agency Safety Plan ("PTASP") Final Rule (49 C.F.R. Part 673). Metra is a commuter rail service governed by the Federal Railroad Administration ("FRA") and is therefore exempt from the PTASP Final Rule; however, Metra is subject to the FRA's System Safety Program Final Rule (49 C.F.R. Part 270). Metra agrees to develop and then share its System Safety Program Plan with RTA, CMAP and IDOT to advance each agency's safety goals.

1.1.2 Pursuant to 49 C.F.R. Part 673, CTA and Pace will track and collect relevant data related to the safety performance measures established under the National Public Transportation Safety Plan. The National Public Transportation Safety Plan establishes safety performance measures required of all agencies and safety risk reduction measures required of agencies that serve urbanized areas with a population above 200,000.

1.1.3 Primary responsibility for data collection associated with the transit safety performance measures described herein will reside with CTA and Pace. Data collection will be conducted in accordance with FTA regulations and guidance. CTA and Pace will share this data (including any data that is used to develop targets but not reported to the National Transit Database ("NTD")) with any Party upon written request.

Section 1.2 Developing and sharing transit asset management data

1.2.1 Pursuant to 49 C.F.R. Part 625, subparts A and C, the Service Boards are Tier I transit providers that must each develop and carry out a Transit Asset Management (“TAM”) plan. Each TAM plan must cover a horizon period of at least four (4) years and must be updated at least once every four (4) years, coinciding with the planning cycle for the relevant Transportation Improvement Program (“TIP”) or Statewide Transportation Improvement Program (“STIP”).

1.2.2 Pursuant to 49 C.F.R. Part 625, subpart D, the Service Boards must track and collect performance measure data related to (a) the percentage of revenue vehicles (by type) that meet or exceed the Useful Life Benchmark (“ULB”), (b) the percentage of non-revenue service vehicles (by type) that meet or exceed the ULB, (c) the percentage of track segments with performance restrictions, and (d) the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model scale. The performance measures will be in accordance with 49 C.F.R. § 625.43.

1.2.3 Each Service Board will make its TAM plan, any supporting records or documents (including any appendices), performance targets, investment strategies, and the condition assessment report available to IDOT and CMAP to aid in the statewide and metropolitan planning processes, including the Metropolitan Transportation Plan (“MTP”) financial plan. The Service Boards agree to make their respective TAM plans and any related or supporting transit asset management data available to the RTA, CMAP, and IDOT upon written request.

ARTICLE II SETTING PERFORMANCE TARGETS

Section 2.1 Setting performance targets for transit safety

2.1.1 CTA and Pace must establish annual targets based on each of the transit safety performance measures identified in subsection 1.1.2. Pursuant to 49 C.F.R. § 673.15, CTA and Pace must make final targets available to IDOT and CMAP to aid in the statewide and metropolitan planning processes.

2.1.2 Pursuant to 49 C.F.R. § 673.11(a)(7)(iii), the safety risk reduction performance targets set by CTA and Pace must be set based on a three-year rolling average of the data submitted to the NTD. Targets must be set for all modes of public transportation. Targets must be based on the level of detail the Service Board is required to report to the NTD.

Section 2.2 Setting performance targets for transit asset management

2.2.1 Pursuant to 49 C.F.R. § 625.45, CTA, Metra, and Pace must establish performance targets for each applicable transit asset management performance measure. Targets must be set based on realistic expectations and the most recent data available and the financial resources from all sources reasonably expected to be available during the TAM plan horizon period. At least once every fiscal year, targets must be set for the following fiscal year.

Section 2.3 Setting performance targets for all transit measures

2.3.1 Pursuant to 23 C.F.R. § 450.306, CMAP must also establish targets for each transit safety performance and asset management measure within 180 days after the date on which each applicable Service Board establishes its performance target. CMAP shall set its targets through official MPO Policy Committee action. CMAP and the Service Boards will coordinate, to the maximum extent practicable, in the selection of these targets to ensure consistency with the performance targets established by the Service Boards. Nonetheless, CMAP reserves the right to set targets that differ from those set by CTA, Metra, and/or Pace.

2.3.2 CMAP will provide notice in accordance with Article V as to whether it will adopt the Service Boards' performance targets or set its own targets. If CMAP determines that it will develop its own targets, it will provide the Service Boards with the supplemental data that CMAP will use to develop its own targets. Such notice shall occur within 180 days after the date on which each applicable Service Board establishes the performance targets. CMAP will also provide the Service Boards with a reasonable opportunity to provide comments on the draft CMAP targets prior to final target adoption.

2.3.3 Coordination among the Parties on draft performance targets may include communication about policies, trends, conditions, or other factors that contribute to the determination of those targets.

ARTICLE III REPORTING PERFORMANCE TARGETS

Section 3.1 Reporting performance targets for transit safety

3.1.1 CTA and Pace will each report their respective transit safety performance targets and their respective performance to the FTA, as required. When either CTA or Pace approves its annual performance targets included in its PTASP or subsequent updates thereto in accordance with 49 C.F.R. § 673.11(a)(1), that Service Board will notify IDOT and CMAP thereof within thirty (30) days thereafter.

Section 3.2 Reporting performance targets for transit asset management

3.2.1 Pursuant to 49 C.F.R. § 625.55(a), each Service Board must submit an annual data report to the NTD that reflects the transit asset management performance targets for the next fiscal year as well as transit system condition information. When a Service Board approves its annual performance targets in accordance with 49 C.F.R. § 625.45(c), that Service Board will notify IDOT and CMAP thereof within thirty (30) days thereafter. Each Service Board must also submit an annual narrative report to the NTD that describes any change in condition since the previous year and describes progress made during the year to meet the performance targets set in the previous reporting year. The Service Boards agree to share the annual narrative report with CMAP upon written request.

Section 3.3 Reporting performance targets for all transit measures

3.3.1 CMAP will report its final transit safety and asset management performance targets to IDOT, RTA, and the Service Boards. For each measure, CMAP will provide its targets no later than 180 days after the date all applicable operating agencies establish performance targets, or the date specified by federal code. These targets will be approved by formal action of the MPO Policy Committee and will guide CMAP's efforts to plan and program regional transportation projects.

ARTICLE IV
REPORTING PROGRESS TOWARD ATTAINMENT OF CRITICAL OUTCOMES FOR THE MPO REGION

4.1.1 The Parties will work collaboratively to report on the efficacy of the performance targets within the IDOT's STIP and Long-Range Transportation Plan as well as CMAP's TIP and MTP.

4.1.2 CMAP will also provide a report on performance (with subsequent updates) with each MTP that will include an evaluation of the condition and performance of the transportation system and the progress achieved by CMAP in meeting the performance targets.

4.1.3 CMAP will include, in its TIP, an analysis of the TIP's anticipated effect toward achieving the transit performance targets identified in the MTP, linking investment priorities to those performance targets. CMAP will coordinate with the applicable operating agencies to ensure that the MTP and/or TIP language is accurate. The Service Boards will provide CMAP with the data necessary to formulate and implement the TIP.

4.1.4 CMAP conducts air quality conformity analyses that can produce strategies that may be reflected in the MTP and the TIP. As part of this process, 40 C.F.R. § 93.122 requires CMAP to maintain a network-based travel demand model to inform its regional emissions analysis. The Service Boards will provide CMAP with any transit data necessary to update the travel demand model, including stop-level ridership data and General Transit Feed Specification schedule data.

4.1.5 IDOT and CMAP will report on the targets and performance of those targets as consistent with the requirements established by the FTA on Public Transportation Agency Safety Plans (49 C.F.R. Part 673), the FRA on System Safety Program requirements (49 C.F.R. Part 270), and Transit Asset Management (49 C.F.R. Part 625).

ARTICLE V
MISCELLANEOUS

5.1.1 Any notice required by this Agreement shall be in writing and shall be deemed properly given to the Party to be notified at the time it is personally delivered or mailed by certified mail, return receipt requested, with proper postage prepaid, to the Party's address. The notice must be addressed as follows or to such other address as a Party may specify in writing:

If to IDOT:

Illinois Department of Transportation
Office of Planning and Programming 2300 S. Dirksen Parkway
Springfield, Illinois 62764
Attention: Bureau Chief of Planning

If to CMAP:

Chicago Metropolitan Agency for Planning
433 West Van Buren Street, Suite 450
Chicago, Illinois 60607
Attention: Deputy, Regional Policy and Implementation

If to RTA:
Regional Transportation Authority
175 W. Jackson Blvd, Suite 1550
Chicago, IL 60604
Attention: Executive Director

If to Metra:
Metra
547 W. Jackson Blvd.
Chicago, IL 60661
Attention: Senior Division Director of Strategic Planning and Capital Programming

If to CTA:
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661
Attention: Senior Manager, Transit Asset Management

If to Pace:
Pace, the Suburban Bus Division of the Regional Transportation Authority
550 W. Algonquin Road
Arlington Heights, IL 60005
Attention: Executive Director

5.1.2 This Agreement, including the introductory recitals, which are hereby incorporated into and made a part of this Agreement, constitutes the entire agreement between the Parties and supersedes any prior written or oral understandings, agreements, or representations between the Parties that may have related in any way to the subject matter of this Agreement, and no other written or oral warranties, inducements, considerations, promises, representations, or interpretations, which are not expressly addressed in this Agreement, will be implied or impressed upon this Agreement.

5.1.3 If any provision of this Agreement or amendment thereto is held invalid or unenforceable by an Illinois court of competent jurisdiction, that provision will be deemed severed therefrom, and the remaining provisions will remain in full force and effect.

5.1.4 No Party may assign, delegate, or otherwise transfer all or part of its rights and obligations under this Agreement without the prior written consent of the other Parties.

5.1.5 No changes, amendments, or modifications to this Agreement will be valid unless they are in writing and signed by the duly authorized signatory of each Party.

5.1.6 This Agreement will be governed by and construed in accordance with the laws of the State of Illinois without regard to principles of conflicts of law, and the Parties shall submit to the exclusive jurisdiction and venue of the state courts of Cook County, Illinois for any dispute arising out of or related to this Agreement.

5.1.7 This Agreement may be executed in counterparts, each of which when so executed and delivered will be deemed to be an original and all of which when taken together will constitute one and the same agreement.

5.1.8 This Agreement may be executed through the use of electronic signatures. Electronic signatures and signatures scanned and transmitted via email will be deemed original signatures for purposes of this Agreement.

5.1.9 The signatories to this Agreement represent and warrant that they have full authority to sign this Agreement on behalf of the Party for whom they sign.

5.1.10 This Agreement is effective beginning on the date that the last of the Parties signs this Agreement ("Effective Date"). If a Party signs this Agreement but fails to date its signature, the date that the last of the other Parties receives the signing Party's signature on this Agreement will be deemed to be the date that the signing Party signed this Agreement.

5.1.11 This Agreement will remain in effect for five years from the Effective Date ("Term"). The Parties will collectively have the option to extend this Agreement for one five-year period ("Option Period"). The Option Period will commence upon the expiration of the Term and will end five years thereafter. All Parties must mutually agree in writing to elect to exercise the option prior to the first day of the Option Period.

5.1.12 Notwithstanding anything to the contrary in this Agreement, a Party may terminate this Agreement at any time by providing written notice to the other Parties in accordance with subsection 5.1.1.

**[REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK.
SIGNATURE PAGE FOLLOWS.]**

The Parties have caused this Agreement to be executed by their respective duly authorized signatory on the dates stated below.

IDOT

By: _____
Signature

Print Name: _____

Print Title: _____

Date: _____

RTA

By: _____
Signature

Print Name: _____

Print Title: _____

Date: _____

METRA

By: _____
Signature

Print Name: _____

Print Title: _____

Date: _____

CMAP

By: _____
Signature

Print Name: _____

Print Title: _____

Date: _____

CTA

By: _____
Signature

Print Name: _____

Print Title: _____

Date: _____

PACE

By: _____
Signature

Print Name: _____

Print Title: _____

Date: _____



MEMORANDUM

To: MPO Policy Committee

From: Erin Aleman, CMAP Executive Director

Date: December 18, 2025

Subject: 2025 CMAP Annual Report

Action Requested: Information

Purpose

This 2025 Annual Report highlights how CMAP serves northeastern Illinois, its communities, and its people to improve infrastructure, mobility, the environment, economy, and quality of life.

With our partners, CMAP continues to solve for tomorrow – today. This is the theme of the 2025 report.

The Illinois Regional Planning Act requires CMAP to publish an annual report. We will share this with the Illinois General Assembly and other key stakeholders. Copies will be made available for you to distribute in your communities and to your constituencies.

Attachment: CMAP 2025 Annual Report

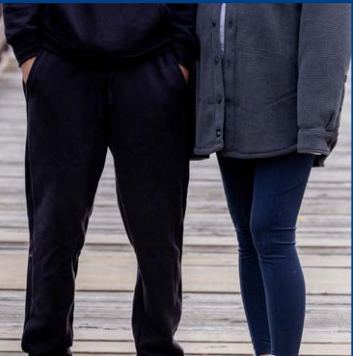
ACTION REQUESTED: Information

2025

CHICAGO METROPOLITAN AGENCY FOR PLANNING

FREE!

SOLVING FOR TOMORROW, TODAY



A LETTER FROM THE CHICAGO METROPOLITAN AGENCY FOR PLANNING

We're proud to present CMAP's 2025 annual report that highlights our achievements from the past year. And what a year it was! For the last two decades, CMAP has worked with our partners across jurisdictions and agencies to solve complex challenges and deliver real results for the people of northeastern Illinois. In this year's report, we'll showcase our history and the significant regional milestones we achieved — *together*.

Illinois approves landmark transit legislation

The General Assembly advanced transformative legislation that delivers on the strong vision put forward in the *Plan of Action for Regional Transit*, including both funding and governance reform. Together with the CMAP Board, MPO Policy Committee, state leaders, transportation partners, advocates, and transit riders, we called for big, bold solutions that will now be realized. This demonstrates the power of regional collaboration and the value in CMAP's data-driven, consensus-based approach to problem solving.

CMAP marks a 20-year milestone and launches the next big plan

We hosted a first-of-its-kind State of the Region event in November to celebrate our 20-year anniversary and kick off *The Century Plan*. Nearly 1,000 people — including state officials, mayors, and county board chairs, along with transportation, business, and civic stakeholders — attended and praised it as an inspiring, catalytic, and creative experience.

Solving for tomorrow, today

The Century Plan will be a long-term, overarching vision for the seven-county region that will guide policies for transportation, the environment, and the economy for decades into the future. It will serve as our north star, defining what we must do together and why it matters, while providing policy guidance on how we get there. We will need to build consensus and secure bold commitments on a path for the next 20 to 30 years.

In the coming year, CMAP will engage with government, business, and civic groups, along with residents and communities, to develop the plan, with a targeted adoption by the CMAP Board and the MPO Policy Committee in fall 2027. *The Century Plan* is not just CMAP's — it's everyone's plan for a better, stronger northeastern Illinois. You're invited to join us on this formative journey to shape the future.

These are just a few examples of how CMAP is continuing its 20-year legacy of excellence and service to this region. We are excited to share more about our accomplishments in this annual report, none of which would be possible without the commitment and support from our board, committees, team members, and partners throughout northeastern Illinois.



Erin Aleman
CMAP Executive Director



Mayor Gerald R. Bennett
CMAP Board Chair and Palos Hills Mayor

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WITH US**



Subscribe to CMAP's newsletters to get updates about transportation, accessibility, climate, and economy. Scan this QR code.

@cmapillinois |



Vision

An inclusive and thriving region.



Mission

To serve the people of the region by driving innovation, fostering shared action, and advancing toward a common vision .



Who we are

CMAP is a federally designated metropolitan planning organization (MPO) responsible for developing the region's long-range comprehensive plan and planning and programming federal transportation dollars through a collaborative process. As the state-authorized regional planning agency for northeastern Illinois, CMAP is also responsible for managing an integrated land use and transportation planning process.

CMAP is governed by a board comprised of 18 members appointed to represent Chicago, Cook County, and the collar counties. There are 15 voting and 3 non-voting members. The Board approves the annual budget and work plan and provides operational oversight. CMAP also has several committees that advise and inform its work, in alignment with a strategic direction and long-range plan.

CMAP serves 8.6 million residents in more than 284 municipalities across 7 counties

Collaborate and convene

- Facilitate dialogue with government partners, community organizations, stakeholders, and the public
- Inform and engage diverse audiences in planning, consensus building, and decision making
- Work on behalf of and alongside our partners to implement ON TO 2050

Deliver data

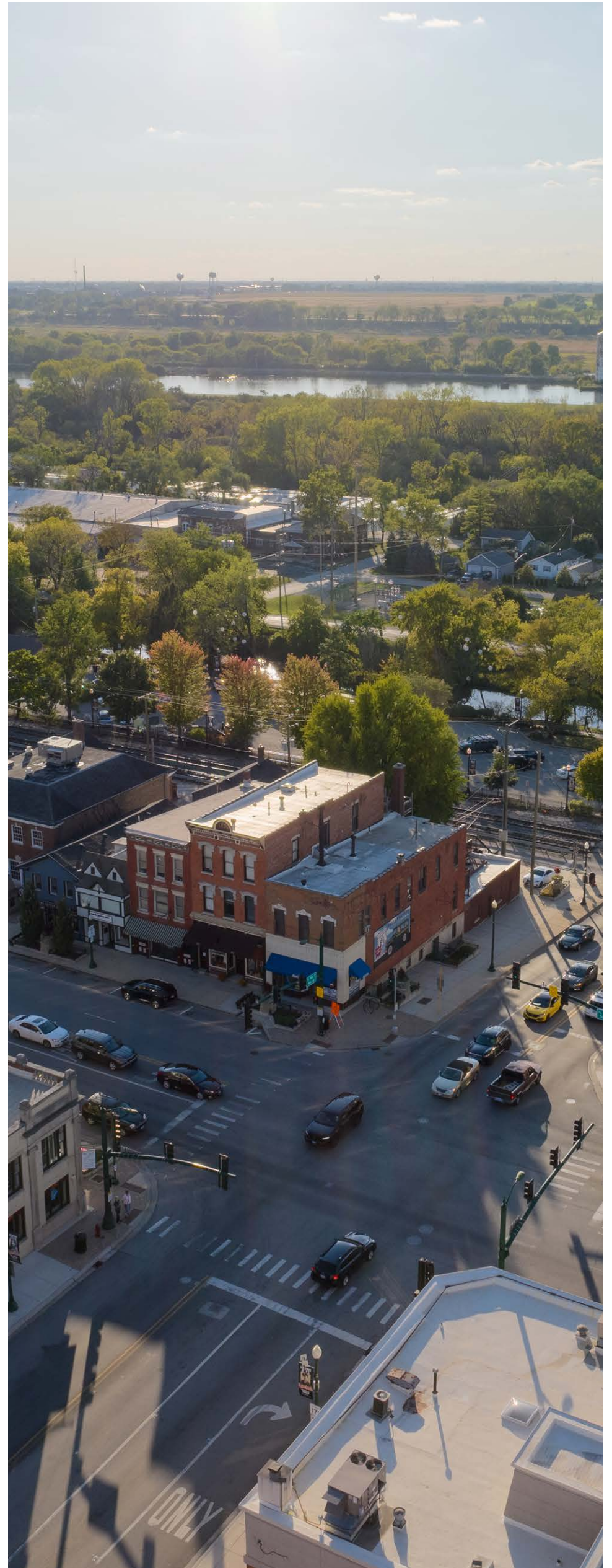
- Inform and shape policy through data research and analysis
- Serve as the region's authoritative data source
- Use data to assess complex regional issues related to travel, land use, and policy

Plan regionally and locally

- Develop ON TO 2050 and coordinate implementation
- Strengthen communities through direct assistance, training, and resources

Prioritize and program

- Evaluate, manage, and distribute federal transportation funds





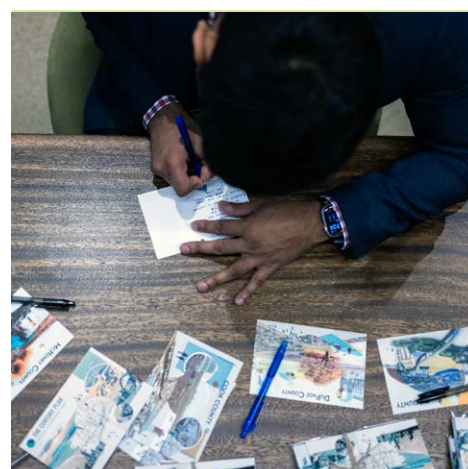
State of the Region event brings together leaders and stakeholders to launch *The Century Plan*

The father of urban planning and co-author of the visionary 1909 *Plan of Chicago*, Daniel Burnham, famously said, “Make no little plans.” A century later, regional leaders are embarking on the next BIG plan for the region.

Nearly 1,000 people attended the first-of-its kind State of the Region event to kick off *The Century Plan* and celebrate CMAP’s 20th anniversary. The event featured visual exhibits illustrating the agency’s history and milestones. Entertainment included a mentalist, drum line, hoop dancer, and mariachi band. Attendees also got a first look at data trends that will help drive conversations around key quality of life issues. We’re grateful to our guests and generous sponsors for an extraordinary and inspirational evening.

“ CMAP facilitates this planning process on behalf of the region, but this is not CMAP’s plan — it is everyone’s plan for a better, stronger northeastern Illinois. Building on Burnham’s legacy, we will develop an inspirational and transformative vision for the future — a plan for the region, by the region. ”

Erin Aleman
CMAP Executive Director

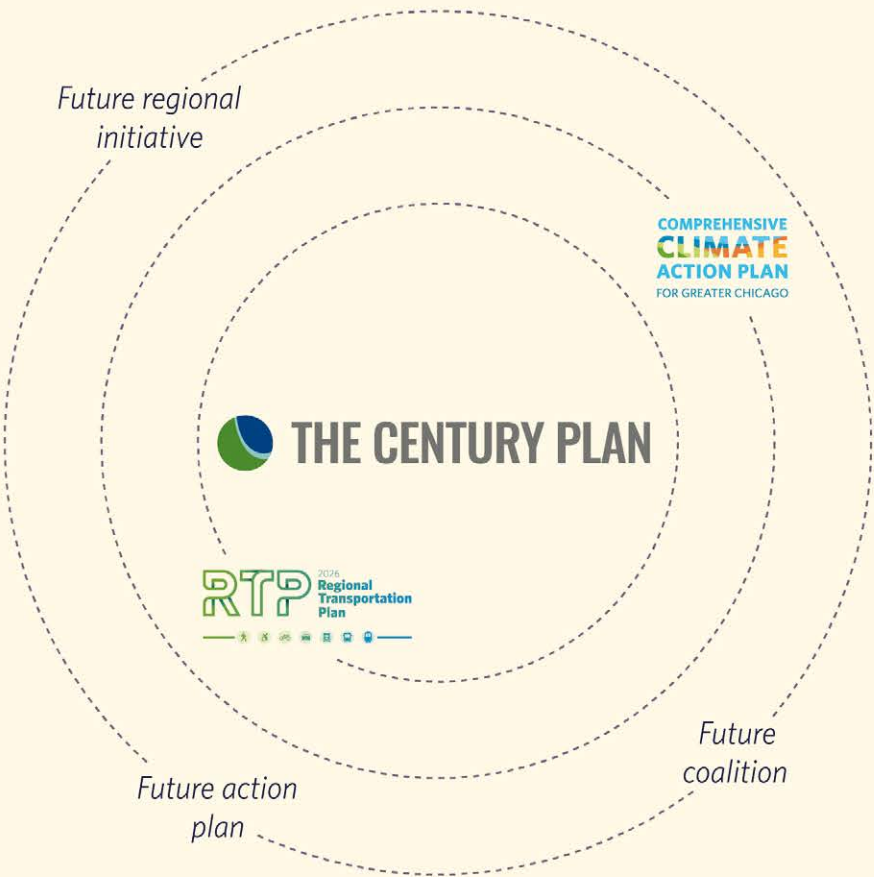


Shaping *The Century Plan*

How will transportation evolve over the next several decades? Where will people live and work? What new industries will emerge? How can we anticipate big challenges and seize new opportunities? And what ideas, policies, and commitments do we need to provide the best quality of life for our 8 million residents and to position ourselves as a top-tier metropolitan area in a highly competitive global economy?

The Century Plan is a long-term vision for a better, stronger future for northeastern Illinois, guiding policies for transportation, the environment, and the economy for decades to come. Along with its affiliated plans (the *Regional Transportation Plan* and the *Comprehensive Climate Action Plan for Greater Chicago*), it will replace ON TO 2050 over time and collectively serve as the region’s comprehensive plan.

Over the next two years, CMAP will engage with government, business, and civic groups, as well as residents and communities, to discuss major challenges and opportunities facing the region. There will be plenty of opportunities to participate in meetings and build consensus, to secure bold commitments for the next 20 to 30 years. The CMAP Board and the MPO Policy Committee will take action on the plan in fall 2027. Visit cmap.is/the-century-plan to learn more and engage with us.




Advancing the region’s next long-range transportation plan

CMAP is developing the 2026 *Regional Transportation Plan* (RTP) for northeastern Illinois. While historically embedded within ON TO 2050, this new 2026 RTP will be released as a standalone plan that serves as the long-term blueprint for the region’s transportation system, guiding decision making and infrastructure investments over the next two decades and beyond.

Throughout 2025, CMAP deepened its engagement with partners and the public to ensure that the plan reflects the region’s needs and aspirations. The RTP is being developed through collaboration with local governments, transportation stakeholders, community organizations, and the public, and is informed by technical analysis, policy research, and extensive outreach. It seeks to answer three key questions: *What transportation system does the region want? What challenges and opportunities will shape that vision? And how will northeastern Illinois implement the system it needs for the future?*

Once adopted, the final plan will outline a shared, consensus-based strategy for investing in projects, policies, and practices that achieve the region’s vision for a multimodal transportation system — including transit, highway, freight, bicycle, pedestrian, and accessible transportation — through 2050 and beyond. Plan approval is targeted for fall 2026. Learn more at cmap.is/rtp.



I’m the founder of Finding Justice, a flower and vegetable garden in West Garfield Park. I live four blocks away from the farm. I often walk from my home to the farm and I feel safe. I use the Green Line to travel from my home to downtown. It’s a short eight-minute walk and one direct train gets me where I need to go. Using the train contributes positively to my quality of life because whenever I have business downtown, I don’t have to worry about finding parking.

LaShawn Miller
Founder and Owner, Finding Justice



Advancing climate action in Greater Chicago

CMAP partnered with the Metropolitan Mayors Caucus, Northwestern Indiana Regional Planning Commission, and stakeholders across the region to create the *Comprehensive Climate Action Plan for Greater Chicago*. Funded through the U.S. Environmental Protection Agency’s Climate Pollution Reduction Grant program, this plan will identify solutions to address all the significant sources of greenhouse gas emissions in the three-state region (which includes nine counties in Illinois, three in Indiana, and one in Wisconsin).

In 2025, the team identified emissions reduction strategies, modeled their effects on the region’s emissions and communities, vetted those results with working groups, conducted public engagement, and drafted the plan. We’re looking forward to sharing the plan with the region in early 2026! Learn more at cmap.is/ccap.



For this plan to work, it needs to be both ambitious and implementable. We focused on identifying specific actions local governments and regional partners can realistically advance. And we centered the plan around the benefits people care about: cleaner air, healthier communities, future energy cost savings, and strong workforce and economic opportunities.

Carolyn Schofield
CMAP Board Representative, Comprehensive Climate Action Plan Steering Committee

PASSION AND EXCELLENCE

From bold leadership and innovative transportation solutions, to accessible engagements and exemplary data and design, we couldn't be prouder of the awards CMAP received this year. These recognitions put a spotlight on some of the agency's extraordinary teams who serve with passion and lead with excellence.



Women's Transportation Seminar

CMAP's *Plan of Action for Regional Transit* received the Innovative Transportation Solutions Award, which recognizes the creative work of an outstanding and innovative transportation project or service that improves the quality of life for its users and the community.



Civic Federation in partnership with Motorola Solutions Foundation

CMAP's Executive Director Erin Aleman received the Motorola Solutions Foundation Excellence in Public Service Award, which recognizes her leadership in addressing the state of the mass transit system in Illinois.



I'm very grateful that the Civic Federation takes it upon itself to honor people who are in public service. Erin, on the basis of the work that CMAP has done, is deserving... she's been doing the difficult work of trying to bring people together across the region to focus not just on transportation and infrastructure, but on environmental resilience. There's nobody else that's doing that work, so that makes CMAP kind of a unicorn.

Hon. Toni Preckwinkle
President, Cook County Board of Commissioners



3CMA
CMAP's website redesign received a first place Savvy Award and its 2024 annual report received a second place Silver Circle Savvy Award from the nation's premiere network of government communicators, which recognizes the best of the best in communications.



American Planning Association - Illinois Chapter
CMAP's Accessible Public Engagement Training received the Advancing Diversity and Social Change Award, which recognizes outstanding examples of planning work and those who seek to advance the planning profession in Illinois.



American Planning Association
CMAP's Job Quality and Access Tool received the 2025 Innovation in Economic Development Implementation Award, which recognizes innovative projects with real-world impact, community engagement, and advancing equitable planning for stronger economies.

... “
This effort is a win for the planning field at large, equipping practitioners with tools to proactively lower the barrier to participation... The result is a user-friendly resource that is already shaping how agencies approach engagement. This work raises the standard for what inclusive planning can and should look like.

APA-IL Chapter Award Committee
...”

EXPERTS IN THE SPOTLIGHT

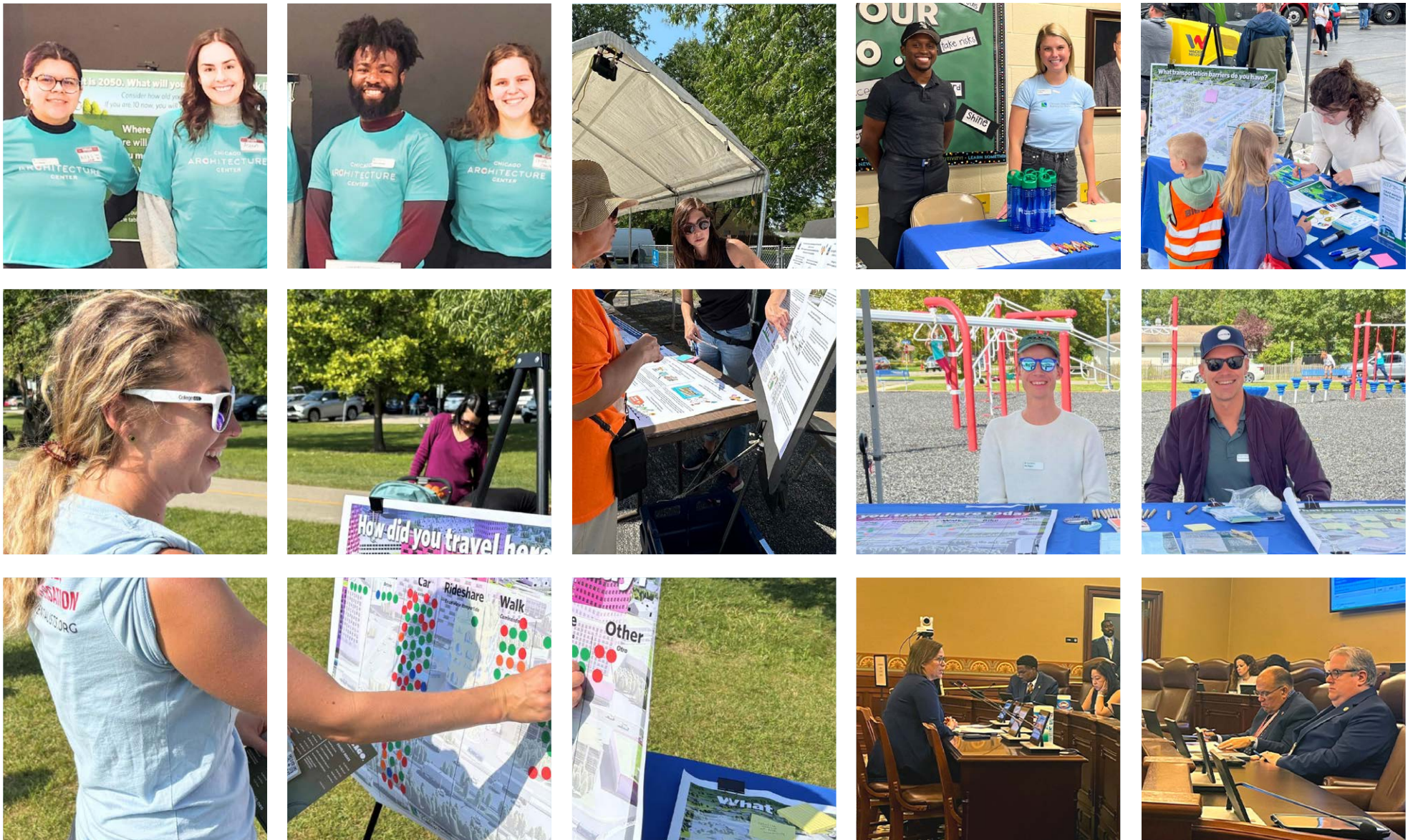
CMAP's subject matter experts are often called upon to share their knowledge, data, and insights. Our team members regularly participate in conferences, serve on panels, and give interviews to the media at local, regional, and national levels.

This year, several CMAP team members presented at the American Planning Association - Illinois Chapter State Conference, bringing planning stories to life with panels on a variety of topics including transit-oriented development, decarbonization, housing, accessibility, community engagement, and more.



DATA AND INFLUENCE

CMAP influences change with the power of data and the stories it tells. We collect, analyze, forecast, and model data. We conduct research and analysis and deliver data, tools, trainings, and studies to inform decision making, shape policy, and drive regional and local action. And we share information and resources to build trust, grow knowledge, and guide change.



New data helps communities make informed housing decisions



Communities now have access to data on housing demand, supply, and affordability. The Local Housing Profiles, published in partnership with the DePaul University Institute for Housing Studies, cover each of the region's 7 counties, 284 municipalities, and 77 Chicago community areas. The profiles are a resource for policymakers, planners, researchers, and residents. Local governments can more effectively plan for ongoing housing development if they have access to reliable, accessible, and usable information on housing market conditions in their communities. Learn more about your community's housing options by visiting cmap.is/housing-profiles.



The Local Housing Profiles are a great resource to understand key information about a community. Thank you Chicago Metropolitan Agency for Planning and the Institute for Housing Studies at DePaul University for this relevant and valuable information.

Consuelo Arguilles

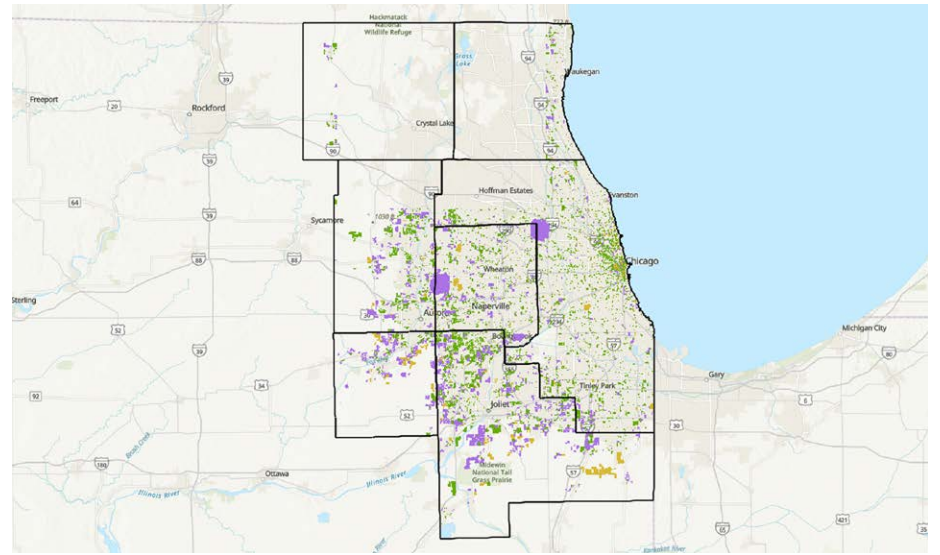
Assistant Director of Community Development,
Village of Addison

Tracking growth and redevelopments with the Northeastern Illinois Development Database

Since 1987, CMAP (and its predecessor agency) has tracked significant developments and redevelopments in the region to inform the local forecast model, which predicts household and job placements.

For the first time this year, CMAP made that data publicly accessible through the Northeastern Illinois Development Database interactive map. Using the map, municipalities can view and submit proposed, in-progress, or completed developments. They also can download the data from the CMAP Data Hub.

Thanks to municipalities around the region, we were able to add more than 400 developments to the database. Learn more about your community's growth and help us accurately represent your community in regional forecasts at cmap.is/NDD.



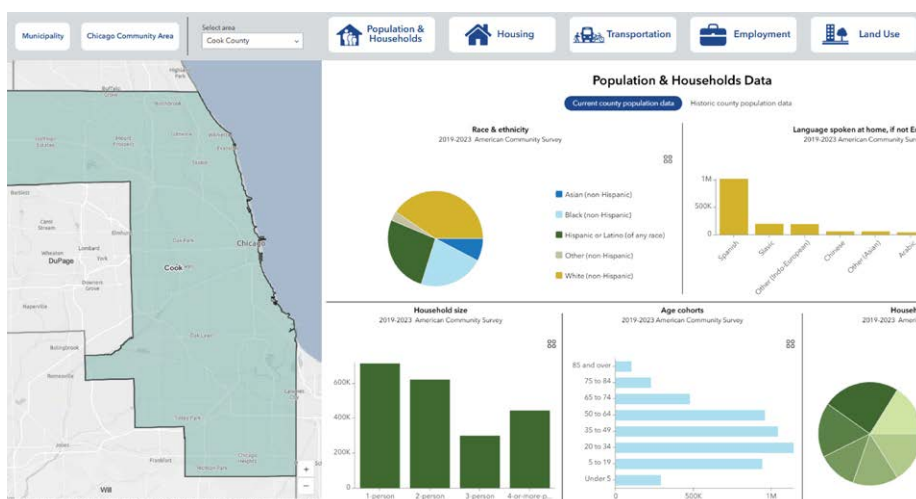
The Northeastern Illinois Development Database map was featured in the [Esri Map Gallery](#), which showcases innovative maps that highlight the powerful capabilities of GIS technology.



CMAP planners George Perkins Anene, Maddy Clowse, and Elizabeth Miller out in the region collecting data and engaging with communities.

Updated Community Data Snapshots include new data on development, demographics, housing, and more

CMAP updated its popular Community Data Snapshots, which summarize demographics, housing, employment, transportation habits, and other key community details for the region's counties and municipalities, as well as Chicago community areas. Significant data updates this year included housing and transportation cost comparisons and annual vehicle miles traveled. More than 23,000 site visitors explored new data on uninsured populations and county-level development, including residential and non-residential space. Learn about your community at cmap.is/CDS.



The Community Data Snapshots help local leaders and the public track progress and make informed decisions in their communities.

STRENGTHENED COMMUNITIES

Stronger communities make for a stronger region. With an emphasis on reinvestment and infrastructure to sustain vibrant communities, we can help the region compete and thrive, while offering residents the chance to improve their quality of life.

For more than a decade, CMAP's technical assistance program has provided planning support to local communities. For those that can't do it on their own, CMAP is happy to help bridge the gap.

This year, the [technical assistance program](#) awarded 30 new projects following a joint call with the Regional Transportation Authority. The selected projects will support Americans with Disabilities Act compliance, bicycle and pedestrian safety, capital improvements, and other local priorities.

CMAP's planning team helped communities across the region advance safer, more connected, and more accessible transportation. From corridor planning in Franklin Park and safety strategies in Cicero, to bike and pedestrian plans in Alsip and Richmond, to ADA transition plans in Hillside and Chicago Heights, to a comprehensive plan in Harvey and a transit coordination study

in northwest Cook County — these efforts reflect our commitment to local priorities and regional progress. Congratulations to our local partners!



CMAP was very creative in working with the village to reach out to Lansing residents through surveys and other 'hands-on' approaches to establish capital proposals that will be included in the village budget and implemented. CMAP's contribution to Lansing's planning efforts can simply not be measured and played a significant role in a very important initiative for the village's board and its residents.

Brian Hanigan

Finance Director, Village of Lansing

ENGAGEMENT AND COLLABORATION

CMAP serves the region's people — who are at the core of our work — by prioritizing connections, engaging meaningfully, and collaborating with partners at all levels. We rely on strong partnerships with our federal, state, and local partners to make northeastern Illinois a stronger, more resilient place to live.

Advocacy agenda details policy positions and priorities that will guide the region

CMAP produces a biennial advocacy agenda that details priorities to help the region address challenges, seize opportunities, and continue to thrive.

For 2025 and 2026, our federal and state legislative priorities include:

- Developing stronger policies that enhance resilience and reduce emissions and congestion
- Increasing opportunities for comprehensive planning and economic development
- Securing a dedicated annual appropriation from the state to support a wider range of technical assistance offerings — the region's cities, villages, and counties will benefit for years to come with a modest investment in CMAP
- Sustainably funding transportation
- And more, with actionable steps, found [in the agenda](#)



CMAP's advocacy agenda offers policy positions and priorities that can help the region address challenges and opportunities at every level of government.

Regional partners collaborate to prioritize transportation investments

CMAP once again collaborated with stakeholders throughout northeastern Illinois to achieve consensus around prioritizing transportation projects for federal investment. The highest priority projects for 2025 and 2026 are reflected in the [Northeastern Illinois Priority Investments booklet](#).

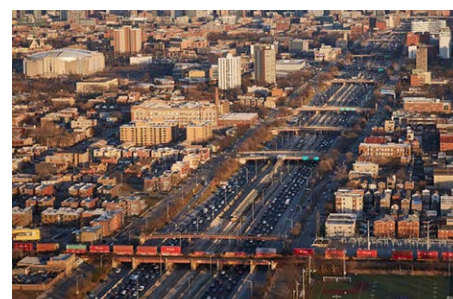
The top three priority investments include:

- Chicago Hub Improvement Program
- I-290 Blue Line Corridor Program
- 75th Street Corridor Improvement Project

Our region is connected and united. Recognizing the transformative impact of federal investments, CMAP stands ready alongside our partners to rebuild and reimagine our infrastructure to be more sustainable, resilient, accessible, and safe.



The Chicago Hub Improvement Program will modernize critical rail infrastructure and revitalize historic Chicago Union Station.



The I-290 Blue Line Program will invest in infrastructure to improve the corridor.



The 75th Street Corridor Project will deliver economic and environmental benefits.



Connecting with local government partners to produce results

To deepen relationships with our government partners, the Local Government Network (LGN) program pairs each of our region's 284 municipalities and 7 counties with a CMAP liaison. This year, the LGN program had 11 successful initiatives that connected communities with funding opportunities, training, and resources.

Northeastern Illinois speaks with one voice

CMAP collaborated with a diverse group of regional transportation implementers, civic and advocacy organizations, and labor partners to develop [One Regional Voice 2025](#), which includes guiding principles for the next federal surface transportation reauthorization legislation. The region is united in its support of a transportation system that works better for everyone, embodies the Safe System Approach, fosters a robust regional economy, and enhances quality of life for residents across northeastern Illinois.

The shared principles include:

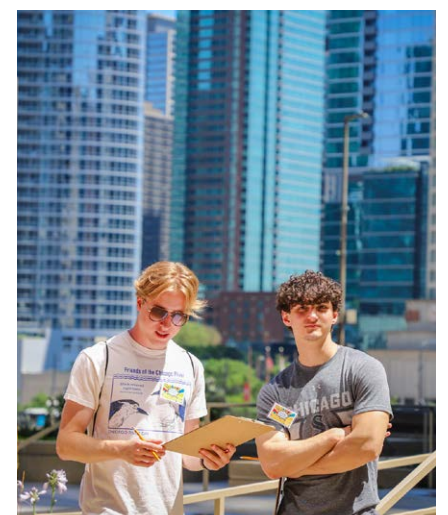
- Efficient public transportation and passenger rail
- Enhanced safety
- Maintained bridges
- Multimodal freight
- Performance-based programming
- Resilient transportation systems
- Robust, durable revenues
- Technological innovation

Future Leaders in Planning marks its 17th year

Crafting the future of the region that we want requires investing in our young leaders today. CMAP continues this commitment through its [Future Leaders in Planning](#) (FLIP) program — going 17 years strong.

This summer, we welcomed 34 high school students from four counties to explore the urban planning field and how it shapes our communities. Students visited the Chicago Architecture Center to learn about how changing needs over time have affected physical infrastructure, as well as Horner Park to explore the Coil Serpent Mound through the lens of art, landscape architecture, and indigenous tradition. They also joined the O'Hare Department of Aviation for an inside look at airfield operations; went to Chinatown and Bronzeville for walking tours with community leaders who shared historic planning practices and present day implications; and toured the Hatchery and surrounding East Garfield Park neighborhood to understand the economic development opportunities this unique space provides.

The students also engaged with CMAP team members to learn about accessibility, communications and engagement, housing, Geographic Information Systems, and scenario planning. Professionals from the American Planning Association - Illinois Chapter met with FLIP students on the last day of the program and guided them through an activity, mapping out potential paths to a career in planning. Each student received a certificate and stipend upon completion of the program.



20 YEARS OF EXCELLENCE AT THE CHICAGO

2007

The Chicago Metropolitan Agency for Planning is created, merging the Chicago Area Transportation Study and the Northeastern Illinois Planning Commission. This new regional government agency works on behalf of the 7 counties (Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will), more than 250 municipalities, and 8.3 million residents of northeastern Illinois.

Randy Blankenhorn is named CMAP's first executive director and serves in this position for nine years.



2008

The Future Leaders in Planning program launches, providing a summer immersion experience for high school students to explore the planning field and how it shapes our communities, as well as connect with experts and changemakers in civic engagement and community development.

2010

The GO TO 2040 regional comprehensive plan is adopted unanimously by leaders from across seven counties in October 2010 after two years of research, policy analysis, and extensive public outreach. It is the first regional plan since Daniel Burnham and Edward H. Bennett published the 1909 *Plan of Chicago* more than a hundred years ago.

CMAP also creates the Technical Assistance program to provide planning support to communities across the region and advance principles of the comprehensive regional plan. Over the next 15 years, the program helps strengthen over 100 municipalities with 370 plans — and counting.



2013

CMAP launches its first public data sharing platform that enables anyone with an internet connection to access high-quality data to inform planning and policy decisions across the region.

2015

Joe Szabo becomes CMAP's second executive director and serves in this position for four years.



2017

A new online version of the Transportation Improvement Program launches, giving partners and the public unprecedented access to real-time transportation funding and implementation details for thousands of transportation projects across the region.

The region agrees to shift to a new data-driven model for the allocation of federal Surface Transportation Program (STP) funding, creating a regional shared fund that encourages strong partnerships and advances projects that local agencies cannot readily fund on their own. The agreement establishes the STP Project Selection Committee to oversee program development and maximize federal funding opportunities.

METROPOLITAN AGENCY FOR PLANNING

2018

ON TO 2050 is adopted by the CMAP Board and MPO Policy Committee. This comprehensive regional plan helps northeastern Illinois' 7 counties and 284 municipalities implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

ON TO 2050

2019

CMAP earns accolades for its work on the ON TO 2050 plan, receiving the Daniel Burnham Award for Outstanding Comprehensive Plan from the American Planning Association - Illinois Chapter.

Also, Erin Aleman becomes CMAP's executive director. She is the first woman to serve in this role and the first professional planner to lead the agency.



2021

CMAP convenes regional stakeholders and delivers a first-ever consensus list of the region's highest-priority transportation projects. The agency continues to partner with federal leaders and bring the region together to maximize funding opportunities.

The Local Government Network also launches, pairing each of the region's 284 municipalities with a CMAP team member to build stronger relationships and connections with our government partners.

2022

CMAP's Accessible Communities program launches, providing in-person training, guidance, and resources to improve Americans with Disabilities Act compliance throughout the region.

2023

The Greater Chicagoland Economic Partnership launches — set in motion by CMAP, in partnership with the Brookings Institution and the Chicago Community Trust — which leads to a trailblazing regional economic collaboration between the region's counties and the City of Chicago.

CMAP also delivers the *Plan of Action for Regional Transit* to provide big, bold solutions to transform and strengthen northeastern Illinois' transit system.

2024

The region takes meaningful steps toward saving lives on our roadways with the adoption of six countywide safety action plans. The initiative is managed by CMAP and the Illinois Department of Transportation, with federal grant funding from the Safe Streets and Roads for All program.

2025

CMAP celebrates 20 years serving northeastern Illinois!

The Century Plan launches — a vision for our region, by our region — to guide policies for transportation, the environment, and the economy, decades into the future.



THE CENTURY PLAN

A TRANSPORTATION SYSTEM THAT WORKS BETTER FOR EVERYONE

To advance the regional goal of a transportation system that works better for everyone, CMAP allocates federal transportation funds, manages the transportation planning process, develops the long-range transportation plan, and produces the Transportation Improvement Program and the Unified Planning Work Program. We also maintain travel models and data resources to support air quality conformity determinations, transportation analyses, and long- and short-range planning initiatives.



CMAP, elected officials, and transit advocates celebrate the passage of historic legislation strengthening public transit in northeastern Illinois.

It was a landmark year for transit investment and governance reform, marked by one of the most significant milestones for the region's transit system in a generation. In partnership with leaders across the region, CMAP helped shape and advance a comprehensive legislative solution to the looming transit fiscal cliff — an outcome that threatened the stability and reliability of Chicago Transit Authority, Metra, and Pace Suburban Bus service for millions of residents. This effort culminated in the passage of Senate Bill 2111, which will deliver new, sustained operating revenue and essential governance reforms. Beyond the final package, CMAP also released a major analytical contribution this year in the form of *Modernizing Illinois' Sales Tax*, which laid out revenue options as durable mechanisms to support transit, such as expanding the sales tax base to include consumer services.

CMAP served as the region's technical lead and convener, supplying research, financial modeling, scenario analysis, and policy framework that guided partners and informed lawmakers. Staff members testified before

legislative committees, briefed local and regional leaders, published an op-ed, and worked closely with advocates to build consensus around a shared path forward. The passage of SB 2111 is a major achievement not only for transit riders today, but for future generations who rely on an interconnected and resilient system. CMAP's contributions — reflected in the final bill and through proactive work like the sales-tax reform analysis — were instrumental in turning a moment of uncertainty into a moment of progress, ensuring that the region continues advancing toward the goals of ON TO 2050 and the 2026 RTP.

... “ Democrat Ram Villivalam, the state senator who championed the legislation, says it helped that the bill had been rooted in ‘good public policy’ from the beginning with the recommendations from CMAP.

Governing Magazine

..... ” ...



Governor JB Pritzker signed the Northern Illinois Transit Authority (NITA) Act in December 2025 at Union Station.



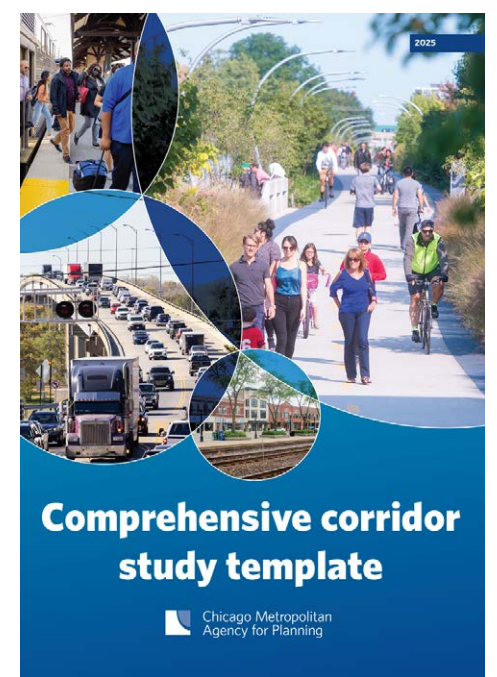
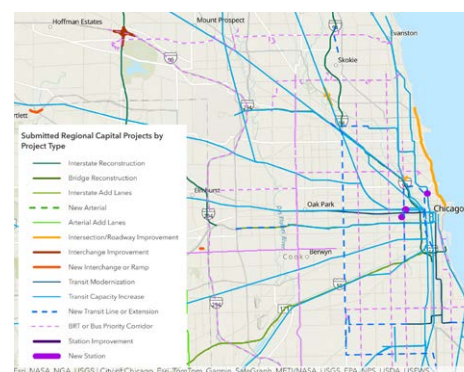
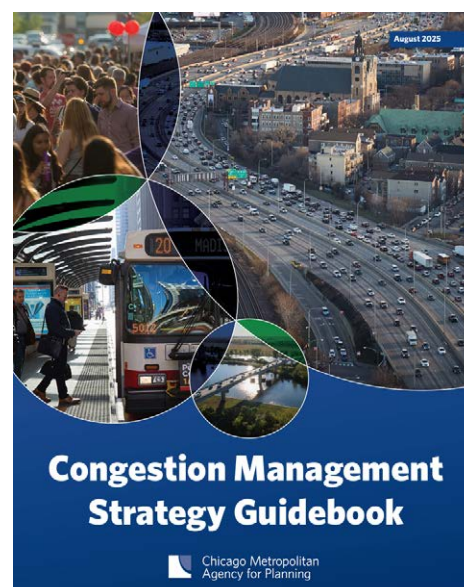
Left to right: State Senator Ram Villivalam, State Representative Eva-Dina Delgado, and Erin Aleman pose with signed NITA Act.

Regional Transportation Plan advances key components

CMAP made significant progress this year in developing the 2026 RTP, moving from foundational work into the production of core plan elements. This work reflects extensive research, technical analysis, partner collaboration, and public engagement across the region.

Major accomplishments include:

- **Congestion management strategy development:** includes the [Congestion Management Strategy Guidebook](#), which provides partners with practical strategies and a Mobility Solution Ladder framework to evaluate and address congestion, and the complementary [Comprehensive Corridor Study Template](#) which supports a consistent, regionwide approach along the most congested and unreliable corridors.
- **Emerging Priorities report:** identifies the issues most likely to shape the region's transportation future — ranging from climate resilience and safety to equitable access, system reliability, demographic shifts, and technological change.
- **Existing Conditions report:** provides a comprehensive picture of today's transportation system performance, detailing conditions across transit, highway, freight, bicycle, pedestrian, and accessible transportation networks. It also documents challenges, opportunities, and cross-cutting trends that will inform strategies and investments in the final plan.
- **Financial plan development:** updates long-term revenue forecasts, system needs assessment, and funding gap evaluations, as well as alternative revenue mechanisms that will help shape the region's broader conversation around long-term transit and transportation funding.
- **Regional capital projects:** reflects major investments with the potential to significantly influence regional mobility, safety, economic competitiveness, and system performance, with updated criteria and evaluation methods developed alongside regional partners.
- **Regional and local socioeconomic forecasts:** calculates population and employment through 2050, powered by the Northeastern Illinois Development Database, which serve as a critical input for travel demand modeling, revenue projections, and long-range scenario planning.



**THANK
YOU**

To the Transportation Committee for their time, energy, and expertise. Your participation this year helped shape, influence, and improve our region, and your commitment to building a better transportation system for everyone is reflected in our many accomplishments.



An ON TO 2050 rendering of a corridor with safety, resilience, and community benefits.

The I-290 Blue Line Corridor project advances

CMAP, the Illinois Department of Transportation, and the Chicago Transit Authority continued their partnership on a unified approach to modernize and advance the I-290 Blue Line Corridor. Through the Corridor Development Office (CDO), the partners launched a Program Governance Structure with working committees and project management tools to engage with stakeholders often, align and streamline work streams across partners, and document key decisions. Working within this framework, the CDO compiled a comprehensive overview of ongoing and proposed projects across the corridor's multiple agencies and jurisdictions and completed a full cost and schedule risk analysis report.

The CDO began discussions with corridor communities to understand what their concerns and hopes are for the future. They also started working with partners to identify options for a feasible and sustainable funding and finance plan for this transformative multimodal program. In the coming year, the CDO will develop a vision that looks past solely transportation solutions to improve mobility, accessibility, and quality of life for residents, motorists, transit riders, and corridor stakeholders.



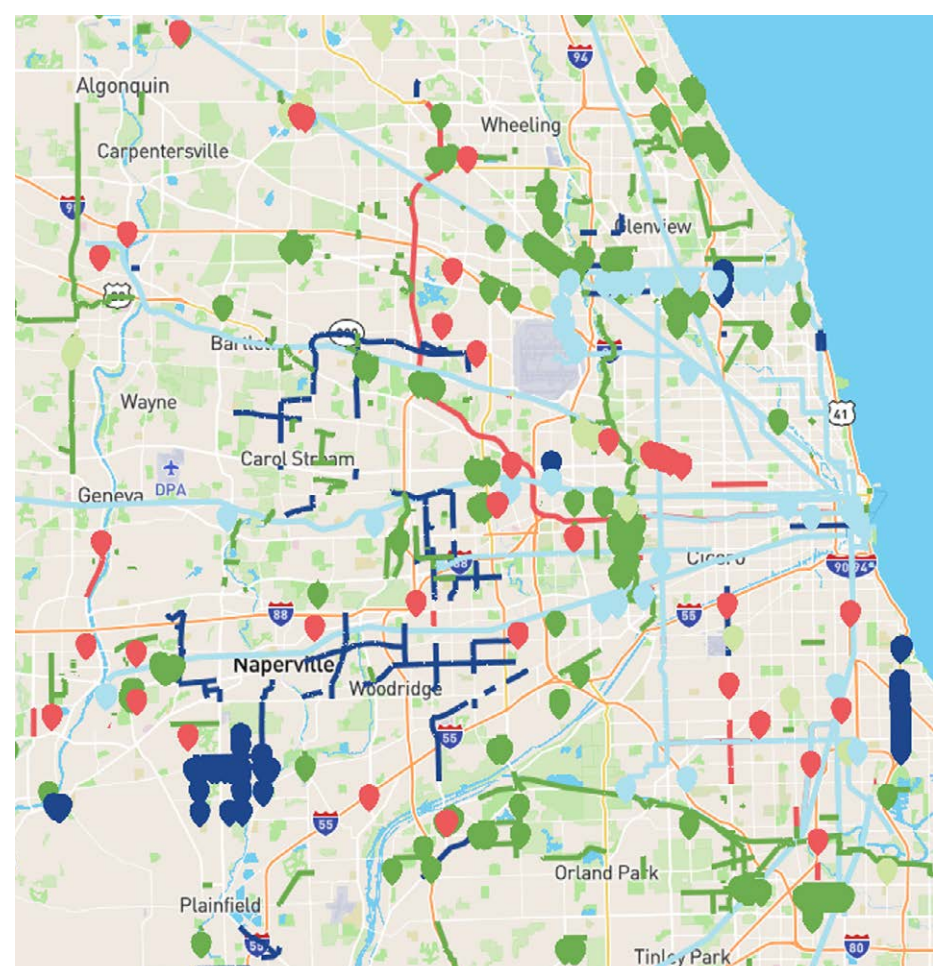
CDO partners strategize and brainstorm a new vision for the corridor.

Region advances 40 projects totaling \$290 million in federal investments

As the metropolitan planning organization for northeastern Illinois, CMAP manages the five-year [Transportation Improvement Program \(TIP\)](#) which includes projects that use federal transportation funds. Those federal programs include the Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Program Shared Fund, and the locally programmed Transportation Alternatives Program. Projects funded under these programs include road maintenance and expansion, capital improvements to transit stations, rail and bus networks, bicycle and pedestrian networks, signal systems, bridge repair, intersection improvements, and more.

In 2025, regional transportation decision-makers approved 40 new projects totaling \$290 million in federal funds that will rebuild roads, bridges, and train stations; add electric locomotives; expand bike and pedestrian facilities; and reduce delays at intersections and railroad crossings across northeastern Illinois.

TIP updates are done in close collaboration with regional transportation partners through a call for projects, an agreed-upon methodology, and evaluation by multi-agency project selection committees. The newly launched [eTip website](#) provides improved access to information about federally funded transportation projects. With an interactive map — and the ability to filter by geography, type, funding, and year — it's easier to see what's happening in your community and across the region.



The new eTip website features an interactive map of projects.

ACCESSIBILITY AND SAFETY

Making travel safer for everyone

A first-of-its-kind regional safety initiative achieved a major milestone with the adoption of countywide safety action plans for Cook, DuPage, Kane, Lake, McHenry, and Will counties. The safety action plans are roadmaps for improving traffic safety by reducing the risk of death and serious injury on roadways throughout the region, particularly for people walking and biking, and for communities with disproportionately high crash rates.

The plans were informed by robust public engagement, including in-person events as well as an interactive online platform where 3,000 people identified more than 4,500 safety hot spots in their communities. With the plans adopted, participating counties and local governments are eligible to apply for federal implementation funding.



My Daily Travel survey completes first phase

CMAP reached a major milestone as Phase 1 of the My Daily Travel household survey wrapped up. Thousands of residents across all seven counties provided insights into their daily travel patterns, helping CMAP begin to assemble one of the most comprehensive travel behavior datasets in the region. The goal is to get a complete picture of regional transportation patterns to understand how people use highways, public transit, bike lanes, and sidewalk today — and how they can be improved to make travel better in the future. This information will support the agency's travel demand model, analysis for the 2026 RTP, and future transportation investment decisions.



Examples of the letter and postcard sent to households, inviting them to take the My Daily Travel survey.



Improving accessibility at the local level

CMAP's Accessible Communities program provided direct support to municipalities in the region to improve accessibility and Americans with Disabilities Act (ADA) compliance:

- The Accessible Public Engagement Toolkit was released along with local government training, which covered legal requirements and best practices for in-person and virtual community engagement. This project received the American Planning Association – Illinois Chapter Advancing Diversity and Social Change Award.
- The Regional Mobility Council — a cohort of community-based organizations that functions as an advisory committee — launched, providing feedback and recommendations on CMAP's transportation and mobility work from the perspective of people with disabilities.
- The Regional ADA Coordinators Group continued to connect municipal ADA coordinators in the region with actionable resources and opportunities to learn from each other.
- Communities in the region received direct technical assistance from CMAP to create ADA transition plans for streets, sidewalks, crosswalks, and other public right-of-way areas. Seven plans were completed in 2025, with another five due to wrap in spring 2026. These transition plans will help communities prioritize and plan for accessibility improvements while satisfying ADA compliance requirements.

A REGION THAT MITIGATES AND ADAPTS TO THE IMPACTS OF CLIMATE

To advance the regional goal of mitigating and adapting to the impacts of adverse environmental conditions, CMAP leads collaborative efforts and continues to produce valuable data, analysis, and resources that support local and regional climate action and resilience planning. This includes creating resilient and livable communities by reducing emissions and re-envisioning how infrastructure is built and maintained to reflect a changing climate. It also includes improving water quality, conserving water supplies, and maintaining water infrastructure to protect natural resources.



The steering committee was made up of implementers, subject matter experts, and leaders from impacted communities across a 13-county and 3-state area known as Greater Chicago.

Developing the *Comprehensive Climate Action Plan* for Greater Chicago

This year, the *Comprehensive Climate Action Plan* development team identified emissions reduction strategies for each sector: transportation, buildings, industry, waste, water and wastewater, and agriculture. They modeled each sector's effects on the region's emissions and communities, and vetted those results with the steering committee, working groups, and the CMAP Climate Committee, further refining the strategies and models based on feedback.

The team also conducted public engagement — including working group meetings, community workshops, and a questionnaire — and used that feedback to inform plan recommendations. These engagements focused on identifying community priorities, raising awareness of the benefits of emissions reduction, and building capacity for continued collaboration in climate action. Stay tuned for the plan's release in early 2026 at cmap.is/ccap.

**THANK
YOU**

We're thankful to the members of the CMAP Climate Committee, CCAP Steering Committee, and the buildings, community, industry, and transportation working groups for their valuable guidance in shaping the plan, confirming draft recommendations, and reviewing results.



Left to right: CMAP climate experts Kate Evasic, Kelsey Pudlock, Mitch Hirst, and Nora Beck.



Water plays an essential role in sustaining economic prosperity and environmental health in the region.

Protecting our most precious resource: water

Communities across northeastern Illinois face growing water supply challenges. Acting today will help preserve a sustainable water supply for future generations. To help the region achieve this goal, CMAP completed three major projects:

Securing Illinois' Groundwater Future

A review of the 1983 Water Use Act and high-capacity well review process

Chicago Metropolitan
Agency for Planning

Securing Illinois' Groundwater Future examines the Illinois 1983 Water Use Act, assesses the high-capacity well review process, and draws insights from groundwater governance practices in neighboring states. Our groundwater — long considered abundant — is under increasing pressure from overuse and inadequate administration. CMAP offers recommendations to modernize Illinois' approach. Learn more at cmap.is/groundwater-report.



While Lake Michigan, the Fox and Kankakee rivers, and groundwater aquifers currently provide clean water, their capacity to serve the region's needs is not limitless.

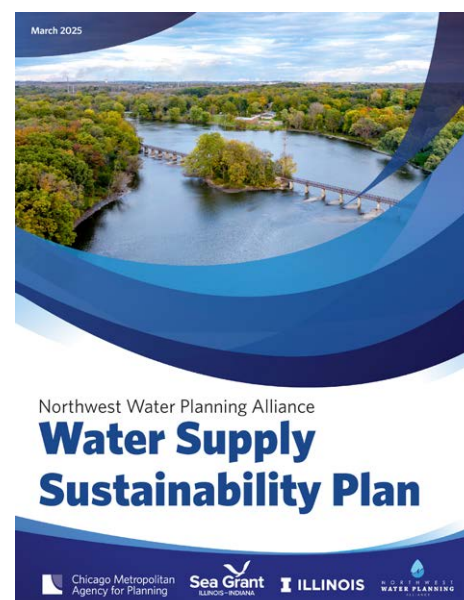
Regional Water Demand Forecast for Northeastern Illinois 2020 - 2050

Chicago Metropolitan
Agency for Planning

Sea Grant
ILLINOIS-INDIANA

ILLINOIS

CMAP, the Illinois-Indiana Sea Grant, and the University of Illinois Extension updated the *Regional Water Demand Forecast*, which compares projected demand with the amount of water that can be sustainably removed without causing further desaturation of deep aquifers or harming aquatic ecosystems. This forecast estimates future water demand to the year 2050 and can help local and regional planners understand conditions and how to act to conserve water, protect supplies, and explore alternative drinking water sources. Learn more at cmap.is/wdf.



Northwest Water Planning Alliance

Water Supply Sustainability Plan

Chicago Metropolitan
Agency for Planning

Sea Grant
ILLINOIS-INDIANA

ILLINOIS

WATER PLANNING

CMAP, in partnership with the Northwest Water Planning Alliance (NWPAA) and the Illinois-Indiana Sea Grant, developed the *Water Supply Sustainability Plan* to help communities better understand their water conditions and make sustainable water supply choices for the future. While designed for the NWPAA region (a coalition of 5 councils of government representing over 80 communities and unincorporated areas in DeKalb, Kane, Kendall, Lake, and McHenry counties) the plan includes strategies, case studies, and resources that can be useful to all our region's communities. Learn more at cmap.is/nwpa-plan.

A ROBUST AND INCLUSIVE REGIONAL ECONOMY

To advance the regional goal of a robust and inclusive economy, CMAP promotes inclusive growth and access to economic opportunities, coordinating strategies to develop a competitive global identity and outcompete peer regions economically. Our region's economic competitive advantage is its people. With the country's third-largest labor force with over five million workers, companies, investment firms, and developers continue to shortlist Chicagoland. However, like the rest of the country, we're facing a housing crisis that could have long-term economic consequences. The CMAP team has been part of an emerging regional effort to address this challenge by working with Lake, Kane, and McHenry counties to take the necessary steps that ensure we're making the development process for workforce housing as attractive as possible.



Northeastern Illinois has the most diversified large metropolitan economy in the U.S. and a vibrant quality of life.

Insights and support at the regional level

CMAP continued to build out and promote the Job Quality and Access Tool, which offers meaningful insights into Chicagoland's job market. This resource helps communities, economic developers, and local officials better understand the quality of the job opportunity for their area.

Similarly, the Northeastern Illinois Development Database continued to track the development landscape. In a year marked by uncertainty and delays, our region saw more than 400 qualifying developments — higher than in the previous two years — demonstrating that our economic resilience and market continue to be attractive for investment.

We also continued to support the Greater Chicagoland Economic Partnership which promotes the region's assets — extensive freight infrastructure, diverse talent, strong exporting industries, world-class research institutions, and culture — and makes sure that ongoing development is inclusive to every part of our region.

**THANK
YOU**

We extend our sincere thanks to the Regional Economy Committee members for dedicating their time and insights, supporting some of the most consequential economic activities in northeastern Illinois.

CMAP and Lake County partner to expand housing with support from Schreiber Philanthropy

To help fuel economic growth, Lake County and CMAP, with support from Schreiber Philanthropy, teamed up to expand affordable and accessible housing in Illinois' third most populous county. The Housing Lake coalition is working to increase the supply of affordable housing through actionable, municipality-specific solutions. The initiative includes a housing task force comprised of municipalities across the county, which evaluated tools and resources to address housing challenges, culminating in a step-by-step Housing Ready toolkit. In 2026, the coalition will host a housing summit to generate momentum and build deeper community support.



Left to right: CMAP planning experts Erin Ludwig, Makala Morales, Gabriel Guevara, Mike Brown, Lee Skuby, Jourdan Nash, and Enrique Castillo.

PEOPLE AND CULTURE

CMAP is committed to championing our exceptional team members and cultivating our agency culture. Our strategy includes initiatives steered by the People and Culture Council, an advisory group of individuals from all levels and divisions of the agency. They work to develop and support retention; improve satisfaction; encourage team building; promote collaboration; break down silos; and provide a welcoming and inclusive work environment.

Another group that supports our agency culture is WelMap, a committee of CMAPers who coordinate social events and team-building activities. They host lunch and learn events, which feature a mix of internal subject matter experts and agency partners who keep employees informed and engaged with topics close to their work. This year's sessions included: findings from CMAP's municipal survey, how to leverage our agency's robust data assets, and a discussion of the Chicago Hub Improvement Project, among other topics.

Celebrating our shining stars

At times, the good work of government can go unnoticed. There are those who provide essential data, solve policy puzzles, ensure that public funds are managed efficiently, keep the public informed, and support communities in bringing their dreams to reality.

This work is often invisible to the public. Each year, CMAP highlights and recognizes our shining stars with the Public Service Awards. We honor individuals and teams in four awards categories — Difference Maker, Good Government, Core Values, and ON TO 2050 Advancement.

High Impact Teams

One of our priorities in 2025 was to effectively allocate our people and financial resources by leveraging our collective expertise, enhancing processes, and creating outcome-oriented teams.

Our goal was to strengthen the efficiency, effectiveness, and collaboration of diverse teams to work seamlessly together to address and advance our strategic goals. As part of this effort, we introduced professional project management tools, led workshops, and selected change management coaches to facilitate cross-divisional learning.



Exploring our communities with the Regional Tourism Challenge

Our annual Regional Tourism Challenge invites CMAPers to visit attractions across northeastern Illinois, including local businesses, nature, museums, historical sites, and more. The challenge gives our team members the chance to explore our region, deepen their understanding of the communities we serve, and witness transportation challenges and opportunities.



Celebrating and appreciating our awesome team

Near the end of each calendar year, we recognize our team members with a celebratory lunch and a special gift as a token of our appreciation. It's an opportunity to formally recognize the outstanding work, dedication, and time that every individual puts in to collectively influence and improve the region.



CMAP Board

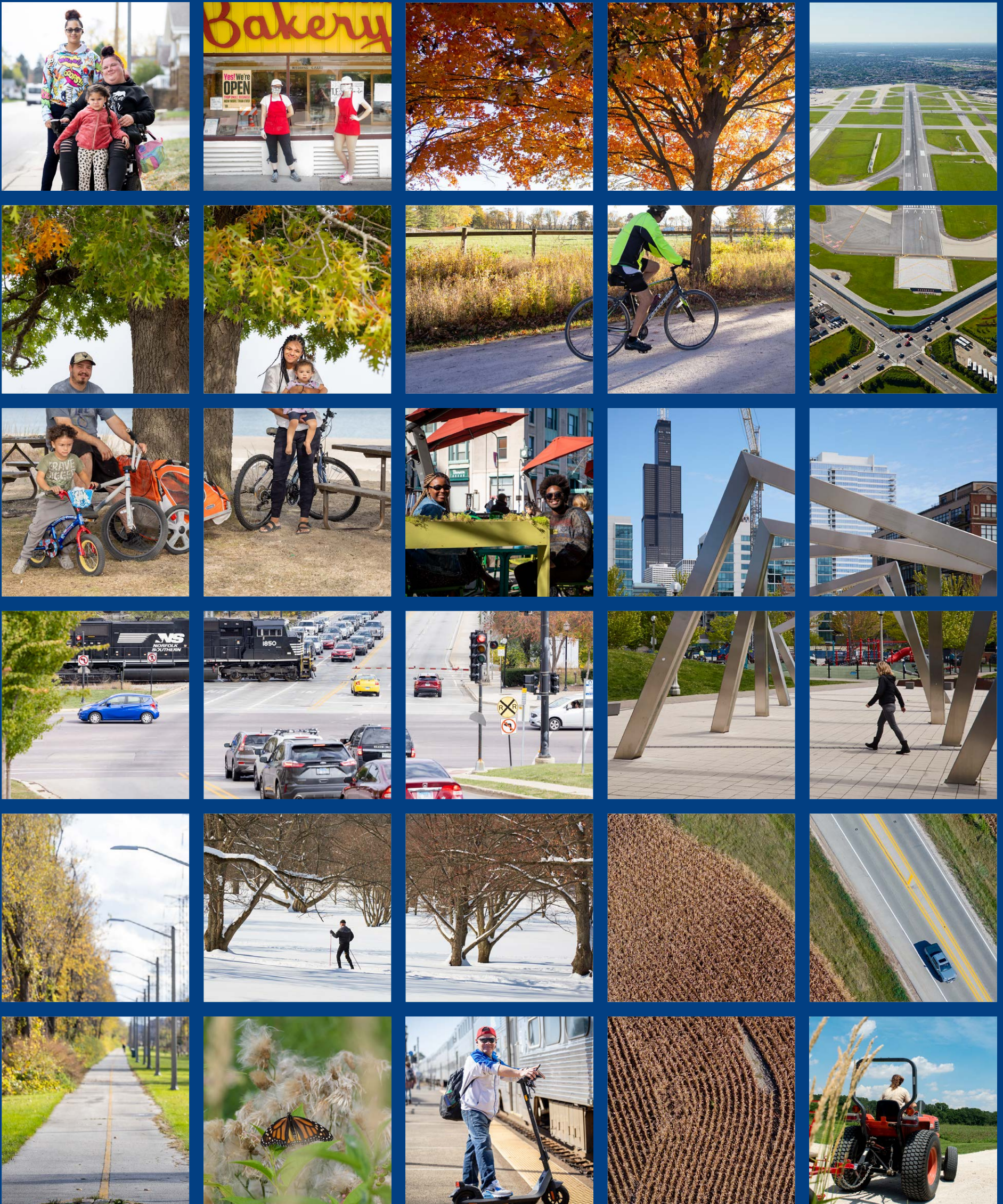
Gerald Bennett , Chair Mayor, City of Palos Hills <i>Represents Southwest Cook County</i>	Paul Hoefert Mayor, Village of Mount Prospect <i>Represents Northwest Cook County</i>	Richard Reinbold President, Village of Richton Park <i>Represents South Cook County</i>
Carolyn Schofield , Vice chair Board Member, McHenry County Mental Health Board <i>Represents McHenry County</i>	Nina Idemudia CEO, Center for Neighborhood Technology <i>Represents City of Chicago</i>	Nancy Rotering Mayor, City of Highland Park <i>Represents Lake County</i>
Anne Sheahan , Vice chair Vice President, HNTB <i>Represents City of Chicago</i>	Abolfazl “Kouros” Mohammadian Non-voting Member Professor/Department Head, University of Illinois Chicago <i>Represents Illinois Governor’s Office</i>	Joanna Ruiz Vice President, Wallin/Gomez Architects, LTD <i>Represents City of Chicago</i>
Frank Beal Senior Executive, Civic Consulting Alliance <i>Represents City of Chicago</i>	John Noak Mayor, Village of Romeoville <i>Represents Will County</i>	Matthew Walsh Attorney, Hinshaw & Culberston LLP <i>Represents West Cook County</i>
Matthew Brolley President, Village of Montgomery <i>Represents Kane/Kendall counties</i>	Leanne Redden , Non-voting member Executive Director, Regional Transportation Authority <i>Represents MPO Policy Committee</i>	Jung Yoon Chief of Policy, City of Chicago, Mayor’s Office <i>Represents City of Chicago</i>
Jada Curry Mayor, Village of Lynwood <i>Represents Suburban Cook County</i>		
Gary Grasso Mayor, Village of Burr Ridge <i>Represents DuPage County</i>		



To our dedicated CMAP Board and MPO Policy Committee members, who bring their voices and diverse expertise to advance change in the region.

MPO Policy Committee

Gia Biagi , Chair Secretary, Illinois Department of Transportation <i>Represents Illinois Department of Transportation</i>	Mike Buehler Chairman, McHenry County Board <i>Represents McHenry County</i>	Richard Kwasneski Chair, Pace Board of Directors <i>Represents Pace</i>
Cassandra Rouse , Vice chair Executive Director, Illinois State Toll Highway Authority <i>Represents Illinois State Toll Highway Authority</i>	Deborah Conroy Chair, DuPage County Board <i>Represents DuPage County</i>	Nora Leerhsen Acting President, Chicago Transit Authority <i>Represents Chicago Transit Authority</i>
Frank Beal Senior Executive, Civic Consulting Alliance <i>Represents Chicago Metropolitan Agency for Planning</i>	Jim Derwinski CEO/Executive Director, Metra <i>Represents Metra</i>	Corinne Pierog Chair, Kane County Board <i>Represents Kane County</i>
Jennifer Bertino-Tarrant Executive, Will County <i>Represents Will County</i>	Thomas Evenson , Non-voting member Senior Director of Public Affairs, Union Pacific Railroad <i>Represents Class One Railroads</i>	Leanne Redden Executive Director, Regional Transportation Authority <i>Represents Regional Transportation Authority</i>
Matthew Brolley President, Village of Montgomery <i>Represents Chicago Metropolitan Agency for Planning</i>	Scott Gengler Vice chair, Kendall County Board <i>Represents Kendall County</i>	Jeffery Schielke Mayor, City of Batavia <i>Represents Council of Mayors</i>
Kelley Brookins , Non-voting member Regional Administrator for Region V, Federal Transit Administration <i>Represents Federal Transit Administration</i>	Sandy Hart Chair, Lake County Board <i>Represents Lake County</i>	Vershun Tolliver , Non-voting member Division Administrator, Federal Highway Administration <i>Represents Federal Highway Administration</i>
	Jennifer “Sis” Killen Superintendent, Cook County Department of Transportation and Highways <i>Represents Cook County</i>	Craig Turner Acting Commissioner, Chicago Department of Transportation <i>Represents Chicago Department of Transportation</i>



Chicago Metropolitan
Agency for Planning

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312-454-0400



MEMORANDUM

To: MPO Policy Committee

From: Erin Aleman, CMAP Executive Director

Date: December 18, 2025

Subject: Introduction of CMAP's Proposed FY 2027 Work Plan

Action Requested: Information

Purpose

CMAP's FY2027 annual work plan identifies key activities the agency will continue or commence during the time period of July 1, 2026 - June 30, 2027.

We are sharing this draft work plan with the MPO Policy Committee for informational purposes.

The CMAP Board will be asked to approve the FY2027 budget and work plan at its February meeting.

Attachment: FY27 draft CMAP Work Plan

ACTION REQUESTED: Information

FY2027
CMAP regional
work plan
DRAFT

FY2027 Work Plan components

Annual work plan overview

This annual work plan identifies key activities the Chicago Metropolitan Agency for Planning (CMAP) will continue or commence during the 2027 fiscal year, which runs July 1, 2026 to June 30, 2027.

The agency uses a portfolio of more than 30 strategic programs to strategically and effectively plan and manage its work.

The program areas maintain consistency from year to year as CMAP's work on behalf of the region is ongoing and can extend over many years — each building on the last.

The activities in the FY2027 work plan advance the region's long-term goals and continue CMAP's 20-year legacy of excellence and service to northeastern Illinois.

FY27 Programs and activities

Accelerated Infrastructure Delivery

The Accelerated Infrastructure Delivery program builds the region's capacity to identify and implement innovations in transportation infrastructure project financing, procurement, design, and construction. It provides technical support and alternative perspectives on how to address common challenges that impact the efficient delivery of infrastructure projects in the region.

The program also works with partners to create a pipeline of projects that can realize benefits from innovative delivery approaches. Regional partners will be better positioned to strategically pair their projects with the best suited delivery methods and funding sources, both traditional and alternative. The program convenes regional partners and facilitates technical assistance at the project and policy level, building capacity in innovative project delivery among public and private sectors.

FY2027 activities include:

- Policy support for regional partners developing innovative financing approaches
- Corridor Development Office management for the I-290/Blue Line corridor

Achieving Performance Outcomes

The Achieving Performance Outcomes program aligns the region's planning work outcomes with ON TO 2050 and the United States Department of Transportation's policy goals. This involves setting targets; learning from and advising partner plans; facilitating conversations with regulators; informing programming; monitoring progress; and communicating developments to internal and external stakeholders. In addition, this program systematically reviews federal metropolitan planning organization (MPO) requirements and explores peer best practices to identify process adjustments. Through this process, MPO roles and responsibilities are identified for inclusion in agency programs and projects.

FY2027 activities include:

- Creation and tracking of performance targets relevant to safety, asset condition, and system performance as required by federal law
- Creation and tracking of performance targets relevant to ON TO 2050 goals related to community, prosperity, environment, governance, mobility, and inclusive growth
- Education and alignment of regional activities with Federal Transit Administration and Federal Highway Administration requirements
- Creation and tracking of the congestion management process' performance and publication of related information that is accessible to stakeholders, partners, and the public

Air Quality Forecasting and Analysis

The Air Quality Forecasting and Analysis program provides a framework to support CMAP's policy and plan development, as well as provide continued support to CMAP's transportation programming activities by performing conformity analysis, compliance with National Environmental Policy Act requirements, and project evaluation. This program encompasses a full understanding of the agency's existing forecast requirements and tools, positioning it to anticipate future emerging forecast and analysis needs.

FY2027 activities include:

- Analysis and maintenance of conformity of plans and programs
- Advanced air quality modeling
- Data analysis in support of resilience programs
- Air quality related project evaluation for funding programs, regional transportation plans, and/or special projects
- Coordination with partner agencies to improve forecasting (e.g., Lake Michigan Air Directors Consortium, Illinois Environmental Protection Agency, the Illinois Department of Transportation, and research institutions)

Building Capacity

The Building Capacity program works to understand local government needs and deliver technical assistance at the intersection of planning services, infrastructure, and governance. The program continuously engages local governments to identify challenges. It also provides technical assistance to meet the most pressing needs of and build capacity for local governments.

FY2027 activities include:

- Collaboration with municipalities and communication on priority issues via the Local Government Network
- Determination and promotion of available forms of technical assistance offered through the annual call for technical assistance, in collaboration with the Regional Transportation Authority

- Technical assistance for local governments to build capacity for data-driven decision making and create long-range plans for transportation and other capital investments
- Technical assistance for local governments following plan-creation, to help organize and support implementation of adopted community plans

Community Resilience

The Community Resilience program focuses on reducing greenhouse gas emissions. It develops data and resources to inform decision making and advance policies and projects to meet ON TO 2050 greenhouse gas reduction goals. CMAP and its regional partners' comprehensive climate action plan for the larger 13-county area (as dictated by federal funding criteria) identifies greenhouse gas reduction strategies across all major emission sectors including transportation, residential and commercial buildings, industry, wastewater, and agriculture. The plan also provides stakeholders with: data and analyses to guide local, regional, and state climate mitigation efforts; benefit analyses of co-pollutant reductions and other co-benefits; and refine greenhouse gas reduction targets.

FY2027 activities include:

- Implementation of the Comprehensive Climate Action Plan for the greater Chicago region
- Partnership with ComEd, Respiratory Health Association, and Argonne and Oak Ridge national laboratories for a scenario planning process to identify greenhouse gas emission reduction strategies and quantify their impacts on energy generation and transmission
- Regional Greenhouse Gas Inventory and municipal emission profiles updates to understand conditions and track implementation progress

Coordinated Land Use Strategies

The Coordinated Land Use Strategies program coordinates municipalities, counties, funders, and nonprofits to increase the number and quality of housing choices with access to transportation and economic opportunity across the region. Coordinated strategies are required to strengthen the links between the transportation system and the location of people, jobs, and goods and services by assisting communities with housing and land use policies.

FY2027 activities include:

- Research and analysis of key housing data and issues in the region for counties, municipalities, and Chicago community areas
- Technical assistance for a coordinated subregional approach for housing readiness
- Technical Assistance to address local land use and housing policy challenges
- Technical support for the Metropolitan Water Reclamation District of Greater Chicago that analyzes the benefits of flood mitigation projects, to include outreach to elected officials and community stakeholders

Economic Competitiveness

The Economic Competitiveness program coordinates federal, state, regional, and local partners to develop a competitive global identity and outcompete peer regions economically. This requires forward-thinking and coordinated strategies to sustain and leverage our region's significant transportation and freight infrastructure assets, solid talent, strong exporting industries, and world-class institutions of innovation, research, and culture.

FY2027 activities include:

- Development of a regional economic framework and strategy with a shared vision and goals for the future, leveraging robust transportation infrastructure and assets
- Ongoing support for the Greater Chicagoland Economic Partnership, which includes World Business Chicago and the seven counties, to drive economic growth
- Support for industry clusters, collaboration amongst public and private partners, and strategies that align the region's assets with emerging economic opportunities
- Technical assistance for communities and counties to leverage transportation assets to attract local investment, strengthen developer connections, and address local land use, economic development, and capacity issues

Federal Transportation Funding

The Federal Transportation Funding program oversees the programming and management of certain federal sources used for transportation planning and projects — from the development of the methodologies for project selection through the various phases of implementation, to the obligation and expenditure of the federal funding. These federal funding programs support the development and execution of the agency's MPO requirements and the execution of projects that implement the region's long-range transportation goals.

FY2027 activities include:

- Support for the development of the Unified Work Program and management of external transportation planning projects
- Federal funding committee governance and project selection for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Transportation Alternative Program-Local (TAP-L), and the Surface Transportation Program (STP) shared and locals funds
- Active program management techniques that ensure federal funds are used in a timely manner

Infrastructure Resilience

The Infrastructure Resilience program focuses on increasing infrastructure resilience to extreme weather impacts, as well as preserving one of the region's greatest assets — its freshwater. It seeks to build resilience by helping the region's communities and infrastructure prepare, recover, and adapt to the impacts of flooding, extreme heat, and other severe weather. The program also focuses on protecting and sustainably managing the region's water sources, to improve and maintain the quantity and quality of our lakes, rivers, streams, and groundwater aquifers. It promotes best

practices in water conservation, green infrastructure, and pollution prevention. It also provides regional data on water demand and water quality, and develops plans for local governments and community coalitions to collaboratively protect water resources.

FY2027 activities include:

- Use of Transportation Resilience Improvement Plan deliverables to advance priorities (e.g., communication, regional and local planning, policy, and programming) for implementation
- Promotion of municipal water conservation and efficiency practices in partnership with the Illinois-Indiana Sea Grant
- Coordination, planning, and technical assistance to advance best practices for water quality management and watershed-based planning

Integrated Mobility and Growth

The Integrated Mobility and Growth program develops planning and policy frameworks that connect transportation, land use, economic development, and environmental sustainability. The program coordinates with public and civic stakeholders to address large-scale, multijurisdictional issues that require strategic, unified regional action.

FY2027 activities include:

- Continued development of The Century Plan (the successor to ON TO 2050)
- Support for the Northern Illinois Transit Authority Act through coordination across CMAP's ongoing and planned activities

Land Use Forecasting and Analysis

The Land Use Forecasting and Analysis program develops and maintains models and tools that provide long-range population and employment projections to inform local and regional planning. It includes socioeconomic forecasting, which guides strategic planning and investment decisions, and land use database maintenance, which provides accurate and updated information on land use and future development for analysis. Using advanced analytics, the program develops decision-support tools to help address challenges related to community growth, community transformation, and policy impacts on land use.

FY2027 activities include:

- Community cohort evaluation tool maintenance
- Land use inventory database maintenance
- Community data snapshots update
- Local and regional socioeconomic forecasts updates

Placemaking

The Placemaking program focuses on strategic and implementable actions to enhance existing infrastructure and public spaces in local communities. The program includes recommendations for policy and zoning code updates, development impact analyses, downtown and subarea planning, streetscape design, and tactical placemaking activities. It also coordinates local land use policies and transportation priorities; advances public right-of-way accessibility; and explores digital twin technologies to assist with decision making.

FY2027 activities include:

- Technical assistance for local governments to leverage existing assets to establish community identity, attract local investment, and increase neighbor interaction
- Technical assistance for local governments to assess existing land use and transportation policies and implement zoning and land use recommendations that support local and regional visioning
- Exploration and development of a framework for digital twin technology to be used by municipalities, counties, and the region
- Technical assistance for transportation accessibility planning in approximately eight communities

Safe and Complete Streets

The Safe and Complete Streets program aims to improve safety, quality of life, and modal options with the goal of eliminating traffic fatalities through a comprehensive and sustainable transportation system. It also pursues goals of enhanced mobility and active transportation. Through data analysis and local planning, the program collaborates to implement projects and programs focused on reducing fatal and serious injury crashes, as well as safe, accessible, and connected transportation options for all.

FY2027 activities include:

- Technical assistance for municipal and community partners to develop local road safety plans, bicycle and pedestrian plans, and implementation assistance
- Development of resources to accelerate the implementation of Safe Travel for All adopted safety action plans
- Development of a pilot initiative to explore innovations in multimodal transportation planning that expands user mode choice and reflects contextual needs and priorities
- Support of the Illinois Department of Transportation with resources, tools, and analysis as they strive to promote a safe multimodal system for all users

Safe Systems

The Safe Systems program aims to improve traffic safety through innovative data analysis, compelling policy recommendations, and local coalition building and partnerships. Through collaborative regional and local projects, the region can implement policy changes and projects to

reduce crashes and create safe, accessible, and connected transportation options for all, at a systemic level. These efforts closely align with Safe and Complete Streets, Placemaking, Thriving Communities, Transportation Network Efficiencies, and other transportation programs, to address necessary policy and programmatic changes to improve transportation safety.

FY2027 activities include:

- Regional framing of safety issues, policy recommendations, technical methods, safety performance measures, and an equitable and transparent engagement approach
- A collaborative and strategic approach to implement safety projects through agency programming and the Illinois Highway Safety Improvement Program
- Development of a regional approach to create safer road users through policies, programs, and initiatives that support a safety culture

Thriving Communities

The Thriving Communities program works closely with local governments and residents using data and meaningful engagement to identify the benefits and burdens of transportation infrastructure, development, and land use decisions. Through technical assistance, the program helps under-resourced local governments build capacity to address and mitigate negative impacts for the benefit of the region. Additionally, it empowers residents by amplifying the voices and experiences of those most affected.

FY2027 activities include:

- Enhanced partnerships with local entities across sectors to develop and implement strategies for the region, building on CMAP's expertise in transportation and land use issues
- Technical assistance to local governments and community partners for cross-sector coordination supporting community reinvestment, environmental assessment, stakeholder facilitation, data compilation, and analysis to guide planning and implementation
- Design and testing of models and tools to use verifiable data sources to help local governments co-develop priorities, evaluate options, and advance implementable policy and investment actions

Transportation Improvement Program Coordination

Transportation Improvement Program (TIP) Coordination is the short-range transportation program and documentation process that informs and implements the long-range transportation goals in ON TO 2050. Its other responsibilities include aligning the conformity of plans and programs throughout the region; monitoring all projects in the eTIP database; ensuring the programs are constrained to available fiscal resources; and assisting CMAP's programming partners in adhering to the legislative regulations that govern federal funding. The eTIP database collects and manages project information from CMAP's partners about the scope of work, cost, and implementation schedule of transportation projects in the region.

FY2027 activities include:

- TIP project development, tracking, analyses, and documentation
- Subregional councils of mayors and planning liaison program support

Transportation Investment Strategies

The Transportation Investment Strategies program is a collaborative approach to improving connections between the region's goals and CMAP's state- and federally-mandated transportation financial planning and programming responsibilities. The program coordinates the development of the region's long-range transportation plan. It also develops a financial plan, compiles a constrained list of regional capital projects, and provides a collaborative process to prioritize long-term and short-term investment strategies for the region's transportation system.

FY2027 activities include:

- Identification, evaluation, and prioritization of regional capital projects
- Development of the transportation financial plan for the next long-range transportation plan
- Approval of the 2026 Regional Transportation Plan and transition to implementation

Transportation Network Efficiencies

The Transportation Network Efficiencies program responds to ON TO 2050 goals for a modern, multimodal transportation system that adapts to changing travel needs. It focuses on policy development to manage congestion on the roadway network, encourage context-sensitive transportation designs, and support efficiencies in the project development process. The program identifies and promotes strategies that can improve the safety, reliability, and resilience of the transportation network, such as intelligent transportation systems and freight system improvements.

FY2027 activities include:

- Implementation of the updated regional congestion management process, including the execution of arterial corridor planning efforts
- Exploration of major trends facing the region's freight system, as well as opportunities for additional policy development
- Support for the implementation of policy recommendations identified by the Illinois Department of Transportation's Blue-Ribbon Commission on Transportation Infrastructure Funding and Policy

Travel Demand Forecasting

The Travel Demand Forecasting program develops, maintains, and applies analysis tools to support performance-based transportation programming decisions, including the maintenance of both trip- and activity-based travel demand models. These tools are used for air quality conformity analyses, long-range plan scenario evaluations, capital project evaluations, and policy change impacts. The program develops and applies tools to forecast commercial vehicle movement in the region. Another major data collection effort is My Daily Travel, a multi-year-old household travel survey

focused on gathering behavioral information from the region's residents. The program helps satisfy federal requirements related to air quality conformity analyses and travel demand modeling. It also supports the Regional Planning Act's intent that CMAP shall be the authoritative source for regional data collection, exchange, dissemination, analysis, evaluation, forecasting, and modeling.

FY2027 activities include:

- Travel modeling to support air quality conformity analyses
- Transportation modeling services to support regional partners' planning activities
- Data collection for phase two of the regional household travel survey
- Implementation of freight forecasting model enhancements to support the next long-range transportation plan

FY27 Agencywide service programs

Accounting

The Accounting program provides administration and support for accounts payable and receivable, ensuring timely vendor payments and collection of funds; timely and accurate employee payments; tax, insurance, pension, and other benefit reporting; properly funded grants and expenditures based on grant agreements and CFR 200 guidance; financial reporting required by federal and state government, the CMAP Board, and others; and treasury services. The program is responsible for procurement, ensuring that goods and services are acquired in a fair, transparent, and cost-effective manner in accordance with applicable laws, regulations, and internal policies. It also facilitates an annual audit of the agency's financial records.

FY2027 activities include:

- Accounting services and oversight
- Financial reporting and external audit support
- Administration of a new enterprise resource planning system
- Contract administration and vendor management
- Procurement support and oversight
- Enhanced accounting and procurement policies

Communications

The Communications program oversees all CMAP communications and content, raising the agency's profile through a robust strategy that supports and strengthens every program and project. It includes strategic planning, design, copyediting, media, marketing, social media, web development, and other content support. It also oversees the production and quality control of print and web materials, as well as graphic design, photography, and videography. The program develops agencywide standards to deliver high-quality products tailored to audiences and reflective of regional goals; updates processes, style, and branding guidelines; drafts materials in plain language and accessible formats; produces ongoing public communications such as reports, newsletters, websites, and social media; and supports internal communications, data, and engagement tools.

FY2027 activities include:

- Development and implementation of comprehensive Communications and Engagement plans for each CMAP program area
- Support for The Century Plan and the execution of a communications campaign that includes placed and earned media, panel appearances, and other strategies
- Implementation support strategies for CMAP's other regional plans, including the Climate Action Plan and Regional Transportation Plan

Content Strategy and Development

The Content Strategy and Development program supports the strategy, planning, oversight and optimization of multichannel content with a focus on quality, effectiveness, and impact. It is closely

aligned with the Communications and Engagement programs, with a focus on developing agencywide content strategies for: public information and messaging; context, purpose, and target audiences; channels and platforms; and mediums (text, graphic, audio, video, interactive, virtual).

FY2027 activities include:

- Development of a content strategy to establish agency goals and drive results
- Research and analysis of key audiences, questions, and knowledge gaps to inform content development and assess content performance
- Content development that translates and communicates complex concepts into clear, engaging content — through multiple formats like text, graphic, audio, video, digital, etc. — to connect with audiences

Data Science

The Data Science program fosters cross-divisional relationships around data understanding, inventory, exploration, and analysis. It advances the agency's analytical capabilities by researching best practices, developing innovative tools, and testing new methods for using data in the planning field. The program uses data to seek answers and test hypotheses to support data-driven decision making, while building relationships with universities and partner agencies. It also creates an innovative environment that grows CMAP's data science skills through internal and external collaboration while providing a unified framework for managing the agency's data assets and a space to adapt as data needs change.

FY2027 activities include:

- Data and information services support
- Management, modernization, and strategy for geographic information systems
- Creation of a centralized data catalog and development of centralized data access to enhance knowledge sharing and to streamline workflows

Engagement

The Engagement program provides strategic, outcome-driven direction and engagement services to support programs and projects across the agency. It delivers meaningful, inclusive, and responsive engagement with the agency's stakeholders and constituencies, guided by best practices and the Public Participation Plan. The program designs engagement strategies and methods that meet audiences where they are to strengthen relationships, build trust, and connect constituencies to resources. It also uses and evaluates various tools and methods to reach audiences, support project teams, and develop internal engagement initiatives.

FY2027 activities include:

- Engagement guidance and resources to develop effective agency ambassadors for all program and project teams
- Planning and implementation of the 18th annual Future Leaders in Planning program

Financial Planning and Analysis

The Financial Planning and Analysis program leads financial planning, project management, and grants management to ensure that projects are managed efficiently and effectively and advance ON TO 2050 goals. This includes supporting the agency transition to updated project management and financial tools; developing the annual work plan; advising and supporting project managers on effective approaches for advancing projects; tracking agency progress towards expected outcomes; identifying solutions for project management issues (e.g., expenditure delays, unprogrammed funds, KPI target deviations); and managing grants and contracts.

FY2027 activities include:

- Annual work plan development
- Annual budget development
- Budget implementation and oversight
- Project management training and guidance
- Performance measure reporting and analysis

Human Resources

The Human Resources program works with employees and management to address performance and professional development. This process is formalized through the career framework, annual review process, development plans, regular employee performance conversations, and performance documentation. The program also provides support to help employees understand federal, state, and agency policies, including standards of conduct and performance expectations.

FY2027 activities include:

- Professional training opportunities for staff members
- Intern and fellowship program management
- Facilitation of annual employee reviews and merit-based pay increases
- Open enrollment and employee benefit selections management
- Updates and implementation of policies and organizational changes following the class and compensation study

Information Technology

The Information Technology program manages and monitors internal computer network performance. It includes the acquisition, licensing, installation, and maintenance of software applications, server hardware systems, and other related equipment. The program also provides user support to CMAP employees as needed.

FY2027 activities include:

- Hardware and software service and maintenance

- Ongoing support of enterprise resource planning system and data architecture
- Upgrades for conference room audio visual equipment and infrastructure, to better provide consistent and reliable technology during meetings

Intergovernmental Affairs

The Intergovernmental Affairs program monitors and analyzes legislative action significant to CMAP's work to prepare strategies for state and federal legislative and executive activities. It provides reports to agency executive staff members, board members, and policy and working committees. It develops and maintains relationships with legislative and executive staff, administrative offices at all levels of government, and external funders to keep them informed of developments related to the agency's work. The program also biennially develops and tracks the success of the Advocacy Agenda, which focuses on advancing ON TO 2050 objectives.

FY2027 activities include:

- Enactment of the FY26 budget appropriation and regular communications to the General Assembly on funding outcomes
- Continued engagement with elected officials, agency staff, and other key stakeholders on transit reform and funding, including sales tax modernization
- Implementation on federal and state advocacy agenda through issue-specific strategies
- Congressional district staff briefings and ongoing regional coordination on surface transportation reauthorization

Operations

The Operations program provides a wide array of administrative, clerical, technical, and operational support services across the agency to ensure that it is managed efficiently and effectively. It provides administrative support to executive leadership and divisions; maintains general operations through facilities management; and supports the agency's activities, events, and meetings. It provides support for all public body meetings and administers the agenda management system. The program also coordinates the agency's record retention program and Freedom of Information Act requests (FOIA).

FY2027 activities include:

- Administrative support for all in-person public body meetings
- Facilities management
- FOIA request responses in a timely manner
- Oversight and maintenance of the public agenda management system
- Agency records management and retention

People and Culture

The People and Culture program leads projects that advance the agency's commitment to strategically develop CMAP staff and culture. It achieves this by establishing a strategy with meaningful objectives that are aligned to employee wellbeing. This program includes a council made up of staff from all levels, to guide the agency's efforts and progress in the workforce and workplace focus area.

FY2027 activities include:

- Ongoing support of agencies priorities and initiatives
- Ongoing support of initiatives directed towards improving workforce and workplace experience

The Chicago Metropolitan Agency for Planning (CMAP) is the region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a long-range plan to help the 7 counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See cmap.illinois.gov for more information.



MEMORANDUM

To: MPO Policy Committee

From: CMAP Regional Policy and Implementation (RPI) division

Date: December 31, 2025

Subject: Regional Transportation Plan update

Action Requested: Information

General update

The Regional Transportation Plan (RTP) [questionnaire](#) will close at the end of this month. Since its launch at the beginning of this year, CMAP has received more than 1,600 responses from residents across all seven counties of northeastern Illinois. These perspectives offer valuable insights into how residents experience the transportation system, the challenges they face, and the opportunities they would like the region to pursue. After the questionnaire closes, CMAP will review, synthesize, and integrate findings into the draft RTP, which will be made available for public comment during summer 2026.

Financial plan update

Since October, CMAP has been working to update the RTP's fiscal constraint by refining revenue and expenditure forecasts. These activities have consisted of ongoing coordination with implementers on project prioritization efforts and making methodological adjustments that account for recent policy changes. This includes incorporation of the transit revenue package passed by the Illinois General Assembly during veto session, and alignment with the Blue-Ribbon Commission on Transportation Infrastructure Funding and Policy's unanimously approved draft recommendations. As a result of these efforts, staff will share a revised fiscal constraint.

Staff also continues to work with our consultant partners to complete the Financial Plan's risk assessment. Once complete, the risk assessment's sensitivity analyses and scenarios — which explore key financial assumptions, such as the availability of future revenue streams, cost escalation rates, and project delivery schedules — will reveal the conditions under which the fiscal constraint may be at risk. By providing greater transparency into the strengths and limitations of a long-range forecast, this exercise will inform the RTP strategies that can fortify the region's ability to responsibly implement its transportation priorities and support better decision-making in the face of uncertainty.

Next steps for transitioning to a road usage charge

A key assumption that enables the region to constrain the RTP is the inclusion of reasonably expected revenues (RERs) in the financial plan. As with past financial plans, expenditures for 2027-2050 are projected to exceed the baseline revenues that will be available, underscoring the need for additional revenues to support the transportation system over the planning horizon and beyond. The risk assessment exercise further illustrates how these RERs can be important strategies that mitigate the region's risk to uncertainties, including funding shortages that may be beyond the region's control.

Due to improvements in vehicle fuel efficiency that are contributing to year-over-year reductions in the number of gallons of fuel purchased, the motor fuel tax (MFT) is losing its efficacy as a primary funding source for transportation. Although Rebuild Illinois improved this dynamic by doubling the MFT rate and indexing it to inflation in 2019, MFT revenues are projected to continue growing at a slower rate than transportation costs. For this reason, in line with ON TO 2050 and prior CMAP planning efforts, the financial plan includes the replacement of the MFT with a road usage charge (RUC).

The transition to a RUC would represent a significant shift in the way Illinois pays for transportation. However, it would also be an important step towards a more solvent and efficient system. To support the inclusion of a RUC as a RER, and to discuss the path forward, CMAP has published [Advancing a road usage charge in Illinois](#), a whitepaper that presents a framework for future RUC implementation considerations and RUC-related policy questions to explore. The whitepaper recommends a RUC feasibility as the next tangible step towards an innovative, reliable, and context-appropriate RUC program in Illinois.

Regional capital projects

The latest draft of the Regional Capital Projects (RCP) Benefits Report is available on the RCP [engagement website](#). Staff continues to work with project sponsors and the RCP resource group to review the project information presented in the report and identify the most regionally beneficial RCP candidates to be highlighted as regional priorities in the RTP.

Using the metrics and project information presented in the RCP Benefits Report, feedback from project sponsors, and the balance of transportation revenues and expenditures anticipated to be available to the region through 2050, CMAP staff have drafted a list of RCPs recommended for fiscal constraint in the RTP. The proposed list of fiscally constrained RCPs is attached.

Staff are also working with the RCP resource group to update the RTP amendment process to provide a better balance of flexibility and transparency as the need for changes to the RTP arise. A memorandum presenting the proposed amendment process for the 2026 RTP is available on the RCP [engagement website](#).

ACTION REQUESTED: Information

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	204
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	<i>pending</i>
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 7/143Road from Will-Cook Road to IL7/Southwest Highway	IDOT District 1	Arterial Add Lanes	167
13129	02-94-0001	Willow Rd 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 Rodd 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	123
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 St and US 45 from Washington St 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	185
13167	10-09-0024	IL 131 (Green Bay Road) from Sunset Avenue to Wadsworth Road	IDOT District 1	Arterial Add Lanes	68
13183-A	11-07-0014	IL 47 from Ballard Road to Conley Road	IDOT District 1	Arterial Add Lanes	25

13184	02-09-0003	Willow Road from east of I-294 to east of IL 43	IDOT District 1	Arterial Add Lanes	97
14109	12-06-0041	I-55 from Weber Road to US 30, at Airport/Lockport Road and at IL 126	IDOT District 1	New Interchange or Ramp	218
14136	10-17-0027	IL 83 (Barron Boulevard), IL 120 (Belvidere Road) to IL 137 and at Atkinson Road	IDOT District 1	New Arterial	111
14138	12-22-0005	I-57 - At Eagle Lake Rd	IDOT District 1	New Interchange or Ramp	206
21189		"Better Brown": Brown Line Modernization Program	CTA	Transit Modernization	847
21190		"Greater Green": Green Line Modernization Program	CTA	Transit Modernization	1,956
22185	16-19-0039	Blue Line Forest Park Branch Track and Station Reconstruction	CTA	Transit Capacity Increase	2,922
22201		Ashland Bus Rapid Transit (BRT)	CTA	BRT or Bus Priority Corridor	166
22202	16-19-0036	Bus Priority Corridor: Western Avenue	CTA	BRT or Bus Priority Corridor	339
22203	16-19-0036	Bus Priority Corridor: Pulaski Road	CTA	BRT or Bus Priority Corridor	323
22204	16-19-0036	Bus Priority Corridor: Garfield Boulevard	CTA	BRT or Bus Priority Corridor	150
22205	16-19-0036	Bus Priority Corridor: Fullerton Avenue	CTA	BRT or Bus Priority Corridor	145

22206	16-19-0036	Bus Priority Corridor: Cottage Grove Avenue	CTA	BRT or Bus Priority Corridor	181
23188	16-18-0004	Red and Purple Modernization (RPM) Next Phases	CTA	Transit Modernization	4,280
33146		Metra Electric Line Improvements	Metra	Transit Capacity Increase	1,140
33147	01-02-9018	Rock Island Improvements	Metra	Transit Capacity Increase	810
33148	01-07-0001	Southwest Service Line Improvements	Metra	Transit Capacity Increase	776
33150	18-18-0008	Burlington Northern Santa Fe Line Improvements	Metra	Transit Capacity Increase	328
33152	18-18-0009	Milwaukee District West Line Improvements	Metra	Transit Capacity Increase	769
33153	18-07-0670	Union Pacific Northwest Line Improvements and Extension	Metra	New Transit Line or Extension	859
33155		O'Hare Express and North Central Service Line Improvements	Metra	Transit Capacity Increase	1,250
33156	18-10-9001	Union Pacific North Line Improvements	Metra	Transit Capacity Increase	1,174
33157	18-18-0010	A2 Crossing Modernization	Metra	Transit Modernization	1,100

43159	12-13-0004	Laraway Road (CH 74) from US 45 to IL 43 (Harlem Avenue)	Will County	Arterial Add Lanes	5
43208		Randall Road from north of Stearns Road to south of Longmeadow Parkway	Kane County	Arterial Add Lanes	133
43211	09-26-0001	Randall Road at I-90	Kane County	Arterial Add Lanes	97
44218	11-02-9003	Milwaukee District West Extension to Huntley and Marengo	Metra	New Transit Line or Extension	500
51172	13-25-0009	South Tristate (I-294/80) Bridging Investment	IL Tollway	Bridge Reconstruction	393
52212	03-18-0017	I-290/IL 53/I-90 Interchange Improvement	IL Tollway	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	272
91329	11-06-0018	IL 47 from IL 120 to US 14	IDOT District 1	Arterial Add Lanes	245
91330	11-07-0014	IL 47 from IL 176 to IL 176	IDOT District 1	Arterial Add Lanes	261
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	59
94320	12-12-0033	Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road)	Will County	Arterial Add Lanes	34
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 (CH37) 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	92
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	76
95313	13-16-0009	I-294 Central Tri-State Mobility Improvements	IL Tollway	Interstate Add Lanes	3,644
95314	13-18-0005	I-290/I-88/I-294 Interchange Improvement	IL Tollway	Interchange Improvement	556
95315	03-96-0021	Elgin O'Hare Western Access (I-490)	IL Tollway	New Interstate	4,810
96111	01-24-0017	Calumet River Bridges	CDOT	Bridge Reconstruction	367
96132	01-02-0030	State/Lake Station - Loop El	CDOT	Station Improvement	482
97434	17-18-0003	Pulse Halsted Street	Pace	BRT or Bus Priority Corridor	34
97435	17-21-0001	Pulse 95th Street	Pace	BRT or Bus Priority Corridor	22

Table 2. RCPs proposed for unconstrained list

RCP ID	TIP ID(s)	Project name	Lead agency	Project type	Total cost (millions 2025 \$)
11174	13-19-0016	I-94 Bishop Ford Expressway Reconstruction	IDOT District 1	Interstate Reconstruction	990
11176	06-19-0011	I-55 Stevenson/Barack Obama Presidential Expressway Reconstruction (US 41/South DuSable Lake Shore Drive to I- 80)	IDOT District 1	Interstate Reconstruction	5,170
11177	01-19-0025	I-90 Kennedy Expressway	IDOT District 1	Interstate Reconstruction	2,340
11178	01-19-0026	I-94 Edens Expressway Reconstruction	IDOT District 1	Interstate Reconstruction	2,440
11179	01-19-0027	I-90/I-94 Kennedy Expressway Reconstruction (Edens Junction to Hubbard Street)	IDOT District 1	Interstate Reconstruction	2,700
11181	13-19-0017	I-57 Reconstruction (I-94 to I-80, I-80 to Will/Kankakee border)	IDOT District 1	Interstate Reconstruction	3,760
13108	12-10- 9001;	I-55 Managed Lane from I-355 to I-94/I-90	IDOT District 1	Interstate Add Lanes	1,888
13113	12-12- 0037	I-80 from US 30 to I-294	IDOT District 1	Interstate Add Lanes	2,250
13116-B	10-09- 0149	IL 173 (Rosecrans Road) from IL 59 to I-94	IDOT District 1	Arterial Add Lanes	270
13117	10-09- 0146	US 45 (McHenry Road) from IL 173 to IL 132	IDOT District 1	Arterial Add Lanes	54
13119	10-09- 0147	IL 83 (Milwaukee Avenue) from Petite Lake Road to IL 120	IDOT District 1	Arterial Add Lanes	214
13121	08-95- 0024	IL 83 Kingery Highway from 31st Street to 55th St and 63rd St to Central Avenue	IDOT District 1	Arterial Add Lanes	88
13125	09-22- 0063	IL 47 from south of I-90 to south of Plank Road	IDOT District 1	Arterial Add Lanes	137
13126	08-22- 0046	IL 56 from IL 25 to IL 59	IDOT District 1	Arterial Add Lanes	134

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

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

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

MEMORANDUM

To: MPO Policy Committee

From: CMAP Regional Policy and Implementation (RPI) division

Date: January 8, 2026

Subject: Freight in northeastern Illinois

Action Requested: Information

Purpose

The ON TO 2050 regional comprehensive plan recognizes that the northeast Illinois region is the nation's premier freight hub, including a heavily used, vast multimodal transportation network. This transportation asset supports key components of the regional economy, including direct employment in freight industries and indirect employment in industries like manufacturing, construction, and retail which rely on the frequent shipment of goods. CMAP provides ongoing support for freight system stakeholders, including policy reports, local technical assistance projects, advocacy materials, and data and analytical tools.

Overview of freight system in northeastern Illinois

The region is home to an extensive network of freight-supportive infrastructure. This includes some 30,000 miles of highways, 3,900 miles of rail lines, and 100 miles of navigable waterways, as well as two major airports and three marine ports. These assets are highly interconnected: freight is transferred daily between railcars and trucks at 18 intermodal terminals and between trucks and planes or ships at the region's airports and marine ports.

The region moves nearly 700 million tons of goods worth over a trillion dollars each year. Most of this volume is moved by truck and rail. Many segments of the region's highway network serve over 20,000 trucks per day, and some carry over 40,000 trucks per day. Moreover, northeastern Illinois is the region's busiest rail hub. All six of the nation's Class I freight railroads operate in the region, as do many regional and short-line railroads. Nearly one in three rail cars loaded in the U.S. originate, terminate, or pass through Illinois. Much of this activity is intermodal: the region's intermodal facilities conducted over 7 million lifts (a count of the number of times a container is physically moved) in 2024, and in total the region moves about half of the nation's domestic intermodal container traffic.

Activity along this network has grown over time and appears poised to continue to grow. The number of intermodal lifts increased 28 percent from 2000 to 2024 and has nearly recovered from a pandemic-era decrease. Total annual freight flows increased in value by nearly \$36 billion (about 3 percent) after inflation from 2019 to 2023, although the system saw slight declines in outbound and internal flows by weight during that period. Looking ahead, according to a recent scenario generated by CMAP's freight model, trucks in the region may move 49 percent more goods by weight and 92 percent more goods by value by 2050. Freight rail volumes are projected to grow even more, leading to an increase in rail mode share relative to trucking despite growth in absolute terms in both modes. Future work with the freight model will provide more details on the outlook for rail, air, and marine volumes.

Economic impacts of the regional freight system

The freight sector is a major direct employer in northeastern Illinois. Establishments in the region's trucking, rail, maritime, air freight, and pipeline industries provided about 124,000 jobs in 2024. The trucking industry accounts for most of that employment, providing about 108,000 jobs across about 12,800 establishments. Most of those establishments are relatively small businesses operating fewer than 10 trucks. The freight rail industry is a smaller but still substantial employer, providing about 13,000 jobs across the various railroads and 66 rail support firms. Marine and air freight firms provide an additional 2,670 jobs. Many jobs in the transportation and logistics sector, including many heavy and tractor-trailer truck driving jobs, are relatively high quality and accessible, according to CMAP's [Job Quality and Access Tool](#).

A host of freight-supportive industries provides 86,000 additional jobs across 1,900 establishments. This sector includes jobs in warehousing and storage, freight transportation arrangement, and packaging and labeling. These and other freight-supportive industries, alongside the core freight industries, form an industry cluster, which is a group of interdependent firms and related institutions that draw a productive advantage from their geographic concentration and interactions. The transportation and warehousing sector (which includes various freight and freight-supportive industries as well as some non-freight-related industries like passenger transportation) contributed more than 4 percent of the region's real GDP in 2023.

Freight also underpins important economic sectors outside the freight cluster itself. Key components of the northeastern Illinois economy, including manufacturing, wholesale trade, and retail trade, rely on the frequent shipment of goods for their inputs, outputs, or both. These industries can leverage the region's robust freight network to efficiently access trading partners across the country and the world. [CMAP has previously estimated](#) that over a quarter of all the region's jobs are in industries that rely on the frequent shipment of goods.

Efficient and reliable freight transportation underpins the manufacturing sector's activities in the greater Chicago region. Inbound freight in 2023 totaled more than 300 million tons, while outbound freight was less than 200 million tons. In contrast, the value of the outbound freight (\$496 billion) was more than \$100 billion greater than the value of inbound freight (\$381

billion)¹. This difference is fueled by the region's manufacturing sector and represents the value-add of the region's goods-producing economy. The scale of this economic contribution is a benefit of the region's freight system but also calls attention to the need for continued access to efficient, reliable cargo transportation options in our region.

Freight planning at CMAP

Recognizing the importance of an efficient and economically vibrant freight system, CMAP has supported regional freight planning in diverse ways. Past projects include stand-alone reports with policy-level recommendations, including the [Freight Snapshot](#) and the [Regional Strategic Freight Direction](#), which were developed as part of the ON TO 2050 planning process. CMAP is currently in the process of conducting the [Regional Freight System Assessment](#), a review of planning issues for the multimodal freight network including infrastructure, public policy, and investment programs.

CMAP has also completed several [technical assistance](#) projects over the past decade, including the Illinois International Port District Master Plan; subregional truck routing studies in the greater O'Hare Airport area, Will County, and south Cook County; and grade crossing planning studies in Will County and central Cook County.

CMAP also produces technical data and analytical tools, including regional rail volume maps and intermodal lift data, and planning tools such as the regional freight travel model. Further, CMAP highlights key capital projects in the [Northeastern Illinois Priority Investments](#) booklet and [grade crossings prioritization list](#) and elevates freight issues in its [federal and state advocacy agenda](#) and [reauthorization principles documents](#).

ACTION REQUESTED: Information

¹ Source: U.S. DOT Freight Analysis Framework. Note that dollar estimates are for 2023 but reported in uninflated 2017 dollars for a 13-county region in northern Illinois.



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MEMORANDUM

To: MPO Policy Committee

From: CMAP Intergovernmental Affairs division

Date: December 19, 2025

Subject: Legislative update

Action Requested: Information

FEDERAL

FY26 appropriations

As of the time of this writing, Congress has recessed for the holiday break and is scheduled to reconvene in the new year. Negotiations are ongoing as both the House and Senate work toward an agreement on top-line spending levels for the nine remaining FY26 appropriation bills. The current continuing resolutions funds agencies at FY25 levels through January 30, 2026.

Surface transportation reauthorization

Progress toward the next surface transportation reauthorization bill continues. Congressional authorizing committees have begun circulating draft language internally in advance of public release and markups during the first quarter of 2026. The Infrastructure Investment and Jobs Act (IIJA), the current surface transportation bill, is set to expire on September 30, 2026, and Congress is working to pass reauthorization ahead of this deadline.

To inform these discussions, CMAP staff collaborated with regional transportation implementers, advocacy groups, and stakeholders to develop [One Regional Voice 2025](#) (ORV 2025) which reflects the shared principles of northeastern Illinois transportation stakeholders in the federal surface transportation reauthorization. ORV 2025 outlines key policy principles for the next reauthorization bill, including supporting a transportation system that works better for everyone, adopting the safe systems approach, fostering a robust regional economy, and enhancing quality of life for residents across the region.

CMAP staff has shared ORV 2025 with the region's congressional delegation and other federal stakeholders to help inform federal policy and investment decisions in the reauthorization bill. As the reauthorization process evolves over the next year, CMAP will continue engaging with the region's congressional delegation and stakeholders to elevate shared goals and priorities.

STATE

Transit funding and reform

On December 16, 2025, Governor Pritzker signed SB2111 ([P.A. 104-0457](#)) into law. This comprehensive transit funding and reform package creates the Northern Illinois Transit Authority (NITA) and provides nearly \$1.5 billion to support the system's operating and capital needs.

The law directs existing state sales tax on motor fuel to transit operations, authorizes the RTA Board to approve a 0.25% RTA sales tax increase, and provides new capital revenue from interest on the Road Fund balance. The law also increases tolls by 45 cents for passenger vehicles and 30% for commercial vehicles and directs those revenues to Tollway's capital program.

The law establishes a 20-member NITA Board with five members appointed each by the Governor, the Mayor of Chicago, the Cook County Board President, and collar county leadership. NITA is tasked with new responsibilities that improve safety, the user experience, and foster a more integrated transit system.

CMAP will continue coordinating with the General Assembly, regional partners, and stakeholders to support implementation and the transition to a new regional agency.

General legislative activity

The General Assembly is scheduled to convene for its regular session starting the second week of January 2026.

CMAP staff tracks legislation before the Illinois General Assembly that impacts the region and is relevant to CMAP's work. The following has been identified by CMAP staff as key pieces of legislation that advanced during the fall veto session and may be of interest to the MPO Policy Committee.

For more information on other tracked legislation of interest, please contact Ryan Gougis, IGA Specialist at rgougis@cmaphillinois.gov.

Transportation Infrastructure

[HB2394](#): VEH CD-WEIGHT LIMIT EXEMPTION (Rep. Benton/Sen. Cappel)

Description: Allows a vehicle or combination of vehicles operated by an engine fueled wholly or partially by an electric battery or hydrogen fuel cell electric fueling system to exceed weight limits by up to 2,000 pounds.

Status: [Public Act 104-0436](#)

ACTION REQUESTED: Information