



CMAP BOARD

AGENDA - FINAL

Wednesday, March 11, 2026

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until March 10, 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/82917643166?pwd=T5D697gzTxXjvaPBrescB9BeRxuTB1.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 829 1764 3166 Passcode: 056489

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

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

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1.0 Call to Order and Introductions**2.0 Agenda Changes and Announcements****2.01 Executive Director's report**[26-050](#)

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

ACTION REQUESTED: Information

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

CONSENT AGENDA**3.0 Approval of Minutes****3.01 Minutes from February 11, 2026**[26-051](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [2.11.26 CMAP Board meeting minutes draft](#)

4.0 Other Items for Approval**4.01 Report on Line of Credit (LOC) utilization**[26-065](#)

PURPOSE & ACTION: In accordance with the controls governing borrowing under the Line of Credit (LOC), a report on LOC utilization is provided.

ACTION REQUESTED: Approval

Attachments: [Memo - LOC report - March 2026](#)

REGULAR AGENDA**5.0 Executive Session****5.01 Executive Session to review closed session minutes pursuant to 5 ILCS 120/2 (c)(21)**[26-052](#)

PURPOSE & ACTION: Bi-annual review of closed session minutes.

ACTION REQUESTED: Information

5.02 Action on the recommendation regarding closed session minutes[26-053](#)

PURPOSE & ACTION: The Board will consider recommendation on the release of previously approved closed session meeting minutes.

ACTION REQUESTED: Approval

6.0 Information Items

6.01 Regional Transportation Plan (RTP) update

[26-057](#)

PURPOSE & ACTION: The RTP project team will provide an update on the development of the RTP, with a focus on the proposed investment priorities for review and feedback.

ACTION REQUESTED: Information

Attachments: [Memo - RTP update](#)
[Draft RTP priority investments](#)
[Draft RTP constraint list](#)
[Draft RTP objectives and strategies](#)

6.02 The Century Plan update

[26-066](#)

PURPOSE & ACTION: The CMAP Board will hear from an engaging panel on current economic development and employer needs, future development trends, and opportunities for regional action.

ACTION REQUESTED: Information

Attachments: [Memo - The Century Plan update](#)

6.03 Legislative update

[26-062](#)

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

ACTION REQUESTED: Information

Attachments: [Memo - Legislative update](#)

7.0 Other Business

8.0 Public Comment

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

9.0 Next Meeting

The next meeting is scheduled for April 8, 2026.

10.0 Adjournment



Chicago Metropolitan Agency for Planning

Agenda Item 2.01

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MEMORANDUM

To: CMAP Board
From: Erin Aleman, Executive Director
Date: March 11, 2026
Subject: Executive Director's report
Action Requested: Information

Dear Board Members,

This report provides an update ahead of our March meeting with the goal of greater transparency to CMAP's work and to supplement the agenda.

Should you have questions regarding this report, please feel free to reach out to me.

Sincerely,

A handwritten signature in black ink, appearing to read "Erin Aleman".

Erin Aleman

March board meeting

We look forward to seeing you for your next meeting on March 11th.

Noteworthy items on the agenda include:

1. An update on the development of the 2026 Regional Transportation Plan (RTP), with a focus on the proposed investment priorities for review and feedback. Please note, the RTP agenda item has several attachments: 1. Draft RTP priority investments; 2. Draft RTP constraint list; 3. Draft RTP objectives and strategies.
2. We will provide an update on The Century Plan and ongoing engagement with stakeholders across the region. We will hear from an engaging panel on current economic development and employer needs, future development trends, and opportunities for regional action. The panel, including Christy George, Illinois Economic Development Corporation (invited), Doug Pryor, Will County Center for Economic Development, and Rachel Barker, Nonresident Fellow, Brookings Metro will discuss how current economic trends influence the mix of workforce, site readiness, infrastructure, and other needs required to be competitive in this market, and how local actions today can best position the region for a more prosperous future.

Technical assistance call for projects opens March 30

CMAA is pleased to again partner with the Regional Transportation Authority on the annual call for projects for the Technical Assistance program. Through this joint effort, communities can apply using a single, streamlined online application that offers a range of planning assistance.

Applications will open Monday, March 30, and close Friday, April 17. Awards are expected to be announced in early summer. This year, the program will include a new category of assistance focused on node-oriented development.

For the first time, CMAA and the RTA will also host virtual office houses for communities interested in applying. Staff will be available to answer questions on Thursday, April 2, at 9:30 a.m. and Wednesday, April 8, at 1:30 p.m. Communities are encouraged to save the date. Additional details will be shared on CMAA's website -- as well as directly with community staff through the Local Government Network -- closer to the application opening on March 30.

These projects help build local capacity and advance implementation of ON TO 2050 priorities across the region.

A model for the region: Housing Lake moves from conversation to commitment

Lake County is leading the way in its collaborative approach to housing challenges. Housing Lake, in partnership with CMAA, developed the [Comprehensive Housing Call to Action](#), which brought together 50+ municipalities, employers, and nonprofit partners to understand housing issues in Lake County and set clear pathways forward through coordinated action.

This roadmap will chart a path for Lake County — and the entire region — as it will inform The Century Plan, a long-term vision for a better, stronger future for all of northeastern Illinois.

Housing Lake recently released a [video](#) spotlighting the initiative. [Learn more](#) about Housing Lake and the Housing Summit.

Accessibility in action across the region

More communities are making streets safer and more accessible for everyone.

In the past month — with technical assistance provided by the Chicago Metropolitan Agency for Planning (CMAP) — **seven communities adopted ADA Public Right-of-Way Transition Plans**. This marks a major step forward for [accessibility across northeastern Illinois](#).

Why it matters:

- These plans help communities remove barriers by improving sidewalks, crossings, and other public right-of-way spaces
- Regional ADA compliance grew from **43 communities (18 percent) in 2024** to **51 communities (21 percent) by the end of 2025**
- That's a **132 percent increase in compliance** overall since this work began in 2021
- **241 of 284 communities** in the region are required to have a plan

Steady progress like this helps ensure people of all abilities can travel safely and independently.

Newly adopted plans: [Berwyn](#), [Chicago Heights](#), [Hillside](#), [La Grange Park](#), [Lemont](#), [Lincolnwood](#), [Roselle](#)

Blue-Ribbon Commission on Transportation Infrastructure and Funding: an overview of recommendations Accessibility in action across the region

CMAP's Transportation Committee received an update from the Illinois Department of Transportation (IDOT) at its February 27 meeting about the Blue-Ribbon Commission (BRC) on Transportation Infrastructure and Funding Report to the Illinois General Assembly.

The BRC was commissioned in 2022 for the purpose of helping enhance IDOT's critical role in maintaining a safe multi-modal transportation network and promoting the economic vitality of Illinois. The report includes 27 recommendations related to five overarching objectives that must be addressed by both IDOT and the General Assembly: (1) accelerate project delivery, (2) expand workforce capacity, (3) maximize the value of investments, (4) drive sustainable outcomes, and (5) secure adequate funding sources. [Watch the Transportation Committee presentation](#).

ACTION REQUESTED: Information



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Chicago, IL 60607

312-454-0400
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CMAP BOARD

MEETING MINUTES - DRAFT

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1.0 Call to Order and Introductions

Chair Bennett called the meeting to order at 9:37 a.m.

Present: Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan, Matthew Walsh, Jung Yoon, Kouros Mohammadian and Leanne Redden

Absent: Gary Grasso

Noting a physical quorum of the Board, Chair Bennett reported requests were received from Members Matthew Brolley, Paul Hoefert, and Matthew Walsh to attend the meeting virtually in compliance with the Open Meets Act. A vote is needed to approve their virtual attendance.

A motion was made by Member Frank Beal, seconded by Member Richard Reinbold, to permit Members Matthew Brolley, Paul Hoefert, and Matthew Walsh to participate in the meeting in accordance with Open Meetings Act requirements. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan and Jung Yoon

Absent: Gary Grasso

Non-Voting: Kouros Mohammadian and Leanne Redden

Not Present: Matthew Brolley, Jada Curry, Paul Hoefert, Nina Idemudia and Matthew Walsh

Staff present: Erin Aleman, Bill Barnes, Vas Boykovskyy, John Carpenter, Austen Edwards, Elizabeth Ginsberg, Ryan Gougis, Kasia Hart, Aimee Lee, Maren Lutterbach, Katie Reigstad, Julie Reschke, George Rivera, Kyle Schulz, Jennie Vana, Blanca Vela-Schneider, Elizabeth Scott, Claire Williams

Others present: Garland Armstrong, Eric Czarnota, Ana Daher, Rithvika Dara, Heidi Files, Dan Forbush, Michael Fricano, George Kandathil, Gretchen Klock, David Kovarik, Brian Larson, Heidi Lichtenberger, Lucy Newell, Jada Porter, Leslie Rauer, Vicky Smith, Martha Trotter, Adalee Wasikonis, Rocco Zuccherro

(CMAP Board Member Nina Idemudia arrived at 9:39 a.m. CMAP Board Member Jada Curry arrived at 9:41 a.m.)

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

2.01 Executive Director’s report

[26-013](#)

Attachments: [Memo - Executive director report 2.11.26](#)

Executive Director Erin Aleman reported that CMAP successfully completed its federal certification review, receiving positive feedback and recognition for best practices. No findings are anticipated, and the final report will be shared when available.

Aleman highlighted her recent participation in the National Association of Regional Councils Conference in Washington, D.C., where she met with Senator Duckworth, Congressman Garcia, Congresswoman Delia Ramirez, and staff from Senator Durbin and Representative Underwood’s offices. The meetings focused on federal transportation priorities, including surface transportation reauthorization, stable funding, safety initiatives, and support for a robust regional economy.

She announced that CMAP and the Regional Transportation Authority will open the next call for technical assistance projects on March 30, 2026, with applications closing April 17 and awards expected early summer. CMAP also released Phase 1 data from its My Daily Travel household survey, the first post-pandemic dataset on regional travel behavior, now available on the CMAP Data Hub.

Additional updates included CMAP’s partnership on a five-part virtual series addressing shared water resources, an upcoming seminar on stormwater management strategies, and participation in a Lake County housing summit focused on advancing regional housing action.

Before proceeding to the agenda, Chair Gerald Bennett recognized Leanne Redden for her years of service as a non-voting member of the CMAP Board, representing the MPO Policy Committee - a role she will be retiring from. Bennett expressed appreciation for her 15 years of dedication, noting her contributions to collaboration and regional planning efforts. On behalf of the Board, he presented a token of appreciation.

The Executive Director’s report was presented.

CONSENT AGENDA

Approval of the Group Vote

A motion was made by Member Carolyn Schofield, seconded by Member Richard Reinbold, to approve agenda items 3.01 through 4.01 under the Consent Agenda. The motion carried by the following vote:

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

Absent: Gary Grasso

Non-Voting: Kouros Mohammadian and Leanne Redden

3.0 Approval of Minutes

3.01 Minutes from January 14, 2026

[26-015](#)

Attachments: [CMAP Board meeting minutes 01.14.26](#)

Agenda items 3.01 through 4.01 were approved under the Consent Agenda.

4.0 Other Items for Approval

4.01 Report on Line of Credit (LOC) utilization

[26-020](#)

Attachments: [Memo - LOC report - Feb 2026](#)

Agenda items 3.01 through 4.01 were approved under the Consent Agenda.

REGULAR AGENDA

5.0 Items for Approval

5.01 Presentation of the FY2025 financial audit

[26-018](#)

Attachments: [Memo - Financial Audit](#)
[Attachment 1: FY25 Final Audit and Single Audit](#)
[Attachment 2: FY25 Board Communication](#)

Martha Trotter from Sikich LLP presented the results of the audit for the fiscal year ended June 30, 2025. She reported that the audit procedures were completed and the annual financial report, independent auditor’s report, and single audit were issued. The agency received a clean, unmodified opinion, the highest level of assurance, confirming that CMAP’s financial statements are accurate and in compliance with generally accepted accounting principles.

Trotter noted the implementation of GASB Statement No. 101 related to compensated absences, which required additional analysis and resulted in a restatement of beginning balances as of July 1, 2023. This change did not affect the audit opinion. She highlighted that the agency reported an operating loss of \$811,718, largely due to anticipated increases in contractual expenses for projects and system implementation. The restatement reduced net position by \$298,677.

The single audit was also completed with no material weaknesses, significant deficiencies, or instances of noncompliance identified. Two major federal programs were tested due to significant grant activity, and all compliance requirements were met. Trotter commended CMAP staff for their cooperation, particularly during the transition to a new ERP system, which added complexity to the audit process.

She also referenced the separate board communication packet, which includes required disclosures under auditing standards. Adjustments related to GASB 87 and GASB 96 were made for lease and IT subscription reporting, but these did not materially affect the financial statements. Overall, the audit was completed successfully with no issues of note.

A motion was made by Member Nancy Rotering, seconded by Member Frank Beal to accept and file the FY2025 financial audit. The motion carried by the following roll call vote:

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

Absent: Gary Grasso

Non-Voting: Kouros Mohammadian and Leanne Redden

5.02 Proposed FY2027 CMAP budget and work plan

[26-019](#)

Attachments: [Memo - FY2027 budget and work plan](#)
[FY27 CMAP proposed budget and regional work plan](#)

Executive Director Erin Aleman and Deputy Finance Director Vas Boykovskyy presented CMAP’s proposed FY27 budget and work plan. Aleman provided an overview of CMAP’s funding structure, noting that federal Metropolitan Planning (PL) funds flow through IDOT as Unified Work Program (UWP) funds and require a 20% local match, which CMAP meets through contributions from IDOT, counties, the Tollway, and municipalities.

Boykovskyy reported that CMAP’s FY27 projected revenue is \$44.3 million, slightly lower than the prior year, with federal UWP funding representing 63% of the budget. Approximately \$700,000 will be allocated to reserves to support future grant opportunities requiring local match commitments. He highlighted key changes, including \$2.5 million allocated for the I-290 Blue Line corridor development office, the conclusion of the Safe Streets for All program after FY26, and anticipated approval of \$2 million in Regional Planning Act funding for non-transportation work.

Local contributions have grown significantly over the past five years, from \$845,000 in FY22 to \$1.8 million in FY26, with a 98% collection rate. CMAP also continues to secure grant funding from partners such as the MacArthur Foundation, IDNR, IEPA, U.S. EPA, and U.S. Department of Energy. FY27 expenses are projected at \$43.6 million, a 4% decrease from FY26, with personnel and benefits, consultants, and contractual services comprising 62% of total expenditures. CMAP anticipates adding one FTE by the end of FY27.

The total FY27 UWP budget is \$35 million, including \$28 million in federal funds and \$7 million in state and local matching funds. Of this, \$6.7 million will be awarded to external agencies through core and competitive programs, with \$28.3 million supporting CMAP’s MPO activities and operations. Boykovskyy also noted that the competitive program is a five-year initiative for one-time projects scored under the UWP methodology developed in 2023.

Aleman reviewed highlights of the FY27 work plan, which includes 30 program areas addressing federal MPO requirements and state regional planning priorities such as technical assistance, safety, resilience, mobility, and housing. The Board was asked to approve the FY27 budget and work plan.

A motion was made by Member John Noak, seconded by Member Nancy Rotering to approve the FY2027 budget and work plan. The motion carried by the following roll call vote:

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

Absent: Gary Grasso

Non-Voting: Kouros Mohammadian and Leanne Redden

6.0 Information Items

6.01 Regional Transportation Plan (RTP) update

[26-035](#)

Attachments: [Memo - Regional Transportation Plan update](#)

Julie Reschke, Senior Policy Analyst, provided a brief update on the Regional Transportation Plan (RTP). She reported that the RTP questionnaire has closed, receiving nearly 1,800 responses from across all seven counties in the CMAP region. Several policy briefs have been published on CMAP’s website, covering topics such as asset management, intercity bus and rail, and the potential for a road usage charge in northeastern Illinois.

The project team is updating the RTP’s list of capital projects and refining revenue and expenditure forecasts to ensure fiscal constraint. At the March meeting, the Board will review a draft list of RTP strategies and priority investments, leading to a public comment period in June and a vote on adoption in October.

The RTP update was presented.

6.02 The Century Plan update

[26-022](#)

Attachments: [Memo - The Century Plan update](#)

Elizabeth Scott, Principal on CMAP's Policy Team, and Julie Reschke, Senior Policy Analyst, provided an in-depth update on the Century Plan. Scott reminded the Board that CMAP launched the planning process with the State of the Region event in November and emphasized that 2026 will focus on developing the substance of the plan, while 2027 will be dedicated to articulating and finalizing it for regional adoption. She noted that this is a critical and generative phase of the project, aimed at shaping a long-term vision for Northeastern Illinois.

Scott referenced January's discussion with Amy Liu of Brookings, which explored how regions can "organize for impact" through cross-sector collaboration and strategic capacity building. She highlighted that while the region has significant assets-such as its transportation network, economic base, and natural resources-it also faces challenges and trade-offs that require thoughtful planning. The Century Plan process will incorporate both regional data and local perspectives to ensure strategies are grounded in community realities.

Julie Reschke then summarized key findings from the State of the Region report, which serves as a foundation for the Century Plan. The report focuses on areas where CMAP and its partners can influence outcomes, including transportation, economy, housing, climate, and quality of life. Reschke noted that Northeastern Illinois has unique strengths that position it competitively on a national and global scale. The region's economy, valued at \$742 billion in 2023, surpasses that of 39 U.S. states and ranks among the top 25 economies worldwide if considered independently. This economic strength is supported by an extensive transportation network and abundant natural resources, including Lake Michigan and over 200,000 acres of protected land.

However, Reschke outlined several emerging challenges. The region's population is aging, with the share of residents aged 65 and older increasing while the proportion of children declines. This demographic shift will impact housing, transportation, and workforce needs for decades to come. Economic growth has slowed compared to peer regions, and while the economy is highly diversified-providing resilience against sector-specific downturns-it also recovers more slowly from broad disruptions. Recent job growth has been concentrated in local clusters such as healthcare and retail, while traded clusters that drive global competitiveness have stagnated. Additionally, most living-wage jobs now require a bachelor's degree, yet only 44% of residents hold that level of education, creating equity and workforce challenges.

Reschke also highlighted affordability concerns. Between 2000 and 2023, the regional cost of living increased by 63%, with housing costs rising sharply - homeownership costs up 80% and rents nearly doubling. Nearly half of renters and one-quarter of homeowners are cost burdened, spending more than 30% of income on housing. Transportation costs remain high, with most residents driving despite the region's strong transit network, adding to household financial strain.

The Century Plan process will use these insights to guide conversations about priorities and strategies. CMAP will engage local communities throughout 2026 to contextualize regional trends and identify actionable solutions. A draft framework will be developed later this year, with public engagement planned for 2027 and final adoption targeted for the end of that year. The full State of the Region report is available for review, and CMAP encourages Board members to explore its findings as a

starting point for future discussions.

Board members expressed appreciation for the presentation and discussed key challenges and opportunities highlighted in the State of the Region report. Members emphasized the need for collaboration with the State of Illinois on issues such as education, taxation, and investment to support regional competitiveness. Several comments focused on housing and transportation linkages, with suggestions for CMAP to provide policy guidance to municipalities, particularly around affordable housing and transit access for seniors and youth.

Concerns were raised about workforce trends, including the decline in jobs for workers without college degrees, automation's impact on manufacturing, and the need for certificate programs and skill-based hiring.

Members noted that CMAP's Century Plan should serve as a practical guide for local leaders, addressing land use, housing, and economic development strategies. The discussion also highlighted outmigration, housing affordability, and the importance of attracting high-paying industries to the region. Members agreed that the plan must prioritize aging demographics, affordability, workforce readiness, and competitiveness while engaging state partners on broader policy issues.

Elizabeth Scott outlined next steps in the Century Plan process. Beginning in March, CMAP will conduct outreach across all Councils of Government (COGs) and the City of Chicago to engage local communities in discussions about regional trends and priorities. These sessions will compare regional data with local conditions and identify urgent issues from a community perspective. CMAP will also review existing local planning efforts to align them with emerging trends and explore opportunities to provide additional resources.

Scott noted that CMAP will host a series of topical events throughout 2026, starting with a housing summit in Lake County. Future events will address climate action, water resources, and land use in the context of technological change. These conversations will help CMAP determine which issues are most critical for the region's future and shape strategies for the Century Plan.

The Century Plan update was presented.

6.03 Legislative update

[26-010](#)

Attachments: [Memo - Legislative update](#)

Chair Gerald Bennett departed the meeting early, and Anne Sheahan assumed the chair for the final agenda item. Kasia Hart, Principal with CMAP's Intergovernmental Affairs team, provided a legislative update.

Hart reported that Congress recently passed the remaining FY26 appropriations package, which includes \$25.1 billion in discretionary funding for USDOT. While slightly reduced from last year due to rescissions, core highway and transit formula programs were largely protected. Some unobligated IJJA discretionary funds were reallocated to construction-ready programs, though Illinois was minimally impacted due to timely obligation of funds. Hart noted that discussions on surface transportation reauthorization are progressing, with House markup anticipated in March and Senate committees drafting language for April or May. She emphasized the importance of maintaining IJJA funding levels given ongoing regional needs.

At the state level, Kasia Hart highlighted significant legislative activity following the General Assembly's bill filing deadline. A trailer bill for the NITA Act is expected, focusing on technical corrections. Several bills aligned with CMAP's transportation safety priorities were introduced, including measures to allow municipalities to lower speed limits, expand safety education in schools, and impose restrictions on repeat speeding offenders. Upcoming deadlines include March 13 for Senate bills and March 27 for House bills. Hart also noted that the Governor's FY27 budget address will occur next week, and CMAP will review its alignment with regional priorities. No questions were raised.

The legislative update was presented.

7.0 Other Business

There was no other business before the CMAP Board.

8.0 Public Comment

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

Garland Armstrong, speaking virtually from Des Moines, Iowa, offered remarks. He emphasized the importance of ensuring ADA compliance and improving communication for individuals with limited English proficiency, including translation of materials to enhance accessibility. Armstrong also highlighted the need for affordable housing for seniors and people with disabilities, noting the importance of providing resources to support these populations.

9.0 Next Meeting

The next meeting is scheduled for March 11, 2026.

10.0 Adjournment

A motion was made by Member Nancy Rotering, seconded by Member Richard Reinbold, to adjourn the meeting. The motion carried by the following vote:

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

Absent: Gary Grasso

Non-Voting: Kouros Mohammadian and Leanne Redden

Not Present: Gerald Bennett

The meeting was adjourned at 10:59 a.m.

Minutes prepared by Maren Lutterbach using Microsoft Copilot M365.



MEMORANDUM

To: CMAP Board

From: Vas Boykovskyy, Deputy of Finance

Date: March 11, 2026

Subject: Report on Line of Credit (LOC) utilization

Action Requested: Approval

Purpose

In accordance with the controls governing borrowing under the Line of Credit (LOC), a report on LOC utilization is provided.

There was no utilization of the LOC.

By approving this item, the Board acknowledges the LOC utilization status as of today, March 11, 2026.

ACTION REQUESTED: Approval

MEMORANDUM

To: CMAP Board

From: CMAP Regional Policy and Implementation team

Date: March 11, 2026

Subject: Regional Transportation Plan update

Action Requested: Information

During the March CMAP Board meeting, CMAP will provide an update on the development of the 2026 Regional Transportation Plan (RTP), with a focus on the proposed investment priorities for review and feedback.

Priority Investments

In addition to the fiscally constrained project list, CMAP is advancing the prioritization framework by applying a performance-based, data-driven approach to identify a focused set of priority investments within the RTP.

These investments represent the projects and programs that deliver the most significant regional benefits based on measurable performance outcomes, cost effectiveness, and long-term system impact. The proposed list reflects analysis conducted through the Financial Plan, Congestion Management Process, RCP Benefits Report, and RTP Existing Conditions Report, alongside meaningful input from project sponsors, regional partners, and stakeholders throughout the RTP development process.

Priority investments include:

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

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

Illinois. The proposed list of priority investments as well as the full list of constrained projects are attached.

Next Steps

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

Draft RTP strategies

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

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

The draft list of strategies is included in the agenda for review and feedback.

ACTION REQUESTED: Information

Attachments:

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

Purpose

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

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

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

Why identify priorities?

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

- In the [2022 Transportation Management Area \(TMA\) Certification Review](#), federal partners encouraged the region to “clearly identify and prioritize its most critical projects in the region and focus resources on accomplishing them.”
- Business and civic leaders emphasized that a concise list of top regional priorities can help build broad alignment and sustained momentum behind transformative investments.
- Implementing and advocacy partners expressed interest in having key projects and programs clearly highlighted within the RTP to strengthen communication and coordination.
- Internal CMAP leadership expressed interest in a clearer organizing framework to help inform how various CMAP resources and technical support are deployed.

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

Intended role of the priority investments list

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

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

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

Importantly, the list is not:

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

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

Proposed list of priority investments

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

Chicago Hub Improvement Program (CHIP)

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

www.amtraknewera.com/chip

Connect 290 blue

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

CREATE 75th Street Corridor improvement project

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

Corridor information on the CREATE webpage: www.createprogram.org/projects/#east-west-corridor

Faster, more reliable bus corridors

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

Connected sidewalks, bikeways, and micromobility infrastructure

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

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

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

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

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

North DuSable Lake Shore Drive (NDLSD) improvements

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

www.northdusablelsd.org.

Randall Road capacity and safety improvements

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

Red and Purple Modernization (RPM) Next Phases

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

Regional ITS/Transportation Management Center

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

Advancing regional rail

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

Transit station accessibility

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

Transportation decarbonization

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

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

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

Note on committed projects

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

Examples of such committed projects include:

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

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

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

Table 1. RCPs Proposed for fiscal constraint

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

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

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

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

33157	18-18-0010	A2 Crossing Modernization	Metra	Transit Modernization	1,100
43158-A	12-18-0021	Wilmington-Peotone Road from US 45 to Center Road	Will County	Corridor Improvement	30
43159	12-13-0004	Laraway Road (CH 74) from US 45 to IL 43 (Harlem Avenue)	Will County	Arterial Add Lanes	5
43208		Randall Road from north of Stearns Road to south of Longmeadow Parkway	Kane County	Arterial Add Lanes	133
43211	09-26-0001	Randall Road at I-90	Kane County	Arterial Add Lanes	97
44218	11-02-9003	Milwaukee District West Extension to Huntley and Marengo	Metra	New Transit Line or Extension	500
51172	13-25-0009	South Tristate (I-294/80) Bridging Investment	IL Tollway	Bridge Reconstruction	393
52212	03-18-0017	I-290/IL 53/I-90 Interchange Improvement	CMAP	Interchange Improvement	2,000
54103	08-25-0022	IL 390 Interchange at County Farm Road	IL Tollway	New Interchange or Ramp	73
54105	08-25-0019	I-88 York Road Interchange Expansion	IL Tollway	New Interchange or Ramp	25
62140	01-18-0011	South Lakefront Busway	CDOT	BRT or Bus Priority Corridor	200
62141	01-22-0022	Elston-Armitage-Ashland-Cortland Intersection Improvement	CDOT	Intersection Improvement	332
62142		Devon-Caldwell-Central-Lehigh Intersection Improvements	CDOT	Intersection Improvement	350

62211	01-25-0030	79th/Stony Island/South Chicago Intersection Improvements	CDOT	Intersection Improvement	350
64143	01-22-0023	Ashland-Ogden-Kinzie (AOK) New Metra Station	CDOT	New Station	300
64144		New Madison Station — CTA Pink Line	CDOT	New Station	100
64145		New Division Station — CTA Brown/Purple Line	CDOT	New Station	100
74161	17-06-0008	IL 58/Golf Road from Meacham Road to Davis Street Pulse Golf Line	Pace	BRT or Bus Priority Corridor	60
74163	17-18-0004	Pulse Harlem Avenue	Pace	BRT or Bus Priority Corridor	45
74164	17-18-0005	Pulse Cermak Road	Pace	BRT or Bus Priority Corridor	42
74166	17-22-0002	I-294 Tri-State Express Bus Stations	Pace	BRT or Bus Priority Corridor	133
74213		Pulse Touhy Avenue	Pace	BRT or Bus Priority Corridor	24
74214		Pulse North Avenue	Pace	BRT or Bus Priority Corridor	24
74215		Pulse Western Avenue	Pace	BRT or Bus Priority Corridor	27
74216		Pulse South Halsted Street Extension	Pace	BRT or Bus Priority Corridor	25
83209	06-00-0042	143rd Street from Wolf Road to US 45 (La Grange Road)	Orland Park	Arterial Add Lanes	71

83210	06-03-0005	143rd Street from Will-Cook Road to IL 7 (Wolf Road)	Orland Park	Arterial Add Lanes	15
91312	09-12-0036	I-80 Reconstruction from Ridge Road to US 30 Lincoln Highway	IDOT District 1	Interstate Add Lanes	1,622
91317	11-18-0005	Randall Road from Ackman Road to Polaris Drive/Acorn Lane	McHenry County	Arterial Add Lanes	79
91318	13-16-0005	Barrington Road from IL 62 to Central Road	IDOT District 1	Arterial Add Lanes	41
91319	08-16-0024	IL 56 (Butterfield Road) from IL 53 to I-355	IDOT District 1	Arterial Add Lanes	54
91321	09-09-0039	IL 47 from IL 71 (Stagecoach Trail) to Caton Farm Road (CH 23)	IDOT District 3	Arterial Add Lanes	51
91322	11-00-0001	IL 31 Front Street from IL 120 Belvidere Road to IL 176 (Terra Cotta Ave)	IDOT District 1	Arterial Add Lanes	322
91329	11-06-0018	IL 47 from IL 120 to US 14	IDOT District 1	Arterial Add Lanes	108
91330	11-07-0014	IL 47 from IL 176 to IL 176	IDOT District 1	Arterial Add Lanes	86
91331	09-09-0040	IL 47 from Cross Street to Kennedy Road (FAU 3793)	IDOT District 1	Arterial Add Lanes	242
91336	07-25-0002	I-80 from I-294 (Tri-State Tollway) to State Line (Flex Road - ITS)	IDOT District 1	Interstate Add Lanes	36
91337	12-16-0027	I-55 at IL 129, IL 129 to Lorenzo Road, I-55 Frontage Roads: Kavanaugh Road to Lorenzo Road and at Lorenzo Road	IDOT District 1	Interchange Improvement	180
92416	01-94-0006	Red Line Extension (US 12/20/95th Street to 130 th Street)	CTA	New Transit Line or Extension	5,408
93310	18-14-0004	Auburn Park New Station	Metra	New Station	82
94320	12-12-0033	Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road)	Will County	Arterial Add Lanes	47

94323	12-13-0004	Laraway Road (CH 74) from US 52 to US 45	Will County	Arterial Add Lanes	190
94325	12-10-0008	143rd Street (CH 37) from State Street (Lemont Road) to Bell Road (CH 16)	Will County	Arterial Add Lanes	75
94327	12-19-0038, 12-22-0001	Gougar Road: Laraway Road to Francis Road	Will County	Arterial Add Lanes	111
94333	12-15-0002, 12-12-0003	Bell Road Corridor from 159th Street to Glengary Drive	Will County	Arterial Add Lanes	50
94338	09-21-0007, 09-02-0007	Randall Road Grade Separation and Intersection Safety Improvements at Hopps Road	Kane County	Arterial Add Lanes	126
95313	13-16-0009	I-294 Central Tri-State Mobility Improvements	IL Tollway	Interstate Add Lanes	3,644
95314	13-18-0005	I-290/I-88/I-294 Interchange Improvement	IL Tollway	Interchange Improvement	556
95315	03-96-0021	Elgin O'Hare Western Access (I-490)	IL Tollway	New Interstate	4,810
96111	01-24-0017	Calumet River Bridges	CDOT	Bridge Reconstruction	367
96132	01-02-0030	State/Lake Station - Loop EI	CDOT	Station Improvement	482
97434	17-18-0003	Pulse Halsted Street	Pace	BRT or Bus Priority Corridor	34
97435	17-21-0001	Pulse 95th Street	Pace	BRT or Bus Priority Corridor	22

Table 2. RCPs proposed for unconstrained list

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

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

24196		Yellow Line Extension to Old Orchard - visionary	CTA	New Transit Line or Extension	263
24197		West Loop Subway (Red Line) - visionary	CTA	New Transit Line or Extension	Not Available
24198		Green Line Extension to Midway - visionary	CTA	New Transit Line or Extension	Not Available
24199		Brown Line Extension to Jefferson Park - visionary	CTA	New Transit Line or Extension	Not Available
24200		Clinton Street Subway - visionary	CTA	New Transit Line or Extension	612
33149		Heritage Corridor Line Improvements	Metra	Transit Capacity Increase	331
33151	18-07-0669	Union Pacific West Line Improvements	Metra	Transit Capacity Increase	471
33154		Milwaukee District North Line Improvements	Metra	Transit Capacity Increase	832
43158-B	12-18-0021	Wilmington-Peotone Road from IL 53 to Drecksler Road	Will County	Arterial Add Lanes	247
44101		Northern McHenry Bypass	McHenry County	New Arterial	200
44102		Northern Algonquin Bypass	McHenry County	New Arterial	150
44217		Milwaukee District North Line Extension to Spring Grove and Richmond	Metra	New Transit Line or Extension	480
pending	04-26-0017	Tri-State Tollway (I-294) at Irving Park Road (IL 19) Interchange Improvement	IL Tollway	Interchange Improvement	

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

Draft RTP objectives and strategies



RTP

2026 Regional Transportation Plan



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Introduction

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

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

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

Goal: Strengthen connections between people and places

Objective: Improve the reliability of the transportation system

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

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

- **Develop a more integrated regional transit system:** To achieve a fully coordinated regional transit system, agencies should collaborate on service planning and routing, improved transfers, integrated fares, and infrastructure investments. Improving regional coordination will ensure seamless travel for riders and maximize the cost-effectiveness of capital investments.

- **Implement a regional rail service model:** The region should undertake providing all-day, frequent regional rail service, taking advantage of the region’s vast rail network to serve more trip types. A “regional rail” approach would align with today’s travel needs, supporting downtown-oriented trips, suburb-to-suburb trips, and city-to-suburb trips, while also expanding travel options on weekends and during off-peak hours.
- **Implement a regional BRT network to enable faster and more reliable bus service:** The region should make investments that prioritize transit within the roadway, including transit signal priority, queue jump lanes, improved station infrastructure, and separation from mixed traffic in some locations. Transportation partners should also advance planning, funding, increased staff capacity, and enforcement mechanisms to develop a regional BRT network. Stakeholders should strategically address dynamics that are specific to local contexts, which may include interactions with emergency vehicles, freight activity, bicyclists, pedestrians and more.
- **Improve the connectivity of sidewalks, bikeways, and related infrastructure:** To increase active transportation, agencies should invest in well-connected networks of infrastructure for biking, walking, and various forms of micromobility. While the region has made progress on providing trail connections between communities, many regional gaps remain to be filled. In addition, increased investment is needed in sidewalks, crosswalks, and local bicycle infrastructure that support everyday non-motorized travel and access to transit within communities.

Objective: Achieve universal accessibility

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

Goal: Prioritize safety and public health

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

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

Objective: Manage speed to match context and reduce crash severity

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

Objective: Prioritize safety investments where risk and harm are greatest

- **Implement protective infrastructure that reduces crash risks:** Transportation implementers should provide more protective infrastructure such as sidewalks, raised medians, concrete barriers for bike lanes, and more. These investments should be prioritized in locations with high levels of exposure to safety risks between

multiple modes. Protective infrastructure should reduce crash risks for all road users, especially those who are not in vehicles, such as bicyclists and pedestrians.

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

Goal: Mitigate pollution and invest in resilient infrastructure

Objective: Reduce emissions and improve public health

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

Objective: Increase the resilience of infrastructure vulnerable to extreme weather

- **Use best available climate data in project design:** Transportation partners should design and build assets relying on the best available data on climate vulnerability and future projections to ensure the long-term viability and safety of the region's

investments. Transportation assets should be built to withstand larger storms and more severe flooding events that could cause impacts over a project's lifespan.

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

Objective: Protect and enhance natural resources

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

natural assets, which provide regional benefits like recreation, flood reduction, and groundwater recharge.

DRAFT

Goal: Support economic prosperity and inclusive growth

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

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

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

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

options to travel throughout northeastern Illinois. Actions should include advancing transit-supportive land use planning, reforming transportation fees and fines, and maintaining programs that account for resource disparities for specific populations, such as reduced transit fares for students, seniors, and low-income households, helping expand access to jobs, education and essential services.

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

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

and provide access to port facilities, while facilitating strong environmental stewardship and limiting the threat of invasive species.

DRAFT

Goal: Strategically govern, fund, and preserve the system

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

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

Objective: Maintain and expand revenue sources

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

preferences, revenue durability, and more. When existing revenues underperform or lose buying power, state and regional leaders should add new or different revenues to ensure the system can rely on sufficient and durable funding sources. Notably, the sales tax should be expanded to include services to more closely capture changes in the regional economy.

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

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

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

MEMORANDUM

To: CMAP Board

From: The Century Plan project team

Date: March 11, 2026

Subject: The Century Plan update

Action Requested: Information

As revealed in the [State of the Region report](#), northeastern Illinois is in a position of strength, with strong economy bolstered by a robust transportation infrastructure and critical natural resources that allow us to sustain our economy. However, current trends indicate that there are future challenges that may hinder the region’s ability to reach its full potential. Our economy is growing more slowly than our peers, job growth in our most competitive sectors has been limited, and the cost of living has generally outpaced wages.

Through [The Century Plan](#), CMAP will continue to facilitate conversations across the region to develop a collective understanding of these challenges, coalesce around the shared commitments needed to respond to these trends, and orient ourselves toward a shared vision for the future.

To continue the dialogue on regional trends and opportunities for collaboration The Century Plan can enable, the CMAP Board will hear from an engaging panel on current economic development and employer needs, future development trends, and opportunities for regional action.

Cathriona Fey, Illinois Economic Development Corporation, **Doug Pryor**, Will County Center for Economic Development, and **Rachel Barker**, Nonresident Fellow, Brookings Metro will join the CMAP Board meeting to discuss how current economic trends influence the mix of workforce, site readiness, infrastructure, and other needs required to be competitive in this market, and how local actions today can best position the region for a more prosperous future.

ACTION REQUESTED: Information



MEMORANDUM

To: CMAP Board

From: CMAP Intergovernmental Affairs team

Date: March 11, 2026

Subject: Legislative update

Action Requested: Information

STATE

FY27 budget proposal

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

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

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

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

General legislative activity

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

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

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

Bike and Pedestrian

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

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

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

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

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

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

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

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

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

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

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

Status: HB4768 referred to Rules Committee on 2/6/2026; SB3585 assigned to Senate Transportation on 2/17/2026

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

Description: Creates a comprehensive, speed-based regulatory framework for motorized personal mobility devices by defining four device classes (low-speed micromobility, low-speed

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

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

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

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

Status: HB4925 referred to Rules Committee on 2/6/2026; SB3336 assigned to Senate Transportation on 2/17/2026

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

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

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

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

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

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

Climate Mitigation & Resiliency

[HB2629](#) – **TRANSPORTATION-GREENHOUSE GAS** (Rep. Canty)

Description: Provides that the amendatory Act may be referred to as the Transportation Choices Act. Requires, by January 1, 2027, the Environmental Protection Agency, after consultation with the Department of Transportation and Metropolitan Planning Organizations (MPOs), to establish a schedule of greenhouse gas targets for greenhouse gas emissions from the transportation sector in the State. Requires the Department and MPOs to conduct a greenhouse gas emissions analysis and determine if their applicable planning document will result in meeting their greenhouse gas targets. Requires the Department and MPOs to perform a greenhouse gas emissions analysis prior to including a roadway capacity expansion project in an applicable planning document. Requires, by January 1, 2029 and every 3 years thereafter, the Department to prepare a comprehensive report on statewide transportation greenhouse gas reduction accomplishments and challenges and to make recommendations for any legislative action that would assist the Department and MPOs in meeting their greenhouse gas targets. Requires the Department and MPOs to calculate a climate equity accessibility score prior to including any project that has an anticipated cost of \$30,000,000 or more in an applicable

planning document or as a greenhouse gas mitigation measure. Requires the Department and MPOs to provide early and continuous opportunities for public participation in the transportation planning process. Requires, beginning June 30, 2026, the Department and MPOs to establish a social cost of carbon and use the social cost of carbon in their planning documents and planning activities. Establishes the Greenhouse Gas in Transportation Working Group. Provides that the specified requirements of the provisions shall commence with projects included in applicable planning documents filed on or after January 1, 2028.

Status: Assigned to House Energy & Environment Committee on 2/11/2026

[HB4838/SB2965](#) – **RENEWABLE FUELS PROGRAM** (Rep. Johnson/Sen. Halpin)

Description: Establishes the Renewable Fuels Infrastructure Program, administered by the Department of Agriculture. Allows grants to be awarded from the Renewable Fuels Infrastructure Fund, which is created as a special fund in the State treasury, for the installation of equipment for the storage and dispensing of fuels with higher blends of ethanol or biodiesel feedstock, according to the application and eligibility requirements established by rule by the Department of Agriculture. Requires the Comptroller and Treasurer to transfer, from June 1, 2026, to June 30, 2027, \$3,000,000 each calendar quarter from the Underground Storage Tank Fund to the Renewable Fuels Infrastructure Fund. Provides for eligibility for grant funding and eligible expenditures from the fund.

Status: HB4838 referred to Rules Committee 2/6/2026; SB2965 assigned to Senate Approps. – Public Safety & Infrastructure on 2/3/2026

[HB5366](#) – **EPA-APPLIANCE STANDARDS** (Rep. Canty)

Description: Creates the Illinois Appliance Standards Act. Directs the Illinois Environmental Protection Agency to adopt minimum efficiency standards for covered products. Provides for testing, certification, and labeling of covered products. Contains provisions concerning enforcement of the Act's requirements. Provides for administrative rulemaking by the Agency.

Status: Referred to Rules Committee 2/10/2026

[HB5482/SB3980](#) – **ZERO EMISSION VEHICLE ACT** (Rep. B. Hernandez/Sen. Porfirio)

Description: Requires bidders that respond to solicitations issued on or after January 1, 2027 for master contracts for the purchase of vehicles to submit an Illinois Jobs Plan that meets certain requirements. Provides that, beginning July 1, 2027, changes electric vehicle rebates and requires Illinois residency and changes the luxury and low efficiency vehicle fee. Requires the Toll Highway Authority to build at least 4 150 kW fast charging ports by 2027, expand to 8 ports by 2029 and 16 ports by 2031. Requires the Illinois Commerce Commission to establish biennial reporting for large fleets beginning in 2027. Provides that units of local government may grant exceptions if utility upgrades would materially increase construction costs, but EV capable spaces cannot fall below certain levels. Provides that Tenants and condominium owners may install Level 1, Low Power Level 2, or Level 2 charging systems at their own expense, subject to reasonable restrictions.

Status: HB5482 referred to Rules Committee 2/10/2026; SB3980 referred to Assignments Committee

[HB5600/SB3732](#) – **WAREHOUSE POLLUTION REDUCTION** (Rep. Ortiz/Sen. Ventura)

Description: Creates the Warehouse Pollution Reduction Act. Requires the Environmental Protection Agency to propose and the Pollution Control Board to adopt rules establishing a qualifying warehouse review program. Provides for reporting, recordkeeping, and notice requirements; annual emissions-reduction targets; and a system of points for air-pollution mitigation measures. Requires construction permits for new or modified qualifying warehouses and sets conditions for permit issuance, including zero-emission readiness and buffer requirements near sensitive receptors. Establishes a qualifying warehouse registry and requires public access to reports, notices, and permitting records. Provides for mitigation fees and directs their use in the same geographic area as the site of the qualifying warehouse. Requires the Agency to develop an air-quality modeling program and publish results annually. Creates the Warehouse Pollution Management Fund and provides for fee collection and deposit. Prohibits certain acts, provides civil penalties, authorizes enforcement and citizen suits, and allows recovery of attorney's fees. Limits home rule powers.

Status: Hb5600 referred to Rules Committee 2/13/2026; SB3732 referred to Assignments on 2/5/2026

SB3307 – IDOT-SUSTAINABILITY STANDARDS (Sen. Halpin)

Description: Requires the Department of Transportation, in consultation and collaboration with the Department of Central Management Services and the Capital Development Board, to develop one or more standards for State purchases of appliances, concrete, asphalt, steel, and other building materials, subject to appropriation or the award of grant funding for this purpose. Provides that in developing these standards, the establishment of a maximum acceptable Global Warming Potential standard, as well as ways to promote and facilitate the use of life cycle assessments and environmental product declarations, shall be considered when considering bids for State-funded infrastructure projects.

Status: Assignment to Senate Procurement on 2/18/2026

SB3633 – SOIL CARBON SEQUESTRATION (Sen. Faraci)

Description: Provides that the (b) The Department of Agriculture and the Environmental Protection Agency shall conduct a joint study and publish the findings of such study to evaluate the extent to which carbon could be stored through widespread adoption of practices promoting soil carbon sequestration in the State, and what soil management practices that can be utilized to promote soil carbon sequestration. Provides that the joint study shall consider how changes in seasonality and weather patterns, driven by climate change, may impact the efficacy of soil carbon sequestration. Provides that the joint study shall be published on a publicly available website no later than January 1, 2028, and suitable copies shall be delivered to the Governor and members of the General Assembly.

Status: Assignment to Senate Appropriations on 2/17/2026

SB3693 – CLEAN TRANSPORTATION STANDARD (Sen. Koehler)

Description: Creates the Clean Transportation Standard Act. Establishes a clean transportation standard to reduce life cycle carbon intensity of fuels for the ground transportation sector by specified amounts. Provides for related rulemaking and calculations. Provides that the clean transportation standard shall take the form of a credit marketplace monitored by the Environmental Protection Agency. Provides for verification and data privacy requirements for

the Agency. Provides for penalties for failing to offset deficits in certain situations, and for penalties for submitting false information. Exempts airline, rail, ocean-going, and military fuel.
Status: Assignment to Senate Energy & Public Utilities on 2/17/2026

Freight & Rail

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

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

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

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

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

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

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

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

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

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

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

Status: HB4703 assigned to House Revenue & Finance Committee on 2/17/2026; SB3765 referred to Assignments on 2/5/2026

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

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

Status: Assigned to Senate Revenue on 2/17/2026

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

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

Status: Referred to Assignments on 2/6/2026

Housing, Zoning, and Land Use

HB5424 – IHDA-HOUSING PLANNING (Rep. Tarver, II)

Description: Requires the State to prepare and be guided by a 3-year Comprehensive Housing Plan, that is consistent with the affirmative fair housing provisions of the Illinois Human Rights Act and specifically addresses specified underserved populations. Requires the Comprehensive Housing Plan to reflect the State's commitment to an affordable housing approach for priority populations that promotes access to opportunity and resources for low-income households through certain priority initiatives. Expands the membership on the State Housing Task Force to include the Directors or Secretaries of several State departments and agencies.

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

HB5626 – BUILD Initiative (Rep. Buckner)

Description: Provides for the Governor's Building Up Illinois Developments (BUILD) initiative and requires municipalities to update their residential zoning districts to allow a certain number of dwelling units depending on the square footage of the lot. Requires municipalities to allow or accessory dwelling units in all zoning districts that permit single-family dwellings without additional requirements beyond those required for single-family dwelling units. Allows an applicant to retain a qualified third-party plan reviewer and inspector if a municipality fails to complete its plan review and inspection within the specified deadline. Requires municipalities authorized to levy impact fees to calculate fees using the statewide formula structure issued by

the Department of Commerce and Economic Opportunity. Beginning January 1, 2027, municipalities are limited from establishing minimum parking requirements from certain housing types that include accessory dwelling units, affordable housing projects, assisted living facilities, mixed-use buildings, and buildings being converted from non-residential to residential use. Beginning January 1, 2027, no building code adopted by a county or municipality may prohibit residential buildings from having a single stairway serving as an exit for all units if the building satisfies specified requirements.

Status: Referred to Rules Committee on 2/19/2026

Regional Economy

HB2789 – PROP TX-MEGA PROJECT (Rep. Canty)

Description: Provides that property certified by the Department of Revenue as mega project property is eligible for an assessment freeze. Provides that, if property is certified as mega project property, then, during the incentive period, the value added to the property by the project shall not be considered for assessment purposes, and the total valuation of the property during the incentive period shall be limited to the base year valuation. Provides that "mega project" means a project that satisfies certain minimum investment, investment period, and other requirements. Contains provisions concerning incentive agreements between a company that plans to undertake a mega project and a local municipality obligating the company to make special payments in addition to property taxes.

Status: Assigned to House Revenue & Finance Committee on 2/11/2026

HB5500/SB4018 – ENTERPRISE ZONE-STAR BONDS (Rep. Hoffman/Sen. Cunningham)

Description: Provides that, if a municipality has adopted an enterprise zone pursuant to the Act and subsequently establishes a redevelopment project area pursuant to the Tax Increment Allocation Redevelopment Act, the municipality may provide for a partial abatement of taxes for property located within both the enterprise zone and the redevelopment project area. Provides that, if a municipality has established a redevelopment project area pursuant to Tax Increment Allocation Redevelopment Act and subsequently adopts an enterprise zone that includes property within the redevelopment project area, the municipality may provide for a partial abatement of taxes for property located within both the enterprise zone and the redevelopment project area.

Status: HB5500 referred to Rules Committee on 2/13/2026; SB4018 referred to Assignments on 2/6/2026

SB3773 – REVENUE-COMMUNITY DEVELOP (Sen. Preston)

Description: Creates the Community Revitalization Zone Act. Provides that a county or municipality may designate an area within its jurisdiction as a community redevelopment zone, subject to the certification of the Department of Commerce and Economic Opportunity. Sets forth the criteria for designation as a community redevelopment zone. Amends the Use Tax Act, the Service Use Tax Act, the Service Occupation Tax Act, and the Retailers' Occupation Tax Act. Provides that, with respect to tangible personal property that is purchased from a retailer located in a community revitalization zone, the taxes under those Acts are imposed at the rate of 3.25%.

Status: Referred to Assignments on 2/5/2026

Transit Improvement

HB4588 – PARKING-HIGH POPULATION CITIES (Rep. Hirschauer)

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

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

HB4638 – LOC GOV-MICROTRANSIT PAYMENTS (Rep. Scherer)

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

Status: Referred to Rules on 2/3/2026

HB4759 – GREEN LIGHT FOR BUSES (Rep. Mah)

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

Status: Referred to Rules on 2/6/2026

HB5092/SB3419 – TRANSIT-DISABILITY (Rep. Delgado/Sen. Villivalam)

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

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

HB5576 – NITA-PARATRANSIT SERVICES (Rep. Harper)

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

Status: Referred to Rules on 2/13/2026

SB2941 – RTA-COUNTY LAW ENFORCEMENT (Sen. Johnson)

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

Status: Referred to Assignments on 1/27/2026

SB3212 – TRANSIT OPPORTUNITY ZONE ACT (Sen. Jones)

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

Status: Referred to Assignments on 2/2/2026

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

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

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

Transportation Funding

HB4439 – COUNTIES-MOTOR FUEL (Rep. Guzzardi)

Description: Provides that any county (currently, DuPage, Kane, Lake, Will, and McHenry counties only) may impose a tax upon all persons engaged in the business of selling motor fuel. Provides that, in addition to other uses currently allowed by law, the proceeds from the tax shall be used for the purpose of maintaining and constructing essential transportation-related infrastructure.

Status: Referred to Rules on 1/20/2026

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

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

and the road usage charge cap is \$320 for an annual registration. Requires the Secretary to annually adjust the road usage charge rate and the road usage charge cap by an amount equal to the percentage increase, if any, in the Consumer Price Index for the 12 months ending in March of the year in which the increase takes place. Provides that revenue generated by the Program and relevant penalties shall be distributed in the same manner revenue from the motor fuel tax is distributed after covering the costs to administer the Program.

Status: Referred to Assignments on 2/5/2026

Transportation Infrastructure

[HB4651/SB2997](#) – **IDOT Procurement Modernization** (Rep. Avelar/Sen. Porfirio)

Description: Provides that the Code does not apply to contracts arising from a grant award if the contract is with a partner whose specific experience and expertise was used as a condition of securing the grant and followed the selection provisions outlined in the grant application. Provides that the chief procurement officer appointed by the Secretary of Transportation is the chief procurement officer for procurements related to construction support and the purchase of rolling stock under the jurisdiction of the Department of Transportation. Amends the Governmental Joint Purchasing Act. Provides for the use of joint purchasing for contracts procured by agencies of other states.

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

[HB4776/SB3520](#) – **IDOT NEPA Process** (Rep. Delgado/Sen. Ellman)

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

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

[HB4950/SB3634](#) – **IDOT Project Delivery Omnibus** (Rep. Hoffman/Sen. Villivalam)

Description: In provisions concerning vouchers, provides that the signature requirement for construction contracts procured by the Department of Transportation shall apply to contracts, contract renewals, and orders against a master contract in the amount of \$750,000 or more in a fiscal year and to any contract amendment or change to an existing contract that increases the value of the contract to or by \$750,000 or more in a fiscal year. Provides that the Department of Transportation may proceed with bidding or awarding a contract or any construction activities once it has complied with specified federal requirements. In provisions allowing the Department of Transportation to acquire an interest in land, rights, or other property for specified road construction purposes, specifies that the property may be public or private property.

Status: HB4950 referred to Rules Committee on 2/6/2026; SB3634 assigned to Senate Procurement on 2/18/2026

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

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

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

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

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

Status: Assigned to Senate Transportation on 2/17/2026

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

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

Status: Assigned to Senate Transportation on 2/17/2026

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

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

Status: Referred to Assignments on 2/5/2026

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

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

Status: Referred to Assignments on 2/5/2026

Transportation Safety

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

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

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

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

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

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

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

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

Status: HB4697 assigned to House Education Policy Committee on 2/17/2026; SB2966 assigned to Senate Education on 2/3/2026

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

Description: Establishes the Intelligent Speed Assistance Program to supervise the installation and compliance of intelligent speed assistance systems. Sets forth requirements for the Secretary of State upon receipt of notice from a court that a person is required to enroll in the Program. Provides that a person enrolled in the Program shall install a certified intelligent speed assistance system on each motor vehicle owned by or registered to the person and shall not operate any motor vehicle that is not equipped with a functioning, certified intelligent speed assistance system. Provides that the Zero Traffic Fatalities Task Force shall certify intelligent speed assistance systems for use in the State and adopt rules and forms for the installation, maintenance, and certification of intelligent speed assistance systems.

Status: Assigned to House Jud. – Criminal Committee on 2/17/2026

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

Description: With regard to automated speed enforcement systems in safety zones, provides that "safety zone" does not include any roadway in which the 30 mile per hour speed limit is decreased by local ordinance without an engineering or traffic investigation. Provides that a local authority or park district shall determine and declare by ordinance a reasonable and safe absolute maximum speed which: decreases the limit within an urban district which shall not require an engineering or traffic investigation to a maximum speed limit of 25 miles per hour, but not less than 20 miles per hour and a maximum speed limit of 10 miles per hour in an alley;

increases the limit within an urban district, but not to more than 55 miles per hour, if after increasing the limit within an urban district an engineering or traffic investigation is required to decrease the limit; or decreases the limit within a residence district which shall not require an engineering or traffic investigation to a maximum speed limit of 20 (rather than not to less than 25) miles per hour. Requires a park district, city, village, incorporated town, or county board to post a sign designating the new speed limit.

Status: HB5081 referred to Rules Committee on 2/10/2026; SB3374 assigned to Senate Executive on 2/17/2026

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

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

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

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

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

Status: Referred to Assignments on 1/29/2026

Transportation Technology & AVs

HB4663/SB3392 – AUTONOMOUS VEHICLE PILOT PROJ (Rep. Buckner/Sen. Hastings)

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

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

HB4789/SB3308 – AUTOMATED DRIVING SYSTEMS (Rep. Kelly/Sen. Joyce)

Description: Creates the Automated Driving Systems Development Act. Provides that the operation of highly automated vehicles participating in an automated vehicle pilot project is subject to all applicable federal and State laws. Sets forth eligibility requirements for

participation in an automated vehicle pilot project. Establishes the application process for participation in an automated vehicle pilot project. Creates a review committee within the Department of Transportation. Requires the Secretary of State to develop a driving test to evaluate the capability of highly automated vehicles to safely operate on State roads. Sets forth permit requirements and requirements concerning the suspension, revocation, and reinstatement of a permit. Creates reporting and data sharing requirements. Contains other provisions. Effective immediately.

Status: HB478 referred to Rules on 2/6/2026; SB3308 assigned to Senate Executive on 2/17/2026

HB4789 – AUTONOMOUS VEHICLES (Rep. Gonzalez, Jr.)

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

Status: Referred to Rules on 2/6/2026

Water Resources Management

HB4689 – NE IL WATER GOVERNANCE REPORT (Rep. Katz Muhl)

Description: Creates the Northeastern Illinois Water Governance Advisory Committee within the Chicago Metropolitan Agency for Planning. Provides that, no later than May 31, 2027, the Chicago Metropolitan Agency for Planning, the Metropolitan Planning Organization, and the Northeastern Illinois Water Governance Advisory Committee shall develop and submit a report of legislative recommendations to the Governor and General Assembly regarding the sufficiency, management, and governance of water in Northeastern Illinois. Provides that appointments to the Northeastern Illinois Water Governance Advisory Committee shall be made within 90 days after the effective date of the amendatory Act.

Status: Referred to Rules on 2/6/2026

SB3026 – GROUNDWATER MANAGEMENT (Sen. Simmons)

Description: Provides that the findings concerning a proposed point of withdrawal's effects upon other users of water shall be published on a publicly available website. Provides that each District within any county in Illinois with a population in excess of 10,000 is authorized to recommend to the Department of Agriculture restrictions on groundwater withdrawals. Provides that the restrictions may be lifted or modified as soon as justified by changed conditions. Provides that when a District determines that restriction of the withdrawal of water at a particular point within the District is necessary to preserve an adequate water supply for all residents in the District, the District shall (rather than may) recommend to the Department of Agriculture that the Department restrict the quantity of water that may be extracted from any point of withdrawal within the District which is a high-capacity well.

Status: Assigned to Senate Environment and Conservation on 2/19/2026

SB3162 – GROUNDWATER WITHDRAWALS (Sen. Ellman)

Description: Amends the Water Use Act of 1983. Provides that the Department of Agriculture shall consider water quantity in its procedures for restricting groundwater withdrawal under the Act and rules adopted under the Act. Requires the Department to adopt rules. Amends the Illinois Groundwater Protection Act to direct the Interagency Coordinating Committee on Groundwater to submit a report to the Governor and the General Assembly on or before January 1, 2028, on the unsustainable depletion of aquifers in the State with a legislative proposal to remedy the problem.

Status: Assigned to Senate Environment and Conservation on 2/10/2026

SB3681 – PROTECT THE GREAT LAKES ACT (Sen. Simmons)

Description: Creates the Protect the Great Lakes Act. Provides that, at the start of each month, the Metropolitan Water Reclamation District of Greater Chicago shall test for the presence of microplastics and PFAS in Lake Michigan and the Environmental Protection Agency shall test for the presence of microplastics and PFAS in the Illinois drinking water system. Provides that, at the end of each month, the District shall submit a report to the Environmental Protection Agency containing the test results taken at the start of the month. Provides that, after one year of testing and reporting, the District and Environmental Protection Agency shall submit a report to the General Assembly. Provides that the Environmental Protection Agency and the Department of Public Health shall establish an intergovernmental working group.

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

ACTION REQUESTED: Information