



TRANSPORTATION COMMITTEE

AGENDA - FINAL

Friday, December 19, 2025

9:30 AM

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

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

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

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

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 835 7801 4580 Passcode: 198857

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

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

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

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

1.0 Call to order and introductions**2.0 Agenda changes and announcements****3.0 Approval of minutes****3.01 Minutes from November 21, 2025**[25-382](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

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

4.0 CMAP updates**5.0 Items for approval****5.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications**[25-383](#)

PURPOSE & ACTION: TIP amendment 26-02 was published to the eTIP website on December 12, 2025 for committee review and public comment. A memo summarizing formal TIP amendment 26-02 and administrative amendments 26-02.1 and 26-02.2 is included in the meeting materials. Staff requests approval of TIP amendment 26-02.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend26-02](#)

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

PURPOSE & ACTION: ON TO 2050/2023-2028 TIP Conformity Analysis and TIP Amendment 26-03 was released for public comment through December 18, 2025. CMAP staff requests approval recommending the ON TO 2050/2023-2028 TIP Conformity Analysis and TIP amendment 26-03 to the MPO Policy Committee for their consideration. A memo summarizing the conformity amendment is included in the meeting materials.

ACTION REQUESTED: Approval

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

5.03 Draft FY 2027 Unified Work Program (UWP)[25-376](#)

PURPOSE & ACTION: A summary of the Draft FY 2027 UWP will be provided for committee consideration and a recommendation for MPO Policy Committee approval at their January 8, 2026 meeting.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\) Draft FY 2027 UWP](#)

5.04 2026 Committee Meeting Dates**[25-380](#)**

PURPOSE & ACTION: The attached memo provides the proposed Transportation Committee meeting dates for 2026. All the dates are on Fridays at 9:30a.m. and are subject to change based upon the work of the committee.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)ProposedMeetingDates2026 12-19-2025](#)

6.0 Information items**6.01 Regional Transportation Plan (RTP) update****[25-381](#)**

PURPOSE & ACTION: CMAP staff will provide an update on the Financial Plan and Regional Capital Projects components of the RTP.

ACTION REQUESTED: Information

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

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 February 27, 2026.

10.0 Adjournment



TRANSPORTATION COMMITTEE

MEETING MINUTES - DRAFT

Friday, November 21, 2025

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until November 20, 2025 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

<https://us06web.zoom.us/j/89382615561?pwd=bx7mkbQL7ZgaiEhyaynU68EQHcQybn.1>

Conference Call number: 312 626 6799 US (Chicago)
Meeting ID: 893 8261 5561 Passcode: 058355

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

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

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

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

1.0 Call to order and introductions

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

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

Kevin Carrier served as Lake Co Representative, Mary Nicol served as CDOT Representative, Aimee Lee served as CMAP Representative, Tara Orbon served as Cook Co Representative, Jennifer Henry served as CTA Representative, John Loper served as DuPage Co Representative, Steve Schilke served as IDOT D1 Representative, Megan Swanson served as IDOT OP&P Representative, Gabe Desmond served as IEPA Representative, Heidi Files served as Kane Co Representative, Heidi Lichtenberger served as Kendall Co Representative, Scott Hennings served as McHenry Co Representative, David Kralik served as Metra Representative, Audrey Wennink served as MPC Representative, Tom Vander Woude served as NIRPC Representative, Erik Llewellyn served as Pace Representative, Kyle Whitehead served as RTA Representative, Henry Guerriero served as Tollway Representative, Christina Kupkowski served as Will Co Representative, Jon Paul Diipla served as FHWA Representative and Mark Kane served as FTA Representative

Staff present: Laurent Ahaiblame, Jesse Altman, Bill Barnes, Victoria Barrett, Alex Beata, Nora Beck, Marielle Brown, John Carpenter, Karly Cazzato, Kaitlin Cernak, Claire Conzelmann, Teri Dixon, Kama Dobbs, Phoebe Downey, Alyson Dressman, Kate Evasic, Doug Ferguson, Elizabeth Ginsberg, Ryan Gougis, Jane Grover, Jon Haadsman, Noah Harris, Craig Heither, Kasia Hart, Laura Hatt, Hayden Horton, Tony Manno, Matt Marth, Martin Menninger, Nikolas Merten, Jen Miller, Richard Norwood, Stephane Phifer, Russell Pietrowiak, Katie Piotrowska, Elizabeth Scott, Clarke Shupe-Diggs, Mike Sobczak, Sarah Stolpe, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider and Max Wagner

Others present: Cara Bader, Katie Bell, Michael Booth, Erik Cempel, Dustin Clark, Eric Czernata, Rithvika Daren, Jesse Elam, Mike Fricano, Brandon Geber, Maria Glynn, Petra Hothman, John Paul Jones, George Kandathil, Quinn Kasal, Robert Kastigar, Mike Klemens, Gretchen Klock, Brian Larson, Katelyn Luu, Lauren McFadden, Leah Mooney, Lee Overholser, Matt Pasquini, Leslie Rauer, Lena Reynolds, Charles Riddle, Joe Sanflippo, Todd Schmidt, Joe Surdam, Michael Vanderhoof and John Yonan

2.0 Agenda changes and announcements

There were no changes to the agenda.

3.0 Approval of minutes

3.01 Minutes from September 12, 2025

[25-361](#)

Attachments: [TC 09.12.25 minutes - draft](#)

A motion was made by CDOT Representative Mary Nicol, seconded by Metra Representative David Kralik, to approve the September 12, 2025 meeting minutes. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, ATA Representative, CoM Representative, IDOT - OIPI Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

4.0 CMAP updates

Aimee Lee, Deputy of Transportation and CMAP Representative, reported on Union Pacific Railroad's intention to merge with the Norfolk Southern which would create the first transcontinental US railroad. It is unclear what impact this merger would have on freight movement in our region but it could have a large impact on regional economic growth. CMAP will monitor the situation, analyze potential impacts, and report concerns related to passenger rail, at-grade crossing delays, or other impacts with the Surface Transportation Board who is responsible for approving the merger.

Lee reported that the Illinois General Assembly approved a massive transit funding bill during its fall veto session and more information will be provided later in the meeting. The USDOT updated the Disadvantaged Business Enterprise (DBE) regulations requiring agencies to revisit how firms substantiate social and economic disadvantage. This will affect project schedules as agencies adjust their certification programs. CMAP will continue to monitor project implementation impacts in our region.

Lee also reported on the FFY 2023-2028 Transportation Improvement Program and its public comment period, the new eTIP website, the State of the Region event, and annual contributions that are due in January 2026.

A CMAP update was provided.

5.0 Items for approval

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

[25-362](#)

Attachments: [TC\(Memo\)TIP Amend26-01](#)
[26-01 Formal Amendment Report](#)
[26-01.1 and 26-01.2 Administrative Amendment Report](#)

Russell Pietrowiak, Program Lead, presented the FFY 2023-2028 Transportation Improvement Program formal TIP amendment 26-01 and administrative TIP amendments 26-01.1 and 26-01.2. There are 96 formal amendments for the committee's consideration. Additionally, 144 administrative amendments were submitted, reviewed, and accepted by staff.

Formal amendments resulted in an increase of \$144.2 million in total costs for all prior, current, and future years. Administrative amendments added \$57.8 million in total costs for all prior, current, and future years. The TIP remains fiscally constrained and staff requests approval of formal TIP amendment 26-01.

Pietrowiak reported that this is the first amendment coming through the new e-TIP platform and that information is displayed in a more accessible and understandable way. He noted that all MPOs in Illinois are using the same e-TIP platform and there is a long-term goal of MPOs being able to communicate with one another.

Discussion ensued regarding some of the projects.

A motion was made by DuPage Co Representative John Loper, seconded by Cook Co Representative Tara Orbon, to approve FFY 2023-2028 Transportation TIP amendment 26-01. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, ATA Representative, CoM Representative, IDOT - OIPI Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

5.02 Transit Data Sharing Agreement

[25-356](#)

Attachments: [Transit data sharing agreement 2025](#)
[Transit Agreement 2025.11.12](#)

Martin Menninger, Program Lead, presented a data sharing agreement for transit which is part of the larger transportation performance management framework from MAP-21. The initial agreement, approved in 2018, lacked some required details. This agreement now includes timelines and the responsibilities of different parties as required by federal law.

A motion was made by Kane Co Representative Heidi Files, seconded by IDOT-OP&P Representative Megan Swanson, to approve the Transit Data Sharing Agreement. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, ATA Representative, CoM Representative, IDOT - OIPI Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

5.03 2026 Roadway Safety Targets

[25-359](#)

Attachments: [Memo TC Safety Targets 2026 final](#)
[MPO \(Safety Targets Memo\) 1-8-2026](#)
[Board \(Safety Targets Memo\) 1-14-2026](#)

Victoria Barrett, Program Lead, presented the 2026 roadway safety performance targets. The statewide safety targets program has been in place since 2018 and to date, the targets related to traffic fatalities have not been met. This has led to extensive and ongoing safety work.

The roadway safety performance measures are part of the Federal Highway Administration's (FHWA) Transportation Performance Management (TPM) program that focuses on five traffic safety performance measure targets. Today's focus is on the safety targets' primary indicators in the Highway Safety Improvement Program (HSIP). Barrett reported that CMAP is requesting to adopt the state's targets for 2026. She reviewed the process for roadway safety targets, noting that the process begins with IDOT sharing its statewide roadway safety targets.

Targets set by IDOT for 2026 are based on a five-year rolling average of the most recent data available and in this case, most recent data uses 2022's five-year rolling average. When the five-year trend reflects an increase, IDOT sets a target of a 2% reduction from the rolling five year average, indicating the agency's commitment to reversing the trend. When the five-year trend reflects a decrease, IDOT uses a least-squares trendline method.

Barrett reviewed statistics on the five, traffic safety performance measure targets: 1) annual rate of fatalities; 2) fatalities per 100 million vehicle miles traveled (VMT), 3) serious injuries; 4) rate of serious injuries per 100 million VMT, and 5) non-motorized fatalities and serious injuries.

Traffic fatalities started trending upward in 2014 but show a decline in 2022 and 2023. The hope is that decrease will continue in future years. Because the five-year rolling average reflects an increase over the previous year, IDOT has sent a 2% policy-based reduction.

Serious injuries have been decreasing since 2018 and should be considered with the higher number of fatalities. The trend is going in the desired direction and the least-squares trendline method was used to identify the 2026 target.

The statewide rate of fatalities per VMT has increased and a 2% policy-based reduction was set by IDOT. In contrast, the statewide rate of serious injuries per VMT are trending downward and the least-squares trendline method was used by IDOT to set this target.

Statewide non-motorized fatalities and serious injuries capture the general performance for people who are walking, bicycling, and using other modes that are not motorized vehicles. The federal performance measure combines these data but there are individual and different trends within these metrics. Fatalities in non-motorized travel have increased while serious injuries in non-motorized travel have decreased. The state used a composite method to identify the target for this performance measure.

Barrett reported on next steps. At this time, staff requests support of the targets as set forth by IDOT.

A motion was made by Tollway Representative Henry Guerriero, seconded by CMAP Representative

Aimee Lee, to approve and recommend approval of the 2026 Roadway Safety Targets to the MPO Policy Committee. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, ATA Representative, CoM Representative, IDOT - OIPI Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

6.0 Information items

6.01 Corridor planning for congestion management

[25-313](#)

Attachments: [CMP summary memo](#)

Alex Beata, Director, reported that corridor planning approach for congestion management is an idea that CMAP is exploring as a direct output of the recent update to the Congestion Management Process (CMP). The Congestion Management Strategy Guidebook was published this fall and includes a concept called the Mobility Solutions Ladder, a tiered strategy framework that encourages users to first consider low-cost, high-impact solutions before exploring new roadway capacity. A second resource recently published is the Comprehensive Corridor Study Template that provides guidance for planning and implementing strategies at the corridor level.

Working with a resource group, CMAP began looking at arterial congestion in our region and thinking of corridor studies as a new and useful approach for CMAP and partner agencies to address the root causes of congestion. This would provide an opportunity to advance a cohesive regional approach, convene stakeholders early, and consider other key policy goals.

The resource group came up with a pilot study concept that would apply CMAP deliverables in a real-world setting, identify opportunities to implement regional priorities, and learn lessons to apply to future studies. Guided by the resource group, CMAP conducted preliminary analysis on corridor planning opportunities with a focus on unreliable travel time over congestion and connecting segments into contiguous corridors. CMAP collected supplementary data across various areas looking at planned or programmed improvements, prior technical assistance, safety and resilience efforts, and transportation and performance data.

The initial draft results identified 16 corridors across three typologies: traditional suburban, limited access, and multi-use. The corridors ranged widely in length and traffic volume and were in all state jurisdiction facilities.

CMAP received feedback from the resource group and have been meeting with agencies to review the draft analysis. CMAP will use this feedback to select a corridor for a pilot study. CMAP would also like to include language in the RTP regarding corridor planning and brand the pilot study with the RTP logo.

Discussion ensued regarding the pilot study and the opportunity in piloting the three different types

of typologies. the criteria that will be used to select the pilot study and funding opportunities, what measures will best help inform agencies, and the need to consider a typography that includes a transit option.

Staff presented corridor planning for congestion management.

6.02 Transportation Resilience Improvement Plan update

25-358

Attachments: [TRIP TC Memo 11.13.2025](#)

Kate Evasic, Program Lead, presented the draft of the Transportation Resilience Improvement Plan (TRIP) for northeastern Illinois. The goal of the plan is to identify opportunities to improve the resilience of the transportation network to extreme weather and climate change. This plan will also better position the region to be more competitive in PROTECT discretionary funds and other federal and state funding opportunities.

CMAP met with its steering committee five times throughout the life of the project and held three broader stakeholder workshops as well as focus groups to broaden engagement with other implementers, experts, and advocates.

Once the draft plan is approved by the FHWA, projects in the plan can receive a reduction in the non-federal share and preference when applying for future rounds of PROTECT funding. As the region's MPO, the plan articulates the need for the agency to proactively address all challenges in the transportation system, including flooding and extreme heat.

Evasic discussed TRIP's unique components which included a risk-based vulnerability assessment of the regional transportation system, a spatial analysis of the impact of extreme heat on transit riders, and a tool developed to analyze the economic impact of flooding. Staff developed a quantitative and qualitative scoring process to evaluate projects based on resilience need and impact and developed resilience indicators to track progress.

Through a call for projects, a list of 64 projects was deemed eligible to be placed on the Resilience Project List. Of the 64 projects, 49 projects would protect roads and bridges, and 15 projects would protect transit assets. More than half of the projects are included in the TIP and 25 projects are components of projects that were submitted for consideration as a Regional Capital Project. Staff reviewed the scores of projects based on resilience need and impact and identified 20 high-priority projects.

The projects include structural improvements as well as nature-based solutions. It includes one coastal project along Lake Michigan. Many of these projects are multi-jurisdictional. Evasic reported that staff have identified additional resilience indicators that could possibly be used in the future.

Next steps include confirmation from FHWA that the plan meets minimum requirements, incorporation of feedback from FHWA and the Transportation Committee, presentation to the CMAP Board and MPO Policy Committee, and finally the publishing of the plan and the resubmittal of the final version to FHWA for final determination.

Discussion ensued regarding the work involved in completing the TRIP and how the projects will be monitored to see how effective they are.

A draft of the Transportation Resilience Improvement Plan was presented.

6.03 Regional Transportation Plan (RTP) update

[25-353](#)

Attachments: [20251121 RTP memo](#)

Ryan Thompto, Principal, reported on the progress of the 2026 Regional Transportation Plan (RTP). Staff are working on the Regional Capital Plan (RCP) policy and process update, and specifically on the project evaluation and prioritization process.

Thompto commented that other activities of work are occurring simultaneously as part of the RTP plan, including the Climate Action Plan (CAP), the Transportation Resilience Improvement Plan (TRIP), congestion management strategy, as well as target setting with travel safety. Due to timelines, not all the results/strategies from the other activities of work could be incorporated into the Regional Capital Plan but future iterations will be more aligned.

Staff met with the RCP resource group last week and had a discussion regarding fiscal constraint and the prioritization process. Staff intend to bring the draft RCP to the Transportation Committee for consideration at its December meeting along with final fiscal constraint numbers. Staff will meet with leadership of implementing agencies to ensure that there is agreement on priorities.

Cempel presented the emerging technologies policy brief. There are six areas of technology included in the policy brief, but today's focus is on cybersecurity. Emerging trends include increased system vulnerability with edge devices, effective governance, education and collaboration, and AI supporting and undermining cybersecurity.

CMAAP has opportunities to lead through information sharing and education, innovating at the local level, and leveraging technology in regional planning.

Discussion ensued regarding the need to collaborate with other entities, analyze technology tools that could be beneficial for agencies, and to build technology systems that can adapt to new technologies.

An update to the Regional Transportation Plan (RTP) was presented.

6.04 Legislative update

[25-360](#)

Attachments: [4.X Legislative Update Memo 2025-11-13](#)

Kasia Hart, Principal, reported that the federal government shutdown came to an end after Congress passed a bill to fund the government through January 30, 2026. She reported on activity at the federal level including the Transportation, Housing and Urban Development (THUD) bill and reauthorization bills. USDOT has proposed eliminating the mass transit account and redirecting the funds to support highway construction and prohibiting the flexing federal funds to transit which can have devastating impacts to transit. Staff will continue to monitor and engage legislators on these bills.

As part of its veto session, the IL General Assembly approved SB 2111 the Comprehensive Transit, Funding, and Reform package that authorizes nearly \$1.5 billion in transit and avoids service cuts and

layoffs. This Bill creates the Northern Illinois Transit Authority (NITA) that will set fare policy, operate an integrated fare collection system, and develop service standards to guide regional service planning and capital planning. Hart highlighted system provision improvements, including safety.

A legislative update was presented.

6.05 2026 Committee Meeting Dates

[25-357](#)

Attachments: [TC\(Memo\)ProposedMeetingDates2026](#)

Aimee Lee, Deputy of Transportation and CMAP Representative, presented the proposed 2026 meeting dates for the Transportation Committee. This item will be brought for formal approval to the Transportation Committee's December meeting.

The proposed 2026 committee meeting date schedule was presented.

7.0 Other Business

There was no other business before the committee.

8.0 Public Comment

There were no comments from the public.

9.0 Next Meeting

The next meeting is scheduled for December 19, 2025.

10.0 Adjournment

A motion was made by McHenry Co Representative Scott Hennings, seconded by RTA Representative Kyle Whitehead, to adjourn the meeting. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, ATA Representative, CoM Representative, IDOT - OIPI Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

The meeting was adjourned at 11:08 a.m.

Minutes prepared by Blanca Vela-Schneider.



MEMORANDUM

To: CMAP Transportation Committee

From: Russell Pietrowiak, Program Lead

Date: December 12, 2025

Subject: Transportation Improvement Program (TIP) amendments

Action Requested: Approval of Formal TIP Amendment 26-02

Since the committee's last meeting, project programmers submitted 55 formal amendments for Transportation Committee consideration. Additionally, 129 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. An interactive list of projects for each amendment is available on the [Plan Revisions tab](#) of the [eTIP public website](#) and reports detailing individual project changes are attached. Staff requests committee approval of [Formal Amendment 26-02](#).

Formal Amendment 26-02

Formal Amendment 26-02 includes 55 projects that have been submitted for Transportation Committee approval. Projects with cost changes above the administrative thresholds (37) added \$45.2M in total cost and \$72.8M in federal participation. New projects (5) added \$222.1M in total cost and \$165.7M in federal participation. Projects (13) with phases moving into or out active TIP years (FFY 25-29) reduced total cost by \$18.1M and federal participation by \$13.8M. The overall change in total project cost within all prior, current, and future years from this amendment is \$249.2M in total cost, and \$224.7M in federal participation, as shown in the table below.

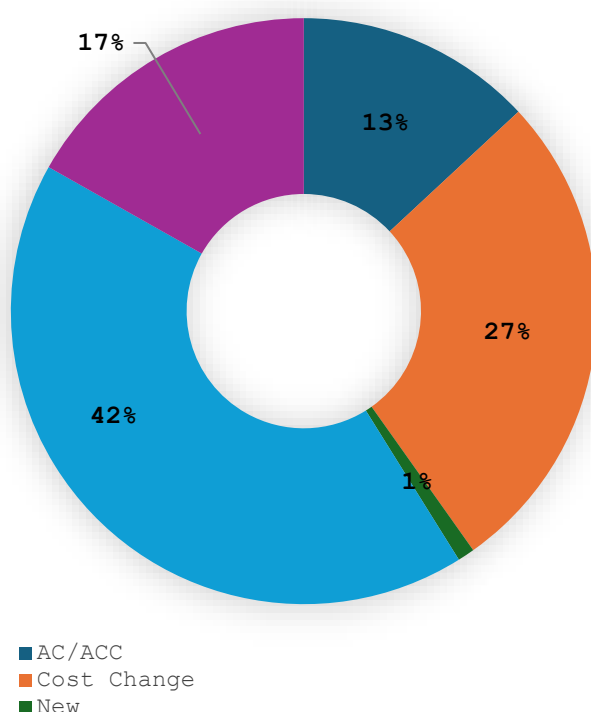
Type of change	# of projects	Change in Total Cost	Total cost after changes	Change in Federal Cost	Federal cost after changes
Cost change	37	\$45.2	\$2,072.2	\$72.8	\$1,059.8
New Project	5	\$222.1	\$222.1	\$165.7	\$165.7
Project phase moved into or out of TIP years	13	-\$18.1	\$350.5	-\$13.8	\$228.7
Grand Total	55	\$249.2	\$2,644.8	\$224.7	\$1,454.2

All costs in \$ millions

Administrative Amendments 26-02.1 and 26-02.2

A total of 129 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments 26-02.1 and 26-02.2. Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

26-02.1 & 26-02.2 Administrative Amendments - Type of Changes



Administrative changes with schedule changes (18) that reduced total cost by \$4.8M and had no change in federal participation. Projects that added, deleted, or changed funds sources (45) reduced total cost by \$115.5M and federal participation by \$29.4M. Cost changes below the formal thresholds (29) added \$24.4M in total cost and \$16.8M in federal participation. Projects with phases going into advanced construction (AC) status (14) had no change in total cost or federal participation. New projects (1) added \$3.3M in total cost with no federal participation. Deleted projects (1) reduced total cost by \$20M with no federal participation. There were 21 projects with other changes, such as the addition of project IDs or updating project location information, which did not change the total cost or federal participation. The overall result of the administrative changes was a decrease of \$92.6M in total cost and a reduction of \$12.6M in federal participation.

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

Type of change	# of projects	Change in Total Cost	Total Cost after changes	Change in Federal Cost	Federal Cost after changes
Phase(s) placed in AC	14	\$0.0	\$1,695.8	\$0.0	\$1,378.7
Cost change	29	\$24.4	\$752.4	\$16.8	\$505.7
New Project	1	\$3.3	\$3.3	\$0.0	\$0.0
Deleted Project	1	\$0.0	\$20.0	\$0.0	\$0.0
Schedule change	18	-\$4.8	\$4,362.3	\$0.0	\$48.8
Add, delete, or change fund sources	45	-\$115.5	\$4,135.2	-\$29.4	\$2,466.8
Other	21	\$0.0	\$219.8	\$0.0	\$154.6
Grand Total	129	-\$92.6	\$11,188.9	-\$12.6	\$4,554.6

All costs in \$ millions



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

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: November 18, 2025

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

Action Requested: Recommendation for approval by the MPO Policy Committee

Purpose

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

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

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

Conformity Amendment 26-03

New Not Exempt projects to be conformed:

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

Existing Not Exempt TIP projects with conformity changes:

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

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

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

Emissions modeling

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

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

below demonstrates that FFY 2025-2029 TIP and the ON TO 2050 plan conform to the Motor Vehicle Emissions Budget for volatile organic compounds (VOC) and nitrogen oxides (NO_x) as required.

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

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

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

Notes:

Off-model benefits are not included in the total emissions estimates

Results updated as of November 2025



MEMORANDUM

To: Transportation Committee

From: Kama Dobbs, Principal

Date: December 12, 2025

Subject: Draft FY 2027 Unified Work Program (UWP)

Action Requested: Approval

Purpose

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

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

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

FY 2027 Funding Summary

FY 2027 UWP funds will be allocated to CMAP, CTA, the City of Chicago, the subregional Councils of Mayors, Metra, Pace, and the RTA for core and competitive transportation planning activities. Table 1 below summarizes the allocation of funding by agency. Note that the specific

allocation of the CMAP budget has not been finalized. These values will be determined through CMAP's comprehensive budget development process. Therefore, the tables and figures in the draft FY 2027 UWP may be updated following CMAP budget approval. Funding allocations include both personnel costs and expenses, including consulting services. Figures 1 and 2 illustrate the relative personnel and expense costs by activity and agency, respectively.

Table 1. FY 2027 UWP budget by agency

Agency	Personnel	Expenses	Total
CDOT	\$625,074	\$574,926	\$1,200,000
CMAP*	\$10,941,834	\$17,338,393	\$28,280,227
CoM	\$1,934,448	\$265,592	\$2,200,040
CTA	\$1,179,256	\$400,000	\$1,579,256
Metra	\$607,642	\$283,858	\$891,500
Pace	\$232,794	\$459,956	\$692,750
RTA	\$0	\$120,000	\$120,000
Total	\$15,521,047	\$19,442,726	\$34,963,773

*CMAP allocations between personnel and expenses are preliminary

Figure 1. FY 2027 UWP budget by major activity

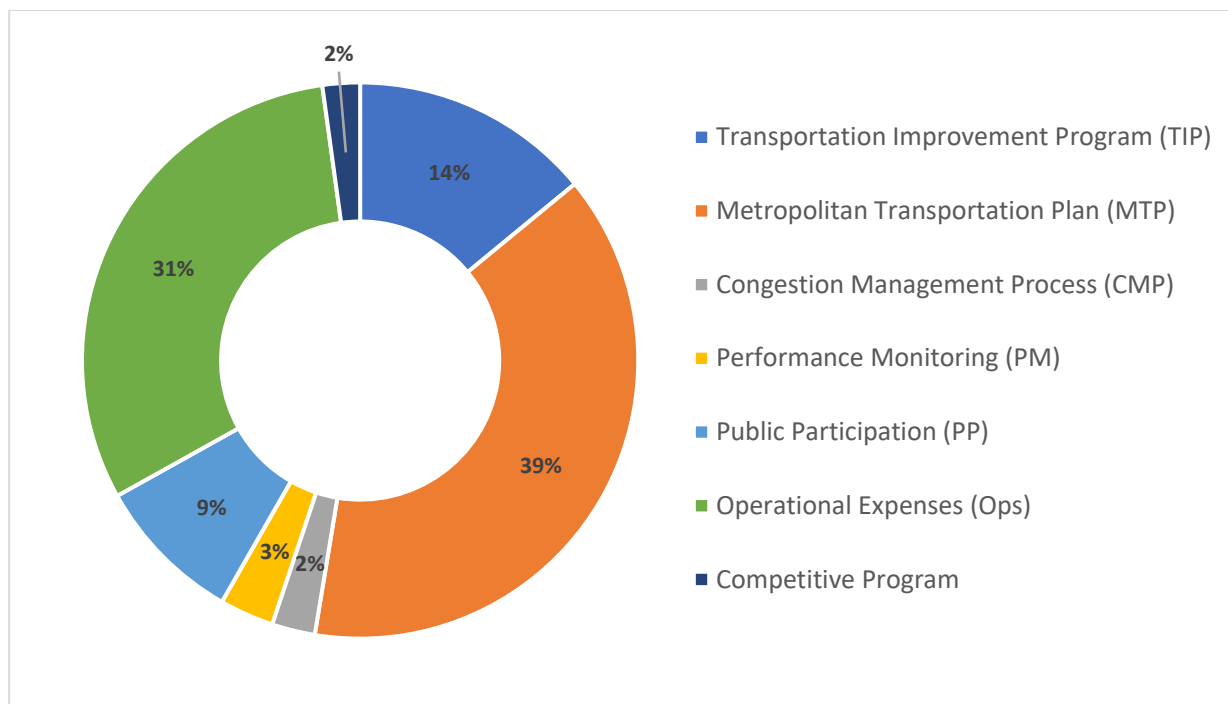
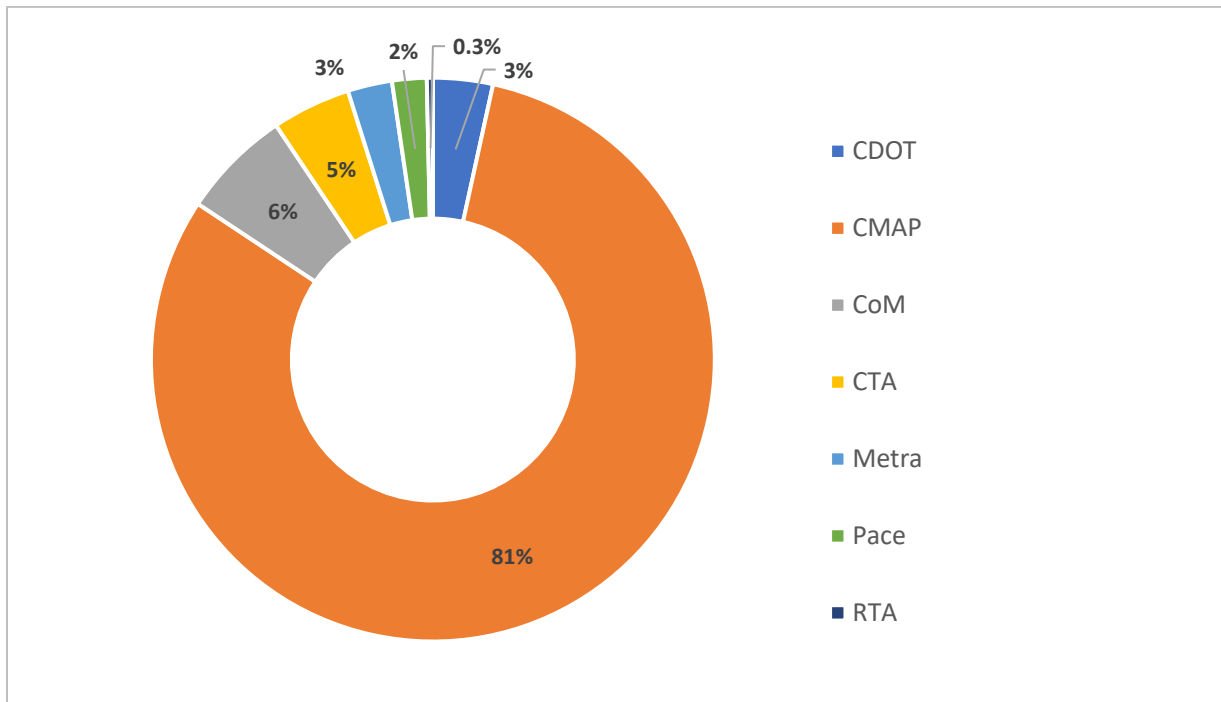


Figure 2. FY 2027 UWP budget by agency



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

FY 2027 Core Program

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

Table 2. FY27 core budget by activity

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

Note: All figures in thousands of dollars.

FY 2027 – 2031 Competitive Program

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

Table 3. Recommended FY 2027-2031 UWP Competitive Program

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

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

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

Transportation Committee consideration and a recommendation for MPO Policy Committee approval of the draft FY 2027 UWP at the January 8, 2026 MPO Policy Committee meeting is requested. Following CMAP Board approval of CMAP's comprehensive budget at the February 12, 2026 CMAP Board meeting, personnel and expense allocations by activity will be updated and final approval of the FY 2027 will be requested from the MPO Policy Committee at their March 12, 2026 meeting. Upon final approval by the MPO Policy Committee, the FY 2027 UWP will be transmitted to IDOT and USDOT for their approvals, and contract documents will be drafted for execution prior to July 1, 2026.



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: November 14, 2025

Subject: 2026 Committee Meeting Dates

Action Requested: Approval

The following are proposed Transportation Committee (TC) meeting dates for 2026. All the dates are on Fridays at 9:30 a.m. and are subject to change based upon the work of the committee.

Proposed 2026 TC Calendar
February 27, 2026
April 24, 2026
May 29, 2026
July 31, 2026
September 11, 2026
November 20, 2026
December 18, 2026



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: December 12, 2025

Subject: Regional Transportation Plan update

Action Requested: Information

General update

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

Financial plan update

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

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

the region's ability to responsibly implement its transportation priorities and support better decision-making in the face of uncertainty.

Regional capital projects

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

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

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

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

Table 1. RCPs Proposed for fiscal constraint

RCP ID	TIP ID(s)	Project name	Lead agency	Project type	Total Cost (millions 2025 \$)
11175	01-19-0024	I-90 / I-94 Kennedy and Dan Ryan Expressway Reconstruction (Hubbard Street to 31st Street)	IDOT District 1	Interstate Reconstruction	3,720
11180	08-19-0040	I-290/IL-53 Reconstruction (Lake Cook Road to I-88)	IDOT District 1	Interstate Reconstruction	5,850
11182		I-355 at I-290 Interchange project - bridge replacements	IDOT District 1	Bridge Reconstruction	600
12120	01-18-0012	North DuSable Lake Shore Drive Improvements	IDOT District 1	Intersection Improvement	2,400
12139	01-07-0001	75th Street Corridor Improvement Project (CIP)	IDOT OIPI	Intersection Improvement	1,607
13104	01-98-0114	I-190 O'Hare Access Roads from Bessie Coleman Drive to Cumberland Avenue (I-190 Access Improvements)	IDOT District 1	Interstate Add Lanes	896
13106	12-02-9034	I-55 from I-80 to Coal City Road	IDOT District 1	Interstate Add Lanes	914
13110	12-18-0019	I-55 from I-80 to US 52 (Jefferson Street); US 52 from River Road to Houbolt Road	IDOT District 1	Interstate Add Lanes	204
13111	08-19-0042	I-55 from I-355 to IL 53 (Bolingbrook Drive)	IDOT District 1	Interchange Improvement	36
13114	04-00-0023	I-290 Eisenhower Expressway from US 12/45/20 Mannheim Road to Racine Avenue	IDOT District 1	Interstate Add Lanes	3,384
13118	11-16-0008	IL 62 (Algonquin Road), IL 25 (JF Kennedy Memorial Drive) to IL 68 (Dundee Road)	IDOT District 1	Arterial Add Lanes	163

13122	12-22-0034; 12-24-0028	US 6 from I-55 to US 52	IDOT District 1	Arterial Add Lanes	176
13123	09-09-0099	US 30 from IL 47 to Albright Road	IDOT District 1	Arterial Add Lanes	109
13124	06-22-0022	IL 7/143Road from Will-Cook Road to IL7/Southwest Highway	IDOT District 1	Arterial Add Lanes	167
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
13129	02-94-0001	Willow Rd from east of the Des Plaines River to Waterview Drive/Protection Parkway	IDOT District 1	Arterial Add Lanes	29
13130	08-00-0009	IL 53 from south of IL 56 (Butterfield Road) to Park Boulevard	IDOT District 1	Arterial Add Lanes	41
13131	10-01-0022	IL 22 (Lake Zurich Road) from Quentin Rodd to west of IL 83	IDOT District 1	Arterial Add Lanes	126
13132	10-09-0037	US 41 (Skokie Highway) from Quassey Avenue to south of IL 176	IDOT District 1	Arterial Add Lanes	123
13133	10-09-0148	IL 137 (Buckley Road) from IL 83 to Petersen Road	IDOT District 1	Arterial Add Lanes	76
13134	10-20-0004	IL 120 (Belvidere Road) from Ashford Lane to US 45	IDOT District 1	Arterial Add Lanes	30
13160	09-10-0030	US 20 (Lake Street) from Randall Road to Shales Parkway	IDOT District 1	Arterial Add Lanes	185
13167	10-09-0024	IL 131 (Green Bay Road) from Sunset Avenue to Wadsworth Road	IDOT District 1	Arterial Add Lanes	68
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

21189		"Better Brown": Brown Line Modernization Program	CTA	Transit Modernization	847
21190		"Greater Green": Green Line Modernization Program	CTA	Transit Modernization	1,956
22185	16-19-0039	Blue Line Forest Park Branch Track and Station Reconstruction	CTA	Transit Capacity Increase	2,922
22201		Ashland Bus Rapid Transit (BRT)	CTA	BRT or Bus Priority Corridor	166
22202	16-19-0036	Bus Priority Corridor: Western Avenue	CTA	BRT or Bus Priority Corridor	339
22203	16-19-0036	Bus Priority Corridor: Pulaski Road	CTA	BRT or Bus Priority Corridor	323
22204	16-19-0036	Bus Priority Corridor: Garfield Boulevard	CTA	BRT or Bus Priority Corridor	150
22205	16-19-0036	Bus Priority Corridor: Fullerton Avenue	CTA	BRT or Bus Priority Corridor	145
22206	16-19-0036	Bus Priority Corridor: Cottage Grove Avenue	CTA	BRT or Bus Priority Corridor	181
23188	16-18-0004	Red and Purple Modernization (RPM) Next Phases	CTA	Transit Modernization	4,280
33146		Metra Electric Line Improvements	Metra	Transit Capacity Increase	1,140

33147	01-02-9018	Rock Island Improvements	Metra	Transit Capacity Increase	810
33148	01-07-0001	Southwest Service Line Improvements	Metra	Transit Capacity Increase	776
33150	18-18-0008	Burlington Northern Santa Fe Line Improvements	Metra	Transit Capacity Increase	328
33152	18-18-0009	Milwaukee District West Line Improvements	Metra	Transit Capacity Increase	769
33153	18-07-0670	Union Pacific Northwest Line Improvements and Extension	Metra	New Transit Line or Extension	859
33155		O'Hare Express and North Central Service Line Improvements	Metra	Transit Capacity Increase	1,250
33156	18-10-9001	Union Pacific North Line Improvements	Metra	Transit Capacity Increase	1,174
33157	18-18-0010	A2 Crossing Modernization	Metra	Transit Modernization	1,100
43159	12-13-0004	Laraway Road (CH 74) from US 45 to IL 43 (Harlem Avenue)	Will County	Arterial Add Lanes	5
43208		Randall Road from north of Stearns Road to south of Longmeadow Parkway	Kane County	Arterial Add Lanes	133
43211	09-26-0001	Randall Road at I-90	Kane County	Arterial Add Lanes	97
44217		Milwaukee District North Line Extension to Spring Grove and Richmond	Metra	New Transit Line or Extension	480

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	272

91329	11-06-0018	IL 47 from IL 120 to US 14	IDOT District 1	Arterial Add Lanes	245
91330	11-07-0014	IL 47 from IL 176 to IL 176	IDOT District 1	Arterial Add Lanes	261
91331	09-09-0040	IL 47 from Cross Street to Kennedy Road (FAU 3793)	IDOT District 1	Arterial Add Lanes	242
91336	07-25-0002	I-80 from I-294 (Tri-State Tollway) to State Line (Flex Road - ITS)	IDOT District 1	Interstate Add Lanes	36
91337	12-16-0027	I-55 at IL 129, IL 129 to Lorenzo Road, I-55 Frontage Roads: Kavanaugh Road to Lorenzo Road and at Lorenzo Road	IDOT District 1	Interchange Improvement	180
92416	01-94-0006	Red Line Extension (US 12/20/95th Street to 130 th Street)	CTA	New Transit Line or Extension	5,408
93310	18-14-0004	Auburn Park New Station	Metra	New Station	59
94320	12-12-0033	Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road)	Will County	Arterial Add Lanes	34
94323	12-13-0004	Laraway Road (CH 74) from US 52 to US 45	Will County	Arterial Add Lanes	190
94325	12-10-0008	143rd Street (CH37) from State Street (Lemont Road) to Bell Road (CH 16)	Will County	Arterial Add Lanes	75
94327	12-19-0038, 12-22-0001	Gougar Road: Laraway Road to Francis Road	Will County	Arterial Add Lanes	92
94333	12-15-0002, 12-12-0003	Bell Road Corridor from 159th Street to Glengary Drive	Will County	Arterial Add Lanes	50
94338	09-21-0007, 09-02-0007	Randall Road Grade Separation and Intersection Safety Improvements at Hopps Road	Kane County	Arterial Add Lanes	76
95313	13-16-0009	I-294 Central Tri-State Mobility Improvements	IL Tollway	Interstate Add Lanes	3,644
95314	13-18-0005	I-290/I-88/I-294 Interchange Improvement	IL Tollway	Interchange Improvement	556

95315	03-96-0021	Elgin O'Hare Western Access (I-490)	IL Tollway	New Interstate	4,810
96111	01-24-0017	Calumet River Bridges	CDOT	Bridge Reconstruction	367
96132	01-02-0030	State/Lake Station - Loop El	CDOT	Station Improvement	482
97434	17-18-0003	Pulse Halsted Street	Pace	BRT or Bus Priority Corridor	34
97435	17-21-0001	Pulse 95th Street	Pace	BRT or Bus Priority Corridor	22

Table 2. RCPs proposed for unconstrained list

RCP ID	TIP ID(s)	Project name	Lead agency	Project type	Total cost (millions 2025 \$)
11174	13-19-0016	I-94 Bishop Ford Expressway Reconstruction	IDOT District 1	Interstate Reconstruction	990
11176	06-19-0011	I-55 Stevenson/Barack Obama Presidential Expressway Reconstruction (US 41/South DuSable Lake Shore Drive to I- 80)	IDOT District 1	Interstate Reconstruction	5,170
11177	01-19-0025	I-90 Kennedy Expressway	IDOT District 1	Interstate Reconstruction	2,340
11178	01-19-0026	I-94 Edens Expressway Reconstruction	IDOT District 1	Interstate Reconstruction	2,440
11179	01-19-0027	I-90/I-94 Kennedy Expressway Reconstruction (Edens Junction to Hubbard Street)	IDOT District 1	Interstate Reconstruction	2,700
11181	13-19-0017	I-57 Reconstruction (I-94 to I-80, I-80 to Will/Kankakee border)	IDOT District 1	Interstate Reconstruction	3,760
13108	12-10-9001;	I-55 Managed Lane from I-355 to I-94/I-90	IDOT District 1	Interstate Add Lanes	1,888
13113	12-12-0037	I-80 from US 30 to I-294	IDOT District 1	Interstate Add Lanes	2,250
13115	10-07-0001	IL 60/IL 83 from IL 176 to IL 60(Townline Road)	IDOT District 1	Arterial Add Lanes	299
13116	10-09-0149	IL 173 (Rosecrans Road) from IL 59 to US 41 (Skokie Highway)	IDOT District 1	Arterial Add Lanes	270
13117	10-09-0146	US 45 (McHenry Road) from IL 173 to IL 132	IDOT District 1	Arterial Add Lanes	54
13119	10-09-0147	IL 83 (Milwaukee Avenue) from Petite Lake Road to IL 120	IDOT District 1	Arterial Add Lanes	214
13121	08-95-0024	IL 83 Kingery Highway from 31st Street to 55th St and 63rd St to Central Avenue	IDOT District 1	Arterial Add Lanes	89
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
13135	10-94-0007	US 45 (Lake Avenue) from Rollins Road to Washington St and US 45 from Washington St to north of IL 120	IDOT District 1	Arterial Add Lanes	41
13168	10-09-0024	IL 131 (Green Bay Road) from Wadsworth Road to Russell Road	IDOT District 1	Arterial Add Lanes	129
13183	11-06-0018; 11-07-0014	IL 47 from Charles Road to US 14, and IL 47 (Eastwood Drive) from US 14 (Northwest Highway) to Reed Road	IDOT District 1	Arterial Add Lanes	515
14137	10-94-0047	IL 120 from Wilson Road to US 41 (IL 120 Bypass)	IDOT District 1	New Arterial	1,000
14138	12-22-0005	I-57 - At Eagle Lake Rd	IDOT District 1	New Interchange or Ramp	206
23186	16-18-0003	Blue Line Core Capacity	CTA	Transit Capacity Increase	2,537
23187	16-22-0004	Brown Line Core Capacity	CTA	Transit Capacity Increase	1,780
24191		Circle Line - visionary	CTA	New Transit Line or Extension	Not Available
24192		Mid-City Transitway - visionary	CTA	New Transit Line or Extension	Not Available
24193		Blue Line Extension to Mannheim - visionary	CTA	New Transit Line or Extension	Not Available
24194		Green Line Extension to Jackson Park - visionary	CTA	New Transit Line or Extension	Not Available

24195	16-08-0011	Orange Line Extension to Ford City - visionary	CTA	New Transit Line or Extension	445
24196		Yellow Line Extension to Old Orchard - visionary	CTA	New Transit Line or Extension	263
24197		West Loop Subway (Red Line) - visionary	CTA	New Transit Line or Extension	Not Available
24198		Green Line Extension to Midway - visionary	CTA	New Transit Line or Extension	Not Available
24199		Brown Line Extension to Jefferson Park - visionary	CTA	New Transit Line or Extension	Not Available
24200		Clinton Street Subway - visionary	CTA	New Transit Line or Extension	612
33149		Heritage Corridor Line Improvements	Metra	Transit Capacity Increase	331
33151	18-07-0669	Union Pacific West Line Improvements	Metra	Transit Capacity Increase	471
33154		Milwaukee District North Line Improvements	Metra	Transit Capacity Increase	832
43158	12-18-0021	Wilmington-Peotone Road from IL 53 to Drecksler Road	Will County	Arterial Add Lanes	27
44101		Northern McHenry Bypass	McHenry County	New Arterial	200
44102		Northern Algonquin Bypass	McHenry County	New Arterial	150
44218	11-02-9003	Milwaukee District West Extension to Huntley and Marengo	Metra	New Transit Line or Extension	885

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