Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MPO POLICY COMMITTEE

AGENDA - FINAL

Thursday, June 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 June 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/85990958636?pwd=dQ1amZkvYPcIy59uT3pmWLCBZNO6ax.1

Conference Call number: 312 626 6799 US (Chicago)
Meeting ID: 859 9095 8636 Passcode: 634859

CMAP provides the opportunity for public comments by emailing info@cmap.illinois.gov. Individuals are encouraged to submit written public comments. Public comments received at least 24 hours before the meeting will be shared at the meeting (as time allows) and incorporated into the meeting minutes. Written comments received less than 24 hours before the meeting will be retained and available upon request.

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

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

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1.0 Call to Order and Introductions

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

3.01 Minutes from March 12, 2026 26-152

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: 3.12.26 MPO Policy Committee meeting minutes draft

4.0 CMAP Announcements

4.01 Executive Director's report 26-153

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

ACTION REQUESTED: Information

Attachments: Memo - Executive Director's report
USDOT Certification Review Finding Letter - Chicago IL CMAP

4.02 CMAP Board update 26-154

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

ACTION REQUESTED: Information

4.03 Council of Mayors' Executive Committee report 26-155

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

ACTION REQUESTED: Information

5.0 Items for Approval

5.01 FFY 2026 FTA Sub-Area Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307/5340 Urbanized Area, Section 5337 State of Good Repair, Section 5339 Bus and Bus Facilities and Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds 26-173

PURPOSE & ACTION: The MPO Policy Committee is asked to approve endorsement of the suballocations, considering RTA Board approval on May 21, 2026.

ACTION REQUESTED: Approval

Attachments: Memo - RTA Formula Funding

5.02 FFY 2027 - 2031 STP-Local Programs Transportation Improvement Program (TIP) plan revisions **26-175**

PURPOSE & ACTION: The MPO Policy Committee is asked to follow the Transportation Committee's recommendation to approve for inclusion in the FFY 2027-2032 TIP a series of twelve TIP plan revisions resulting from the STP-Local (STP-L) calls for projects for Federal Fiscal Year (FFY) 2027 - 2031, conducted by the local Councils of Mayors (councils) and the Chicago Department of Transportation (CDOT) from October 2025 through December 2025.

ACTION REQUESTED: Approval

Attachments: Memo - FFY 2027-2031 STP-L TIP Plan Revisions

5.03 2026 RTP/FFY 2027-2032 TIP Conformity Determination and Regional Capital Projects (RCPs) plan revision **26-174**

PURPOSE & ACTION: The 2026 Regional Transportation Plan (RTP) and the FFY 2027-2032 Transportation Improvement Program (TIP) must demonstrate they are fiscally constrained and conformed. This plan revision includes projects recommended as Regional Capital Projects (RCPs) in the draft 2026 RTP. CMAP requests the committee's approval to release the 2026 RTP (All RCPs) and FFY 2027-2032 TIP (Conformity Determination) plan revision for public comment.

ACTION REQUESTED: Approval

Attachments: Memo - TIP Conformity Determination and RCPs plan revision
2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)

5.04 Release draft Regional Transportation Plan (RTP) for public comment **26-170**

PURPOSE & ACTION: The Regional Transportation Plan (RTP), which is due in October 2026, builds on ON TO 2050 and will serve as the long-term transportation policy and investment framework for northeastern Illinois. The project team will present the components of the draft plan - including the socioeconomic forecast, financial plan, regional capital projects, and policy advancements - and seek approval to release the plan for the public comment period, anticipated to run from June 12 through July 31.

ACTION REQUESTED: Approval

Attachments: Memo - Release draft Regional Transportation Plan (RTP) for public comment

5.05 Draft FFY 2027-2032 Transportation Improvement Program (TIP) for public comment **26-168**

PURPOSE & ACTION: CMAP requests the MPO Policy Committee's approval to release the draft FFY 2027-2032 Transportation Improvement Program (TIP) for public comment.

ACTION REQUESTED: Approval

Attachments: Memo - Draft FFY 2027-2032 TIP for public comment
FY2027-2032 Draft Transportation Improvement Program (TIP)

6.0 Information Items

6.01 Appointment of a subcommittee for nominating the vice chair of the MPO Policy Committee 26-156

PURPOSE & ACTION: The MPO Policy Committee's Bylaws require the Chair of the MPO Policy Committee to appoint a subcommittee of five members of the Policy Committee to nominate candidates for election to the office of vice chair of the Policy Committee for the following year. The names of the appointed subcommittee members will be announced at the meeting.

ACTION REQUESTED: Information

Attachments: Memo - Appointment of a subcommittee for nominating the vice chair of the MPO

6.02 Amendments to the MPO Policy Committee Bylaws 26-167

PURPOSE & ACTION: The MPO Policy Committee will receive proposed amendments to the MPO Policy Committee Bylaws for the committee's consideration.

ACTION REQUESTED: Information

Attachments: Memo - Amendments to the MPO Policy Committee Bylaws
MPO Policy Committee Bylaws with amendments

6.03 Transportation Resilience Improvement Plan (TRIP) update 26-157

PURPOSE & ACTION: The MPO Policy Committee will receive an overview of the newly published TRIP, including the planning process and key recommendations of the plan.

ACTION REQUESTED: Information

Attachments: Memo - Transportation Resilience Improvement Plan (TRIP) update

6.04 The Century Plan update 26-166

PURPOSE & ACTION: The MPO Policy Committee will receive an update on the development of the Century Plan and hear about notable challenges and opportunities that are emerging as priorities for regional coordination.

ACTION REQUESTED: Information

Attachments: Memo - The Century Plan update

6.05 Legislative update 26-165

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 a joint meeting with the CMAP Board scheduled for October 14, 2026.

10.0 Adjournment

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MPO POLICY COMMITTEE

MEETING MINUTES - DRAFT

Thursday, March 12, 2026

9:30 AM

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

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You can also join from your computer, tablet or smartphone.
https://us06web.zoom.us/j/85990958636?pwd=dQ1amZkvYPcIy59uT3pmWLCBZNO6ax.1

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1.0 Call to Order and Introductions

Chair Gia Biagi called the meeting to order at 9:32 a.m.

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

Absent: CMAP Representative 2, Kendall Co Representative and Will Co Representative

Non-Voting: Class I Railroads Representative, FHWA Representative and FTA Representative

Noting a physical quorum of the committee, Chair Biagi reported requests were received from the Lake County Representative, McHenry Co Representative, and Class I Railroads Representative to attend the MPO Policy Committee meeting virtually in compliance with the Open Meetings Act requirements.

A motion was made by CMAP Representative Frank Beal, seconded by Metra Representative Lynnette Ciavarella, to allow the remote participation of members in compliance with the Open Meetings Act requirements. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Metra Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: CMAP Representative 2, Kendall Co Representative and Will Co Representative

Non-Voting: FHWA Representative and FTA Representative

Not Present: Lake Co Representative and McHenry Co Representative

Absent (NV): Class I Railroads Representative

Gia Biagi served as IDOT Representative, Mary Nicol served as CDOT Representative, Frank Beal served as CMAP Representative 1, Molly Poppe served as CTA Representative, Tara Orbon served as Cook Co Representative, Jeffrey Schielke served as Council of Mayors Representative, Stephen Travia served as DuPage Co Representative, John Paul Diipla served as FHWA Representative, Mark Kane served as FTA Representative, Cassaundra Rouse served as Illinois Tollway Representative, Tom Rickert served as Kane Co Representative, Shane Schneider served as Lake Co Representative, Alicia Schueller served as McHenry Co Representative, Lynnette Ciavarella served as Metra Representative, Erik Llewellyn served as Pace Representative, Jill Leary served as RTA Representative, Thomas Evenson served as Class I Railroads Representative

Staff present: Erin Aleman, Bill Barnes, Alex Beata, John Carpenter, Kama Dobbs, Elizabeth Ginsberg, Ryan Gougis, Patrick Guziak, Kasia Hart, Aimee Lee, Maren Lutterbach, Stephane Phifer, Julie Reschke, Elizabeth Scott, Ryan Thompto, Jennie Vana, Blanca Vela Schneider, Claire Williams

Others present: Garland Armstrong, Holly Bienemann, C Burns, Eric Czarnota, Heidi Files, Michael Fricano, Brandon Geber, Henry Guerriero, Jennifer Henry, George Kandathil, Gretchen Klock, David Kovarik, Brian Larson, Heidi Lichtenberger, Tim McMahon, Gordon Smith, Megan Swanson, Janice R. Thomas, Michael Vanderhoof, Adalee Wasikonis, Michael Zakosek

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

Chair Biagi provided an update on the work of the IDOT Blue Ribbon Commission on Transportation. The Commission, composed of legislators, industry representatives, advocates, and labor partners, has spent the past year examining how IDOT can improve project delivery, strengthen its workforce, enhance governance, advance equity, and support sustainability. The Commission's final report contains 27 recommendations and 113 sub-recommendations.

Chair Biagi announced that IDOT has launched the "IDOT Blueprint for the Future," a strategic action and implementation plan that will organize the recommendations into approximately twenty workstreams. She noted that work has already begun and emphasized that the Blueprint will involve broad organizational engagement and opportunities for input from CMAP and other partners. She highlighted that many CMAP priorities are directly reflected in this initiative.

Chair Biagi also discussed the Memorandum of Understanding between the MPO Policy Committee and the CMAP Board, which provides for one member of the Policy Committee to serve on the CMAP Board to support coordination between the two bodies. She thanked Leanne Redden for serving in this role for several years and informed the committee that Executive Director Erin Aleman has agreed to serve as the interim representative on the CMAP Board until a new appointment is made.

3.0 Approval of Minutes

3.01 Minutes from January 8, 2026 26-044

Attachments: 1.8.26 MPO Policy Committee meeting minutes draft

A motion was made by Council of Mayors Representative Jeffrey Schielke, seconded by CMAP Representative Frank Beal to approve the January 8, 2026 meeting minutes. The motion carried by the following vote:

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

Absent: CMAP Representative 2, Kendall Co Representative and Will Co Representative

Non-Voting: Class I Railroads Representative, FHWA Representative and FTA Representative

4.0 CMAP Announcements

4.01 Executive Director's report 26-045

Executive Director Aleman confirmed her willingness to serve as the interim representative to the CMAP Board during the current transition period. She explained that, due to the creation of NITA, the MPO Policy Committee bylaws must be updated to ensure alignment with the evolving governance structure. CMAP staff will review the bylaws, consult with members, and bring a redlined version to the committee for discussion and approval at the June meeting.

Executive Director Aleman then summarized key developments since the January meeting. The CMAP Board has approved the annual budget and work plan for Fiscal Year 2027, which, together with the

UWP, outlines CMAP's state-mandated and federal responsibilities, funding sources, and expenditures. The final UWP is being presented at this meeting for committee approval.

She also reported that CMAP recently completed its federally required certification review with FHWA and FTA. Initial feedback was very positive, and CMAP does not anticipate any findings. A final report with recommendations will be shared with both the Board and the MPO Policy Committee once received.

Executive Director Aleman announced that the technical assistance program, conducted jointly with RTA, will open its annual call for projects on March 30 and close on April 17, with awards expected this summer. She highlighted a new service category, node-oriented planning assistance, which will support communities in strengthening key activity centers and improving transportation connections. Virtual open houses will be held in April to support interested applicants.

Erin Aleman informed the committee that the Phase 1 data set from the My Daily Travel survey is now available. Approximately 3,500 households participated between September 2024 and June 2025, making this the first post-pandemic regional travel dataset. CMAP is beginning analysis and will prepare policy briefs to support development of the next Regional Transportation Plan.

Executive Director Aleman also reported that CMAP has completed the region's first Transportation Resiliency Improvement Plan, developed to meet FHWA requirements under the PROTECT program. The plan is expected to improve federal match eligibility for certain projects. CMAP will present the plan to both the Board and the MPO Policy Committee at an upcoming meeting and will incorporate its findings into the Regional Transportation Plan process.

The Executive Director's report was presented.

4.02 CMAP Board update **26-046**

Executive Director Aleman reported on the CMAP Board meetings held in February and March. At these meetings, the Board approved a revised line of credit policy for the agency. The Board also approved the TIP conformity analysis, the TIP amendments, and the 2026 road safety targets, which were presented to the MPO Policy Committee at its January meeting.

She noted that the Board received and discussed the CMAP Annual Report, which was also shared with the committee earlier this year, and accepted the FY25 financial audit. In addition, the Board approved the proposed FY27 budget and work plan.

Executive Director Aleman added that updates related to the Century Plan and trends from the State of the Region report were included on both Board agendas and mirror discussions taking place at today's meeting.

The CMAP Board update was presented.

4.03 Council of Mayors' Executive Committee report **26-049**

Mayor Jeffrey Schielke reported that the Council of Mayors Executive Committee, which includes representatives from each of the eleven subregional councils, met last week. He noted that the committee welcomed a new member, Mayor Scott Nickles of Round Lake Beach, who is now representing the Lake County Council of Mayors.

He explained that the meeting focused on the Century Plan, including discussion of the State of the

Region report, which will also be reviewed during today's meeting. The committee is additionally discussing CMAP's analysis of goals and challenges identified in municipal and county planning documents. Mayor Schielke expressed hope that municipal managers and elected officials will participate in deeper conversations about these challenges when CMAP brings the discussion to the Councils of Government later this spring.

He concluded by noting that the Council of Mayors' next meeting will take place in June.

The Council of Mayors' Executive Committee report was presented.

5.0 Items for Approval

5.01 FY2027 Unified Work Program (UWP) 26-068

Attachments: Memo - FY2027 Unified Work Program
FY2027 Unified Work Program

Kama Dobbs reminded the committee that it approved the draft FY2027 Unified Work Program in January and noted that the CMAP Board has since approved the agency's budget and work plan, and those materials are now incorporated into the final UWP. Appendix F, which documents regional planning activities not funded through the UWP, has also been updated.

She reported that the FY2027 program includes just under $35 million in federal and matching funds for CMAP and partner agencies, covering personnel and operating costs for the six core MPO activities and the annual competitive program.

Kama Dobbs requested the committee's approval of the final FY2027 UWP so it may be submitted to IDOT and USDOT for federal approval.

A motion was made by Council of Mayors Representative Jeffrey Schielke, seconded by CDOT Representative Mary Nicol to approve FY2027 Unified Work Program. The motion carried by the following vote:

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

Absent: CMAP Representative 2, Kendall Co Representative and Will Co Representative

Non-Voting: Class I Railroads Representative, FHWA Representative and FTA Representative

6.0 Information Items

6.01 NITA Act overview 26-069

Attachments: Memo - NITA Act overview

Elizabeth Scott, Principal, provided an overview of the newly enacted Northern Illinois Transit Authority (NITA) Act and CMAP's ongoing work to support its implementation. She noted that the legislation, signed at the end of last year, is extensive and complex, and that IDOT and the Governor's Office are currently organizing the transition process and preparing to engage a transition consultant. CMAP is working in parallel to identify upcoming milestones, interpret legislative requirements, and support the region in understanding next steps.

Elizabeth Scott emphasized that appointing authorities across the region will soon need to select

individuals to serve on both the NITA Board and the service boards. To assist with that process, CMAP is analyzing the responsibilities that future appointees will be expected to oversee and the decisions they will need to make in the coming six to eight months.

She explained that the NITA Act represents a significant restructuring of regional transit governance, affecting both the RTA and the service boards. New or expanded responsibilities centralized at NITA will include fare policy integration; development of a unified timetable and ticketing framework; creation of regional safety standards and a long term safety strategy; and the establishment of standardized service planning. Strategic and capital planning functions will be strengthened, major capital project oversight will shift to NITA, and new authorities related to joint development and transit-oriented development will be introduced.

Scott noted that many of these initiatives will entail new costs, and that CMAP's financial modeling-conducted for the Plan of Action for Regional Transit (PART)-helped determine the approximately $1.5 billion in new revenue included in the Act. Of this amount, roughly $1.25 billion will address the system's structural deficit, while about $500 million will remain available for improvements that advance the Act's vision, including expanded frequency and service levels. She stressed the importance of monitoring how new costs develop so that funding for service expansion remains viable.

Turning to governance, Scott outlined the appointment process for the NITA Board, which will include seats appointed by the Governor, the Mayor of Chicago, the Cook County Board President, and the chairs or executives of the collar counties. Many appointees will hold dual roles on both NITA and individual service boards. She highlighted that the Act takes effect June 1 and requires all NITA Board members to be seated by September 29, noting that various advice-and-consent processes will affect timing. She also reviewed statutory requirements for appointees, including substantial and relevant experience in transit planning, operations, or funding, as well as the expectation that the Board's composition reflect the region's diversity. Elizabeth Scott concluded by emphasizing the scale of work ahead and the tight timelines for implementation, noting that identifying and appointing qualified individuals will be one of the region's most critical near term responsibilities.

Mayor Jeffrey Schielke remarked on the rapid residential growth occurring in Batavia and surrounding communities, noting that proximity to the Tollway and Metra service is a major driver. He emphasized that this growth will increase demand on the regional transportation system and expressed interest in how the new NITA Board will respond.

Cassaundra Rouse, speaking for the Illinois Tollway, stated that the Tollway looks forward to working with NITA, the future Board, and the incoming Executive Director to support the Act's goals.

Asked about the timeline for issuing the transition consultant contract, Secretary Biagi replied that the goal is to release it as soon as possible, acknowledging the tight timeframe created by the June 1 effective date and the September 29 deadline for seating the Board.

(Secretary Biagi excused herself from the meeting at 10:13 a.m., delegating her responsibilities as Chair to Vice Chair Cassaundra Rouse and transferring IDOT representation to her alternate, Michael Vanderhoof.)

The NITA Act overview was presented.

6.02 Regional Transportation Plan (RTP) update 26-058

Attachments: Memo - RTP update
Draft RTP priority investments
Draft RTP constraint list 03-2026
Draft RTP objectives and strategies

Ryan Thompto provided an update on the development of the 2026 Regional Transportation Plan. He explained that CMAP continues to advance several major workstreams, including strategy development, stakeholder engagement, and preparation of the financial plan. He noted that staff are meeting with communities across the region and releasing short videos to highlight lived experiences related to transportation. CMAP is also finalizing the prioritization process for Regional Capital Projects and progressing toward a complete draft financial plan.

Ryan Thompto stated that CMAP intends to finalize the constrained project list and priority investments following this meeting so that required federal analyses - such as air quality conformity and Title VI nondiscrimination reviews - can be completed. CMAP expects to return in June with the draft plan and appendices, seeking approval to release them for public comment. Final adoption is anticipated in October 2026.

Julie Reschke then presented an overview of the draft RTP strategies included in the meeting packet. She explained that the strategies build on the RTP's goals and objectives and are informed by stakeholder input, research, and related regional planning initiatives. She summarized the five goal areas: improving regional mobility, enhancing traffic safety, addressing climate impacts and environmental resilience, supporting economic prosperity, and strengthening regional coordination and investment.

Ryan Thompto went on to describe the proposed priority investments. He explained that this new component responds to recommendations from the federal certification review and regional stakeholders seeking a more focused set of regional priorities. CMAP evaluated all submitted major projects based on current need, future performance, and alignment with regional goals, and then divided them into constrained and unconstrained lists according to fiscal capacity. The priority investments list identifies the most transformative projects and programs among the constrained set, reflecting both largescale regional investments and smaller scale multimodal programs with significant cumulative benefit.

The proposed list includes fifteen priority investments. Ryan Thompto noted that the list was well received by the Regional Capital Projects Resource Group and that CMAP also received substantial public comment regarding the North DuSable Lake Shore Drive project, which has appeared on previous fiscally constrained lists.

He concluded by outlining next steps. Following feedback from the MPO Policy Committee, CMAP will begin federal conformity and equity analyses and incorporate those results into the draft RTP before returning in June with a request to release the plan for public comment.

The RTP update was presented.

6.03 Corridor planning for congestion management 26-059

Attachments: Memo - Corridor planning for congestion management

Alex Beata provided an update on CMAP's congestion management work, focusing on recent deliverables and next steps related to corridor planning. He noted that CMAP has followed the Federal Highway Administration's eight step congestion management process and highlighted two newly completed products that are now available on the CMAP website: the Congestion Management Strategy Guidebook and the Comprehensive Corridor Study Template. These resources are intended to assist transportation agencies and local governments in identifying, evaluating, and implementing congestion management strategies, and they emphasize that congestion management is a shared regional responsibility.

Alex Beata explained that the guidebook introduces a "mobility solutions ladder" that prioritizes strategies such as mode shift and vehicle-miles-traveled reduction before capacity expansion. The accompanying corridor study template provides structured guidance for conducting corridor-level planning, including technical analysis, engagement, and implementation considerations.

He then described CMAP's intention to pilot a corridor-based planning approach using these tools in a real world setting. Staff conducted an internal analysis of arterial corridors with significant reliability challenges and assessed potential locations with input from partner agencies. Based on this work, CMAP identified Cicero Avenue, from 55th Street to 167th Street in Cook County, as the recommended pilot corridor due to its severe congestion, crash history, strong agency interest, and anticipated land use changes at both corridor endpoints.

Alex Beata stated that CMAP will begin procurement to hire a technical team to support the study and will continue engagement with affected communities and partner agencies. Early staff research is already underway. Once the consultant team is selected, the study will formally begin, and CMAP will report back to the committee as the work progresses. He noted that the congestion management work will be incorporated into the Regional Transportation Plan to reflect its importance as a regional priority.

Asked how equity considerations were incorporated into the corridor selection process, Alex Beata responded that staff examined whether corridors intersected with CMAP's Economically Disconnected Areas layer and considered how each corridor serves diverse communities. He noted that Cicero Avenue offers significant potential to support transit ridership and improvements benefiting residents along the corridor.

Mayor Schielke raised concerns about the inclusion of Kendall County in the illustrative materials, noting that it is outside the RTA sales tax district. He observed that rapid growth in Kendall and neighboring DeKalb County may prompt renewed interest in expanding transit governance or funding boundaries.

The corridor planning for congestion management was presented.

6.04 The Century Plan update 26-064

Attachments: Memo - The Century Plan update

Elizabeth Scott provided an update on the development of the Century Plan, CMAP's next regional plan to replace ON TO 2050. She reminded the committee that CMAP launched the planning process last fall at the State of the Region event and has since been conducting extensive engagement across the region. This includes community conversations on issues such as housing affordability, future industry and utility needs, climate action, and water resources. Additional engagement with councils of government is planned throughout the year, and a regional discussion on the future of infrastructure will take place this summer.

Elizabeth Scott noted that CMAP is also conducting significant research to understand current regional conditions and long-term forces expected to shape the next 30 years. This includes work with Kerr Smith, a Toronto-based consulting team specializing in foresight analysis, to explore technological, economic, and climate-driven disruptions that could affect the region. All of this input will inform the development of a plan direction document later this fall, outlining the priority issues CMAP believes the region must organize around to secure a successful future.

Julie Reschke then summarized the State of the Region report, the first published deliverable of the Century Plan process. She explained that the report highlights key strengths that position northeastern Illinois for continued success-including its expansive regional economy, globally significant transportation network, and abundant natural resources-while also identifying emerging challenges related to demographic shifts, economic performance, housing affordability, and rising cost burdens.

Julie Reschke described several notable trends, including an aging population, slower economic growth than peer regions, a post-pandemic shift toward lower-wage job growth, continued reliance on driving despite transit's importance for job access, and significant increases in the cost of housing and essential household expenses. She emphasized that nearly half of renters and a quarter of homeowners in the region are cost-burdened, with limited midrange housing options contributing to affordability pressures.

Following the presentation, committee members inquired how the plan will consider emerging transportation technologies. Elizabeth Scott responded that CMAP's futurist consultants are analyzing technological and climate-related disruptions as part of a dedicated workstream, and that more detailed deliverables on these issues are forthcoming. She added that CMAP will convene topic-specific working groups later in the year, including groups focused on transportation.

The Century Plan update was presented.

6.05 Legislative update 26-063

Attachments: Memo - Legislative update

Kasia Hart provided federal and state legislative updates. She noted that the House Appropriations Committee recently released its FY27 Community Project Funding guidance, and members of Congress may now submit project requests, which are due March 20.

Kasia Hart reported that work on federal surface transportation reauthorization is progressing. In the

House, base text for all titles has been drafted and is circulating between majority and minority staff, with markup expected in late March or April. In the Senate, several committees have jurisdiction, and the Environment and Public Works Committee appears furthest along, with draft language anticipated in April or May and a focus on permitting reform and project delivery. She noted that the current authorization expires in September, making a continuing resolution increasingly likely.

Turning to state issues, Kasia Hart summarized the Governor's proposed FY27 budget, a $56billion spending plan representing a 1.6 percent increase, largely driven by required education and pension costs. CMAP staff are reviewing the proposal in more detail. She also highlighted the Governor's "Build" initiative, which includes housing, zoning, and permitting reforms aimed at advancing recommendations from the state's missing middle housing report and accelerating housing production.

Kasia Hart also reported that legislation has been introduced (House Bill 4689) directing CMAP to prepare recommendations on water management and governance within the region, specifically focused on Lake Michigan allocation. The bill would establish a Northeastern Illinois Water Governance Advisory Committee. She clarified that this was not a CMAP initiated proposal but that CMAP has been engaged with the sponsor and stakeholders to provide feedback on scope and resource needs. She emphasized that CMAP would require additional state funding to carry out such work, and amendments reflecting this concern are underway.

She added that CMAP recently testified before the Senate Environment and Conservation Committee during a subject matter hearing on groundwater, sharing findings from its groundwater governance report and underscoring opportunities for regional collaboration. Water policy issues appear to be an increasing area of legislative focus this session.

Mayor Jeffrey Schielke remarked on growing concern among municipal leaders regarding the Governor's recent proposal to assume greater state authority over local zoning. He noted that numerous meetings have already been convened on the issue, with plans underway for mayors to travel to Springfield to express their concerns directly to state leadership.

The Legislative update was presented.

7.0 Other Business

There was no other business before the MPO Policy Committee.

8.0 Public Comment

This is an opportunity for comments from members of the audience.
No in-person commenters were present. Three written comments were received in advance from Michael McCarthy, Eyad Olayan, and Matthew Soper, regarding the inclusion of the North DuSable Lake Shore Drive project on the RTP's constrained list. These written comments were distributed to committee members and are attached to the minutes as part of the official public record.

Furthermore, Garland Armstrong provided a remote public comment and encouraged continued attention to ADA accessibility and language access needs.

Public Comments **26-092**

Attachments: 3.12.26 Public Comment by Michael McCarthy
3.12.26 Public Comment by Eyad Olayan
3.12.26 Public Comment by Matthew Soper

9.0 Next Meeting

The next meeting is scheduled for June 11, 2026.

10.0 Adjournment

A motion was made by Council of Mayors Representative Jeffrey Schielke, seconded by CMAP Representative Frank Beal, to adjourn the meeting. The motion carried by the following vote:

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

Absent: CMAP Representative 2, Kendall Co Representative and Will Co Representative

Non-Voting: Class I Railroads Representative, FHWA Representative and FTA Representative

The meeting was adjourned at 11:20 a.m.

Minutes prepared by Maren Lutterbach using Microsoft Copilot M365.

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee

From: Erin Aleman, Executive Director

Date: June 2026

Subject: Executive Director's report

Action requested: Information

CMAP federal certification

In January, CMAP underwent its federal certification review, a required review that occurs every four years to ensure our metropolitan transportation planning process meets federal standards for Transportation Management Areas.

FHWA and FTA jointly notified CMAP and IDOT that the Chicago IL, TMA's metropolitan transportation planning process meets federal requirements and is certified.

There were no corrective actions identified or issued in the report.

CMAP was commended for:

- Its Performance Measures Dashboard and regionally significant project benefits report
- Certification Review webpage
- Facilitating the Corridor Development Office (CDO) for the I-290/Blue Line project and encouraged CMAP to use this model for similar projects
- Collaboration with IDOT and Illinois MPOs on statewide eTIP deployment
- For developing detailed programming documents for STP, CMAQ, and TA programs
- The RTP, Congestion Management Process, Freight engagement webpages, and centralized committee materials are notable practices

Recommendations included:

- Supporting a smooth transition from RTA to NITA
- Improving clarity and consistency in the Unified Work Program (UWP)
- Strengthening coordination with IDOT and other MPOs
- Enhancing performance-based planning and target setting
- Increasing transparency and clarity in the TIP
- Advancing freight planning priorities

ACTION REQUESTED: Information
Attachment: USDOT Certification Review Finding Letter – Chicago IL CMAP

U.S. Department of Transportation
Federal Transit Administration
Region V
200 West Adams, Ste. 320
Chicago, IL 60606

U.S. Department of Transportation
Federal Highway Administration
Illinois Division Office
130 South Martin Luther King Drive, Ste. A
Springfield, IL 62703

May 29, 2026

In Reply Refer To:
HPA-IL

Secretary Gia Biagi
MPO Policy Committee Chair
Chicago Metropolitan Agency for Planning
433 W. Van Buren St, Suite 450
Chicago, IL 60607

Subject: Chicago, Illinois Transportation Management Area Federal Certification Review

Dear Secretary, Biagi:

This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the Chicago Metropolitan Agency for Planning's (CMAP) transportation planning process in the Chicago, Illinois Transportation Management Area (TMA). This certification is based on the findings from the Federal Certification Review conducted on January 27-28, 2026.

The review found the transportation planning process for the Chicago, Illinois TMA, as led by CMAP, has fully implemented all necessary requirements under 23 USC 134 and 49 USC 5303. The planning process at CMAP is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Erin Aleman and her staff for their time and assistance in planning and conducting the review. Enclosed is a report that documents the results of this review and offers eleven (11) recommendations and six (6) commendations for continuing quality improvements and enhancements to the planning process. This report has been transmitted concurrently to the MPO, Illinois Department of Transportation, and the Regional Transportation Authority.

If you have any questions regarding the Certification Review process, the Certification action, and/or the enclosed report, please direct them to either Jon Paul Diipla, FHWA Illinois Division, at (312) 353-4048 or Mark Kane, FTA Region V, at (312) 353-1552.

Sincerely,

KELLEY BROOKINS
Digitally signed by KELLEY BROOKINS
Date: 2026.05.27 14:03:28 -05'00'

Kelley Brookins
Regional Administrator
Federal Transit Administration

VERSHUN KENYATTA TOLLIVER
Digitally signed by VERSHUN KENYATTA TOLLIVER
Date: 2026.05.28 11:42:04 -05'00'

Vershun K. Tolliver
Division Administrator
Federal Highway Administration

Enclosures

ecc: Ms. Holly Bieneman, Office of Planning & Programming, IDOT
Mr. Mike Vanderhoof, Bureau of Planning, IDOT
Mr. Brandon Geber, Bureau of Planning, IDOT
Ms. Megan Swanson, Bureau of Planning, IDOT
Ms. Erin Aleman, CMAP
Ms. Aimee Lee, CMAP
Mr. Bill Barnes, CMAP
Ms. Teri Dixon, CMAP
Mr. Martin Menninger, CMAP
Ms. Jill Leary, Regional Transportation Authority

U.S. Department of Transportation

Transportation Management Area Planning Certification Review

Federal Highway Administration

Federal Transit Administration

Chicago, Illinois
Transportation Management Area

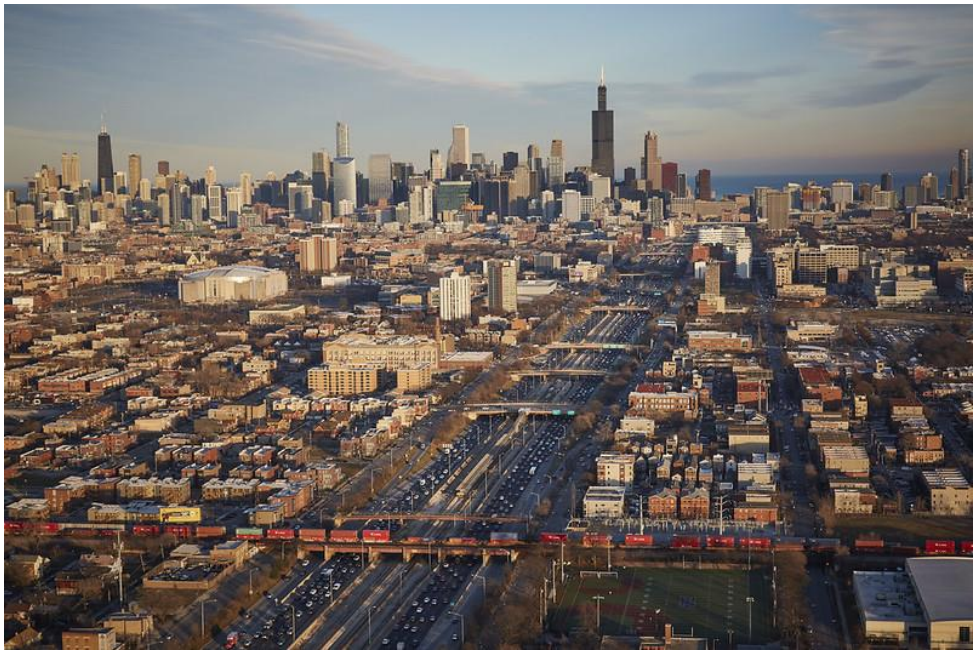


Photo Source: Chicago Metropolitan Agency for Planning

May 2026

Summary Report

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1.0 EXECUTIVE SUMMARY

On January 27-28, 2026, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Chicago, Illinois urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

As a part of the TMA certification review process, FHWA and FTA employ a risk-based approach containing various factors to determine which topic areas require additional evaluation during the certification review. The certification review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. This certification review was conducted to highlight best practices, identify opportunities for improvements, and ensure compliance with regulatory requirements.

The certification review included a desk review of the metropolitan planning organization's (MPO) planning products and processes, an opportunity for public comment via a web-based survey posted by the MPO, and a site review with staff from the Chicago Metropolitan Agency for Planning (CMAP), transit agencies, and the Illinois Department of Transportation (IDOT) on January 27-28, 2026.

Based on the findings from the certification review, the FHWA and FTA jointly notified the CMAP MPO and IDOT by letter dated May 29, 2026, that the Chicago IL, TMA's metropolitan transportation planning process meets federal requirements and is certified. The Federal Review Team recognized six (6) commendations, zero (0) corrective actions, and eleven (11) recommendations.

2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (MTP), metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed whether or not they relate explicitly to formal “findings” of the review. The Chicago, IL TMA review process was

individually tailored to focus on topics of significance to their metropolitan planning area. The Chicago Metropolitan Agency for Planning (CMAP) is the designated MPO for the Chicago, Illinois urbanized area.

This certification review included a desk review of the MPO's planning products and processes, an opportunity for public comment via a web-based survey posted by the CMAP MPO, and a site review with staff from the CMAP MPO, transit agencies, and the Illinois Department of Transportation (IDOT) on January 27-28, 2026.

The findings of the certification review are provided in section 3 of this report.

3.0 PROGRAM REVIEW

3.1 Metropolitan Planning Area Boundaries

3.1.1 Observations

CMAP, in coordination with IDOT, determined that there were no substantive changes warranting a modification to the metropolitan planning area (MPA) relative to the Chicago, IL-IN urbanized area and the Round Lake Beach-McHenry-Grayslake IL-WI urbanized area boundaries following the 2020 Census. The MPO Policy Committee reaffirmed the metropolitan planning area boundary via MPO Resolution 24-02 on June 13, 2024.

This topic area was not selected for additional review based on the results of the risk assessment process.

3.1.2 Findings

The MPO's Metropolitan Planning Area Boundaries satisfies federal requirements (23 U.S.C. 134(e) and 23 CFR 450.312(a)).

3.2 MPO Structure and Agreements

3.2.1 Observations

The CMAP MPO planning process is administered in accordance with six intergovernmental agreements. These agreements were reviewed, however, the MPO structure was not selected for additional review based on the results of the risk assessment process. Existing MPO structure and intergovernmental agreements may be impacted later in 2026, after the planning process is certified, with the Regional Transportation Authority's transition to the Northern Illinois Transit Authority. The transition is discussed further in 3.5 Transit Planning.

3.2.2 Findings

The MPO's Structure and Agreements satisfies the federal requirements (23 U.S.C. 134(d) and 23 CFR 450.314(a)).

Recommendation:

To accommodate a smooth transition from RTA to NITA, the MPO should adopt Policy Committee bylaw changes to facilitate NITA's participation in CMAP's existing governance structure.

Recommendation:

With NITA's establishment, steps should be taken to ensure relevant intergovernmental agreements involving RTA, CMAP and any of the transit service boards are updated to meet the region's current needs in addition to changing RTA references to NITA.

3.3 Unified Planning Work Program

3.3.1 Observations

The MPO cooperatively develops an annual Unified Work Program (UWP) that discusses the transportation planning priorities, budget, and scope of work for the fiscal year, (July 1- June 30). All FHWA Metropolitan Planning (PL), Statewide Planning and Research (SPR), and FTA 5303 funds provided to participating agencies are granted on an 80 percent Federal 20 percent local basis.

The UWP is annually developed through the CMAP UWP Committee. The UWP Committee works to set program priorities in alignment with the recommendations and implementation actions of the region's long-range plan, ON TO 2050. CMAP's Transportation Committee also considers the UWP priorities prior to the annual project selection process.

Eligible agencies develop project proposals and submit them to the UWP Committee for review. Projects required to meet Federal regulations are selected first in the Core Program, with a second tier of Competitive projects reviewed and ranked by the Committee.

In 2023, CMAP established a five-year program of projects approach for the UWP competitive program similar to adopted practices for the programming of surface transportation block grant and congestion mitigation and air quality improvement programs. Initiation of the five-year program of projects approach was in response to partner agency feedback to assist with efficiencies in mid-range program development for planning initiatives to meet regionally identified transportation planning needs.

The Federal Review Team observed that statewide planning and research (SPR) funded projects and UWP Competitive Program projects include details regarding project purpose, proposed schedule, budget summaries, and project deliverables. However, a consistent level of detail for the UWP core program is not present within recent UWP planning documents, notably beginning

the FY 2025 UWP. The FY 2024 and prior UWP documents detailed core program activities, competitive program activities, and SRP program activities in a comparable fashion.

3.3.2 Findings

The MPO's Unified Planning Work Program satisfies federal requirements (23 CFR 450.308).

Recommendation:

CMAP is encouraged to expand supporting detail of planning activities identified with its annual UWP for its core program projects using FHWA PL and FTA 5303 funds. This is to further describe projects' contributions towards addressing regionally identified transportation planning needs and to provide consistency with project descriptions currently included for the competitive program and SPR sections of the annual UWP. CMAP is also encouraged to maintain accuracy for citations referencing federal requirements within its UWP.

Recommendation:

The IDOT is encouraged to coordinate with all Illinois MPOs to have draft UWP documents available for State and Federal review prior to MPO Policy Committee action. Establishing a timeline in advance of MPO Policy Committee approval for review ensures that the MPO is in compliance with UWP requirements. This coordination will also contribute to a streamlined State and Federal approval process to help ensure the MPOs' access to planning funding faster and in alignment with the State Fiscal Year.

3.4 Metropolitan Transportation Plan

3.4.1 Observations

The region's *ON TO 2050 Plan* was adopted in October 2022. CMAP is currently in the process of updating its metropolitan transportation plan (MTP) which will be adopted in October 2026. CMAP currently refers to the Plan update as the 2026 Regional Transportation Plan (RTP).

The core MTP elements were previously embedded into the *ON TO 2050* mobility chapter and supporting appendices. However, the 2026 RTP update will be developed as a separate document which links to the regional comprehensive *Century Plan* and maintains the 2050 planning horizon.

CMAP has actively engaged its various MPO committees, regional stakeholders, and the public throughout the plan development process. Several working groups consisting of regional transportation infrastructure implementation and resource organizations have been convened to contribute to developing the RTP update. CMAP has also incorporated elements of the RTA investment needs analysis and IDOT asset management tool data to inform the development of RTP fiscal constraint analyses.

Recommendations from the 2022 Federal Certification Review report are in the process of being incorporated into the RTP update. CMAP is revising thresholds for its definition of regionally significant projects and renaming them to "Regional Capital Projects" in the forthcoming 2026

RTP. Projects are anticipated to be identified within the categories of capacity projects, financially significant projects, and sponsor nominated. Additional work is underway for defining the amendment process to the regional capital project list to reflect changes in regional infrastructure needs, as warranted, between metropolitan transportation plan updates. CMAP's identification and tracking of performance-based planning targets was also discussed during the on-site meetings. CMAP provides a listing of the MPO's adoption of required performance targets within the system performance report, however a similar listing of performance measure target selection and adoption outside of the system performance report between RTP update cycles is not presently available.

3.4.2 Findings

The MPO's Metropolitan Transportation Plan satisfies federal requirements (23 U.S.C. 134(c), (h) & (i), 23 CFR 450.324(f)(11)(i) and 23 CFR 450.324 & ((f)(11)(i)).

Recommendation:

CMAP is encouraged to provide documentation of the MPO's performance measure target selection and adoption between update cycles of its RTP.

Commendation:

CMAP is commended for their Performance Measures Dashboard webpage. This resource provides performance measure data in an accessible and graphic format that is updated as new data becomes available. The regionally significant projects benefits report is also a notable practice.

Commendation:

CMAP is commended for their Certification Review webpage which provides a centralized location to highlight elements required in conducting the continuing, comprehensive, and cooperative (3-C) transportation planning process. This resource also provides details regarding FHWA and FTA transportation planning requirements.

Commendation:

The I-290 Eisenhower Expressway/Blue Line Forest Park Branch Corridor Improvement project is a regionally significant project. Due to the project's complexity as a corridor with highway and transit assets with significant improvement costs, CMAP has facilitated a corridor development office (CDO) to help coordination efforts with all stakeholders to help long-term corridor program visioning, coordinating and sequencing projects, developing funding plans, supporting coordination with federal partners, tracking progress, and strategic communications and messaging. CMAP is the appropriate venue for the CDO because the agency handles highway and transit planning issues. The Federal review team commends CMAP for facilitating the CDO. A CDO encourages the exploration of all surface transportation alternatives. CMAP is encouraged to apply this model to similar projects.

3.5 Transit Planning

3.5.1 Observations

Since the 2022 certification review cycle, state laws have significantly changed the funding and oversight of the Chicago region's public transportation network. The Regional Transportation Authority (RTA), the region's governmental unit responsible for transit financial and oversight issues will be replaced by the Northern Illinois Transit Authority (NITA) in 2026. NITA's establishment will restructure the region's transit governance and will implement several changes intended to benefit the riding public.

RTA currently oversees the region's capital plan and NITA will take over that responsibility. CMAP will remain the entity responsible for programming transit projects into the STIP. Given the overlap between RTA/NITA's capital plan and CMAP's STIP processes, extensive coordination between the entities is necessary to meet Federal 3-C transportation planning requirements. NITA's oversight responsibilities will be enhanced to manage major project changes undertaken by the Chicago Transit Authority (CTA), Metra and Pace. The enhanced management of major project changes will allow better coordination between NITA and CMAP to ensure adequate public engagement, as outlined by the region's public participation plan, when the STIP is amended.

3.5.2 Findings

The MPO's Transit Planning satisfies federal requirements (49 U.S.C. 5303, 23 U.S.C. 134, and 23 CFR 450.314).

Recommendation:

Performance-based planning and programming (PBPP) remains a key component of the Federal 3-C planning process. RTA, the transit service boards and CMAP recently updated its intergovernmental data sharing agreement to incorporate Federal (PBPP) requirement changes. The MPO remains the responsible entity for setting regionwide transit asset management and transit safety performance targets in planning documents. The intent of the performance target requirement is to create a data driven approach that prioritizes projects that improve public transit safety and reliability. The capital planning process managed by RTA, and eventually NITA, outlines metrics for asset state of good repair and safety which implies the capital plan prioritizes projects based on asset condition and safety scores. RTA also manages a separate process of allocating additional funding to a service board that may have a greater need for state of good repair funding than another service board in a particular year. The Federal review team notes that there may be some overlap in RTA's and CMAP's PBPP work. The planning area's transit performance management efforts could benefit from consistency between RTA/NITA and CMAP when setting transit targets and detailing how projects are prioritized. Consistency could also ensure efforts are not duplicated.

3.6 Transportation Improvement Program

3.6.1 Observations

CMAP develops and maintains a transportation improvement program (TIP) in cooperation with the State and public transit operators that serves as the regional agenda for surface transportation projects. Thresholds have been established to differentiate TIP amendments from administrative modifications. Amendments requiring an air quality conformity determination are approved twice a year by the MPO Policy Committee while amendments not requiring conformity have been delegated to the CMAP Transportation Committee for review and action. The Transportation Committee meeting schedule is structured to correspond with the IDOT letting schedule and its associated milestones and deadlines so that project sponsors have the maximum opportunity to submit amendments and avoid delays of project authorizations.

CMAP administers an online electronic TIP (eTIP) database that contains all details about approved TIP projects and a record of amendments and modifications. This platform also includes search tools for locating projects geographically, by project, or funding type.

The Federal Review Team observed that the MPO provides detailed and publicly available resources for TIP programming staff and that the TIP document provided an excellent high-level overview of the project selection utilized by CMAP, IDOT, and transit providers. The Federal Review Team also observed that components of MPO's process to determine and maintain fiscal constraint of the TIP are located in various sections throughout both the TIP and TIP programmer documentation.

The Federal Review Team observed that additional documentation within the TIP to provide clarity on whether the MPO supported IDOTs statewide performance-based planning targets or adopted their performance targets is needed. The MPO currently provides detail for each of the federally required performance targets within the MTP System Performance Report and relies on referencing this report within the TIP narrative. Additional information on how the CMAP TIP works toward supporting achievement of identified performance targets was also identified as an element for continued development.

3.6.2 Findings

The MPO's Transportation Improvement Program satisfies federal requirements (23 U.S.C. 134(c), (h) & (j) and 23 CFR 450.326 & (j)).

Recommendation:

CMAP is encouraged to include a listing of current performance measure targets selected by the MPO in the transportation improvement program. This information should include the MPO's approach for either supporting established Statewide performance targets or using MPO identified performance targets.

Recommendation:

CMAP is encouraged to highlight its processes for determining and maintaining TIP fiscal constraint within a consolidated section of the TIP document. Components of the approach are presently detailed in various locations within the TIP and TIP programmer documentation. Providing this information in a consolidated location within the TIP would convey a comprehensive overview of the MPO's process.

Recommendation:

IDOT is encouraged to coordinate with all Illinois MPOs to have drafted TIP documents available for State and Federal review prior to MPO Policy Committee action. Establishing a timeline in advance of MPO Policy Committee approval for review ensures that the MPO is in compliance with TIP requirements. This coordination will also contribute to a streamlined State and Federal approval process to help ensure the region's access to transportation funding is not delayed.

Commendation:

CMAP is commended for its collaboration with IDOT and Illinois MPOs in the statewide deployment of the eTIP platform.

Commendation:

CMAP is commended for its development of detailed programming documents for the Surface Transportation (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Alternatives (TA) programs. These resources provide project sponsors with the requirements of the federal funding sources and activities related to maintaining projects' active program status within the MPO TIP.

3.7 Public Participation

3.7.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

3.7.2 Findings

The MPO's Public Participation satisfies federal requirements 23 U.S.C. 134(i)(6), 23 CFR 450.316, and 23 CFR 450.326(b)).

Commendation:

The CMAP Regional Transportation Plan, Congestion Management Process, and Freight engagement webpages are a notable practice. These resources provide resources and updates on the respective plan development timelines, relevant CMAP staff contacts, and related plan development materials for public access. The Federal Review Team also recognizes CMAP's

work in providing MPO Committees' meeting materials in a centralized and publicly accessible location on the MPO website.

3.8 Consultation and Coordination

3.8.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

3.8.2 Findings

The MPO's Consultation and Coordination satisfies federal requirements (23 U.S.C. 134(g) & (i), 23 CFR 450.316, 23 CFR 450.324(g)).

3.9 List of Obligated Projects

3.9.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

3.9.2 Findings

The MPO's List of Obligated Projects satisfies the federal requirements (23 U.S.C. 134(j)(7) and 23 CFR 450.334).

3.10 Freight Planning

3.10.1 Observations

CMAP is developing a Regional Freight System Assessment to detail planning level issues within the multimodal freight network. Development of the Regional Freight System Assessment is occurring in phases and will identify freight networks, performance evaluation, and key priorities for investment within the multimodal freight network. These efforts will produce resources for regional partner organizations which include model ordinance language related to truck size, weight, and designated routes. Work on the Regional Freight Assessment will also provide for an update to the Northeastern Illinois Priority Grade Crossings list.

CMAP serves as a member of the Illinois State Freight Advisory Council. The MPO is currently engaged with IDOT to provide feedback on Council operations to enhance freight collaboration within Illinois.

The Federal Review Team observed that freight bottlenecks and prioritized grade separation projects are documented in CMAP planning efforts, however planning level analyses for truck parking needs within the regional freight network is an element for additional inclusion. Section

1401 of MAP-21 (PL 112-141), also known as "Jason's Law," helps advance a more comprehensive set of programs, efforts, and research to improve truck parking and provide States and MPOs with resources to identify parking needs and to encourage improvements and investments.

CMAP has provided local technical assistance for agencies and developed numerous freight planning documents at regional and sub-regional scales. However, there is not a comprehensive document that calls attention to the full breadth of CMAP's freight planning efforts.

3.10.2 Findings

The MPO's Freight Planning satisfies the federal requirements (23 U.S.C. 134(h), and 23 CFR 450.306).

Recommendation:

CMAP is encouraged to include regional truck parking needs within its freight planning activities to further identify and develop strategies for access to safe, secure, and accessible truck parking.

Recommendation:

CMAP is encouraged to consider development of a regional freight plan that captures all the freight planning activities in the MPO area into a single document. This would link various freight-related analyses, data sets, priorities, and recommendations to serve as a resource for regional partner agencies.

3.11 Transportation Safety

3.11.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

3.11.2 Findings

The MPO's Transportation Safety Planning satisfies federal requirements (23 U.S.C. 134(h)(1)(B), 23 CFR 450.306(b)(2), 23 CFR 450.306 (d), and 23 CFR 450.324(h)).

3.12 Transportation Security Planning

3.12.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

3.12.2 Current Status

The MPO's Transportation Security Planning satisfies federal requirements (23 U.S.C. 134(h)(1)(C), 23 CFR 450.306(b)(3), 23 CFR 450.306(d), and 23 CFR 450.324(h)).

3.13 Travel Demand Forecasting

3.13.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

3.13.2 Findings

The MPO's Travel Demand Forecasting satisfies federal requirements (23 CFR 450.324(f)(1)).

3.14 Air Quality

3.14.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

3.14.2 Findings

The MPO's Air Quality Planning satisfies federal requirements (42 U.S.C. 7401, 40 CFR Part 93, 23 CFR 450.324(m)).

3.15 Congestion Management Process / Management and Operations

3.15.1 Observations

CMAP initiated an update to its Congestion Management Process (CMP) in 2024 utilizing the eight-step process outlined in the FHWA *Congestion Management Process Guidebook*. The MPO convened a resource group composed of organizations responsible for the management and operations of the multimodal transportation system to coordinate development of objectives, strategies, definition of the CMP network, and relevant performance measures. Strategies considered during this process included travel demand reduction, job access projects, and operational management approaches. The CMP resource group identified a set of congestion and reliability measures which steered CMAP staff in updated data collection and system performance monitoring efforts.

CMAP has developed a *Congestion Management Strategy Guidebook* which provides information on congestion management strategies and serves as a resource for the MPO's partner

agencies. The guidebook provides strategies identified for the region and prioritizes demand management and operational improvements. CMAP's next steps are to utilize the guidebook to assist in corridor planning efforts for priority congested arterial corridors identified though data collection, congestion and reliability measures, and system performance analyses. Efforts related to the CMP update are being integrated into various elements of the 2026 metropolitan transportation plan update.

The periodic assessment of CMAP's CMP during update cycles for the metropolitan transportation plan provides an opportunity to evaluate the effectiveness of implemented congestion management strategies in addressing regional congestion needs.

3.15.2 Findings

The MPO's Congestion Management Process/Management and Operations Planning satisfies federal requirements (23 U.S.C. 134(k)(3) and 23 CFR 450.322).

4.0 CONCLUSION AND RECOMMENDATIONS

Based on the findings from the certification review, the FHWA and FTA jointly certify that the transportation planning process of the Chicago Metropolitan Agency for Planning MPO meets the federal planning requirements. The Federal Review Team recognized six (6) commendations, no corrective actions, and eleven (11) recommendations.

4.1 Commendations

The following are noteworthy practices that the CMAP MPO is doing well in the transportation planning process:

CMAP is commended for their Performance Measures Dashboard webpage. This resource provides performance measure data in an accessible and graphic format that is updated as new data becomes available. The regionally significant projects benefits report is also a notable practice.

CMAP is commended for their Certification Review webpage which provides a centralized location to highlight elements required in conducting the continuing, comprehensive, and cooperative (3-C) transportation planning process. This resource also provides details regarding FHWA and FTA transportation planning requirements.

The I-290 Eisenhower Expressway/Blue Line Forest Park Branch Corridor Improvement project is a regionally significant project. Due to the project's complexity as a corridor with highway and transit assets with significant improvement costs, CMAP has facilitated a corridor development office (CDO) to help coordination efforts with all stakeholders to help long-term corridor program visioning, coordinating and sequencing projects, developing funding plans, supporting coordination with federal partners, tracking progress, and strategic communications and messaging. CMAP is the appropriate venue for the CDO because the agency handles highway and transit planning issues. The Federal review team commends CMAP for facilitating the CDO. A CDO encourages the exploration of all surface transportation alternatives. CMAP is encouraged to apply this model to similar projects.

CMAP is commended for its collaboration with IDOT and Illinois MPOs in the statewide deployment of the eTIP platform.

CMAP is commended for its development of detailed programming documents for the Surface Transportation (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Alternatives (TA) programs. These resources provide project sponsors with the requirements of the federal funding sources and activities related to maintaining projects' active program status within the MPO TIP.

The CMAP Regional Transportation Plan, Congestion Management Process, and Freight engagement webpages are a notable practice. These resources provide resources and updates on the respective plan development timelines, relevant CMAP staff contacts, and related plan development materials for public access. The Federal Review Team also recognizes CMAP's

work in providing MPO Committees' meeting materials in a centralized and publicly accessible location on the MPO website.

4.2 Corrective Actions

There are no corrective actions identified or issued in this report.

4.3 Recommendations

The following are recommendations that would improve the transportation planning process:

To accommodate a smooth transition from RTA to NITA, the MPO should adopt Policy Committee bylaw changes to facilitate NITA's participation in CMAP's existing governance structure.

With NITA's establishment, steps should be taken to ensure relevant intergovernmental agreements involving RTA, CMAP and any of the transit service boards are updated to meet the region's current needs in addition to changing RTA references to NITA.

CMAP is encouraged to expand supporting detail of planning activities identified with its annual UWP for its core program projects using FHWA PL and FTA 5303 funds. This is to further describe projects' contributions towards addressing regionally identified transportation planning needs and to provide consistency with project descriptions currently included for the competitive program and SPR sections of the annual UWP. CMAP is also encouraged to maintain accuracy for citations referencing federal requirements within its UWP.

The Illinois Department of Transportation is encouraged to coordinate with all Illinois MPOs to have draft UWP documents available for State and Federal review prior to MPO Policy Committee action. Establishing a timeline in advance of MPO Policy Committee approval for review ensures that the MPO is in compliance with UWP requirements. This coordination will also contribute to a streamlined State and Federal approval process to help ensure the MPOs' access to planning funding faster and in alignment with the State Fiscal Year.

CMAP is encouraged to provide documentation of the MPO's performance measure target selection and adoption between update cycles of its RTP.

Performance-based planning and programming (PBPP) remains a key component of the Federal 3-C planning process. RTA, the transit service boards and CMAP recently updated its intergovernmental data sharing agreement to incorporate Federal (PBPP) requirement changes. The MPO remains the responsible entity for setting regionwide transit asset management and transit safety performance targets in planning documents. The intent of the performance target requirement is to create a data driven approach that prioritizes projects that improve public transit safety and reliability. The capital planning process managed by RTA, and eventually NITA, outlines metrics for asset state of good repair and safety which implies the capital plan prioritizes projects based on asset condition and safety scores. RTA also manages a separate process of allocating additional funding to a service board that may have a greater need for state of good repair funding than another service board in a particular year. The Federal review team

notes that there may be some overlap in RTA's and CMAP's PBPP work. The planning area's transit performance management efforts could benefit from consistency between RTA/NITA and CMAP when setting transit targets and detailing how projects are prioritized. Consistency could also ensure efforts are not duplicated.

CMAP is encouraged to include a listing of current performance measure targets selected by the MPO in the transportation improvement program. This information should include the MPO's approach for either supporting established Statewide performance targets or using MPO identified performance targets.

CMAP is encouraged to highlight its processes for determining and maintaining TIP fiscal constraint within a consolidated section of the TIP document. Components of the approach are presently detailed in various locations within the TIP and TIP programmer documentation. Providing this information in a consolidated location within the TIP would convey a comprehensive overview of the MPO's process.

IDOT is encouraged to coordinate with all Illinois MPOs to have drafted TIP documents available for State and Federal review prior to MPO Policy Committee action. Establishing a timeline in advance of MPO Policy Committee approval for review ensures that the MPO is in compliance with TIP requirements. This coordination will also contribute to a streamlined State and Federal approval process to help ensure the region's access to transportation funding is not delayed.

CMAP is encouraged to include regional truck parking needs within its freight planning activities to further identify and develop strategies for access to safe, secure, and accessible truck parking.

CMAP is encouraged to consider development of a regional freight plan that captures all the freight planning activities in the MPO area into a single document. This would link various freight-related analyses, data sets, priorities, and recommendations to serve as a resource for regional partner agencies.

APPENDIX A – SITE VISIT PARTICIPANTS

The following individuals were involved in the Chicago, IL urbanized area on-site review occurring on January 27-28, 2026.

Federal Highway Administration, Illinois Division
Jon Paul Diipla, Metropolitan Planning Specialist
Anna Musial, Transportation Planning Specialist
Irene Pantoja, Transportation Engineer
Todd Schmidt, Metropolitan Safety and Mobility Specialist

Federal Highway Administration, Office of Planning, Environment, and Realty
Andrew Edwards, Senior Community Planner
Matt Smoker, Transportation Specialist

Federal Transit Administration, Region 5
Mark Kane, Lead Community Planner

Illinois Department of Transportation
Brandon Geber, Section Chief of Metropolitan Program Planning, Bureau of Planning
Jarod Hitchings, Sustainability Projects Specialist, Bureau of Planning
Robert Innis, Metropolitan Planning Manager, Bureau of Planning
Julie Kaschke, Metropolitan Planning Manager, Bureau of Planning
Jason Lange, Sustainability Specialist, Bureau of Planning
Charles Riddle, Bureau Chief, Bureau of Local Roads and Streets – District 1
Steven Schilke, Bureau Chief, Bureau of Programming – District 1
Chris Schmidt, Air Quality Manager, Bureau of Planning
Megan Swanson, Senior Metropolitan Planning Manager, Bureau of Planning
Michael Vanderhoof, Bureau Chief, Bureau of Planning

Chicago Metropolitan Agency for Planning
Erin Aleman, Executive Director, Executive Office
Bill Barnes, Deputy, Regional Policy and Implementation
Alex Beata, Director, Regional Policy and Implementation
Vas Boykovskyy, Deputy, Finance
Kama Dobbs, Principal, Transportation, Research, Analysis, & Programming
Doug Ferguson, Senior Analyst, Transportation, Research, Analysis, & Programming
Jane Grover, Principal, Communications and Engagement
Noah Harris, Analyst, Regional Policy and Implementation
Kasia Hart, Principal, Communications and Engagement
Aimee Lee, Deputy, Transportation, Research, Analysis, & Programming
Martin Menninger, MPO Program Lead, Regional Policy and Implementation
Jen Miller, Senior TIP Analyst, Transportation, Research, Analysis, & Programming
Tom Murtha, Senior Analyst, Regional Policy and Implementation
Kyle Schultz, Deputy of Strategic Advancement, Executive Office
Elizabeth Scott, Principal, Regional Policy and Implementation

Chicago Metropolitan Agency for Planning
Ryan Thompto, Principal, Regional Policy and Implementation
Jennie Vana, Deputy, Communications & Engagement
Claire Williams, Deputy Executive Director of People and Operations, Executive Office

Chicago Transit Authority
Molly Poppe, Chief Planning & Innovation Officer

Metra
Lynnette Ciavarella, Senior Division Director, Strategic Planning & Performance
David Kralik, Director of Planning and Programming

Pace
Erik Llewellyn, Chief Planning Officer

Regional Transportation Authority
Jill Leary, Chief of Staff

APPENDIX B – SITE VISIT AGENDA

2026 U.S. DOT Planning Certification Review
Chicago, Illinois Transportation Management Area
Agenda

Tuesday, January 27, 2026
Chicago Metropolitan Agency for Planning
433 W. Van Buren Street, Suite 450, Chicago, IL 60607

9:00 A.M. Federal Review Team Arrival

9:30 A.M Introductions and Overview of the TMA Certification Review Process, *FHWA & FTA*
- Explanation of the TMA Certification Review Process
- Review of Findings from the 2022 Certification Review

10:00 A.M. Chicago Metropolitan Agency for Planning (CMAP) overview, *CMAP*
- Local transportation planning updates since 2022
- Accomplishments
- Goals for next 4-year period, long-term goals
- Transportation planning areas of concern
- CMAP Metropolitan Planning Organization (MPO) Committees; members comments

11:00 A.M. Metropolitan Transportation Plan (MTP) update, *FHWA & FTA*
- 2026 Regional Transportation Plan (RTP) development and timeline
- Regional capital projects
- Financial planning

12:00 P.M. Lunch

1:15 P.M. Unified Planning Work Program (UPWP), *FHWA & FTA*
- UPWP core and competitive programs
- UPWP development and reporting processes

2:15 P.M. Break

2:30 P.M. Transportation Improvement Program (TIP), *FHWA & FTA*
- eTIP system and process
- Performance target setting

3:30 P.M. Adjourn Day 1

Wednesday, January 28, 2026
Chicago Metropolitan Agency for Planning
433 W. Van Buren Street, Suite 450, Chicago, IL 60607

8:30 A.M. Federal Review Team Arrival

9:00 A.M. Congestion Management and Freight Planning, *FHWA*
- Congestion Management Process (CMP) update
- Regional Freight System Assessment update

10:00 A.M. Transit Planning, *FTA*
- Discussion of Preliminary Topics and Questions, *FTA & CMAP*

11:00 A.M. Preliminary Findings Discussion, *Federal Review Team*

11:30 A.M. Presentation of Preliminary Findings & Next Steps, *Federal Review Team*

12:00 P.M. Adjourn Day 2

APPENDIX C – PUBLIC COMMENTS

The Chicago Metropolitan Agency for Planning conducted a web-based public comment form on behalf of FHWA and FTA to collect public input on the federal transportation planning process in the Chicago, IL, Metropolitan Planning Area. The survey was posted on the CMAP website from January 13 through February 10, 2026. CMAP announced the availability of the public comment form during its various MPO committee meetings and additional interested parties were provided with the public comment link through CMAP newsletters.

Information on accessing the public comment form was posted on the CMAP website, LinkedIn account, and Facebook page. The Federal Review Team has reviewed all comments and have taken them into consideration through the development of this report. Information on the public comments received is provided in the following summary.

Summary of Results:

- 14 public comment forms were completed.
- 9 respondents indicated they are involved in the MPO planning process, with 5 indicated that they are not.
- All transportation modes and users are represented in planning: 1 respondent disagrees.
- There is adequate opportunity to participate in planning process: 2 respondents disagree, 1 respondent neither agrees nor disagrees.
- MPO plans and documents are easily accessible: 1 respondent disagrees, 1 respondent neither agrees nor disagrees.
- All members of the public have equal opportunity to be involved in the transportation planning process: 4 respondents disagree.

Written comments submitted via the public comments form:

- CMAP does a great job connecting local government entities and related stakeholders to the key issues facing our region. I've been impressed by the work they're doing to encourage ADA Title II compliance across the region, especially!
- CMAP doesn't have much formal power over local land use decisions. Therefore, it can kind of feel removed and academic when actual planning and zoning decisions are made. I wish CMAP would take a more active role facilitating communication and collaboration with partner agencies - IDOT in particular.
- CMAP frequently holds public open houses where all residents are invited. Important decision makers are at those meetings inviting conversation and recommendations.
- Absolutely, CMAP has a wonderful team of knowledgeable and accessible professionals.
- Data access and the ease of finding information about different communities. Continue to find ways to help find tax relief and government consolidation.
- CMAP is effective at tracking stakeholders and project participants, but for solo-occupant car commuters like me traveling from the northwest suburbs to downtown Chicago, it

shows little vision for reducing congestion. At a Transportation Chicago event, a CMAP manager candidly admitted that congestion relief is not one of the organization's active goals—yet CMAP oversees the CMAQ Congestion Mitigation Air Quality program. Cities like New York recognize that thinner vehicles reduce road space usage, charging motorcycles only half the congestion fee of a car. CMAP could be the world's leader in addressing global traffic congestion through administering a modest weather- and road-protected, highway-capable ThinMobility pilot project. CMAP's support for this type of narrow-footprint pilot project could make solo and duo occupant commuting from the suburbs to downtown Chicago much more efficient and enjoyable while positioning CMAP at the forefront of innovative congestion solutions.

- They are Including, adding, and improving bicycle transportation in all transportation planning, funding, and implementation now. I'm concerned that federal transportation budgeting in the current administration will hamper future funding.
- CMAP is an extra layer of government that needs to be absorbed by another body. There is too much of a heavy hand by the Exec Dir that limits the abilities of the participating parties of the MPO. CMAP is continuously looking for ways to keep the funding instead of sharing with the transportation agencies.
- Main thing is the website is difficult to navigate. It has gotten better, but it is not user friendly. Could be improved.
- CMAP MPO focuses too much on automobile infrastructure to the detriment of other modes.
- Safety is the top of every program.



Report prepared by:

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MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: June 11, 2026

Subject: FFY 2026 FTA Sub-Area Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307/5340 Urbanized Area, Section 5337 State of Good Repair, Section 5339 Bus and Bus Facilities, and Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds

Action Requested: Approval of MPO endorsement of subarea allocations between northwest Indiana-northeastern Illinois and southeastern Wisconsin-northeastern Illinois

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In the CMAP region there are two urbanized areas: Chicago, IL-IN and Round Lake Beach-McHenry-Grayslake, IL-WI, each within the boundaries of two MPOs. Each area receives an allocation of FTA section 5307, 5340, 5339, 5337, and 5310 funding that must be sub-allocated within the individual MPO planning areas. The proportional suballocation is based on agreements negotiated between Illinois and Indiana and between Illinois and Wisconsin.

On March 31, 2026, full FFY 2026 urbanized area apportionments for these funds were published by the Federal Transit Administration. Per the negotiated agreements and federal requirements, the RTA Board must approve and the MPO Policy Committee must endorse the sub-allocations presented in Table 1. This funding is further suballocated by the RTA Board between the three transit service boards, as presented in Table 2. The RTA Board approved the allocations on May 21, 2026.

Table 1 - FFY 2026 Allocation between Illinois/Indiana and Illinois/Wisconsin

Region	Total	Illinois	Indiana	Wisconsin
Chicago, Illinois/Indiana Urbanized Area	$800,260,402	$764,869,339	$35,391,063	$0
Round Lake Beach, McHenry, Grayslake Urbanized Area	$17,879,485	$17,746,848	$0	$132,637
Total	$818,139,887	$782,616,187	$35,391,063	$132,637

Table 2 - FFY 2026 Service Board Marks

Region	Total	CTA	Metra	Pace
Chicago, Illinois/Indiana Urbanized Area	$754,510,859	$460,855,611	$236,077,707	$57,577,541
Round Lake Beach, McHenry, Grayslake Urbanized Area	$17,441,589	$0	$17,122,696	$318,893
Total	$771,952,448	$460,855,611	$253,200,403	$57,896,434

The MPO Policy Committee is asked to approve endorsement of the suballocations.

ACTION REQUESTED: Approval

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Transportation Committee

From: Jon Haadsma, TIP Analyst

Date: June 11, 2026

Subject: FFY 2027 – 2031 STP-Local Programs Transportation Improvement Program (TIP) Plan Revisions

Action Requested: Approval

Purpose

The local Councils of Mayors (councils) and Chicago Department of Transportation (CDOT) conducted STP-Local (STP-L) calls for projects for Federal Fiscal Year (FFY) 2027 – 2031 from October 2025 through December 2025. The resulting programs are presented as a series of twelve TIP plan revisions for committee consideration. This memo provides a summary and highlights of the programs. The amendments are listed below with links to each eTIP amendment report.

CDOT 27-31 STP-L	South 27-31 STP-L
North Shore 27-31 STP-L	DuPage 27-31 STP-L
Northwest 27-31 STP-L	Kane/Kendall 27-31 STP-L
North Central 27-31 STP-L	Lake 27-31 STP-L
Central 27-31 STP-L	McHenry 27-31 STP-L
Southwest 27-31 STP-L	Will 27-31 STP-L

Within the amendment reports are the financial and scope details for each project. The 12 plan revisions are a part of the 2027-2031 Plan Cycle, reflecting the start of the programs on October 1, 2026.

In total, the eleven councils and CDOT have submitted 296 projects for consideration. The STP-L funding proposed for these projects totals nearly $885 million over FFYs 2027 – 2031. The total cost of the 296 projects, including other fund sources and funds programmed in past and future years, is over $3.2 billion.

Council	Number of projects	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	Total STP-L
CDOT	12	78.00	79.25	80.52	80.52	80.52	398.81
Central	16	2.96	3.16	3.18	3.64	3.22	16.17
DuPage	43	18.33	18.46	18.90	18.93	18.95	93.57
Kane/Kendall	48	11.88	12.40	12.02	12.94	12.94	62.17
Lake	18	11.32	11.50	11.69	11.69	11.69	57.88
McHenry	23	5.31	4.89	5.20	5.46	5.48	26.34
North Central	20	5.03	3.79	5.40	5.50	5.50	25.22
North Shore	15	5.98	5.79	5.50	6.01	6.14	29.41
Northwest	24	12.90	13.11	13.31	13.31	13.31	65.95
South*	8	10.28	*	*	*	*	10.28
Southwest	44	8.86	9.25	8.94	9.14	8.99	45.18
Will	25	10.68	10.85	10.99	10.85	10.63	53.99
Total	**296**	**181.52**	**172.45**	**175.64**	**177.98**	**177.37**	**884.96**

Table 1. STP-L funding programmed by council, in millions of dollars

**The South Council of Mayors' program was not available for inclusion in the TIP. To help ensure local implementers avoid any project delays, CMAP staff identified projects programmed in FFY 2027 and completed necessary TIP entries. The full FFY 2027-2031 South Council STP-L program will be brought forward for approval following adoption of the FFY 2027-2032 TIP this fall.*

More than half (199) of the STP-L projects are continuing from the prior FFY 2025 – 2029 local programs, many with additional STP-L funding or changes to their schedules, and 97 projects are completely new projects or projects not previously programmed to use STP-L funding. These new STP-L projects are adding nearly $229.1 million in STP-L funding to FFYs 2027 – 2031. Some highlights of the new projects being added include:

- 98.5% of the funding programmed is for construction and construction engineering.
- The majority of the projects (73%) and funding (64%) are primarily focused on roadway maintenance and modernization. Nearly all of these projects include improvements to bicycle, pedestrian, and ADA infrastructure.
- There are 27 bicycle and pedestrian specific projects, which total 3% of the programmed funding.
- There are 7 bridge repair, rehab, or replacement projects that account for 22.1% of programmed funding.
- There are 137 unique project sponsors.

The programs of projects included in the 12 TIP plan revisions represent the priorities of the subregional councils and CDOT and will contribute to meeting federal performance targets set by this region and the implementation of ON TO 2050. These 12 TIP plan revisions were reviewed by the Transportation Committee on May 29, 2026, and they are recommending MPO Policy Committee approval for inclusion in the FFY 2027-2032 TIP.

ACTION REQUESTED: Approval

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: MPO Policy Committee

From: Russell Pietrowiak, Program Lead

Date: June 11, 2026

Subject: 2026 RTP/FFY 2027-2032 TIP Conformity Determination and Regional Capital Projects (RCPs) Plan Revision

Action Requested: Approval

Purpose
CMAP requests the committee's approval to release the 2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination) plan revision for public comment.

Transportation Conformity
Transportation Conformity is a requirement of the Clean Air Act section 176(c). Federal regulations contained in 40 CFR Part 93, Subpart A § 93.104 state that:

> (1) Each new transportation plan must be demonstrated to conform before the transportation plan is approved by the MPO or accepted by DOT.
>
> (2) All transportation plan amendments must be found to conform before the transportation plan amendments are approved by the MPO or accepted by DOT, unless the amendment merely adds or deletes exempt projects listed in §93.126 or §93.127. The conformity determination must be based on the transportation plan and the amendment taken as a whole.

The 2026 Regional Transportation Plan (RTP) and the FFY 2027-2032 Transportation Improvement Program (TIP) are required to have a conformity determination that is approved by the MPO Policy Committee. The 2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination) Plan Revision and this memo provides the information and support for a conformity determination.

2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination) Plan Revision
The 2026 Regional Transportation Plan (RTP) and the FFY 2027-2032 Transportation Improvement Program (TIP) must demonstrate they are fiscally constrained and conformed. This Plan Revision includes projects recommended as Regional Capital Projects in the draft 2026 RTP. There are 100 recommended RCPs included on this Plan Revision, 78 of which are not

exempt from transportation conformity requirements and 22 that are exempt. There are also 4 projects included on this plan revision that had a conformity-related TIP change as shown in Table 1.

Table 1. Summary of projects included in plan revision

Type of project	# of projects
Total RCPs	100
RCPs that are not exempt from conformity	22
RCP's that are exempt from conformity	78
Non-RCP's included in Plan Revision	4
Total Projects included in Plan Revision	**104**

The 104 projects contained on this plan revision are not addressing just one issue or making one improvement but are addressing a multitude of issues and have complex scopes of work. What is shown in Table 2 is the primary improvement type associated with each project.

Table 2: Primary improvement type of projects included in the plan revision

Primary improvement type	# of Projects
Reconstruction/Resurfacing	11
Adding Travel Lanes	41
Interchange Improvements	8
Transit Modernization	6
Transit Capacity Increase	11
BRT and or Bus Priority Corridor	17
Intersection Improvements	4
New Train Station	4
Grade Separation	1
New Interstate	1
Total	**104**

CMAP's eTIP public website displays information about projects on the plan revision. Projects submitted and analyzed as part of this plan revision can also be viewed on the public website under PLAN REVISIONS, by clicking on plan revision CMAP/TIP 2027-2031/ 2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination) Plan Revision

Emissions modeling

All 78 RCPs that are not exempt from transportation conformity requirements and the 4 projects in the TIP that submitted conformity TIP revisions were included in CMAP's emissions modeling process. The regional travel demand model was updated to reflect updates to the modeling process and changes related to the 2026 RTP, such as a revised socioeconomic forecast. The travel demand model results, including vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the 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 NOX 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). A revision to the SIP was approved in the Federal Register on May 14, 2026 (91 FR 27207) that included a revised Motor Vehicle Emissions budget (MVEB) for VOC and NO_x that CMAP needs to demonstrate conformity. Using MOVES4, CMAP modeled on-road emission estimates for ozone precursors VOC and NO_x in each analysis year that is required.

The emission analysis shown in the table below demonstrates that 2026 RTP and the FFY 2027-2032 TIP conform to the Motor Vehicle Emissions Budget for volatile organic compounds (VOC) and nitrogen oxides (NO_x) as required. The conformity modeling process CMAP used, and the emission results were discussed at an interagency consultation meeting on May 18, 2026, where support for CMAP's process was given.

A public comment period for the 2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination) plan revision and this conformity determination will run concurrently with the draft 2026 RTP and draft FFY 2027-2032 TIP comment period from June 15 to July 31, 2026. Final consideration of these items is anticipated in October 2026.

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

	Volatile Organic Compounds		Nitrogen Oxides	
Year	**Northeastern Illinois**	**SIP Budget**	**Northeastern Illinois**	**SIP Budget**
2026	**51.53**	52.47	**111.35**	165.78
2030	**44.13**	52.47	**68.15**	165.78
2035	**37.94**	52.47	**43.01**	165.78
2040	**32.98**	52.47	**34.60**	165.78
2050	**26.44**	52.47	**30.74**	165.78

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 May 2026

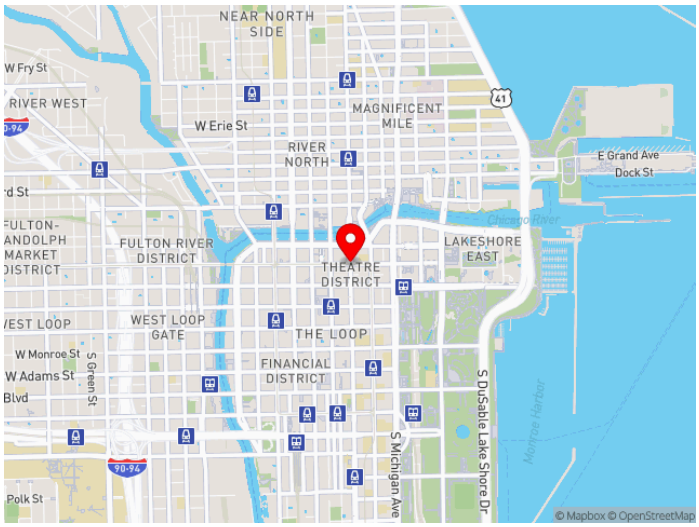
ACTION REQUESTED: Approval

Attachment: 2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)

01-02-0030 - State/Lake Station - Loop El - RCP 96132

Improve station

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	Not Required
Open to Traffic Year:	2029
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	CMAQ, Regional Capital Project (2026 RTP), STP - Local



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering	CMAQ	N/A	$11,000,000	$0	$0	$0	$0	$0	$0	$11,000,000
Engineering	Trans Credit - Transit	-	$2,200,000	$0	$0	$0	$0	$0	$0	$2,200,000
Total Engineering		-	$11,000,000	$0	$0	$0	$0	$0	$0	$11,000,000
Construction	Carbon Reduction Pgm	Supplemental	$15,000,000	$0	$0	$0	$0	$0	$0	$15,000,000
Construction	CMAQ	N/A	$167,900,000	$0	$0	$0	$0	$0	$0	$167,900,000
Construction	Community Project Funding	FY 2022 Community Project Funding (HIP to be transferred to FTA)	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
Construction	Local Funds	Supplemental, FY 2022 Community Project Funding (HIP to be transferred to FTA), N/A, Redistribution Used	$65,805,145	$0	$0	$0	$0	$0	$0	$65,805,145
Construction	STP - Locally Prgmd	Redistribution Used, Supplemental, N/A	$196,220,573	$0	$0	$0	$0	$0	$0	$196,220,573
Construction	STP - Shared Fund	N/A	$25,000,000	$0	$0	$0	$0	$0	$0	$25,000,000
Construction	Trans Credit - Transit	-	$33,480,000	$0	$0	$0	$0	$0	$0	$33,480,000
Total Construction		-	$470,925,718	$0	$0	$0	$0	$0	$0	$470,925,718
Total Prior Costs		-	$481,925,718	$0	$0	$0	$0	$0	$0	$481,925,718
Total Toll Credit		-	$35,680,000	$0	$0	$0	$0	$0	$0	$35,680,000
Total Programmed		-	$481,925,718	$0	$0	$0	$0	$0	$0	$481,925,718

Previously Approved Amendment 01-02-0030 - State/Lake Station - Loop El

Improve station

TIP Document:	26-00 (Adoption)
Project Type:	Transit Station/Stop Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago

Major CMAP Programs:	-

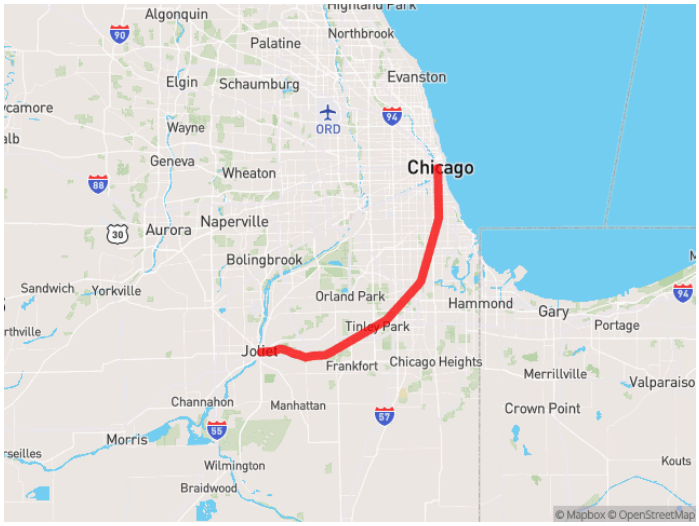
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	CMAQ	N/A	$11,000,000	$0	$0	$0	$0	$0	$0	$11,000,000
Engineering	Trans Credit - Transit	-	$2,200,000	$0	$0	$0	$0	$0	$0	$2,200,000
Total Engineering		-	$11,000,000	$0	$0	$0	$0	$0	$0	$11,000,000
Construction	Carbon Reduction Pgm	Supplemental	$15,000,000	$0	$0	$0	$0	$0	$0	$15,000,000
Construction	CMAQ	N/A	$167,900,000	$0	$0	$0	$0	$0	$0	$167,900,000
Construction	Community Project Funding	FY 2022 Community Project Funding (HIP to be transferred to FTA)	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
Construction	Local Funds	Supplemental, N/A, Redistribution Used, FY 2022 Community Project Funding (HIP to be transferred to FTA)	$65,805,145	$0	$0	$0	$0	$0	$0	$65,805,145
Construction	STP - Locally Prgmd	Supplemental, N/A, Redistribution Used	$196,220,573	$0	$0	$0	$0	$0	$0	$196,220,573
Construction	STP - Shared Fund	N/A	$25,000,000	$0	$0	$0	$0	$0	$0	$25,000,000
Construction	Trans Credit - Transit	-	$33,480,000	$0	$0	$0	$0	$0	$0	$33,480,000
Total Construction		-	$470,925,718	$0	$0	$0	$0	$0	$0	$470,925,718
Total Prior Costs		-	$481,925,718	$0	$0	$0	$0	$0	$0	$481,925,718
Total Toll Credit		-	$35,680,000	$0	$0	$0	$0	$0	$0	$35,680,000
Total Programmed		-	$481,925,718	$0	$0	$0	$0	$0	$0	$481,925,718

Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Update Open to Traffic year
Project Changes:	Title changed from "State/Lake Station - Loop El" to "State/Lake Station - Loop El - RCP 96132"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "CMAQ, STP - Local" to "CMAQ, Regional Capital Project (2026 RTP), STP - Local"
Project Changes:	Open To Traffic changed from "2025" to "2029"

01-02-9018 - Metra Rock Island Improvements - RCP 33147

Third mainline on Rock Island District Line from 16th St to Gresham Junction and reconfiguration/expanded capacity of 47th St Yard. LaSalle St Station improvements to allow for SWS trains to use LaSalle St Station. Current funding is for preliminary engineering and NEPA work. Future improvements on the RID may include additional track, signal, and interlocking improvements from Gresham Junction to Joliet.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	Not Required
Open to Traffic Year:	2035
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering	FTA 5307 Urban Formula	-	$15,300,000	$11,537,000	$0	$0	$0	$0	$0	$26,837,000
Engineering	IL Funds - Transit	-	$4,000,000	$0	$0	$0	$0	$0	$0	$4,000,000
Engineering	Trans Credit - Transit	-	$3,060,000	$2,307,400	$0	$0	$0	$0	$0	$5,367,400
Total Engineering		-	$19,300,000	$11,537,000	$0	$0	$0	$0	$0	$30,837,000
Implementation	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$779,163,000	$779,163,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$779,163,000	$779,163,000
Total Prior Costs		-	$19,300,000	$0	$0	$0	$0	$0	$0	$19,300,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$779,163,000	$779,163,000
Total Toll Credit		-	$3,060,000	$2,307,400	$0	$0	$0	$0	$0	$5,367,400
Total Programmed		-	$19,300,000	$11,537,000	$0	$0	$0	$0	$779,163,000	$810,000,000

Previously Approved Amendment 01-02-9018 - Metra Rock Island Improvements - RSP 70

Third mainline on Rock Island District Line from 16th St to Gresham Junction and reconfiguration/expanded capacity of 47th St Yard. LaSalle St Station improvements to allow for SWS trains to use LaSalle St Station. Current funding is for preliminary engineering and NEPA work. Future improvements on the RID may include additional track, signal, and interlocking improvements from Gresham Junction to Joliet.

TIP Document:	26-04 (Formal)
Project Type:	Guideway Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	FTA 5307 Urban Formula	-	$11,300,000	$4,000,000	$11,537,000	$0	$0	$0	$0	$26,837,000
Engineering	IL Funds - Transit	-	$4,000,000	$0	$0	$0	$0	$0	$0	$4,000,000

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Trans Credit - Transit	-	$2,260,000	$800,000	$2,307,400	$0	$0	$0	$0	$5,367,400
Total Engineering		-	$15,300,000	$4,000,000	$11,537,000	$0	$0	$0	$0	$30,837,000
Implementation	TBD	-	$0	$0	$0	$0	$0	$0	$600,000,000	$600,000,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$600,000,000	$600,000,000
Total Prior Costs		-	$15,300,000	$0	$0	$0	$0	$0	$0	$15,300,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$600,000,000	$600,000,000
Total Toll Credit		-	$2,260,000	$800,000	$2,307,400	$0	$0	$0	$0	$5,367,400
Total Programmed		-	$15,300,000	$4,000,000	$11,537,000	$0	$0	$0	$600,000,000	$630,837,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "Metra Rock Island Improvements - RSP 70" to "Metra Rock Island Improvements - RCP 33147"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Work Type changed from "[C-IMP] Station - Improve with Change in Service, [F-YRDS] Facility - Towers And Yards, [R-IMP] Rail Line - Improve Line" to "[C-IMP] Station - Improve with Change in Service, [F-YRDS] Facility - Towers And Yards, [R-EXP] Rail Line - Expand Line, [R-IMP] Rail Line - Improve Line"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "03/28/2013 By : wiki link for CMAP staff: http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#Metra_Rock_Island_Improvements5/25/22 Project will need to change to be changed to a not exempt work type and go through conformity in Oct of 2022 (RP) per email from FTA. as a 3rd track is being added for this project." to "03/28/2013 By : wiki link for CMAP staff: http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#Metra_Rock_Island_Improvements5/25/22 Project will need to change to be changed to a not exempt work type and go through conformity in Oct of 2022 (RP) per email from FTA. as a 3rd track is being added for this project. RSP 70"

01-07-0001 - Southwest Service Improvements / 0186 Major - CREATE 75th Street Corridor Improvement Project - RCP 12139

CREATE PASSENGER CORRIDOR: P1-63rd & State; P2-74th St; P3-75th St; P3-75th St+CMB; P4-Grand Crossing; P5-Brighton Park; P6 Canal in Summit; P7-Chicago Ridge. P1-P5 in Chicago. See also 18-09-2400 for EIS for P1-7.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Freight Movement
Air Quality:	Not Required
Open to Traffic Year:	2031
Lead Agency:	IDOT OIPI
Lead Contact:	-
Project Website:	http://www.createprogram.org/projects.htm#passenger
County:	Cook
Municipality:	Chicago, Chicago Ridge
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)

Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering	IL Funds	N/A, P-2 74th St P-3 75th St, P-4 Grand Crossing plus Capacity Improvement	$8,500,000	$0	$0	$0	$0	$0	$0	$8,500,000
Engineering	Other - Local	P-6 Canal Argo Separation - AMTRAK, P-4 Grand Crossing - AMTRAK	$1,500,000	$0	$0	$0	$0	$0	$0	$1,500,000
Engineering	Private Funds	P-3 75th St Forest Hill, P-2 74th St	$100,000	$0	$0	$0	$0	$0	$0	$100,000
Engineering	Rail Reloc & Imp - historical fund *	P-4 Grand Crossing	$1,900,000	$0	$0	$0	$0	$0	$0	$1,900,000
Total Engineering		-	$12,000,000	$0	$0	$0	$0	$0	$0	$12,000,000
Implementation	High Speed Rail	N/A	$125,987,000	$0	$0	$0	$0	$0	$0	$125,987,000
Implementation	Local Fund Match - historical fund *	N/A	$6,631,000	$0	$0	$0	$0	$0	$0	$6,631,000
Implementation	Local Funds	P-6 Canal Argo Separation, P-3 75th St Forest Hill, P-3 75th St Forest Hill-CMB, P-4 Grand Crossing, P-2 74th St, P-5 Brighton Park, P-7 Chicago Ridge	$40,562,524	$0	$0	$0	$0	$0	$65,473,500	$106,036,024
Implementation	Natl Hwy Freight Pgm	P-2 74th St	$3,780,000	$0	$0	$0	$0	$0	$0	$3,780,000
Implementation	Natl/Reg Significance	P-4 Grand Crossing, P-3 75th St Forest Hill, P-6 Canal Argo Separation, P-2 74th St, P-5 Brighton Park, P-7 Chicago Ridge, P-3 75th St Forest Hill-CMB	$36,368,920	$0	$0	$0	$0	$0	$261,894,000	$298,262,920
Total Implementation		-	$213,329,444	$0	$0	$0	$0	$0	$327,367,500	$540,696,944
Construction	IL Funds	P-3 0186 - CREATE 75th Street Corridor Improvement Project, P-3 75th St Forest Hill-CMB	$93,768,537	$0	$0	$0	$0	$0	$0	$93,768,537
Construction	Local Fund Match - historical fund *	P-2 74th St	$0	$0	$0	$0	$0	$0	$55,803,403	$55,803,403
Construction	Local Funds	P-4 Grand Crossing, P-3 0186 - CREATE 75th Street Corridor Improvement Project, P-3 75th St Forest Hill-CMB	$103,179,440	$0	$0	$0	$0	$0	$40,400,000	$143,579,440
Construction	Natl/Reg Significance	P-4 Grand Crossing, P-2 74th St	$0	$0	$0	$0	$0	$0	$394,813,613	$394,813,613
Construction	Other - Federal	P-3 0186 - CREATE 75th Street Corridor Improvement Project	$112,785,037	$0	$0	$0	$0	$0	$0	$112,785,037
Construction	Private Funds	P-3 0186 - CREATE 75th Street Corridor Improvement Project	$13,200,000	$0	$0	$0	$0	$0	$0	$13,200,000
Construction	State Match - Chicago	P-3 75th St Forest Hill-CMB	$300,000	$0	$0	$0	$0	$0	$0	$300,000
Total Construction		-	$323,233,014	$0	$0	$0	$0	$0	$491,017,016	$814,250,030
Total Prior Costs		-	$548,562,458	$0	$0	$0	$0	$0	$0	$548,562,458
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$818,384,516	$818,384,516

Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Total Programmed		-	$548,562,458	$0	$0	$0	$0	$0	$818,384,516	$1,366,946,974

Previously Approved Amendment 01-07-0001 - Southwest Service Improvements / 0186 Major - CREATE 75th Street Corridor Improvement Project - RSP 67

CREATE PASSENGER CORRIDOR: P1-63rd & State; P2-74th St; P3-75th St; P3-75th St+CMB; P4-Grand Crossing; P5-Brighton Park; P6 Canal in Summit; P7-Chicago Ridge. P1-P5 in Chicago. See also 18-09-2400 for EIS for P1-7.

TIP Document:	26-00 (Adoption)
Project Type:	Freight Movement
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT OIPI
Lead Contact:	-
Project Website:	http://www.createprogram.org/projects.htm#passenger
County:	Cook
Municipality:	Chicago, Chicago Ridge
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	IL Funds	P-4 Grand Crossing plus Capacity Improvement, N/A, P-2 74th St P-3 75th St	$8,500,000	$0	$0	$0	$0	$0	$0	$8,500,000
Engineering	Other - Local	P-6 Canal Argo Separation - AMTRAK, P-4 Grand Crossing - AMTRAK	$1,500,000	$0	$0	$0	$0	$0	$0	$1,500,000
Engineering	Private Funds	P-2 74th St, P-3 75th St Forest Hill	$100,000	$0	$0	$0	$0	$0	$0	$100,000
Engineering	Rail Reloc & Imp - historical fund *	P-4 Grand Crossing	$1,900,000	$0	$0	$0	$0	$0	$0	$1,900,000
Total Engineering		-	$12,000,000	$0	$0	$0	$0	$0	$0	$12,000,000
Implementation	High Speed Rail	N/A	$125,987,000	$0	$0	$0	$0	$0	$0	$125,987,000
Implementation	Local Fund Match - historical fund *	N/A	$6,631,000	$0	$0	$0	$0	$0	$0	$6,631,000
Implementation	Local Funds	P-6 Canal Argo Separation, P-7 Chicago Ridge, P-3 75th St Forest Hill-CMB, P-4 Grand Crossing, P-3 75th St Forest Hill, P-2 74th St, P-5 Brighton Park	$40,562,524	$0	$0	$0	$0	$0	$65,473,500	$106,036,024
Implementation	Natl Hwy Freight Pgm	P-2 74th St	$3,780,000	$0	$0	$0	$0	$0	$0	$3,780,000
Implementation	Natl/Reg Significance	P-6 Canal Argo Separation, P-5 Brighton Park, P-7 Chicago Ridge, P-4 Grand Crossing, P-3 75th St Forest Hill-CMB, P-2 74th St, P-3 75th St Forest Hill	$36,368,920	$0	$0	$0	$0	$0	$261,894,000	$298,262,920
Total Implementation		-	$213,329,444	$0	$0	$0	$0	$0	$327,367,500	$540,696,944
Construction	IL Funds	P-3 0186 - CREATE 75th Street Corridor Improvement Project, P-3 75th St Forest Hill-CMB	$93,768,537	$0	$0	$0	$0	$0	$0	$93,768,537
Construction	Local Fund Match - historical fund *	P-2 74th St	$0	$0	$0	$0	$0	$0	$55,803,403	$55,803,403
Construction	Local Funds	P-3 0186 - CREATE 75th Street Corridor Improvement Project, P-3 75th St Forest Hill-CMB, P-4 Grand Crossing	$103,179,440	$0	$0	$0	$0	$0	$40,400,000	$143,579,440
Construction	Natl/Reg Significance	P-4 Grand Crossing, P-2 74th St	$0	$0	$0	$0	$0	$0	$394,813,613	$394,813,613
Construction	Other - Federal	P-3 0186 - CREATE 75th Street Corridor Improvement Project	$112,785,037	$0	$0	$0	$0	$0	$0	$112,785,037
Construction	Private Funds	P-3 0186 - CREATE 75th Street Corridor Improvement Project	$13,200,000	$0	$0	$0	$0	$0	$0	$13,200,000
Construction	State Match - Chicago	P-3 75th St Forest Hill-CMB	$300,000	$0	$0	$0	$0	$0	$0	$300,000
Total Construction		-	$323,233,014	$0	$0	$0	$0	$0	$491,017,016	$814,250,030

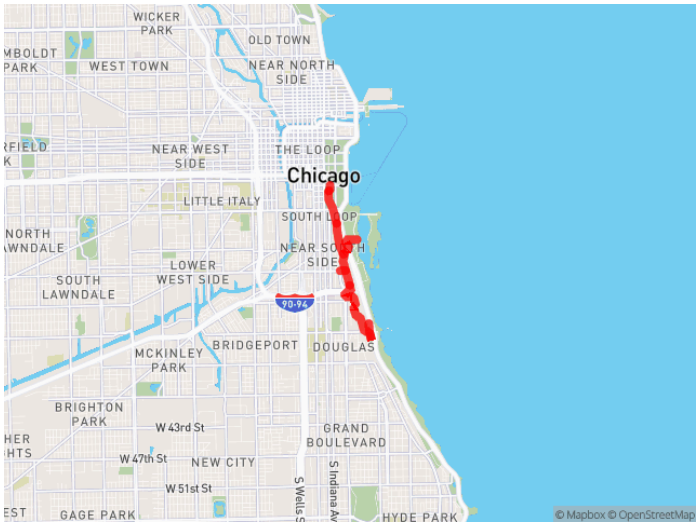
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Total Prior Costs		-	$548,562,458	$0	$0	$0	$0	$0	$0	$548,562,458
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$818,384,516	$818,384,516
Total Programmed		-	$548,562,458	$0	$0	$0	$0	$0	$818,384,516	$1,366,946,974

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "Southwest Service Improvements / 0186 Major - CREATE 75th Street Corridor Improvement Project - RSP 67" to "Southwest Service Improvements / 0186 Major - CREATE 75th Street Corridor Improvement Project - RCP 12139"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "10/16/2014 By Teri : http://www.75thcip.org/index.html, 01/17/2013 By : Internal Staff access to Wiki : http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#Metra_SouthWest_Service_ImprovementsFederal Other funds in FFY 20 are INFRA FHWA Grants. 0186-Major Create - 75th St Corridor Improvement Project is FHWA addition.ROW funds for P2 were authorized for $188,920 on 11/2/21, Fed ID 9KK1710" to "10/16/2014 By Teri : http://www.75thcip.org/index.html, 01/17/2013 By : Internal Staff access to Wiki : http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#Metra_SouthWest_Service_ImprovementsFederal Other funds in FFY 20 are INFRA FHWA Grants. 0186-Major Create - 75th St Corridor Improvement Project is FHWA addition.ROW funds for P2 were authorized for $188,920 on 11/2/21, Fed ID 9KK1710. SWS Service removed from project as par of the RCP process (RP, 4/26). Was RSP 67; $1.6 billion constrained in RTP for this project. "
Project Changes:	Exempt Status changed from "Exempt Tested" to "Exempt"

01-18-0011 - South Lakefront-Museum Campus Access Improvements RCP 62140

This project will add new access points and stations to the existing McCormick Place Busway, transforming it into the South Lakefront Busway. The project will also consider alternatives for linking Museum Campus institutions with each other, CTA's Red and Green Lines, the proposed South Lakefront Busway, and the rapidly redeveloping Cermak Road corridor extending from McCormick Place to Motor Row and Chinatown in an intuitive and visitor-friendly manner that encourages increased transit use.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Other Transit
Air Quality:	Not Required
Open to Traffic Year:	TBD
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD	-	$0	$0	$0	$0	$0	$0	$200,000,000	$200,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$200,000,000	$200,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$200,000,000	$200,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$200,000,000	$200,000,000

Previously Approved Amendment 01-18-0011 - South Lakefront-Museum Campus Access Improvements RSP-104

This project will add new access points and stations to the existing McCormick Place Busway, transforming it into the South Lakefront Busway. The project will also consider alternatives for linking Museum Campus institutions with each other, CTA's Red and Green Lines, the proposed South Lakefront Busway, and the rapidly redeveloping Cermak Road corridor extending from McCormick Place to Motor Row and Chinatown in an intuitive and visitor-friendly manner that encourages increased transit use.

TIP Document:	26-00 (Adoption)
Project Type:	Other Transit
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	TBD	-	$0	$0	$0	$0	$0	$0	$200,000,000	$200,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$200,000,000	$200,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$200,000,000	$200,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$200,000,000	$200,000,000

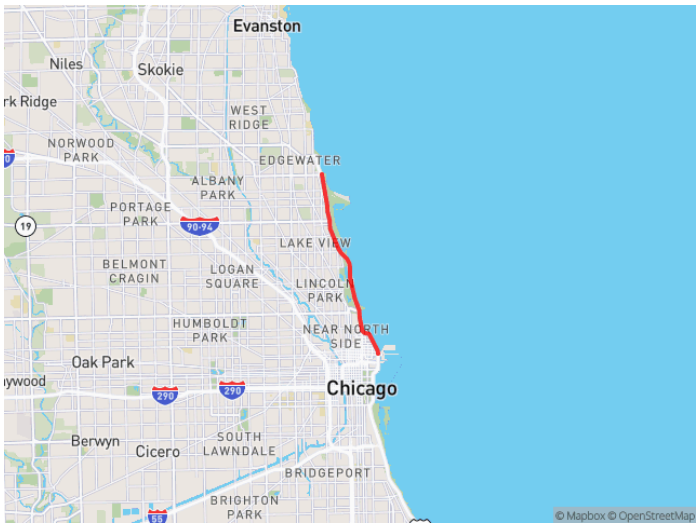
Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Update Open to Traffic year
Project Changes:	Title changed from "South Lakefront-Museum Campus Access Improvements RSP-104" to "South Lakefront-Museum Campus Access Improvements RCP 62140"

Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "None" to "RSP 104"

01-18-0012 - North DuSable Lake Shore Drive Improvements - RCP 12120

Improve safety, improve mobility of people, and improve accessibility to and from the adjacent communities for all users.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2035
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$25,586,000	$0	$0	$0	$0	$0	$4,800,000	$30,386,000
Engineering I	NHPP	-	$0	$0	$0	$0	$0	$0	$19,200,000	$19,200,000
Total Engineering I		-	$25,586,000	$0	$0	$0	$0	$0	$24,000,000	$49,586,000
Engineering II	IL Funds	-	$0	$0	$0	$0	$0	$0	$80,000,000	$80,000,000
Engineering II	NHPP	-	$0	$0	$0	$0	$0	$0	$320,000,000	$320,000,000
Total Engineering II		-	$0	$0	$0	$0	$0	$0	$400,000,000	$400,000,000
Right of Way	IL Funds	-	$0	$0	$0	$0	$0	$0	$10,000,000	$10,000,000
Right of Way	NHPP	-	$0	$0	$0	$0	$0	$0	$40,000,000	$40,000,000
Total Right of Way		-	$0	$0	$0	$0	$0	$0	$50,000,000	$50,000,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$270,902,000	$270,902,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$1,083,610,000	$1,083,610,000
Construction	TBD Unconstrained	-	$0	$0	$0	$0	$0	$0	$1,976,495,000	$1,976,495,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$3,331,007,000	$3,331,007,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$104,000,000	$104,000,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$416,000,000	$416,000,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$520,000,000	$520,000,000
Total Prior Costs		-	$25,586,000	$0	$0	$0	$0	$0	$0	$25,586,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$4,325,007,000	$4,325,007,000
Total Programmed		-	$25,586,000	$0	$0	$0	$0	$0	$4,325,007,000	$4,350,593,000

Previously Approved Amendment 01-18-0012 - North Lake Shore Drive Improvements - RSP 89

Improve safety, improve mobility of people, and improve accessibility to and from the adjacent communities for all users.

TIP Document:	CMAP Staff Hold (26-30)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-

County:	Cook
Municipality:	Chicago
Major CMAP Programs:	-

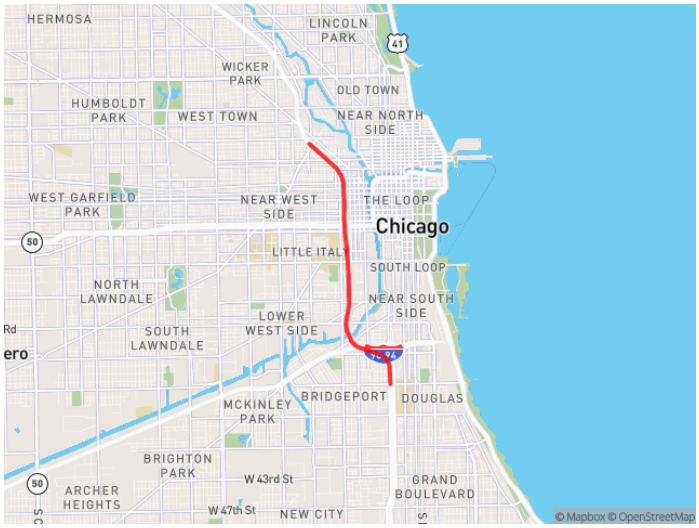
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$25,586,000	$0	$0	$0	$0	$0	$4,800,000	$30,386,000
Engineering I	NHPP	-	$0	$0	$0	$0	$0	$0	$19,200,000	$19,200,000
Total Engineering I		-	$25,586,000	$0	$0	$0	$0	$0	$24,000,000	$49,586,000
Engineering II	IL Funds	-	$0	$0	$0	$0	$0	$0	$80,000,000	$80,000,000
Engineering II	NHPP	-	$0	$0	$0	$0	$0	$0	$320,000,000	$320,000,000
Total Engineering II		-	$0	$0	$0	$0	$0	$0	$400,000,000	$400,000,000
Right of Way	IL Funds	-	$0	$0	$0	$0	$0	$0	$10,000,000	$10,000,000
Right of Way	NHPP	-	$0	$0	$0	$0	$0	$0	$40,000,000	$40,000,000
Total Right of Way		-	$0	$0	$0	$0	$0	$0	$50,000,000	$50,000,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$666,201,000	$666,201,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$2,664,806,000	$2,664,806,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$3,331,007,000	$3,331,007,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$104,000,000	$104,000,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$416,000,000	$416,000,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$520,000,000	$520,000,000
Total Prior Costs		-	$25,586,000	$0	$0	$0	$0	$0	$0	$25,586,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$4,325,007,000	$4,325,007,000
Total Programmed		-	$25,586,000	$0	$0	$0	$0	$0	$4,325,007,000	$4,350,593,000

Current Change Reason:	Schedule / Funding / Scope- Update Add or update project IDs - Update model information - Work type(s) added
Project Changes:	Title changed from "North Lake Shore Drive Improvements - RSP 89" to "North DuSable Lake Shore Drive Improvements - RCP 12120"
Project Changes:	Plan Revision Name changed from "CMAP Staff Hold (26-30)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Work Type changed from "[H-AL] Highway/Road - Add Lanes, [H-RCNST] Highway/Road - Reconst with Change in Use or Width Of Lane" to "[B-REPLACE] Bridge/Structure - Replace, [E-PEDIMP] Improve Pedestrian Facility, [E-SharedModern] Improve Shared Path Facility, [H-COR] Highway/Road - Corridor Improvement, [H-INTIMP] Highway/Road - Intersection Improvement, [H-INTRC] Highway/Road - Intersection Reconstruction, [H-RCNST] Highway/Road - Reconst with Change in Use or Width Of Lane, [H-RL] Highway/Road - Remove Lanes, [I-EXP] Interchange - Expand (New Movements Added to Interchange), [I-NEW] Interchange - New, [I-RCNST] Interchange - Reconstruction, [S-MOD] Signals - Modernization, [T-IMP] Bus Routes - Major Service Improvement"
Project Changes:	Internal Notes changed from "None" to "RSP 89"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "Regional Capital Project (2026 RTP)"

01-19-0024 - I-90 / I-94 Kennedy and Dan Ryan Expressway Reconstruction (Hubbard Street to 31st Street) - RCP 11175

I-90/I-94 constrained long term reconstruction

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Modernization
Air Quality:	Not Required
Open to Traffic Year:	TBD
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering	IL Funds	-	$9,000,000	$5,370,000	$5,371,000	$0	$0	$0	$5,000,000	$24,741,000
Total Engineering		-	$9,000,000	$5,370,000	$5,371,000	$0	$0	$0	$5,000,000	$24,741,000
Engineering I	IL Funds	-	$0	$0	$0	$0	$0	$0	$80,000,000	$80,000,000
Total Engineering I		-	$0	$0	$0	$0	$0	$0	$80,000,000	$80,000,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$15,209,000	$15,209,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$3,600,050,000	$3,600,050,000
Construction	TBD Unconstrained	-	$0	$0	$0	$0	$0	$0	$985,241,000	$985,241,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$4,600,500,000	$4,600,500,000
Total Prior Costs		-	$9,000,000	$0	$0	$0	$0	$0	$0	$9,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$4,685,500,000	$4,685,500,000
Total Programmed		-	$9,000,000	$5,370,000	$5,371,000	$0	$0	$0	$4,685,500,000	$4,705,241,000

Previously Approved Amendment 01-19-0024 - I-90 / I-94 Kennedy and Dan Ryan Expressway Reconstruction (Hubbard Street to 31st Street) RSP -136

I-90/I-94 constrained long term reconstruction

TIP Document:	CMAP Staff Hold (26-30)
Project Type:	Road Modernization
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	IL Funds	-	$3,000,000	$6,000,000	$5,370,000	$5,371,000	$0	$0	$5,000,000	$24,741,000
Total Engineering		-	$3,000,000	$6,000,000	$5,370,000	$5,371,000	$0	$0	$5,000,000	$24,741,000

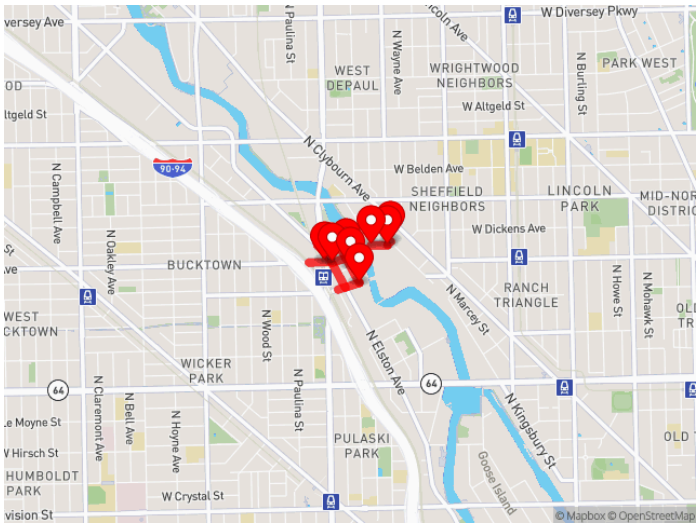
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$0	$0	$0	$0	$0	$0	$80,000,000	$80,000,000
Total Engineering I		-	$0	$0	$0	$0	$0	$0	$80,000,000	$80,000,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$460,450,000	$460,450,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$4,140,050,000	$4,140,050,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$4,600,500,000	$4,600,500,000
Total Prior Costs		-	$3,000,000	$0	$0	$0	$0	$0	$0	$3,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$4,685,500,000	$4,685,500,000
Total Programmed		-	$3,000,000	$6,000,000	$5,370,000	$5,371,000	$0	$0	$4,685,500,000	$4,705,241,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "I-90 / I-94 Kennedy and Dan Ryan Expressway Reconstruction (Hubbard Street to 31st Street) RSP -136" to "I-90 / I-94 Kennedy and Dan Ryan Expressway Reconstruction (Hubbard Street to 31st Street) - RCP 11175"
Project Changes:	Plan Revision Name changed from "CMAP Staff Hold (26-30)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "Created by LK 4/10/19 - pushed to 19-06 cycle pending further internal discussion (KD 4/18/19) - pushed to 19-07 (5/30/19) - pushed to 19-08 (7/24/19) - pushed to 19-11 to hold for 20-00 (9/12/19). RCP has $3.720B pushed to hold revision 26-30 (RP, 2/18/26) " to "Created by LK 4/10/19 - pushed to 19-06 cycle pending further internal discussion (KD 4/18/19) - pushed to 19-07 (5/30/19) - pushed to 19-08 (7/24/19) - pushed to 19-11 to hold for 20-00 (9/12/19). RCP has $3.720B pushed to hold revision 26-30 (RP, 2/18/26); RSP 136; constrained amount in RTP is $3,720,000,000"

01-22-0022 - Elston-Armitage-Ashland-Cortland Intersection Improvement - RCP 62141

This project will realign Elston Ave over to the Mendell St right-of-way. The project will relocate one existing railroad viaduct over Elston and replace and expand two existing railroad viaducts over Armitage. It will also build an Armitage Ave bridge over North Branch.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Modernization
Air Quality:	Conformed
Open to Traffic Year:	2034
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Local Funds	-	$10,000,000	$0	$3,000,000	$0	$0	$0	$0	$13,000,000
Total Engineering I		-	$10,000,000	$0	$3,000,000	$0	$0	$0	$0	$13,000,000
Right of Way	Local Funds	-	$0	$0	$0	$0	$0	$75,300,000	$0	$75,300,000
Right of Way	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$27,200,000	$27,200,000
Total Right of Way		-	$0	$0	$0	$0	$0	$75,300,000	$27,200,000	$102,500,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$26,000,000	$26,000,000
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$172,500,000	$172,500,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$198,500,000	$198,500,000
Construction Engineering	Local Funds	-	$0	$0	$0	$0	$0	$0	$3,600,000	$3,600,000
Construction Engineering	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$14,400,000	$14,400,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$18,000,000	$18,000,000
Total Prior Costs		-	$10,000,000	$0	$0	$0	$0	$0	$0	$10,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$243,700,000	$243,700,000
Total Programmed		-	$10,000,000	$0	$3,000,000	$0	$0	$75,300,000	$243,700,000	$332,000,000

Previously Approved Amendment 01-22-0022 - Elston-Armitage-Ashland-Cortland Intersection Improvement RSP 152

This project will realign Elston Ave over to the Mendell St right-of-way. The project will relocate one existing railroad viaduct over Elston and replace and expand two existing railroad viaducts over Armitage. It will also build an Armitage Ave bridge over North Branch.

TIP Document:	26-00 (Adoption)
Project Type:	Road Modernization
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	-

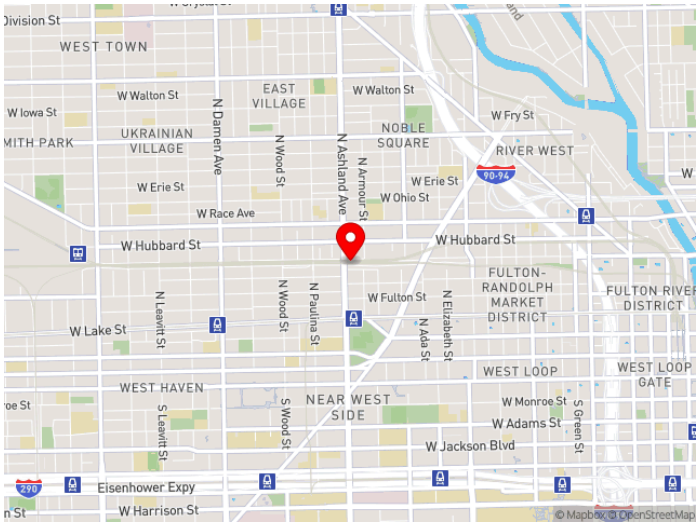
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	Local Funds	-	$10,000,000	$0	$3,000,000	$0	$0	$0	$0	$13,000,000
Total Engineering I		-	$10,000,000	$0	$3,000,000	$0	$0	$0	$0	$13,000,000
Right of Way	Local Funds	-	$0	$75,300,000	$0	$0	$0	$0	$0	$75,300,000
Right of Way	TBD	-	$0	$0	$0	$0	$0	$0	$27,200,000	$27,200,000
Total Right of Way		-	$0	$75,300,000	$0	$0	$0	$0	$27,200,000	$102,500,000
Construction	Local Funds	-	$0	$0	$0	$26,000,000	$0	$0	$0	$26,000,000
Construction	TBD	-	$0	$0	$0	$0	$0	$0	$104,000,000	$104,000,000
Total Construction		-	$0	$0	$0	$26,000,000	$0	$0	$104,000,000	$130,000,000
Construction Engineering	Local Funds	-	$0	$0	$0	$3,600,000	$0	$0	$0	$3,600,000
Construction Engineering	TBD	-	$0	$0	$0	$0	$0	$0	$14,400,000	$14,400,000
Total Construction Engineering		-	$0	$0	$0	$3,600,000	$0	$0	$14,400,000	$18,000,000
Total Prior Costs		-	$10,000,000	$0	$0	$0	$0	$0	$0	$10,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$145,600,000	$145,600,000
Total Programmed		-	$10,000,000	$75,300,000	$3,000,000	$29,600,000	$0	$0	$145,600,000	$263,500,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Other cost change described below, Cost changed to match constrained RCP amount due to ON TO 2050 RSP designated as a 2026 RTP Regional Capital Project with modeling updates and funding updated to match RTP constraint.
Project Changes:	Title changed from "Elston-Armitage-Ashland-Cortland Intersection Improvement RSP 152" to "Elston-Armitage-Ashland-Cortland Intersection Improvement - RCP 62141"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "RSP 152, added during ON TO 2050 plan update (RP). Added parking info on Armitage Ave from Ashland Ave to N Southport Ave (YZ, 10/7)" to "RSP 152, added during ON TO 2050 plan update (RP). Added parking info on Armitage Ave from Ashland Ave to N Southport Ave (YZ, 10/7);RSP 152"
Project Changes:	Open To Traffic changed from "2031" to "2034"

01-22-0023 - Ashland-Ogden-Kinzie (AOK) Metra Infill Station - RCP 64143

This would construct a new Metra station between Ashland Ave. and Ogden Ave. serving UP-W, MD-N, MD-W, NCS and potentially Amtrak. Metra's A-2 Interlocking Improvement project is required to allow the construction of this station. This new station would facilitate new multimodal connections between Metra and CTA bus, CTA rail, walking, biking, micromobility, TNCs, taxi and shuttle services.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	Conformed
Open to Traffic Year:	2035
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$300,000,000	$300,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$300,000,000	$300,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$300,000,000	$300,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$300,000,000	$300,000,000

Previously Approved Amendment 01-22-0023 - Ashland-Ogden Metra Infill Station - RSP 153

This would construct a new Metra station between Ashland Ave. and Ogden Ave. serving UP-W, MD-N, MD-W, NCS and potentially Amtrak. Metra's A-2 Interlocking Improvement project is required to allow the construction of this station. This new station would facilitate new multimodal connections between Metra and CTA bus, CTA rail, walking, biking, micromobility, TNCs, taxi and shuttle services.

TIP Document:	26-00 (Adoption)
Project Type:	Transit Station/Stop Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	TBD	-	$0	$0	$0	$0	$0	$0	$270,000,000	$270,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$270,000,000	$270,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$270,000,000	$270,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$270,000,000	$270,000,000

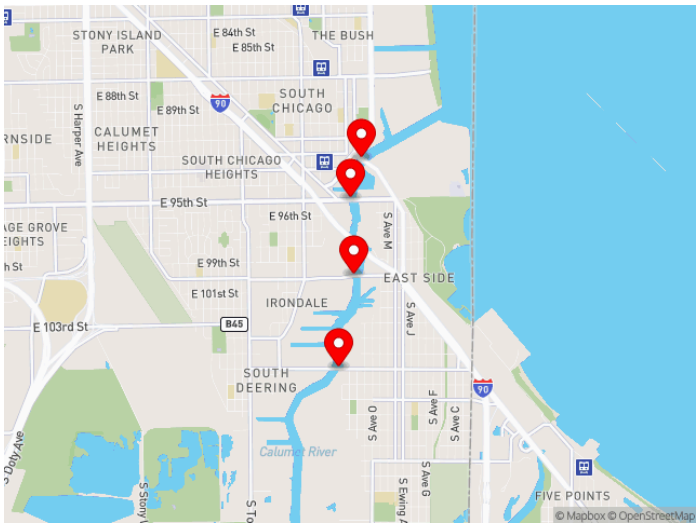
Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Other cost change described below
Project Changes:	Title changed from "Ashland-Ogden Metra Infill Station - RSP 153" to "Ashland-Ogden-Kinzie (AOK) Metra Infill Station - RCP 64143"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"

Project Changes:	Open To Traffic changed from "2031" to "2035"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "None" to "RSP 153; RCP constrained total is $300 million"

01-24-0017 - Calumet River Bridges - RCP 96111

Rehabilitation of the bridges over the Calumet River at 92nd St (Ewing Ave), 95th St, 100th St, and 106th St

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Bridge Repair, Rehab, or Replace
Air Quality:	Not Required
Open to Traffic Year:	2027
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP), STP - Local, STP - Shared



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Bridge Investment Pgm - Lg Proj	106TH ST BRIDGE OVER THE CALUMET RIVER	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
Engineering I	Rebuild Illinois	100TH ST BRIDGE OVER THE CALUMET RIVER, 95TH ST BRIDGE OVER THE CALUMET RIVER, 92ND ST (EWING AVE) BRIDGE OVER CALUMET RIVER	$5,000,000	$0	$0	$0	$0	$0	$0	$5,000,000
Engineering I	State Match - Chicago	106TH ST BRIDGE OVER THE CALUMET RIVER	$500,000	$0	$0	$0	$0	$0	$0	$500,000
Total Engineering I		-	$6,500,000	$0	$0	$0	$0	$0	$0	$6,500,000
Engineering II	Rebuild Illinois	100TH ST BRIDGE OVER THE CALUMET RIVER, 92ND ST (EWING AVE) BRIDGE OVER CALUMET RIVER, 95TH ST BRIDGE OVER THE CALUMET RIVER	$5,500,000	$0	$0	$0	$0	$0	$0	$5,500,000
Engineering II	State Match - Chicago	106TH ST BRIDGE OVER THE CALUMET RIVER	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Total Engineering II		-	$7,500,000	$0	$0	$0	$0	$0	$0	$7,500,000
Construction	Bridge Investment Pgm - Lg Proj	100TH ST BRIDGE OVER THE CALUMET RIVER, 92ND ST (EWING AVE) BRIDGE OVER CALUMET RIVER	$142,000,000	$0	$0	$0	$0	$0	$0	$142,000,000
Construction	Community Project Funding	100TH ST BRIDGE OVER THE CALUMET RIVER	$850,000	$0	$0	$0	$0	$0	$0	$850,000
Construction	Local Funds	106TH ST BRIDGE OVER THE CALUMET RIVER, N/A	$0	$0	$41,751,770	$3,432,359	$0	$0	$0	$45,184,129
Construction	State Match - Chicago	100TH ST BRIDGE OVER THE CALUMET RIVER, 92ND ST (EWING AVE) BRIDGE OVER CALUMET RIVER, 95TH ST BRIDGE OVER THE CALUMET RIVER, 106TH ST BRIDGE OVER THE CALUMET RIVER	$79,841,494	$60,000,000	$38,248,230	$0	$0	$0	$0	$178,089,724
Construction	STP - Locally Prgmd	100TH ST BRIDGE OVER THE CALUMET RIVER, 92ND ST (EWING AVE) BRIDGE OVER CALUMET RIVER, 95TH ST BRIDGE OVER THE CALUMET RIVER	$51,958,506	$40,000,000	$0	$0	$0	$0	$0	$91,958,506
Construction	STP - Shared Fund	N/A	$0	$0	$0	$13,729,435	$0	$0	$0	$13,729,435
Total Construction		-	$274,650,000	$100,000,000	$80,000,000	$17,161,794	$0	$0	$0	$471,811,794
Construction Engineering	Bridge Investment Pgm - Lg Proj	92ND ST (EWING AVE) BRIDGE OVER CALUMET RIVER	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
Construction Engineering	State Match - Chicago	92ND ST (EWING AVE) BRIDGE OVER CALUMET RIVER	$11,000,000	$0	$0	$0	$0	$0	$0	$11,000,000
Total Construction		-	$12,000,000	$0	$0	$0	$0	$0	$0	$12,000,000

Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering										
Total Prior Costs		-	$300,650,000	$0	$0	$0	$0	$0	$0	$300,650,000
Total Programmed		-	$300,650,000	$100,000,000	$80,000,000	$17,161,794	$0	$0	$0	$497,811,794

Previously Approved Amendment 01-24-0017 - Calumet River Bridges

Rehabilitation of the bridges over the Calumet River at 92nd St (Ewing Ave), 95th St, 100th St, and 106th St

TIP Document:	26-05 (Formal)
Project Type:	Bridge Repair, Rehab, or Replace
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	Bridge Investment Pgm - Lg Proj	106TH ST BRIDGE OVER THE CALUMET RIVER	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
Engineering I	Rebuild Illinois	100TH ST BRIDGE OVER THE CALUMET RIVER, 92ND ST (EWING AVE) BRIDGE OVER CALUMET RIVER, 95TH ST BRIDGE OVER THE CALUMET RIVER	$5,000,000	$0	$0	$0	$0	$0	$0	$5,000,000
Engineering I	State Match - Chicago	106TH ST BRIDGE OVER THE CALUMET RIVER	$500,000	$0	$0	$0	$0	$0	$0	$500,000
Total Engineering I		-	$6,500,000	$0	$0	$0	$0	$0	$0	$6,500,000
Engineering II	Rebuild Illinois	95TH ST BRIDGE OVER THE CALUMET RIVER, 100TH ST BRIDGE OVER THE CALUMET RIVER, 92ND ST (EWING AVE) BRIDGE OVER CALUMET RIVER	$5,500,000	$0	$0	$0	$0	$0	$0	$5,500,000
Engineering II	State Match - Chicago	106TH ST BRIDGE OVER THE CALUMET RIVER	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Total Engineering II		-	$7,500,000	$0	$0	$0	$0	$0	$0	$7,500,000
Construction	Bridge Investment Pgm - Lg Proj	100TH ST BRIDGE OVER THE CALUMET RIVER, 92ND ST (EWING AVE) BRIDGE OVER CALUMET RIVER	$142,000,000	$0	$0	$0	$0	$0	$0	$142,000,000
Construction	Community Project Funding	100TH ST BRIDGE OVER THE CALUMET RIVER	$0	$850,000	$0	$0	$0	$0	$0	$850,000
Construction	Local Funds	N/A, 106TH ST BRIDGE OVER THE CALUMET RIVER	$0	$0	$0	$41,751,770	$3,432,359	$0	$0	$45,184,129
Construction	State Match - Chicago	106TH ST BRIDGE OVER THE CALUMET RIVER, 92ND ST (EWING AVE) BRIDGE OVER CALUMET RIVER, 100TH ST BRIDGE OVER THE CALUMET RIVER, 95TH ST BRIDGE OVER THE CALUMET RIVER	$0	$79,841,494	$60,000,000	$38,248,230	$0	$0	$0	$178,089,724
Construction	STP - Locally Prgmd	100TH ST BRIDGE OVER THE CALUMET RIVER, 95TH ST BRIDGE OVER THE CALUMET RIVER, 92ND ST (EWING AVE) BRIDGE OVER CALUMET RIVER	$0	$51,958,506	$40,000,000	$0	$0	$0	$0	$91,958,506
Construction	STP - Shared Fund	N/A	$0	$0	$0	$0	$13,729,435	$0	$0	$13,729,435
Total Construction		-	$142,000,000	$132,650,000	$100,000,000	$80,000,000	$17,161,794	$0	$0	$471,811,794
Construction Engineering	Bridge Investment Pgm - Lg Proj	92ND ST (EWING AVE) BRIDGE OVER CALUMET RIVER	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
Construction	State Match -	92ND ST (EWING AVE) BRIDGE OVER CALUMET	$0	$11,000,000	$0	$0	$0	$0	$0	$11,000,000

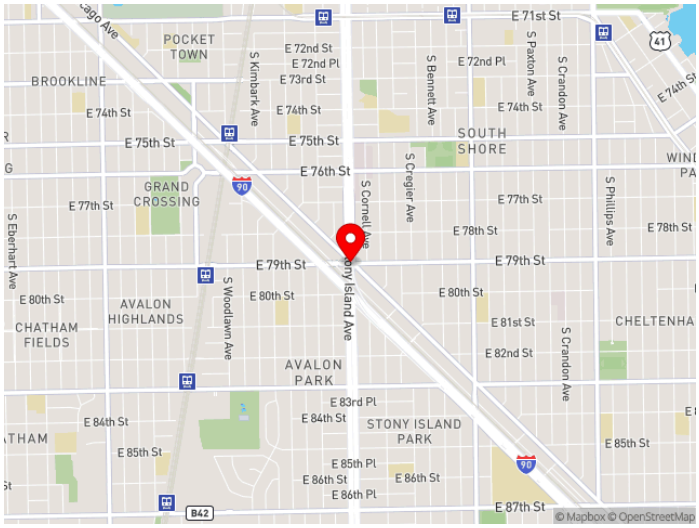
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Chicago	RIVER								
Total Construction Engineering		-	$1,000,000	$11,000,000	$0	$0	$0	$0	$0	$12,000,000
Total Prior Costs		-	$157,000,000	$0	$0	$0	$0	$0	$0	$157,000,000
Total Programmed		-	$157,000,000	$143,650,000	$100,000,000	$80,000,000	$17,161,794	$0	$0	$497,811,794

Current Change Reason:	Schedule / Funding / Scope- Update Update Open to Traffic year
Project Changes:	Title changed from "Calumet River Bridges" to "Calumet River Bridges - RCP 96111"
Project Changes:	Plan Revision Name changed from "26-05 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "STP - Local, STP - Shared" to "Regional Capital Project (2026 RTP), STP - Local, STP - Shared"

01-25-0030 - 79th St/Stony Island/South Chicago/Skyway Ramps Intersection Improvements - RCP 62211

Improvements to the complex intersection of 79th Street/Stony Island Ave/South Chicago Ave, including the Skyway flyover ramps. (PEL Study)

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Intersection/Interchange Improvements
Air Quality:	Not Required
Open to Traffic Year:	TBD
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Community Project Funding	-	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
Engineering I	State Match - Chicago	-	$250,000	$0	$0	$0	$0	$0	$0	$250,000
Total Engineering I		-	$1,250,000	$0	$0	$0	$0	$0	$0	$1,250,000
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$350,000,000	$350,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$350,000,000	$350,000,000
Total Prior Costs		-	$1,250,000	$0	$0	$0	$0	$0	$0	$1,250,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$350,000,000	$350,000,000
Total Programmed		-	$1,250,000	$0	$0	$0	$0	$0	$350,000,000	$351,250,000

Previously Approved Amendment 01-25-0030 - 79th St/Stony Island/South Chicago/Skyway Ramps Intersection Improvements

Improvements to the complex intersection of 79th Street/Stony Island Ave/South Chicago Ave, including the Skyway flyover ramps. (PEL Study)

TIP Document:	26-00 (Adoption)
Project Type:	Intersection/Interchange Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	Community Project Funding	-	$0	$1,000,000	$0	$0	$0	$0	$0	$1,000,000
Engineering I	State Match - Chicago	-	$0	$250,000	$0	$0	$0	$0	$0	$250,000
Total Engineering I		-	$0	$1,250,000	$0	$0	$0	$0	$0	$1,250,000
Total Programmed		-	$0	$1,250,000	$0	$0	$0	$0	$0	$1,250,000

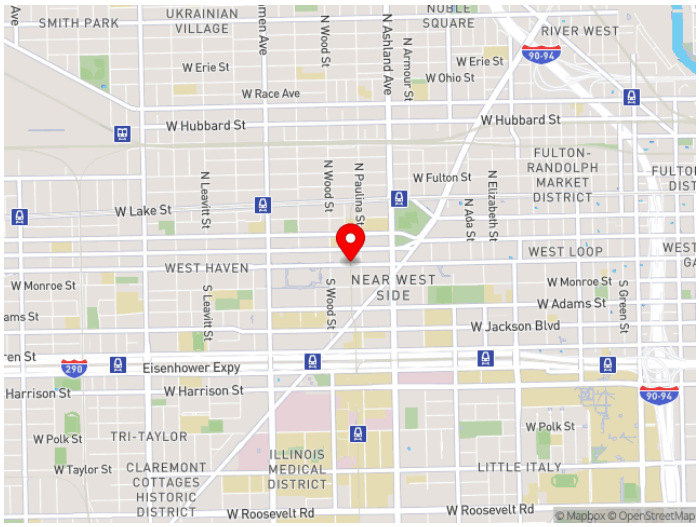
Current Change Reason:	Schedule / Funding / Scope- Update Other cost change described below - Update model information, Cost changed to match constrained RCP amount due to Existing Conformed Project (Non RSP/RCP) carried over from the FFY 2023-2028 TIP with funding and completion year changes.

Project Changes:	Title changed from "79th St/Stony Island/South Chicago/Skyway Ramps Intersection Improvements" to "79th St/Stony Island/South Chicago/Skyway Ramps Intersection Improvements - RCP 62211"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "Community Project funding is from FFY 2024, Jackson. Project is a PEL Study" to "Community Project funding is from FFY 2024, Jackson. Project is a PEL Study. May need to be conformed at a future date depending on the scope of work."
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

01-26-0013 - New Madison Station on CTA Pink Line - RCP 64144

New infill station on CTA pink line at Madison Street.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2032
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



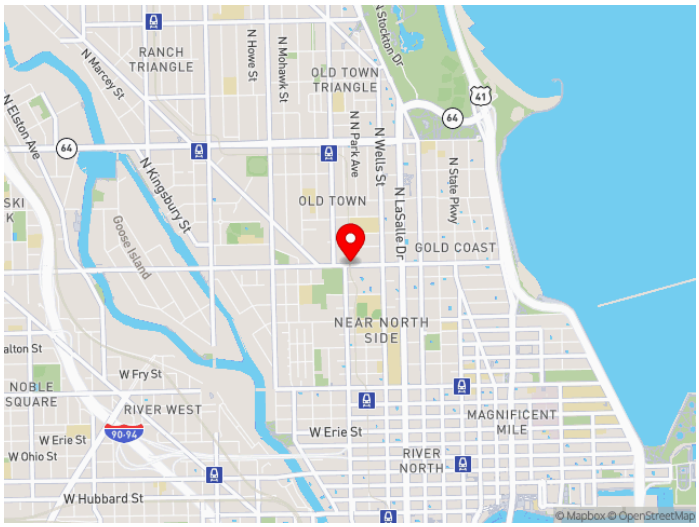
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction Engineering	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$100,000,000	$100,000,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$100,000,000	$100,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$100,000,000	$100,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$100,000,000	$100,000,000

Current Change Reason:	New Project

01-26-0014 - New Division Station on CTA Brown/Purple Line - RCP 64145

New CTA infill station on Brown and Purple Lines at Division Street.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2034
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



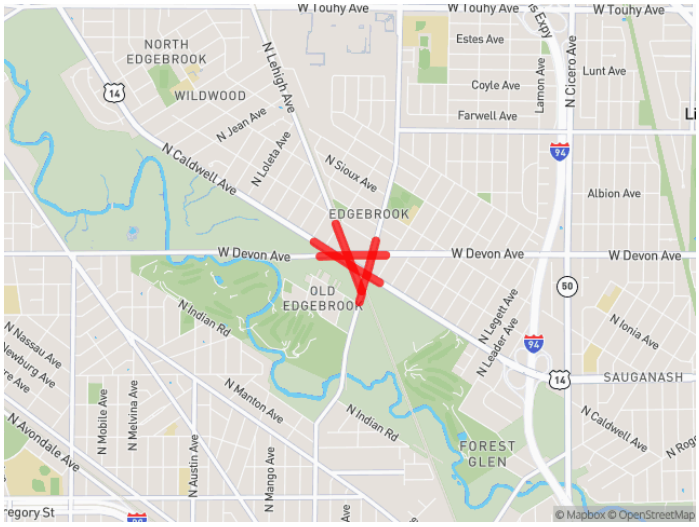
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$100,000,000	$100,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$100,000,000	$100,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$100,000,000	$100,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$100,000,000	$100,000,000

Current Change Reason:	New Project

01-26-0015 - Devon-Caldwell-Central-Lehigh Intersection Improvements - RCP 62142

This project would address safety and capacity constraints at the intersection of four arterials and the Milwaukee District North Metra line in the Edgebrook neighborhood on the northside of Chicago. The 0.2 square mile area includes seven signalized intersections and three at grade road-rail crossings. The project would also reconfigure the Edgebrook bus turnaround.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Intersection/Interchange Improvements
Air Quality:	-
Open to Traffic Year:	2036
Lead Agency:	CDOT
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



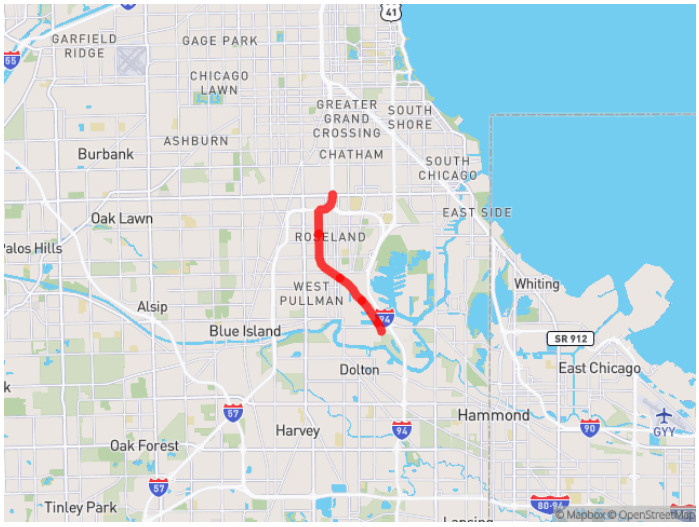
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$350,000,000	$350,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$350,000,000	$350,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$350,000,000	$350,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$350,000,000	$350,000,000

Current Change Reason:	New Project

01-94-0006 - 254.001 Red Line Extension from US 12 US 20 95th St to 130th - RCP 92416

The proposed Red Line Extension (RLE) project would extend the Red Line from the existing terminal at 95th Street/Dan Ryan to the vicinity of 132nd Street, subject to the availability of funding. The 5.6-mile extension would include four new, accessible stations at 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Other-Federal in FFY 23 are 450k from Areas of Persistent poverty FFY 21 grant and $1.5M in workforce development grants.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Line/Route Expansion
Air Quality:	Conformed
Open to Traffic Year:	2029
Lead Agency:	CTA
Lead Contact:	-
Project Website:	http://www.transitchicago.com/redeis/
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	2050 RSP, CMAQ, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering	Carbon Reduction Pgm	CARBON REDUCTION	$15,000,000	$0	$0	$0	$0	$0	$0	$15,000,000
Engineering	FTA 5307 Urban Formula	N/A	$10,877,690	$0	$0	$0	$0	$0	$0	$10,877,690
Engineering	Rebuild Illinois	State PayGO	$32,238,697	$0	$0	$0	$0	$0	$0	$32,238,697
Engineering	Service Board Funds	CTA BOND	$99,344,791	$0	$0	$0	$0	$0	$0	$99,344,791
Engineering	Trans Credit - Transit	-	$2,249,537	$0	$0	$0	$0	$0	$0	$2,249,537
Engineering	Transit TIF - Chicago	TRANSIT TIF FY25-26 MATCHING	$3,750,000	$0	$0	$0	$0	$0	$0	$3,750,000
Total Engineering		-	$161,211,178	$0	$0	$0	$0	$0	$0	$161,211,178
Implementation	Other - Federal	FY2022 Community Project Funding, FY2022 Areas of Presistent Poverty (AoPP)	$1,950,000	$0	$0	$0	$0	$0	$0	$1,950,000
Implementation	Trans Credit - Transit	-	$390,000	$0	$0	$0	$0	$0	$0	$390,000
Total Implementation		-	$1,950,000	$0	$0	$0	$0	$0	$0	$1,950,000
Construction	Carbon Reduction Pgm	CARBON REDUCTION	$45,000,000	$20,000,000	$20,000,000	$0	$0	$0	$0	$85,000,000
Construction	CMAQ	N/A	$0	$0	$30,000,000	$0	$0	$0	$0	$30,000,000
Construction	FTA 5309 (CIG - New Starts)	FFGA FY2028 5309 CIG NS, FFGA FY2027 5309 CIG NS, FFGA FY2024 5309 CIG NS, FFGA FY2025 5309 CIG NS, FFGA FY2030 5309 CIG NS, FFGA FY2029 5309 CIG NS, FFGA FY2026 5309 CIG NS	$1,446,000,000	$132,000,000	$132,000,000	$132,000,000	$131,978,348	$0	$0	$1,973,978,348
Construction	Rebuild Illinois	State PayGO	$166,756,725	$76,000,000	$60,882,569	$25,277,117	$78,514,758	$0	$54,807,935	$462,239,104
Construction	Service Board Funds	CTA BOND	$454,927,000	$200,000,000	$600,000,000	$303,088,659	$188,863,694	$0	$0	$1,746,879,353
Construction	Transit TIF - Chicago	TRANSIT TIF FY25-26 MATCHING, TRANSIT TIF FY2025, TRANIST TIF	$187,440,000	$402,199,250	$189,165,000	$167,445,750	$0	$0	$0	$946,250,000

Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Total Construction		-	$2,300,123,725	$830,199,250	$1,032,047,569	$627,811,526	$399,356,800	$0	$54,807,935	$5,244,346,805
-	Service Board Funds	-	$0	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		-	$2,463,284,903	$0	$0	$0	$0	$0	$0	$2,463,284,903
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$54,807,935	$54,807,935
Total Toll Credit		-	$2,639,537	$0	$0	$0	$0	$0	$0	$2,639,537
Total Programmed		-	$2,463,284,903	$830,199,250	$1,032,047,569	$627,811,526	$399,356,800	$0	$54,807,935	$5,407,507,983

Previously Approved Amendment 01-94-0006 - 254.001 Red Line Extension from US 12 US 20 95th St to 130th - RSP 57

The proposed Red Line Extension (RLE) project would extend the Red Line from the existing terminal at 95th Street/Dan Ryan to the vicinity of 132nd Street, subject to the availability of funding. The 5.6-mile extension would include four new, accessible stations at 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Other-Federal in FFY 23 are 450k from Areas of Persistent poverty FFY 21 grant and $1.5M in workforce development grants.

TIP Document:	26-04 (Formal)
Project Type:	Transit Line/Route Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	CTA
Lead Contact:	-
Project Website:	http://www.transitchicago.com/redeis/
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Carbon Reduction Pgm	CARBON REDUCTION	$15,000,000	$0	$0	$0	$0	$0	$0	$15,000,000
Engineering	FTA 5307 Urban Formula	N/A	$10,877,690	$0	$0	$0	$0	$0	$0	$10,877,690
Engineering	Rebuild Illinois	State PayGO	$25,000,000	$0	$0	$0	$0	$0	$0	$25,000,000
Engineering	Service Board Funds	CTA BOND	$99,344,791	$0	$0	$0	$0	$0	$0	$99,344,791
Engineering	Trans Credit - Transit	-	$2,249,537	$0	$0	$0	$0	$0	$0	$2,249,537
Engineering	Transit TIF - Chicago	TRANSIT TIF FY25-26 MATCHING	$0	$3,750,000	$0	$0	$0	$0	$0	$3,750,000
Total Engineering		-	$150,222,481	$3,750,000	$0	$0	$0	$0	$0	$153,972,481
Implementation	Other - Federal	FY2022 Community Project Funding, FY2022 Areas of Presistent Poverty (AoPP)	$1,950,000	$0	$0	$0	$0	$0	$0	$1,950,000
Implementation	Trans Credit - Transit	-	$390,000	$0	$0	$0	$0	$0	$0	$390,000
Total Implementation		-	$1,950,000	$0	$0	$0	$0	$0	$0	$1,950,000
Construction	Carbon Reduction Pgm	CARBON REDUCTION	$15,000,000	$30,000,000	$20,000,000	$20,000,000	$0	$0	$0	$85,000,000
Construction	CMAQ	N/A	$0	$0	$0	$30,000,000	$0	$0	$0	$30,000,000
Construction	FTA 5309 (CIG - New	FFGA FY2024 5309 CIG NS, FFGA FY2025 5309 CIG NS, FFGA FY2029	$1,096,000,000	$350,000,000	$132,000,000	$132,000,000	$132,000,000	$131,978,348	$0	$1,973,978,348

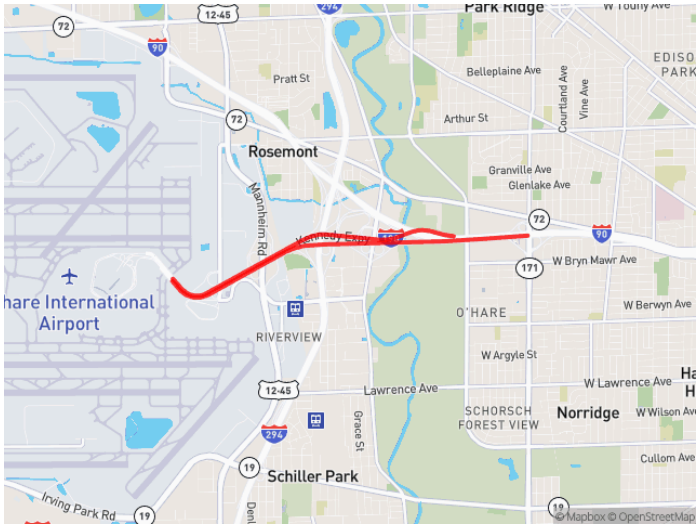
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
	Starts)	5309 CIG NS, FFGA FY2028 5309 CIG NS, FFGA FY2026 5309 CIG NS, FFGA FY2030 5309 CIG NS, FFGA FY2027 5309 CIG NS								
Construction	Rebuild Illinois	State PayGO	$44,009,069	$110,373,828	$76,000,000	$60,882,569	$25,277,117	$78,514,758	$158,599,811	$553,657,152
Construction	Service Board Funds	CTA BOND	$4,927,000	$250,000,000	$200,000,000	$600,000,000	$303,088,659	$188,863,694	$242,850,046	$1,789,729,399
Construction	Transit TIF - Chicago	TRANIST TIF, TRANSIT TIF FY25-26 MATCHING, TRANSIT TIF FY2025	$0	$189,940,000	$405,949,250	$200,415,000	$167,445,750	$0	$0	$963,750,000
Total Construction		-	$1,159,936,069	$930,313,828	$833,949,250	$1,043,297,569	$627,811,526	$399,356,800	$401,449,857	$5,396,114,899
Total Prior Costs		-	$1,312,108,550	$0	$0	$0	$0	$0	$0	$1,312,108,550
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$401,449,857	$401,449,857
Total Toll Credit		-	$2,639,537	$0	$0	$0	$0	$0	$0	$2,639,537
Total Programmed		-	$1,312,108,550	$934,063,828	$833,949,250	$1,043,297,569	$627,811,526	$399,356,800	$401,449,857	$5,552,037,380

Current Change Reason:	Schedule / Funding / Scope- Update Other cost change described below
Project Changes:	Title changed from "254.001 Red Line Extension from US 12 US 20 95th St to 130th - RSP 57" to "254.001 Red Line Extension from US 12 US 20 95th St to 130th - RCP 92416"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP, CMAQ" to "2050 RSP, CMAQ, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "01/15/2013 By : CMAP internal wiki link: http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#CTA_South_Red_Line_Extension5309 Core Capacity Funds are 5309 New Start funds. 254.001 corresponds to RTA Schedule IIB document. $370,000 in FFY Other-Federal from FFY 19 moved to 16-10-9001 (RP) on 9/8/22.CTA funding additions from 2/20/24 are split between the RTA Schedule IIb for 23-27 and 24-28 (RP, 2/20/24). 10/15/24 increase supported by CTA bonds and FTA FFGA (RP, 10/15/24). Service board funds and 5309 (CIG - New Starts) in MYB are for funds that the FTA has committed to in FFY 2030. CTA bonds are in RTA Schedule IIb from Sept. 12, 2024 (RP, 10/15/24), except from for FFY 2029." to "01/15/2013 By : CMAP internal wiki link: http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#CTA_South_Red_Line_Extension5309 Core Capacity Funds are 5309 New Start funds. 254.001 corresponds to RTA Schedule IIB document. $370,000 in FFY Other-Federal from FFY 19 moved to 16-10-9001 (RP) on 9/8/22.CTA funding additions from 2/20/24 are split between the RTA Schedule IIb for 23-27 and 24-28 (RP, 2/20/24). 10/15/24 increase supported by CTA bonds and FTA FFGA (RP, 10/15/24). Service board funds and 5309 (CIG - New Starts) in MYB are for funds that the FTA has committed to in FFY 2030. CTA bonds are in RTA Schedule IIb from Sept. 12, 2024 (RP, 10/15/24), except from for FFY 2029. RSP 57"

01-98-0114 - I-190 O'Hare Access Rds from Bessie Coleman Dr. to Cumberland Ave I-190 Access and Capacity Improvements (I-190 Access Improvements) - RCP 13104

Improve capacity and access to O'Hare

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Modernization
Air Quality:	Conformed
Open to Traffic Year:	2032
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/development/Cumberland-Flyover-Project-copy
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering II	IL Funds	-	$45,815,000	$0	$0	$0	$0	$0	$0	$45,815,000
Total Engineering II		-	$45,815,000	$0	$0	$0	$0	$0	$0	$45,815,000
Construction	IL Funds	-	$34,374,000	$29,431,000	$4,829,000	$17,030,000	$0	$0	$0	$85,664,000
Construction	NHPP	-	$24,145,309	$196,300,000	$112,038,000	$153,270,000	$0	$0	$0	$485,753,309
Construction	Other - Local	-	$291,000,000	$0	$0	$0	$0	$0	$0	$291,000,000
Total Construction		-	$349,519,309	$225,731,000	$116,867,000	$170,300,000	$0	$0	$0	$862,417,309
Construction Engineering	IL Funds	-	$4,245,000	$2,275,000	$7,035,000	$2,843,000	$1,308,000	$0	$333,000	$18,039,000
Construction Engineering	NHPP	-	$3,600,000	$15,070,000	$26,186,000	$25,583,000	$11,772,000	$0	$2,997,000	$85,208,000
Total Construction Engineering		-	$7,845,000	$17,345,000	$33,221,000	$28,426,000	$13,080,000	$0	$3,330,000	$103,247,000
Total Prior Costs		-	$403,179,309	$0	$0	$0	$0	$0	$0	$403,179,309
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$3,330,000	$3,330,000
Total Programmed		-	$403,179,309	$243,076,000	$150,088,000	$198,726,000	$13,080,000	$0	$3,330,000	$1,011,479,309

Previously Approved Amendment 01-98-0114 - I-190 O'Hare Access Rds from Bessie Coleman Dr. to Cumberland Ave I-190 Access and Capacity Improvements (I-190 Access Improvements) - RSP 32

Improve capacity and access to O'Hare

TIP Document:	26-04 (Formal)
Project Type:	Road Modernization
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/development/Cumberland-Flyover-Project-copy
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	IL Funds	-	$45,815,000	$0	$0	$0	$0	$0	$0	$45,815,000

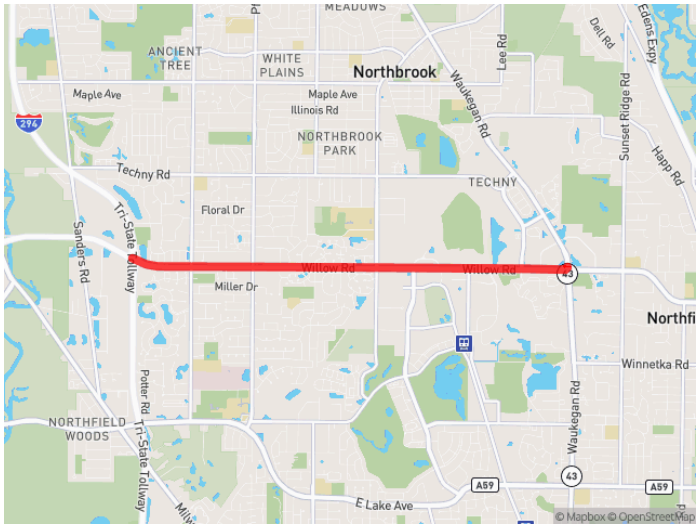
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Total Engineering II		-	$45,815,000	$0	$0	$0	$0	$0	$0	$45,815,000
Construction	IL Funds	-	$28,374,000	$6,000,000	$29,431,000	$4,829,000	$17,030,000	$0	$0	$85,664,000
Construction	NHPP	-	$24,145,309	$0	$196,300,000	$112,038,000	$153,270,000	$0	$0	$485,753,309
Construction	Other - Local	-	$291,000,000	$0	$0	$0	$0	$0	$0	$291,000,000
Total Construction		-	$343,519,309	$6,000,000	$225,731,000	$116,867,000	$170,300,000	$0	$0	$862,417,309
Construction Engineering	IL Funds	-	$3,920,000	$325,000	$2,275,000	$7,035,000	$2,843,000	$1,308,000	$333,000	$18,039,000
Construction Engineering	NHPP	-	$675,000	$2,925,000	$15,070,000	$26,186,000	$25,583,000	$11,772,000	$2,997,000	$85,208,000
Total Construction Engineering		-	$4,595,000	$3,250,000	$17,345,000	$33,221,000	$28,426,000	$13,080,000	$3,330,000	$103,247,000
Total Prior Costs		-	$393,929,309	$0	$0	$0	$0	$0	$0	$393,929,309
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$3,330,000	$3,330,000
Total Programmed		-	$393,929,309	$9,250,000	$243,076,000	$150,088,000	$198,726,000	$13,080,000	$3,330,000	$1,011,479,309

Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Add or update project IDs
Project Changes:	Title changed from "I-190 O'Hare Access Rds from Bessie Coleman Dr. to Cumberland Ave I-190 Access and Capacity Improvements (I-190 Access Improvements) - RSP 32" to "I-190 O'Hare Access Rds from Bessie Coleman Dr. to Cumberland Ave I-190 Access and Capacity Improvements (I-190 Access Improvements) - RCP 13104"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "Denial comments not addressed for 22-07 cycle, moved to 22-08 (7/20/22 KD) 5/26/22 KD 22-06 denial comments not addressed, moved to 22-0701/15/2013 By : Internal Staff wiki link:http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#I-190_Access_ImprovementsChanges submitted on 11/10/21 approved by RP after discussions with Traci Sisk and Holly B. from IDOT.EI is being revised as of 10/6/20 FHWA coordination meeting (RP)Changes made by CMAP (RP, 11/8/23) due to fiscal constraint. IDOT email (Steve Schilke) concurred with the changes to FFY's due to fiscal constraint. Moving $66,510,000 from FFY 24 to FFY 27 for C-91-083-22, HA6Y770, 1-77065-4000Moving $27,720,000 form FFY 24 to FFY 27 for C-91-090-22, N584802, 1-77065-5070Moving $4,800,000 from FFY 24 to FFY 25 for C-91-318-22, NEK5659, 1-77065-5031By CMAP (RP, 7/24/24). Funds moved from MYB into a TIP year during the 26-00 carryover were moved back into MYB by CMAP also NHPP funds for VW5S109 were moved from 27 to 28 (RP, 9/29/25)" to "Denial comments not addressed for 22-07 cycle, moved to 22-08 (7/20/22 KD) 5/26/22 KD 22-06 denial comments not addressed, moved to 22-0701/15/2013 By : Internal Staff wiki link:http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#I-190_Access_ImprovementsChanges submitted on 11/10/21 approved by RP after discussions with Traci Sisk and Holly B. from IDOT.EI is being revised as of 10/6/20 FHWA coordination meeting (RP)Changes made by CMAP (RP, 11/8/23) due to fiscal constraint. IDOT email (Steve Schilke) concurred with the changes to FFY's due to fiscal constraint. Moving $66,510,000 from FFY 24 to FFY 27 for C-91-083-22, HA6Y770, 1-77065-4000Moving $27,720,000 form FFY 24 to FFY 27 for C-91-090-22, N584802, 1-77065-5070Moving $4,800,000 from FFY 24 to FFY 25 for C-91-318-22, NEK5659, 1-77065-5031By CMAP (RP, 7/24/24). Funds moved from MYB into a TIP year during the 26-00 carryover were moved back into MYB by CMAP also NHPP funds for VW5S109 were moved from 27 to 28 (RP, 9/29/25); RSP 32"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"

02-09-0003 - Willow Rd from E of I-294 to E of IL 43, from IL 43 to I-94, and over Middle Fork of N Branch of Chicago River to W of Sunset Ridge Rd - RCP 13184

Lighting, bridge replacement, add lanes, intersection improvements, resurfacing

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2030
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/willow-road-reconstruction
County:	Cook
Municipality:	Northbrook
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$2,731,000	$0	$0	$0	$0	$0	$0	$2,731,000
Total Engineering I		-	$2,731,000	$0	$0	$0	$0	$0	$0	$2,731,000
Engineering II	IL Funds	-	$8,007,000	$0	$0	$0	$0	$0	$0	$8,007,000
Total Engineering II		-	$8,007,000	$0	$0	$0	$0	$0	$0	$8,007,000
Right of Way	IL Funds	-	$1,002,000	$0	$0	$0	$0	$0	$0	$1,002,000
Total Right of Way		-	$1,002,000	$0	$0	$0	$0	$0	$0	$1,002,000
Construction	IL Funds	-	$0	$0	$9,000,000	$0	$0	$0	$8,320,000	$17,320,000
Construction	Local Funds	-	$6,080,000	$0	$0	$0	$0	$0	$400,000	$6,480,000
Construction	NHPP	-	$0	$0	$36,000,000	$0	$0	$0	$33,280,000	$69,280,000
Construction	NHS - historical fund *	-	$24,000,000	$0	$0	$0	$0	$0	$0	$24,000,000
Construction	STP - Enhancements	-	$320,000	$0	$0	$0	$0	$0	$0	$320,000
Total Construction		-	$30,400,000	$0	$45,000,000	$0	$0	$0	$42,000,000	$117,400,000
Construction Engineering	IL Funds	-	$5,743,000	$0	$290,000	$0	$0	$0	$0	$6,033,000
Construction Engineering	NHPP	-	$0	$0	$1,160,000	$0	$0	$0	$0	$1,160,000
Total Construction Engineering		-	$5,743,000	$0	$1,450,000	$0	$0	$0	$0	$7,193,000
Total Prior Costs		-	$47,883,000	$0	$0	$0	$0	$0	$0	$47,883,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$42,000,000	$42,000,000
Total Programmed		-	$47,883,000	$0	$46,450,000	$0	$0	$0	$42,000,000	$136,333,000

Previously Approved Amendment 02-09-0003 - Willow Rd from E of I-294 to E of IL 43, from IL 43 to I-94, and over Middle Fork of N Branch of Chicago River to W of Sunset Ridge Rd

Lighting, bridge replacement, add lanes, intersection improvements, resurfacing

TIP Document:	26-04 (Formal)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-

Project Website:	http://www.idot.illinois.gov/projects/willow-road-reconstruction
County:	Cook
Municipality:	Northbrook
Major CMAP Programs:	-

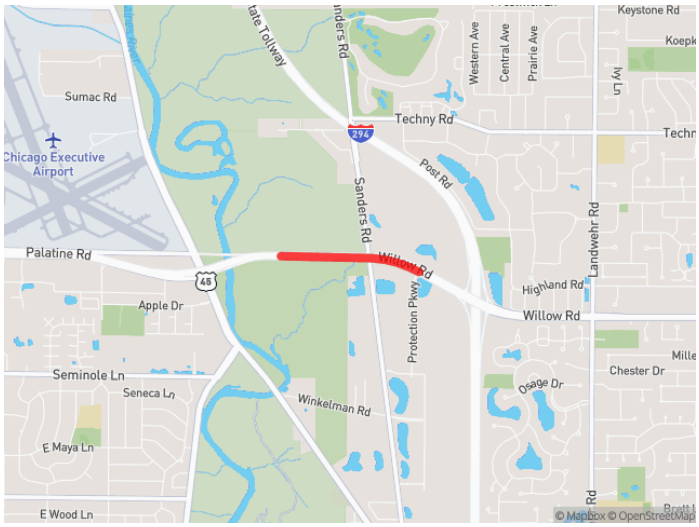
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$2,731,000	$0	$0	$0	$0	$0	$0	$2,731,000
Total Engineering I		-	$2,731,000	$0	$0	$0	$0	$0	$0	$2,731,000
Engineering II	IL Funds	-	$5,172,000	$2,835,000	$0	$0	$0	$0	$0	$8,007,000
Total Engineering II		-	$5,172,000	$2,835,000	$0	$0	$0	$0	$0	$8,007,000
Right of Way	IL Funds	-	$0	$1,002,000	$0	$0	$0	$0	$0	$1,002,000
Total Right of Way		-	$0	$1,002,000	$0	$0	$0	$0	$0	$1,002,000
Construction	IL Funds	-	$0	$0	$0	$9,000,000	$0	$0	$8,320,000	$17,320,000
Construction	Local Funds	-	$6,080,000	$0	$0	$0	$0	$0	$400,000	$6,480,000
Construction	NHPP	-	$0	$0	$0	$36,000,000	$0	$0	$33,280,000	$69,280,000
Construction	NHS - historical fund *	-	$24,000,000	$0	$0	$0	$0	$0	$0	$24,000,000
Construction	STP - Enhancements	-	$320,000	$0	$0	$0	$0	$0	$0	$320,000
Total Construction		-	$30,400,000	$0	$0	$45,000,000	$0	$0	$42,000,000	$117,400,000
Construction Engineering	IL Funds	-	$5,743,000	$0	$0	$290,000	$0	$0	$0	$6,033,000
Construction Engineering	NHPP	-	$0	$0	$0	$1,160,000	$0	$0	$0	$1,160,000
Total Construction Engineering		-	$5,743,000	$0	$0	$1,450,000	$0	$0	$0	$7,193,000
Total Prior Costs		-	$44,046,000	$0	$0	$0	$0	$0	$0	$44,046,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$42,000,000	$42,000,000
Total Programmed		-	$44,046,000	$3,837,000	$0	$46,450,000	$0	$0	$42,000,000	$136,333,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "Willow Rd from E of I-294 to E of IL 43, from IL 43 to I-94, and over Middle Fork of N Branch of Chicago River to W of Sunset Ridge Rd" to "Willow Rd from E of I-294 to E of IL 43, from IL 43 to I-94, and over Middle Fork of N Branch of Chicago River to W of Sunset Ridge Rd - RCP 13184"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

02-94-0001 - Willow Rd from E of Des Plaines River to Waterview Dr./Protection Parkway - RCP 13129

Intersection Improvement, Bridge Repair, Bridge New Deck, Noise Barriers, Lighting, Reconstruction, Add Lanes

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2028
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Glenview, Prospect Heights
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering II	IL Funds	-	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Total Engineering II		-	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Right of Way	IL Funds	-	$3,600,000	$0	$0	$0	$0	$0	$0	$3,600,000
Total Right of Way		-	$3,600,000	$0	$0	$0	$0	$0	$0	$3,600,000
Construction	IL Funds	-	$0	$6,144,000	$0	$0	$0	$0	$0	$6,144,000
Construction	Local Funds	-	$0	$13,000	$0	$0	$0	$0	$0	$13,000
Construction	NHPP	-	$0	$24,576,000	$0	$0	$0	$0	$0	$24,576,000
Total Construction		-	$0	$30,733,000	$0	$0	$0	$0	$0	$30,733,000
Construction Engineering	IL Funds	-	$0	$554,000	$0	$0	$0	$0	$0	$554,000
Construction Engineering	NHPP	-	$0	$2,215,000	$2,307,000	$0	$0	$0	$0	$4,522,000
Total Construction Engineering		-	$0	$2,769,000	$2,307,000	$0	$0	$0	$0	$5,076,000
Total Prior Costs		-	$5,600,000	$0	$0	$0	$0	$0	$0	$5,600,000
Total Programmed		-	$5,600,000	$33,502,000	$2,307,000	$0	$0	$0	$0	$41,409,000

Previously Approved Amendment 02-94-0001 - Willow Rd from E of Des Plaines River to Waterview Dr./Protection Parkway

Intersection Improvement, Bridge Repair, Bridge New Deck, Noise Barriers, Lighting, Reconstruction, Add Lanes

TIP Document:	26-04 (Formal)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Glenview, Prospect Heights
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	IL Funds	-	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Total Engineering II		-	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000

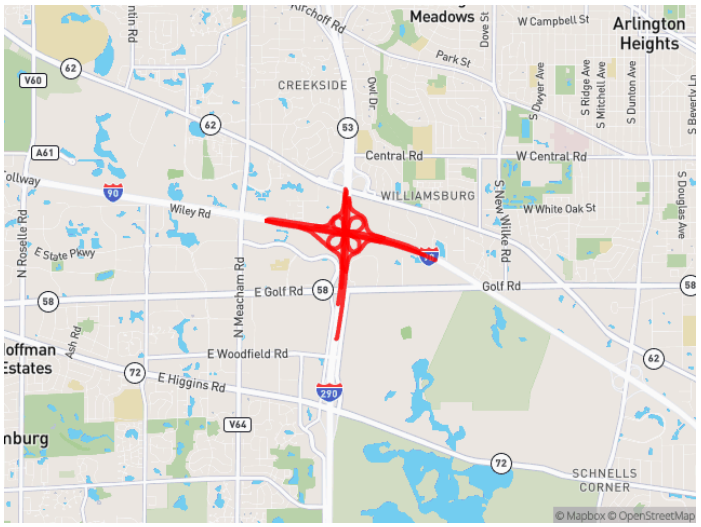
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way	IL Funds	-	$200,000	$3,400,000	$0	$0	$0	$0	$0	$3,600,000
Total Right of Way		-	$200,000	$3,400,000	$0	$0	$0	$0	$0	$3,600,000
Construction	IL Funds	-	$0	$0	$6,144,000	$0	$0	$0	$0	$6,144,000
Construction	Local Funds	-	$0	$0	$13,000	$0	$0	$0	$0	$13,000
Construction	NHPP	-	$0	$0	$24,576,000	$0	$0	$0	$0	$24,576,000
Total Construction		-	$0	$0	$30,733,000	$0	$0	$0	$0	$30,733,000
Construction Engineering	IL Funds	-	$0	$0	$554,000	$0	$0	$0	$0	$554,000
Construction Engineering	NHPP	-	$0	$0	$2,215,000	$2,307,000	$0	$0	$0	$4,522,000
Total Construction Engineering		-	$0	$0	$2,769,000	$2,307,000	$0	$0	$0	$5,076,000
Total Prior Costs		-	$2,200,000	$0	$0	$0	$0	$0	$0	$2,200,000
Total Programmed		-	$2,200,000	$3,400,000	$33,502,000	$2,307,000	$0	$0	$0	$41,409,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "Willow Rd from E of Des Plaines River to Waterview Dr./Protection Parkway" to "Willow Rd from E of Des Plaines River to Waterview Dr./Protection Parkway - RCP 13129"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

03-18-0017 - I-290/IL 53/I-90 Interchange Improvement - RCP 52212

Reconstruct of 3.1 miles of I-290/IL-53, Higgins to Kirchoff, expand I-90/I-290 /IL 53 interchange, and reconstruct service interchanges to Woodfield and Algonquin.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Intersection/Interchange Improvements
Air Quality:	Conformed
Open to Traffic Year:	2032
Lead Agency:	CMAP
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Rolling Meadows, Schaumburg
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$1,550,000,000	$1,550,000,000
Construction	Tollway - Move IL	-	$0	$0	$0	$0	$0	$0	$450,000,000	$450,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$2,000,000,000	$2,000,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$2,000,000,000	$2,000,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$2,000,000,000	$2,000,000,000

Previously Approved Amendment 03-18-0017 - I-290/IL 53 Interchange Improvement - RSP 21

Reconstruct and expansion of I-90 / I-290 / IL 53 interchange.

TIP Document:	26-00 (Adoption)
Project Type:	Intersection/Interchange Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IL Tollway
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Rolling Meadows, Schaumburg
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Tollway - Move IL	-	$0	$0	$0	$0	$0	$0	$450,000,000	$450,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$450,000,000	$450,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$450,000,000	$450,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$450,000,000	$450,000,000

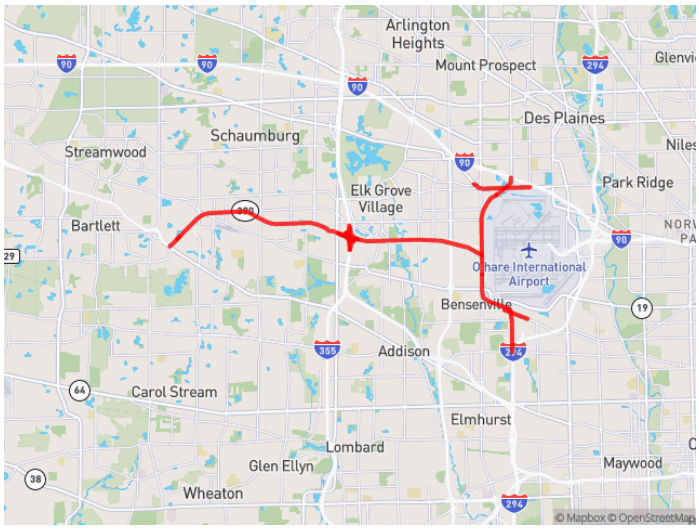
Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "I-290/IL 53 Interchange Improvement - RSP 21" to "I-290/IL 53/I-90 Interchange Improvement - RCP 52212"

Project Changes:	Description changed from "Reconstruct and expansion of I-90 / I-290 / IL 53 interchange." to "Reconstruct of 3.1 miles of I-290/IL-53, Higgins to Kirchoff, expand I-90/I-290 /IL 53 interchange, and reconstruct service interchanges to Woodfield and Algonquin."
Project Changes:	Lead Agency changed from "IL Tollway" to "CMAP"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Work Type changed from "[B-NEW] Bridge/Structure - New, [I-RCNST] Interchange - Reconstruction" to "[H-INTIMP] Highway/Road - Intersection Improvement, [H-INTRC] Highway/Road - Intersection Reconstruction, [H-RCINKND] Highway/Road - Reconstruct in Kind, [I-EXP] Interchange - Expand (New Movements Added to Interchange), [I-RCNST] Interchange - Reconstruction"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "None" to "RSP 21; CMAP added as temporary lead, either IDOT or Tollway will become lead once plans have been coordinated JMM 4/14/2026."

03-96-0021 - Elgin-O'Hare East Extension from Gary Road to O'Hare West Bypass Elgin O'Hare Western Access (Elgin-O'Hare East Extension & Add Lanes, Western O'Hare Bypass) - RCP 95315

Limited Access Freeway. West O'Hare Bypass from I-90 to I-294 plus east segment of extension (from Bypass to I-290) and Add Lanes from I-290 to Gary. Includes demolition.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2028
Lead Agency:	IL Tollway
Lead Contact:	-
Project Website:	HTTPS://AGENCY.ILLINOISTOLLWAY.COM/PROJECTS/EOWA/EOWA-LOCAL-ADVISORY-COMMITTEE, https://www.illinoistollway.com/projects/eowa
County:	Cook, DuPage
Municipality:	Countywide
Major CMAP Programs:	CMAQ, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Local Fund Match - historical fund *	N/A, Established	$8,237,000	$0	$0	$0	$0	$0	$0	$8,237,000
Engineering I	Natl/Reg Significance	N/A, Established	$32,948,000	$0	$0	$0	$0	$0	$0	$32,948,000
Total Engineering I		-	$41,185,000	$0	$0	$0	$0	$0	$0	$41,185,000
Engineering II	Local Fund Match - historical fund *	N/A	$7,000	$0	$0	$0	$0	$0	$0	$7,000
Engineering II	Local Funds	N/A	$75,740	$0	$0	$0	$0	$0	$400,000	$475,740
Engineering II	Natl/Reg Significance	N/A	$0	$0	$0	$0	$0	$0	$1,600,000	$1,600,000
Engineering II	TAP - State ITEP (Fed)	N/A	$25,000	$0	$0	$0	$0	$0	$0	$25,000
Engineering II	Tollway - Move IL	Tollway: Utilities and Toll Lanes, ROW, North Leg West Access, Rohlwing Rd to York Rd, South Leg Western Access, Gary to Rohlwing Rd	$440,963,613	$826,083	$0	$0	$0	$0	$0	$441,789,696
Total Engineering II		-	$441,071,353	$826,083	$0	$0	$0	$0	$2,000,000	$443,897,436
Right of Way	IL Funds	N/A	$12,343,000	$0	$0	$0	$0	$0	$0	$12,343,000
Right of Way	Local Fund Match - historical fund *	N/A	$4,900,000	$0	$0	$0	$0	$0	$0	$4,900,000
Right of Way	Local Funds	Established, N/A	$14,800,000	$0	$0	$0	$0	$0	$500,000	$15,300,000
Right of Way	Natl/Reg Significance	N/A, Established	$78,800,000	$0	$0	$0	$0	$0	$2,000,000	$80,800,000
Right of Way	Tollway - Move IL	ROW	$673,200,000	$0	$0	$0	$0	$0	$0	$673,200,000
Total Right of Way		-	$784,043,000	$0	$0	$0	$0	$0	$2,500,000	$786,543,000
Construction	CMAQ	Touhy at Elmhurst (II03143988) and Touhy at UPRR Grade Sep (BE03143991), I-294 Franklin Av Green St, N/A, Thorndale at I-290 Interchange	$123,262,777	$0	$0	$0	$0	$0	$0	$123,262,777
Construction	IL Funds	Demolition at 1101 E Green St Franklin Park, N/A	$472,000	$0	$0	$0	$0	$0	$0	$472,000
Construction	Local Fund Match -	Thorndale at I-290 Interchange, N/A	$10,613,007	$0	$0	$0	$0	$0	$0	$10,613,007

Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
	historical fund *									
Construction	Local Funds	N/A, Park Blvd Ped Enhancements 14-00063-00-SW, Touhy at Elmhurst (II03143988) and Touhy at UPRR Grade Sep (BE03143991), I-294 Franklin Av Green St, EOWA Landscape 14-00245-05-LS	$92,476,272	$0	$0	$0	$0	$0	$9,803,000	$102,279,272
Construction	Local Project Funding	Touhy at Elmhurst (II03143988) and Touhy at UPRR Grade Sep (BE03143991)	$5,000,000	$0	$0	$0	$0	$0	$0	$5,000,000
Construction	Natl/Reg Significance	N/A	$480,000	$0	$0	$0	$0	$0	$39,211,000	$39,691,000
Construction	STP - State Prgmd Urban	Demolition at 1101 E Green St Franklin Park, N/A	$1,886,000	$0	$0	$0	$0	$0	$0	$1,886,000
Construction	TAP - State ITEP (Fed)	EOWA Landscape 14-00245-05-LS, Park Blvd Ped Enhancements 14-00063-00-SW	$1,547,012	$0	$0	$0	$0	$0	$0	$1,547,012
Construction	Tollway - Move IL	Tollway: Utilities and Toll Lanes, North Leg West Access, Elmhurst Rd/I-90 mainline for Elgin-O'Hare; Oakton; Touhy, Rohlwing Rd to York Rd, Elgin-O'Hare and I-290 Interchange, South Leg Western Access, Gary to Rohlwing Rd, I-294 Franklin Av Green St	$2,519,210,545	$147,533,886	$0	$0	$0	$0	$0	$2,666,744,431
Construction	Tollway Funds	I-490	$175,408,876	$0	$0	$0	$0	$0	$0	$175,408,876
Total Construction		-	$2,930,356,489	$147,533,886	$0	$0	$0	$0	$49,014,000	$3,126,904,375
Construction Engineering	CMAQ	I-294 Franklin Av Green St, N/A, Thorndale at I-290 Interchange	$7,748,158	$0	$0	$0	$0	$0	$0	$7,748,158
Construction Engineering	IL Funds	N/A	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
Construction Engineering	Local Fund Match - historical fund *	Thorndale at I-290 Interchange	$1,106,993	$0	$0	$0	$0	$0	$0	$1,106,993
Construction Engineering	Local Funds	Park Blvd Ped Enhancements 14-00063-00-SW, Touhy at Elmhurst (II03143988) and Touhy at UPRR Grade Sep (BE03143991), I-294 Franklin Av Green St, N/A	$20,201,668	$0	$0	$0	$0	$0	$0	$20,201,668
Construction Engineering	Natl/Reg Significance	N/A	$4,000,000	$0	$0	$0	$0	$0	$0	$4,000,000
Construction Engineering	TAP - State ITEP (Fed)	Park Blvd Ped Enhancements 14-00063-00-SW	$52,110	$0	$0	$0	$0	$0	$0	$52,110
Construction Engineering	Tollway - Move IL	Tollway: Utilities and Toll Lanes, North Leg West Access, Rohlwing Rd to York Rd, South Leg Western Access, Gary to Rohlwing Rd, I-294 Franklin Av Green St	$312,008,281	$22,128,314	$0	$0	$0	$0	$0	$334,136,595
Construction Engineering	Tollway Funds	I-490	$42,882,015	$0	$0	$0	$0	$0	$0	$42,882,015
Total Construction Engineering		-	$388,999,225	$22,128,314	$0	$0	$0	$0	$0	$411,127,539
Total Prior Costs		-	$4,585,655,067	$0	$0	$0	$0	$0	$0	$4,585,655,067
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$53,514,000	$53,514,000
Total Programmed		-	$4,585,655,067	$170,488,283	$0	$0	$0	$0	$53,514,000	$4,809,657,350

Previously Approved Amendment 03-96-0021 - Elgin-O'Hare East Extension from Gary Road to O'Hare West Bypass Elgin O'Hare Western Access (Elgin-O'Hare East Extension & Add Lanes, Western O'Hare Bypass) - RSP 20

Limited Access Freeway. West O'Hare Bypass from I-90 to I-294 plus east segment of extension (from Bypass to I-290) and Add Lanes from I-290 to Gary. Includes demolition.

TIP Document:	26-05.1 (Admin FHWA)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IL Tollway
Lead Contact:	-

Project Website:	HTTPS://AGENCY.ILLINOISTOLLWAY.COM/PROJECTS/EOWA/EOWA-LOCAL-ADVISORY-COMMITTEE, https://www.illinoistollway.com/projects/eowa
County:	Cook, DuPage
Municipality:	Countywide
Major CMAP Programs:	-

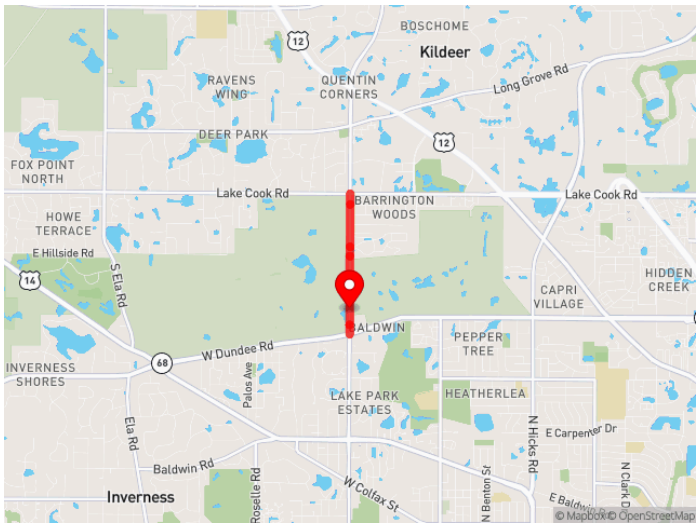
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	Local Fund Match - historical fund *	N/A, Established	$8,237,000	$0	$0	$0	$0	$0	$0	$8,237,000
Engineering I	Natl/Reg Significance	N/A, Established	$32,948,000	$0	$0	$0	$0	$0	$0	$32,948,000
Total Engineering I		-	$41,185,000	$0	$0	$0	$0	$0	$0	$41,185,000
Engineering II	Local Fund Match - historical fund *	N/A	$7,000	$0	$0	$0	$0	$0	$0	$7,000
Engineering II	Local Funds	N/A	$75,740	$0	$0	$0	$0	$0	$400,000	$475,740
Engineering II	Natl/Reg Significance	N/A	$0	$0	$0	$0	$0	$0	$1,600,000	$1,600,000
Engineering II	TAP - State ITEP (Fed)	N/A	$25,000	$0	$0	$0	$0	$0	$0	$25,000
Engineering II	Tollway - Move IL	South Leg Western Access, North Leg West Access, Rohlwing Rd to York Rd, ROW, Tollway: Utilities and Toll Lanes, Gary to Rohlwing Rd	$436,639,086	$4,324,527	$826,083	$0	$0	$0	$0	$441,789,696
Total Engineering II		-	$436,746,826	$4,324,527	$826,083	$0	$0	$0	$2,000,000	$443,897,436
Right of Way	IL Funds	N/A	$12,343,000	$0	$0	$0	$0	$0	$0	$12,343,000
Right of Way	Local Fund Match - historical fund *	N/A	$4,900,000	$0	$0	$0	$0	$0	$0	$4,900,000
Right of Way	Local Funds	N/A, Established	$14,800,000	$0	$0	$0	$0	$0	$500,000	$15,300,000
Right of Way	Natl/Reg Significance	N/A, Established	$78,800,000	$0	$0	$0	$0	$0	$2,000,000	$80,800,000
Right of Way	Tollway - Move IL	ROW	$673,200,000	$0	$0	$0	$0	$0	$0	$673,200,000
Total Right of Way		-	$784,043,000	$0	$0	$0	$0	$0	$2,500,000	$786,543,000
Construction	CMAQ	Touhy at Elmhurst (II03143988) and Touhy at UPRR Grade Sep (BE03143991), I-294 Franklin Av Green St, Thorndale at I-290 Interchange, N/A	$101,821,127	$21,441,650	$0	$0	$0	$0	$0	$123,262,777
Construction	IL Funds	N/A, Demolition at 1101 E Green St Franklin Park	$472,000	$0	$0	$0	$0	$0	$0	$472,000
Construction	Local Fund Match - historical fund *	Thorndale at I-290 Interchange, N/A	$10,613,007	$0	$0	$0	$0	$0	$0	$10,613,007
Construction	Local Funds	Touhy at Elmhurst (II03143988) and Touhy at UPRR Grade Sep (BE03143991), N/A, EOWA Landscape 14-00245-05-LS, I-294 Franklin Av Green St, Park Blvd Ped Enhancements 14-00063-00-SW	$90,866,109	$1,610,163	$0	$0	$0	$0	$9,803,000	$102,279,272
Construction	Local Project Funding	Touhy at Elmhurst (II03143988) and Touhy at UPRR Grade Sep (BE03143991)	$0	$5,000,000	$0	$0	$0	$0	$0	$5,000,000
Construction	Natl/Reg Significance	N/A	$480,000	$0	$0	$0	$0	$0	$39,211,000	$39,691,000
Construction	STP - State Prgmd Urban	Demolition at 1101 E Green St Franklin Park, N/A	$1,886,000	$0	$0	$0	$0	$0	$0	$1,886,000
Construction	TAP - State ITEP (Fed)	Park Blvd Ped Enhancements 14-00063-00-SW, EOWA Landscape 14-00245-05-LS	$1,547,012	$0	$0	$0	$0	$0	$0	$1,547,012
Construction	Tollway - Move IL	South Leg Western Access, North Leg West Access, Rohlwing Rd to York Rd, Elgin-O'Hare and I-290 Interchange, Elmhurst Rd/I-90 mainline for Elgin-O'Hare; Oakton; Touhy, Tollway: Utilities and Toll	$2,157,991,615	$361,218,930	$147,533,886	$0	$0	$0	$0	$2,666,744,431

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
		Lanes, Gary to Rohlwing Rd, I-294 Franklin Av Green St								
Construction	Tollway Funds	I-490	$0	$175,408,876	$0	$0	$0	$0	$0	$175,408,876
Total Construction		-	$2,365,676,870	$564,679,619	$147,533,886	$0	$0	$0	$49,014,000	$3,126,904,375
Construction Engineering	CMAQ	Thorndale at I-290 Interchange, N/A, I-294 Franklin Av Green St	$7,748,158	$0	$0	$0	$0	$0	$0	$7,748,158
Construction Engineering	IL Funds	N/A	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
Construction Engineering	Local Fund Match - historical fund *	Thorndale at I-290 Interchange	$1,106,993	$0	$0	$0	$0	$0	$0	$1,106,993
Construction Engineering	Local Funds	Touhy at Elmhurst (II03143988) and Touhy at UPRR Grade Sep (BE03143991), I-294 Franklin Av Green St, Park Blvd Ped Enhancements 14-00063-00-SW, N/A	$15,376,952	$4,824,716	$0	$0	$0	$0	$0	$20,201,668
Construction Engineering	Natl/Reg Significance	N/A	$4,000,000	$0	$0	$0	$0	$0	$0	$4,000,000
Construction Engineering	TAP - State ITEP (Fed)	Park Blvd Ped Enhancements 14-00063-00-SW	$52,110	$0	$0	$0	$0	$0	$0	$52,110
Construction Engineering	Tollway - Move IL	North Leg West Access, Rohlwing Rd to York Rd, South Leg Western Access, Gary to Rohlwing Rd, Tollway: Utilities and Toll Lanes, I-294 Franklin Av Green St	$266,294,238	$45,714,043	$22,128,314	$0	$0	$0	$0	$334,136,595
Construction Engineering	Tollway Funds	I-490	$0	$42,882,015	$0	$0	$0	$0	$0	$42,882,015
Total Construction Engineering		-	$295,578,451	$93,420,774	$22,128,314	$0	$0	$0	$0	$411,127,539
Total Prior Costs		-	$3,923,230,147	$0	$0	$0	$0	$0	$0	$3,923,230,147
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$53,514,000	$53,514,000
Total Programmed		-	$3,923,230,147	$662,424,920	$170,488,283	$0	$0	$0	$53,514,000	$4,809,657,350
Current Change Reason:	Schedule / Funding / Scope- Update Add or update project IDs - Update model information									
Project Changes:	Title changed from "Elgin-O'Hare East Extension from Gary Road to O'Hare West Bypass Elgin O'Hare Western Access (Elgin-O'Hare East Extension & Add Lanes, Western O'Hare Bypass) - RSP 20" to "Elgin-O'Hare East Extension from Gary Road to O'Hare West Bypass Elgin O'Hare Western Access (Elgin-O'Hare East Extension & Add Lanes, Western O'Hare Bypass) - RCP 95315"									
Project Changes:	Plan Revision Name changed from "26-05.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"									
Project Changes:	Major Implementation Group changed from "2050 RSP, CMAQ" to "CMAQ, Regional Capital Project (2026 RTP)"									

03-99-0018 - CH V62 Quentin Road from CH A50 Lake Cook Road to IL 68 Dundee Road

Roadway reconstruction and widening from a 2-to-3 lane cross section (2 thru lanes with a center two-way left turn lane) with a continuous median, bridge replacement, drainage improvements and addition of a multi-use path.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Modernization
Air Quality:	Not Required
Open to Traffic Year:	2028
Lead Agency:	Cook Co DOTH
Lead Contact:	-
Project Website:	HTTP://COOKCOUNTYIL.GOV/CONTENT/QUENTIN-ROAD
County:	Cook
Municipality:	Palatine
Major CMAP Programs:	-



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	MFT - State Allocation	-	$3,009,480	$0	$0	$0	$0	$0	$0	$3,009,480
Total Engineering I		-	$3,009,480	$0	$0	$0	$0	$0	$0	$3,009,480
Engineering II	MFT - State Allocation	-	$4,427,500	$0	$0	$0	$0	$0	$0	$4,427,500
Total Engineering II		-	$4,427,500	$0	$0	$0	$0	$0	$0	$4,427,500
Right of Way	MFT - State Allocation	-	$0	$1,056,000	$0	$0	$0	$0	$0	$1,056,000
Total Right of Way		-	$0	$1,056,000	$0	$0	$0	$0	$0	$1,056,000
Construction	Bridge - Local Prgmd	-	$0	$0	$0	$0	$0	$0	$3,680,000	$3,680,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$920,000	$920,000
Construction	MFT - State Allocation	-	$0	$0	$0	$0	$0	$0	$3,820,000	$3,820,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$8,420,000	$8,420,000
Total Prior Costs		-	$7,436,980	$0	$0	$0	$0	$0	$0	$7,436,980
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$8,420,000	$8,420,000
Total Programmed		-	$7,436,980	$1,056,000	$0	$0	$0	$0	$8,420,000	$16,912,980

Previously Approved Amendment 03-99-0018 - CH V62 Quentin Road from CH A50 Lake Cook Road to IL 68 Dundee Road

Roadway reconstruction and widening from a 2-to-4 lane cross section with a continuous median, bridge replacement, drainage improvements and addition of a multi-use path.

TIP Document:	26-00 (Adoption)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Cook Co DOTH
Lead Contact:	-
Project Website:	HTTP://COOKCOUNTYIL.GOV/CONTENT/QUENTIN-ROAD
County:	Cook
Municipality:	Palatine
Major CMAP Programs:	-

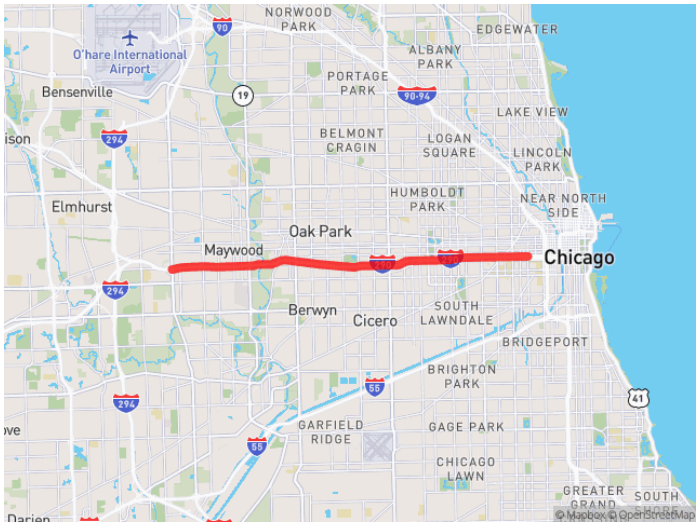
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	MFT - State Allocation	-	$3,009,480	$0	$0	$0	$0	$0	$0	$3,009,480
Total Engineering I		-	$3,009,480	$0	$0	$0	$0	$0	$0	$3,009,480
Engineering II	MFT - State Allocation	-	$0	$4,427,500	$0	$0	$0	$0	$0	$4,427,500
Total Engineering II		-	$0	$4,427,500	$0	$0	$0	$0	$0	$4,427,500
Right of Way	MFT - State Allocation	-	$0	$0	$1,056,000	$0	$0	$0	$0	$1,056,000
Total Right of Way		-	$0	$0	$1,056,000	$0	$0	$0	$0	$1,056,000
Construction	Bridge - Local Prgmd	-	$0	$0	$0	$0	$0	$0	$3,680,000	$3,680,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$920,000	$920,000
Construction	MFT - State Allocation	-	$0	$0	$0	$0	$0	$0	$3,820,000	$3,820,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$8,420,000	$8,420,000
Total Prior Costs		-	$3,009,480	$0	$0	$0	$0	$0	$0	$3,009,480
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$8,420,000	$8,420,000
Total Programmed		-	$3,009,480	$4,427,500	$1,056,000	$0	$0	$0	$8,420,000	$16,912,980

Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Work type(s) added - Work type(s) deleted, Removed as a conformed project (no longer adding lanes) due to Work type and modeling changes
Project Changes:	Description changed from "Roadway reconstruction and widening from a 2-to-4 lane cross section with a continuous median, bridge replacement, drainage improvements and addition of a multi-use path." to "Roadway reconstruction and widening from a 2-to-3 lane cross section (2 thru lanes with a center two-way left turn lane) with a continuous median, bridge replacement, drainage improvements and addition of a multi-use path."
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Project Type changed from "Road Expansion" to "Road Modernization"
Project Changes:	Exempt Status changed from "Not Exempt" to "Exempt Tested"
Project Changes:	Work Type changed from "[B-REPLACE] Bridge/Structure - Replace, [E-BIKENEW] New Bicycle Facility, [H-AL] Highway/Road - Add Lanes, [H-RCNST] Highway/Road - Reconst with Change in Use or Width Of Lane" to "[A-MED] Safety - Median Projects, [B-REPLACE] Bridge/Structure - Replace, [E-BIKENEW] New Bicycle Facility, [H-RCNST] Highway/Road - Reconst with Change in Use or Width Of Lane"
Project Changes:	Internal Notes changed from "None" to "Project had been conformed as an add lanes project and is no longer a not exempt project. Add lanes is no longer being pursued and a non add lanes project was approved by FHWA at the March 2026 coordination meeting (RP, 4/26)"
Project Changes:	Conformity Status changed from "Conformed" to "Not Required"
Project Changes:	Model changed from "Yes" to "No"
Project Changes:	Conformity Date changed from "10/12/2022" to "None"

04-00-0023 - I-290 Eisenhower Expy from US 12/45/20 Mannheim Rd to Racine Ave - RCP 13114

I-290 Eisenhower High Occupancy Toll Lanes/I-290 Multimodal Corridor; Reconstruction/add lane, bridge reconstruction from Mannheim Rd to Austin Blvd.; Reconstruct/restripe from Austin Blvd. to Kostner Ave.; Restripe from Kostner Ave. to Racine Ave.; I-290 at Des Plaines River pump station reconstruction; CTA station reconstruction.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2031
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://eisenhowerexpressway.com/
County:	Cook
Municipality:	Bellwood, Broadview, Chicago, Forest Park, Hillside, Maywood, Oak Park, Westchester
Major CMAP Programs:	I-290/Blue Line CDO, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	HPP SAFETEA-LU - historical fund *	N/A	$809,507	$0	$0	$0	$0	$0	$0	$809,507
Engineering I	IL Funds	N/A	$21,836,000	$0	$0	$0	$0	$0	$0	$21,836,000
Total Engineering I		-	$22,645,507	$0	$0	$0	$0	$0	$0	$22,645,507
Engineering II	IL Funds	I-290 at Des Plaines River Pump Station (formerly 04-98-0021), I-290 Des Plaines River Rd to Austin Blvd (Trunk Sewer Installation), I-290 at ILL 171 (1st Ave) and at 5th Ave	$33,440,941	$1,629,000	$0	$0	$0	$0	$0	$35,069,941
Engineering II	Mega Grant Pgm	I-290 at ILL 171 (1st Ave) and at 5th Ave	$7,074,000	$6,513,000	$0	$0	$0	$0	$0	$13,587,000
Total Engineering II		-	$40,514,941	$8,142,000	$0	$0	$0	$0	$0	$48,656,941
Right of Way	IL Funds	I-290 at Des Plaines River Pump Station (formerly 04-98-0021), I-290 mainline reconstruction including added capacity, I-290 at ILL 171 (1st Ave) and at 5th Ave	$1,819,000	$2,000,000	$0	$0	$0	$0	$10,000,000	$13,819,000
Right of Way	NHPP	I-290 mainline reconstruction including added capacity	$0	$0	$0	$0	$0	$0	$9,000,000	$9,000,000
Total Right of Way		-	$1,819,000	$2,000,000	$0	$0	$0	$0	$19,000,000	$22,819,000
Construction	IL Funds	22ND ST TO DES PLAINES RIVER (WATER MAIN, STORM SEWER (NEW), I-290 at Des Plaines River Pump Station (formerly 04-98-0021), I-290 at ILL 171 (1st Ave) and at 5th Ave, I-290 Des Plaines River Rd to Austin Blvd (Trunk Sewer Installation), ILL 171 (1ST AVE) TO W OF DES PLAINES RIVER	$51,698,000	$150,000,000	$151,800,000	$89,401,000	$0	$0	$0	$442,899,000
Construction	Mega Grant Pgm	I-290 at ILL 171 (1st Ave) and at 5th Ave	$0	$0	$0	$82,282,533	$0	$0	$0	$82,282,533
Construction	NHPP	ILL 171 (1ST AVE) TO W OF DES PLAINES RIVER, I-290 at Des Plaines River Pump Station (formerly 04-98-0021), I-290 at ILL 171 (1st Ave) and at 5th Ave, I-290 mainline reconstruction including added capacity	$57,218,125	$53,507,433	$0	$52,663,000	$0	$0	$2,683,800,000	$2,847,188,558
Construction	Trans Credit - Local/State Hwy	-	$13,500,000	$0	$0	$0	$0	$0	$0	$13,500,000
Total		-	$108,916,125	$203,507,433	$151,800,000	$224,346,533	$0	$0	$2,683,800,000	$3,372,370,091

Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction										
Construction Engineering	IL Funds	I-290 at Des Plaines River Pump Station (formerly 04-98-0021), I-290 at ILL 171 (1st Ave) and at 5th Ave, I-290 Des Plaines River Rd to Austin Blvd (Trunk Sewer Installation)	$11,050,000	$15,000,000	$17,662,000	$3,740,000	$0	$0	$0	$47,452,000
Construction Engineering	NHPP	I-290 mainline reconstruction including added capacity, I-290 at Des Plaines River Pump Station (formerly 04-98-0021), I-290 at ILL 171 (1st Ave) and at 5th Ave	$11,949,565	$0	$13,308,000	$14,960,000	$0	$0	$108,000,000	$148,217,565
Total Construction Engineering		-	$22,999,565	$15,000,000	$30,970,000	$18,700,000	$0	$0	$108,000,000	$195,669,565
Total Prior Costs		-	$196,895,138	$0	$0	$0	$0	$0	$0	$196,895,138
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$2,810,800,000	$2,810,800,000
Total Toll Credit		-	$13,500,000	$0	$0	$0	$0	$0	$0	$13,500,000
Total Programmed		-	$196,895,138	$228,649,433	$182,770,000	$243,046,533	$0	$0	$2,810,800,000	$3,662,161,104

Previously Approved Amendment 04-00-0023 - I-290 Eisenhower Expy from US 12/45/20 Mannheim Rd to Racine Ave - RSP 30

I-290 Eisenhower High Occupancy Toll Lanes/I-290 Multimodal Corridor; Reconstruction/add lane, bridge reconstruction from Mannheim Rd to Austin Blvd.; Reconstruct/restripe from Austin Blvd. to Kostner Ave.; Restripe from Kostner Ave. to Racine Ave.; I-290 at Des Plaines River pump station reconstruction; CTA station reconstruction.

TIP Document:	26-04 (Formal)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://eisenhowerexpressway.com/
County:	Cook
Municipality:	Bellwood, Broadview, Chicago, Forest Park, Hillside, Maywood, Oak Park, Westchester
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	HPP SAFETEA-LU - historical fund *	N/A	$809,507	$0	$0	$0	$0	$0	$0	$809,507
Engineering I	IL Funds	N/A	$21,836,000	$0	$0	$0	$0	$0	$0	$21,836,000
Total Engineering I		-	$22,645,507	$0	$0	$0	$0	$0	$0	$22,645,507
Engineering II	IL Funds	I-290 at Des Plaines River Pump Station (formerly 04-98-0021), I-290 at ILL 171 (1st Ave) and at 5th Ave, I-290 Des Plaines River Rd to Austin Blvd (Trunk Sewer Installation)	$30,989,941	$2,451,000	$1,629,000	$0	$0	$0	$0	$35,069,941
Engineering II	Mega Grant Pgm	I-290 at ILL 171 (1st Ave) and at 5th Ave	$280,000	$6,794,000	$6,513,000	$0	$0	$0	$0	$13,587,000
Total Engineering II		-	$31,269,941	$9,245,000	$8,142,000	$0	$0	$0	$0	$48,656,941
Right of Way	IL Funds	I-290 at Des Plaines River Pump Station (formerly 04-98-0021), I-290 at ILL 171 (1st Ave) and at 5th Ave, I-290 mainline reconstruction including added capacity	$1,819,000	$0	$2,000,000	$0	$0	$0	$10,000,000	$13,819,000
Right of Way	NHPP	I-290 mainline reconstruction including added capacity	$0	$0	$0	$0	$0	$0	$9,000,000	$9,000,000
Total Right of		-	$1,819,000	$0	$2,000,000	$0	$0	$0	$19,000,000	$22,819,000

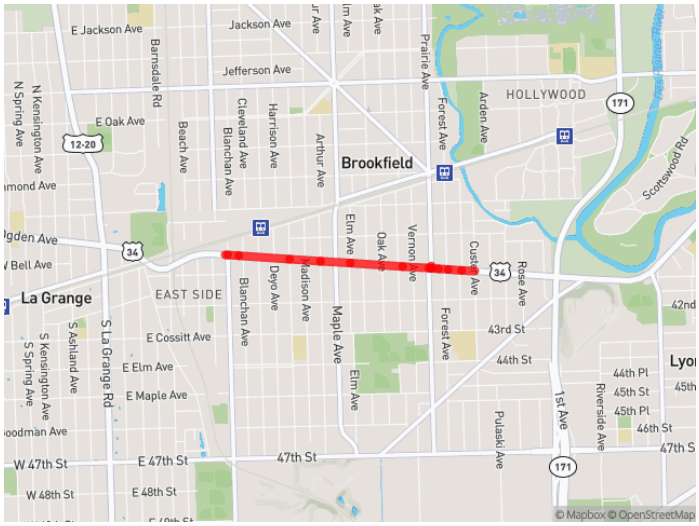
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Way										
Construction	IL Funds	I-290 Des Plaines River Rd to Austin Blvd (Trunk Sewer Installation), I-290 at Des Plaines River Pump Station (formerly 04-98-0021), 22ND ST TO DES PLAINES RIVER (WATER MAIN, STORM SEWER (NEW), ILL 171 (1ST AVE) TO W OF DES PLAINES RIVER, I-290 at ILL 171 (1st Ave) and at 5th Ave	$0	$50,198,000	$151,500,000	$151,800,000	$89,401,000	$0	$0	$442,899,000
Construction	Mega Grant Pgm	I-290 at ILL 171 (1st Ave) and at 5th Ave	$0	$0	$0	$0	$82,282,533	$0	$0	$82,282,533
Construction	NHPP	I-290 at Des Plaines River Pump Station (formerly 04-98-0021), I-290 mainline reconstruction including added capacity, I-290 at ILL 171 (1st Ave) and at 5th Ave, ILL 171 (1ST AVE) TO W OF DES PLAINES RIVER	$55,441,125	$1,777,000	$53,507,433	$0	$52,663,000	$0	$2,683,800,000	$2,847,188,558
Construction	Trans Credit - Local/State Hwy	-	$0	$0	$13,500,000	$0	$0	$0	$0	$13,500,000
Total Construction		-	$55,441,125	$51,975,000	$205,007,433	$151,800,000	$224,346,533	$0	$2,683,800,000	$3,372,370,091
Construction Engineering	IL Funds	I-290 Des Plaines River Rd to Austin Blvd (Trunk Sewer Installation), I-290 at ILL 171 (1st Ave) and at 5th Ave, I-290 at Des Plaines River Pump Station (formerly 04-98-0021)	$1,050,000	$10,000,000	$15,000,000	$17,662,000	$3,740,000	$0	$0	$47,452,000
Construction Engineering	NHPP	I-290 at Des Plaines River Pump Station (formerly 04-98-0021), I-290 mainline reconstruction including added capacity, I-290 at ILL 171 (1st Ave) and at 5th Ave	$11,949,565	$0	$0	$13,308,000	$14,960,000	$0	$108,000,000	$148,217,565
Total Construction Engineering		-	$12,999,565	$10,000,000	$15,000,000	$30,970,000	$18,700,000	$0	$108,000,000	$195,669,565
Total Prior Costs		-	$124,175,138	$0	$0	$0	$0	$0	$0	$124,175,138
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$2,810,800,000	$2,810,800,000
Total Toll Credit		-	$0	$0	$13,500,000	$0	$0	$0	$0	$13,500,000
Total Programmed		-	$124,175,138	$71,220,000	$230,149,433	$182,770,000	$243,046,533	$0	$2,810,800,000	$3,662,161,104

Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Project phase(s) moved to an earlier year(s)
Project Changes:	Title changed from "I-290 Eisenhower Expy from US 12/45/20 Mannheim Rd to Racine Ave - RSP 30" to "I-290 Eisenhower Expy from US 12/45/20 Mannheim Rd to Racine Ave - RCP 13114"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "I-290/Blue Line CDO, Regional Capital Project (2026 RTP)"

05-22-0013 - Ogden Avenue Corridor Improvements

The project will include improving Ogden Avenue from Eberly Avenue to Custer Avenue. The improvements will include the replacing the curb and gutter, sidewalk, installation of new brick paver areas, intersection improvements at the signalized intersections, installation of a storm sewer, pavement patching, and milling and resurfacing the pavement. Replacing, repairing and improving on-street parking, compliant parking.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Maintenance
Air Quality:	To Be Conformed
Open to Traffic Year:	2029
Lead Agency:	Central Council
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Brookfield
Major CMAP Programs:	STP - Local



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Local Funds	-	$225,000	$0	$0	$0	$0	$0	$0	$225,000
Engineering I	STP - Locally Prgmd	-	$525,000	$0	$0	$0	$0	$0	$0	$525,000
Total Engineering I		-	$750,000	$0	$0	$0	$0	$0	$0	$750,000
Engineering II	Local Funds	-	$576,000	$0	$0	$0	$0	$0	$0	$576,000
Engineering II	STP - Locally Prgmd	-	$1,344,000	$0	$0	$0	$0	$0	$0	$1,344,000
Total Engineering II		-	$1,920,000	$0	$0	$0	$0	$0	$0	$1,920,000
Total Prior Costs		-	$2,670,000	$0	$0	$0	$0	$0	$0	$2,670,000
Total Programmed		-	$2,670,000	$0	$0	$0	$0	$0	$0	$2,670,000

Previously Approved Amendment 05-22-0013 - Ogden Avenue Corridor Improvements

The project will include improving Ogden Avenue from Eberly Avenue to Custer Avenue. The improvements will include the replacing the curb and gutter, sidewalk, installation of new brick paver areas, intersection improvements at the signalized intersections, installation of a storm sewer, pavement patching, and milling and resurfacing the pavement.

TIP Document:	22-23.05
Project Type:	Road Maintenance
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Central Council
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Brookfield
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2022	FY2023	FY2024	FY2025	FY2026	Future	Total
Engineering I	Local Funds	-	$0	$0	$225,000	$0	$0	$0	$0	$225,000
Engineering I	STP - Locally Prgmd	-	$0	$0	$525,000	$0	$0	$0	$0	$525,000
Total Engineering I		-	$0	$0	$750,000	$0	$0	$0	$0	$750,000
Engineering II	Local Funds	-	$0	$0	$0	$0	$0	$576,000	$0	$576,000

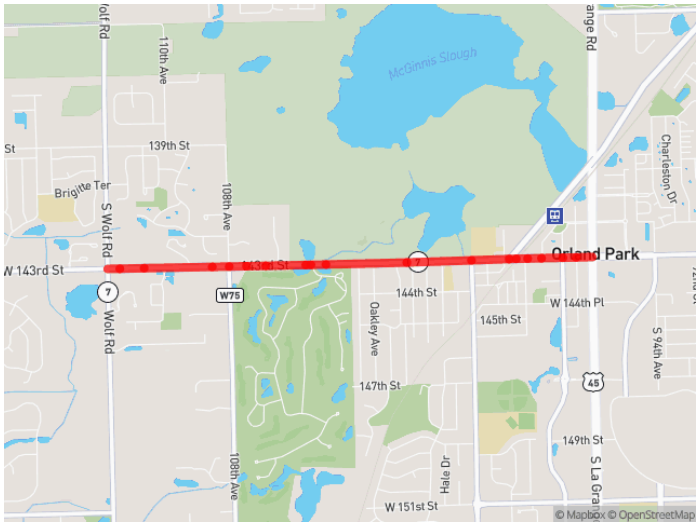
Phase	Fund Source	F. Section ID	Prior	FY2022	FY2023	FY2024	FY2025	FY2026	Future	Total
Engineering II	STP - Locally Prgmd	-	$0	$0	$0	$0	$0	$1,344,000	$0	$1,344,000
Total Engineering II		-	$0	$0	$0	$0	$0	$1,920,000	$0	$1,920,000
Total Programmed		-	$0	$0	$750,000	$0	$0	$1,920,000	$0	$2,670,000

Current Change Reason:	Schedule / Funding / Scope- Update Other schedule change described below - Update model information, Updated the Completion Year due to Updated modeling information and project description
Project Changes:	Description changed from "The project will include improving Ogden Avenue from Eberly Avenue to Custer Avenue. The improvements will include the replacing the curb and gutter, sidewalk, installation of new brick paver areas, intersection improvements at the signalized intersections, installation of a storm sewer, pavement patching, and milling and resurfacing the pavement." to "The project will include improving Ogden Avenue from Eberly Avenue to Custer Avenue. The improvements will include the replacing the curb and gutter, sidewalk, installation of new brick paver areas, intersection improvements at the signalized intersections, installation of a storm sewer, pavement patching, and milling and resurfacing the pavement. Replacing, repairing and improving on-street parking, compliant parking."
Project Changes:	Plan Revision Name changed from "22-23.05" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Conformity Status changed from "None" to "To Be Conformed"
Project Changes:	Current Status changed from "None" to "Active Project"
Project Changes:	Model changed from "None" to "Yes"
Project Changes:	Exempt Status changed from "None" to "Not Exempt"
Project Changes:	Internal Notes changed from "None" to "H-Cor and Traffic Signal Interconnets"

06-00-0042 - 143rd Street from Wolf Road to US 45 LaGrange Rd - RCP 83209

143rd St Reconstruction; traffic signal modernization and interconnect; Roadway widening, addition of signalized intersections, addition of turn lanes, and construction of a shared-use path and sidewalk on 143rd Street between Wolf Road and Southwest Highway in the Village of Orland Park. Signal interconnect extends to US 45. Southwest Hwy Metra Commuter Lot expansion, roadway lighting (West Ave to Southwest Hwy)

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2028
Lead Agency:	Southwest Council
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Orland Park
Major CMAP Programs:	CMAQ, Regional Capital Project (2026 RTP), STP - Local



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Local Funds	-	$425,545	$0	$0	$0	$0	$0	$0	$425,545
Engineering I	STP - Locally Prgmd	-	$1,159,894	$0	$0	$0	$0	$0	$0	$1,159,894
Total Engineering I		-	$1,585,439	$0	$0	$0	$0	$0	$0	$1,585,439
Engineering II	IL Funds	-	$120,000	$0	$0	$0	$0	$0	$0	$120,000
Engineering II	Local Funds	-	$4,399,985	$0	$0	$0	$0	$0	$0	$4,399,985
Engineering II	STP - Locally Prgmd	-	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
Total Engineering II		-	$5,519,985	$0	$0	$0	$0	$0	$0	$5,519,985
Right of Way	Local Funds	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY, 143RD ST- WOLF RD TO HIGHLAND AVE	$770,100	$0	$2,761,500	$0	$0	$0	$0	$3,531,600
Total Right of Way		-	$770,100	$0	$2,761,500	$0	$0	$0	$0	$3,531,600
Construction	CMAQ	-	$160,685	$0	$0	$0	$0	$0	$0	$160,685
Construction	Community Project Funding	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY	$0	$0	$7,000,000	$0	$0	$0	$0	$7,000,000
Construction	IL Funds	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY	$0	$0	$10,000,000	$0	$0	$0	$0	$10,000,000
Construction	Local Funds	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY, 143RD ST- WOLF RD TO HIGHLAND AVE	$73,408	$0	$30,500,971	$0	$0	$0	$0	$30,574,379
Construction	STP - Locally Prgmd	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
Total Construction		-	$234,093	$0	$49,000,971	$0	$0	$0	$0	$49,235,064
Construction Engineering	CMAQ	-	$44,929	$0	$0	$0	$0	$0	$0	$44,929
Construction Engineering	Local Funds	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY, 143RD ST- WOLF RD TO HIGHLAND AVE	$7,341	$0	$7,080,357	$0	$0	$0	$0	$7,087,698
Construction Engineering	STP - Locally Prgmd	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
Total Construction Engineering		-	$52,270	$0	$8,580,357	$0	$0	$0	$0	$8,632,627
Total Prior Costs		-	$8,161,887	$0	$0	$0	$0	$0	$0	$8,161,887
Total Programmed		-	$8,161,887	$0	$60,342,828	$0	$0	$0	$0	$68,504,715

Previously Approved Amendment 06-00-0042 - 143rd Street from Wolf Road to US 45 LaGrange Rd

143rd St Reconstruction; traffic signal modernization and interconnect; Roadway widening, addition of signalized intersections, addition of turn lanes, and construction of a shared-use path and sidewalk on 143rd Street between Wolf Road and Southwest Highway in the Village of Orland Park. Signal

interconnect extends to US 45. Southwest Hwy Metra Commuter Lot expansion, roadway lighting (West Ave to Southwest Hwy)

TIP Document:	26-04.1 (Admin FHWA)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Southwest Council
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Orland Park
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	Local Funds	-	$425,545	$0	$0	$0	$0	$0	$0	$425,545
Engineering I	STP - Locally Prgmd	-	$1,159,894	$0	$0	$0	$0	$0	$0	$1,159,894
Total Engineering I		-	$1,585,439	$0	$0	$0	$0	$0	$0	$1,585,439
Engineering II	IL Funds	-	$120,000	$0	$0	$0	$0	$0	$0	$120,000
Engineering II	Local Funds	-	$4,399,985	$0	$0	$0	$0	$0	$0	$4,399,985
Engineering II	STP - Locally Prgmd	-	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
Total Engineering II		-	$5,519,985	$0	$0	$0	$0	$0	$0	$5,519,985
Right of Way	Local Funds	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY, 143RD ST- WOLF RD TO HIGHLAND AVE	$770,100	$0	$0	$2,761,500	$0	$0	$0	$3,531,600
Total Right of Way		-	$770,100	$0	$0	$2,761,500	$0	$0	$0	$3,531,600
Construction	CMAQ	-	$160,685	$0	$0	$0	$0	$0	$0	$160,685
Construction	Community Project Funding	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY	$0	$0	$0	$7,000,000	$0	$0	$0	$7,000,000
Construction	IL Funds	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY	$0	$0	$0	$10,000,000	$0	$0	$0	$10,000,000
Construction	Local Funds	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY, 143RD ST- WOLF RD TO HIGHLAND AVE	$73,408	$0	$0	$30,500,971	$0	$0	$0	$30,574,379
Construction	STP - Locally Prgmd	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY	$0	$0	$0	$1,500,000	$0	$0	$0	$1,500,000
Total Construction		-	$234,093	$0	$0	$49,000,971	$0	$0	$0	$49,235,064
Construction Engineering	CMAQ	-	$44,929	$0	$0	$0	$0	$0	$0	$44,929
Construction Engineering	Local Funds	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY, 143RD ST- WOLF RD TO HIGHLAND AVE	$7,341	$0	$0	$7,080,357	$0	$0	$0	$7,087,698
Construction Engineering	STP - Locally Prgmd	143RD ST- HIGHLAND AVE TO SOUTHWEST HWY	$0	$0	$0	$1,500,000	$0	$0	$0	$1,500,000
Total Construction Engineering		-	$52,270	$0	$0	$8,580,357	$0	$0	$0	$8,632,627
Total Prior Costs		-	$8,161,887	$0	$0	$0	$0	$0	$0	$8,161,887
Total Programmed		-	$8,161,887	$0	$0	$60,342,828	$0	$0	$0	$68,504,715

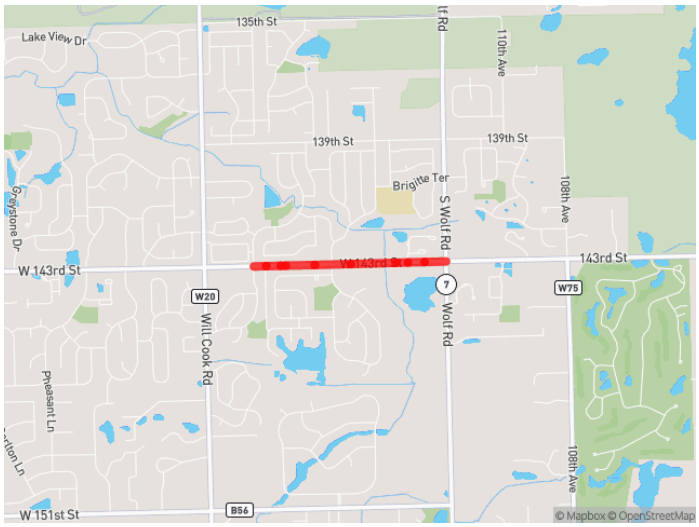
Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "143rd Street from Wolf Road to US 45 LaGrange Rd" to "143rd Street from Wolf Road to US 45 LaGrange Rd - RCP 83209"
Project Changes:	Plan Revision Name changed from "26-04.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Work Type changed from "[A-LTS] Safety - Lighting, [A-MED] Safety - Median Projects, [E-SharedNew] New Shared Use Path, [H-AL] Highway/Road - Add Lanes, [H-CLVT] Highway/Road - Repair/Replace Culvert, [H-INTIMP] Highway/Road - Intersection Improvement, [S-NEW] Signals - New Signals for Multiple Intersections, [S-TIM] Signals - Interconnects And Timing" to "[A-LTS] Safety - Lighting, [A-MED] Safety - Median Projects, [E-SharedNew] New Shared Use Path, [H-AL] Highway/Road - Add Lanes, [H-CLTL] Highway/Road - Continuous Bi-Directional Turn Lanes, [H-CLVT] Highway/Road - Repair/Replace Culvert, [H-INTIMP] Highway/Road - Intersection Improvement, [S-NEW] Signals - New Signals for Multiple Intersections, [S-TIM] Signals - Interconnects And Timing"
Project Changes:	Major Implementation Group changed from "CMAQ, STP - Local" to "CMAQ, Regional Capital Project (2026 RTP), STP - Local"

Project Changes:	Internal Notes changed from "STP-L okay for carryover (10/07/25). ENG2 STP-L used one time obligation deadline extension (2022 - 2023) 9/8/22 KDCMAQ is funding only the signal interconnect. CMAQ Funds in 2023 are a remainder." to "STP-L okay for carryover (10/07/25). ENG2 STP-L used one time obligation deadline extension (2022 - 2023) 9/8/22 KDCMAQ is funding only the signal interconnect. CMAQ Funds in 2023 are a remainder. Fiscally constrined RCP amount is $71 million "

06-03-0005 - 143rd St from Will-Cook Rd to IL 7 Wolf Rd - RCP 83210

143rd Add lanes

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2028
Lead Agency:	Southwest Council
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Orland Park
Major CMAP Programs:	Regional Capital Project (2026 RTP), STP - Local



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering II	Local Funds	-	$169,000	$0	$0	$0	$0	$0	$0	$169,000
Engineering II	STP - Locally Prgmd	-	$396,000	$0	$0	$0	$0	$0	$0	$396,000
Total Engineering II		-	$565,000	$0	$0	$0	$0	$0	$0	$565,000
Right of Way	Local Funds	-	$250,000	$0	$0	$0	$0	$0	$0	$250,000
Total Right of Way		-	$250,000	$0	$0	$0	$0	$0	$0	$250,000
Construction	Local Funds	-	$0	$11,238,357	$0	$0	$0	$0	$0	$11,238,357
Construction	STP - Locally Prgmd	-	$0	$1,000,000	$0	$0	$0	$0	$0	$1,000,000
Total Construction		-	$0	$12,238,357	$0	$0	$0	$0	$0	$12,238,357
Construction Engineering	Local Funds	-	$0	$1,835,750	$0	$0	$0	$0	$0	$1,835,750
Total Construction Engineering		-	$0	$1,835,750	$0	$0	$0	$0	$0	$1,835,750
Total Prior Costs		-	$815,000	$0	$0	$0	$0	$0	$0	$815,000
Total Programmed		-	$815,000	$14,074,107	$0	$0	$0	$0	$0	$14,889,107

Previously Approved Amendment 06-03-0005 - 143rd St from Will-Cook Rd to IL 7 Wolf Rd

143rd Add lanes

TIP Document:	26-00 (Adoption)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Southwest Council
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Orland Park
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	Local Funds	-	$169,000	$0	$0	$0	$0	$0	$0	$169,000
Engineering II	STP - Locally Prgmd	-	$396,000	$0	$0	$0	$0	$0	$0	$396,000
Total Engineering II		-	$565,000	$0	$0	$0	$0	$0	$0	$565,000

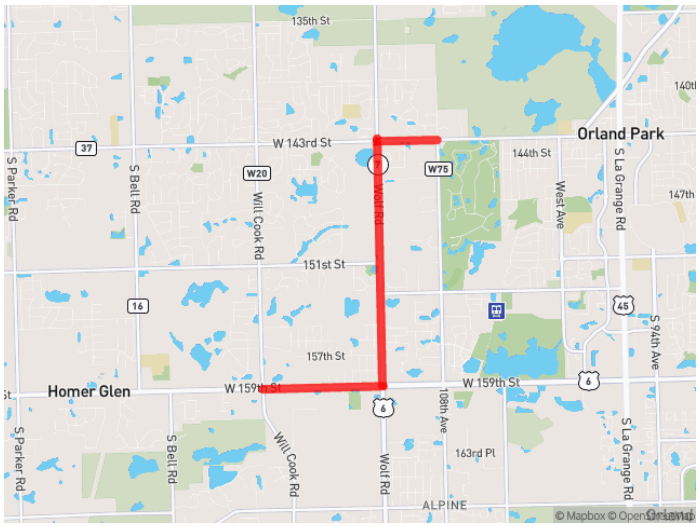
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way	Local Funds	-	$250,000	$0	$0	$0	$0	$0	$0	$250,000
Total Right of Way		-	$250,000	$0	$0	$0	$0	$0	$0	$250,000
Construction	Local Funds	-	$0	$0	$11,238,357	$0	$0	$0	$0	$11,238,357
Construction	STP - Locally Prgmd	-	$0	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total Construction		-	$0	$0	$12,238,357	$0	$0	$0	$0	$12,238,357
Construction Engineering	Local Funds	-	$0	$0	$1,835,750	$0	$0	$0	$0	$1,835,750
Total Construction Engineering		-	$0	$0	$1,835,750	$0	$0	$0	$0	$1,835,750
Total Prior Costs		-	$815,000	$0	$0	$0	$0	$0	$0	$815,000
Total Programmed		-	$815,000	$0	$14,074,107	$0	$0	$0	$0	$14,889,107

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "143rd St from Will-Cook Rd to IL 7 Wolf Rd" to "143rd St from Will-Cook Rd to IL 7 Wolf Rd - RCP 83210"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "STP - Local" to "Regional Capital Project (2026 RTP), STP - Local"

06-22-0022 - IL 7/143rd from Will-Cook Rd to IL7/SW Highway - RCP 13124

This project will reconstruct, increase capacity, and improve intersections on IL 7 from SW highway to Will-Cook Rd

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Operations
Air Quality:	Conformed
Open to Traffic Year:	2035
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Orland Park
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	IL Funds	-	$0	$0	$0	$2,000,000	$0	$0	$0	$2,000,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$33,400,000	$33,400,000
Construction	TBD	-	$0	$0	$0	$0	$0	$0	$133,600,000	$133,600,000
Total Construction		-	$0	$0	$0	$2,000,000	$0	$0	$167,000,000	$169,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$167,000,000	$167,000,000
Total Programmed		-	$0	$0	$0	$2,000,000	$0	$0	$167,000,000	$169,000,000

Previously Approved Amendment 06-22-0022 - IL 7/143rd from Will-Cook Rd to IL7/SW Highway RSP 161

This project will reconstruct, increase capacity, and improve intersections on IL 7 from SW highway to Will-Cook Rd

TIP Document:	26-04 (Formal)
Project Type:	Road Operations
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Orland Park
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	IL Funds	-	$0	$0	$0	$0	$2,000,000	$0	$0	$2,000,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$33,400,000	$33,400,000
Construction	TBD	-	$0	$0	$0	$0	$0	$0	$133,600,000	$133,600,000
Total Construction		-	$0	$0	$0	$0	$2,000,000	$0	$167,000,000	$169,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$167,000,000	$167,000,000
Total Programmed		-	$0	$0	$0	$0	$2,000,000	$0	$167,000,000	$169,000,000

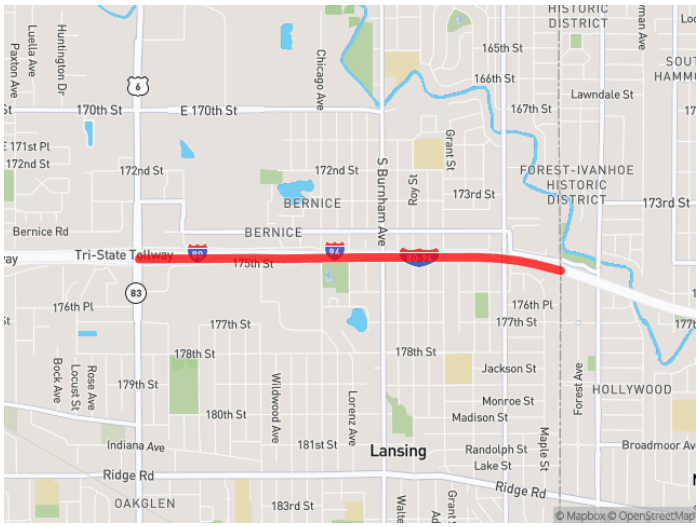
Current Change Reason:	Schedule / Funding / Scope- Update Update model information

Project Changes:	Title changed from "IL 7/143rd from Will-Cook Rd to IL7/SW Highway RSP 161" to "IL 7/143rd from Will-Cook Rd to IL7/SW Highway - RCP 13124"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "Open to traffic year and funding were put in our years by CMAP (RP). Once funding is secured sponsor would like to construction project asap." to "Open to traffic year and funding were put in our years by CMAP (RP). Once funding is secured sponsor would like to construction project asap. RSP 161"

07-25-0002 - I-80 - I-294 (Tri-State Tollway) to State Line (Flex Rd - ITS) - 91336

Additional Lanes, Miscellaneous (Add lanes starts at Torrence Ave and is only eastbound).

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2027
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	East Hazel Crest, Hazel Crest, Lansing, South Holland, Thornton
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	IL Funds	-	$35,500,000	$0	$0	$0	$0	$0	$0	$35,500,000
Total Construction		-	$35,500,000	$0	$0	$0	$0	$0	$0	$35,500,000
Total Prior Costs		-	$35,500,000	$0	$0	$0	$0	$0	$0	$35,500,000
Total Programmed		-	$35,500,000	$0	$0	$0	$0	$0	$0	$35,500,000

Previously Approved Amendment 07-25-0002 - I-80 - I-294 (Tri-State Tollway) to State Line (Flex Rd - ITS)

Additional Lanes, Miscellaneous (Add lanes starts at Torrence Ave and is only eastbound).

TIP Document:	26-00 (Adoption)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	East Hazel Crest, Hazel Crest, Lansing, South Holland, Thornton
Major CMAP Programs:	-

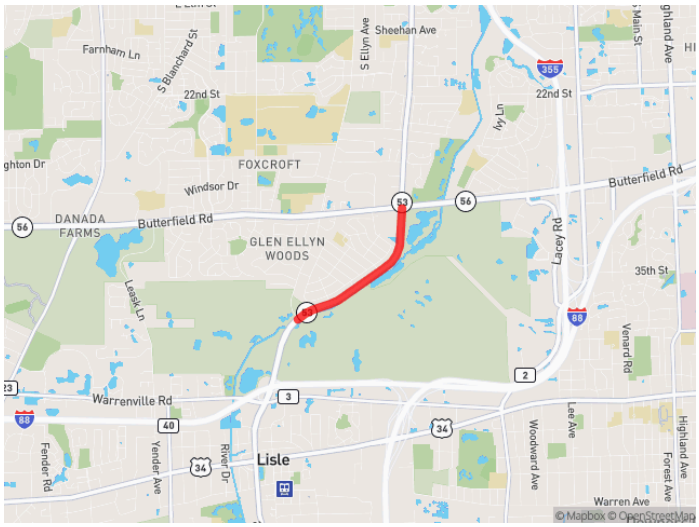
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	IL Funds	-	$0	$35,500,000	$0	$0	$0	$0	$0	$35,500,000
Total Construction		-	$0	$35,500,000	$0	$0	$0	$0	$0	$35,500,000
Total Programmed		-	$0	$35,500,000	$0	$0	$0	$0	$0	$35,500,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "I-80 - I-294 (Tri-State Tollway) to State Line (Flex Rd - ITS)" to "I-80 - I-294 (Tri-State Tollway) to State Line (Flex Rd - ITS) - 91336"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

08-00-0009 - IL 53 from S of IL 56 Butterfield Rd to Park Blvd - RCP 13130

Add lanes, Reconstruction, reconstruct intersection, building demolition

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2029
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il53-at-il56
County:	DuPage
Municipality:	Downers Grove
Major CMAP Programs:	Regional Capital Project (2026 RTP), STP - Shared



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering II	IL Funds	Established, STP-SF PLANNED USE OF REDISTRIBUTION	$2,371,200	$0	$0	$0	$0	$0	$3,400,000	$5,771,200
Engineering II	STP - Regional Redistribution	STP-SF PLANNED USE OF REDISTRIBUTION	$1,840,800	$0	$0	$0	$0	$0	$0	$1,840,800
Total Engineering II		-	$4,212,000	$0	$0	$0	$0	$0	$3,400,000	$7,612,000
Right of Way	IL Funds	N/A, Established, STP Shared Fund secured by DuPage County DOT (obligation deadlines: E2 - 9/30/26 R: 9/30/27)	$2,084,000	$4,000,000	$0	$0	$0	$0	$0	$6,084,000
Right of Way	STP - Shared Fund	STP Shared Fund secured by DuPage County DOT (obligation deadlines: E2 - 9/30/26 R: 9/30/27)	$0	$2,035,200	$0	$0	$0	$0	$0	$2,035,200
Total Right of Way		-	$2,084,000	$6,035,200	$0	$0	$0	$0	$0	$8,119,200
Construction	IL Funds	N/A, Demolition - Awarded	$383,000	$0	$0	$0	$0	$0	$5,724,000	$6,107,000
Construction	Local Funds	N/A	$0	$0	$0	$0	$0	$0	$379,000	$379,000
Construction	NHPP	N/A	$0	$0	$0	$0	$0	$0	$22,897,000	$22,897,000
Total Construction		-	$383,000	$0	$0	$0	$0	$0	$29,000,000	$29,383,000
Construction Engineering	IL Funds	N/A	$0	$0	$0	$0	$0	$0	$1,160,000	$1,160,000
Construction Engineering	NHPP	N/A	$0	$0	$0	$0	$0	$0	$4,640,000	$4,640,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$5,800,000	$5,800,000
Total Prior Costs		-	$6,679,000	$0	$0	$0	$0	$0	$0	$6,679,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$38,200,000	$38,200,000
Total Programmed		-	$6,679,000	$6,035,200	$0	$0	$0	$0	$38,200,000	$50,914,200

Previously Approved Amendment 08-00-0009 - IL 53 from S of IL 56 Butterfield Rd to Park Blvd

Add lanes, Reconstruction, reconstruct intersection, building demolition

TIP Document:	26-04.1 (Admin FHWA)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il53-at-il56

County:	DuPage
Municipality:	Downers Grove
Major CMAP Programs:	-

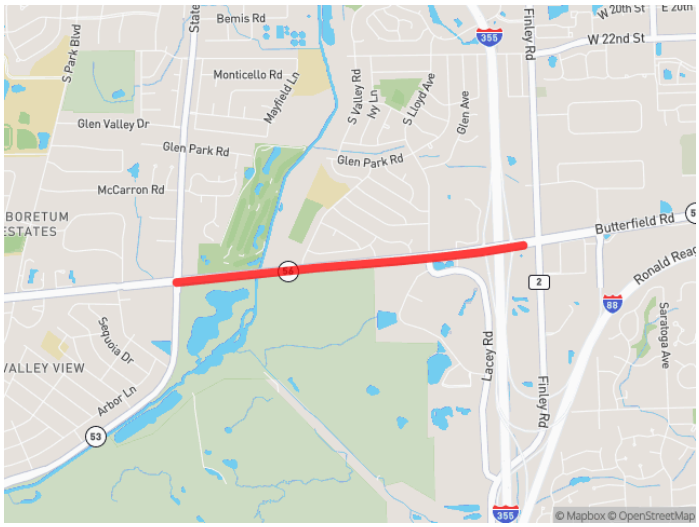
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	IL Funds	Established, STP-SF PLANNED USE OF REDISTRIBUTION	$1,911,000	$460,200	$0	$0	$0	$0	$3,400,000	$5,771,200
Engineering II	STP - Regional Redistribution	STP-SF PLANNED USE OF REDISTRIBUTION	$0	$1,840,800	$0	$0	$0	$0	$0	$1,840,800
Total Engineering II		-	$1,911,000	$2,301,000	$0	$0	$0	$0	$3,400,000	$7,612,000
Right of Way	IL Funds	Established, N/A, STP Shared Fund secured by DuPage County DOT (obligation deadlines: E2 - 9/30/26 R: 9/30/27)	$2,084,000	$0	$4,000,000	$0	$0	$0	$0	$6,084,000
Right of Way	STP - Shared Fund	STP Shared Fund secured by DuPage County DOT (obligation deadlines: E2 - 9/30/26 R: 9/30/27)	$0	$0	$2,035,200	$0	$0	$0	$0	$2,035,200
Total Right of Way		-	$2,084,000	$0	$6,035,200	$0	$0	$0	$0	$8,119,200
Construction	IL Funds	N/A, Demolition - Awarded	$383,000	$0	$0	$0	$0	$0	$5,724,000	$6,107,000
Construction	Local Funds	N/A	$0	$0	$0	$0	$0	$0	$379,000	$379,000
Construction	NHPP	N/A	$0	$0	$0	$0	$0	$0	$22,897,000	$22,897,000
Total Construction		-	$383,000	$0	$0	$0	$0	$0	$29,000,000	$29,383,000
Construction Engineering	IL Funds	N/A	$0	$0	$0	$0	$0	$0	$1,160,000	$1,160,000
Construction Engineering	NHPP	N/A	$0	$0	$0	$0	$0	$0	$4,640,000	$4,640,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$5,800,000	$5,800,000
Total Prior Costs		-	$4,378,000	$0	$0	$0	$0	$0	$0	$4,378,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$38,200,000	$38,200,000
Total Programmed		-	$4,378,000	$2,301,000	$6,035,200	$0	$0	$0	$38,200,000	$50,914,200

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "IL 53 from S of IL 56 Butterfield Rd to Park Blvd" to "IL 53 from S of IL 56 Butterfield Rd to Park Blvd - RCP 13130"
Project Changes:	Plan Revision Name changed from "26-04.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "STP - Shared" to "Regional Capital Project (2026 RTP), STP - Shared"

08-16-0024 - IL 56 Butterfield Rd from IL 53 to I-355 - RCP 91319

Add lanes, reconstruct road and intersection at IL 53, install safety barriers, retaining walls, and ADA ramps

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2030
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il53-at-il56
County:	DuPage
Municipality:	Downers Grove, Lombard
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering II	IL Funds	-	$15,203,000	$0	$0	$0	$0	$0	$0	$15,203,000
Total Engineering II		-	$15,203,000	$0	$0	$0	$0	$0	$0	$15,203,000
Right of Way	IL Funds	-	$41,000	$0	$0	$0	$0	$0	$0	$41,000
Total Right of Way		-	$41,000	$0	$0	$0	$0	$0	$0	$41,000
Construction	IL Funds	-	$6,000,000	$0	$0	$0	$0	$0	$0	$6,000,000
Construction	Local Funds	-	$4,800,000	$0	$0	$0	$0	$0	$0	$4,800,000
Construction	NHPP	-	$31,119,587	$0	$0	$0	$0	$0	$0	$31,119,587
Total Construction		-	$41,919,587	$0	$0	$0	$0	$0	$0	$41,919,587
Construction Engineering	IL Funds	-	$1,200,000	$0	$0	$0	$0	$0	$0	$1,200,000
Construction Engineering	NHPP	-	$7,747,173	$0	$0	$0	$0	$0	$0	$7,747,173
Total Construction Engineering		-	$8,947,173	$0	$0	$0	$0	$0	$0	$8,947,173
Total Prior Costs		-	$66,110,760	$0	$0	$0	$0	$0	$0	$66,110,760
Total Programmed		-	$66,110,760	$0	$0	$0	$0	$0	$0	$66,110,760

Previously Approved Amendment 08-16-0024 - IL 56 Butterfield Rd from IL 53 to I-355

Add lanes, reconstruct road and intersection at IL 53, install safety barriers, retaining walls, and ADA ramps

TIP Document:	26-04.1 (Admin FHWA)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il53-at-il56
County:	DuPage
Municipality:	Downers Grove, Lombard
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	IL Funds	-	$15,189,000	$14,000	$0	$0	$0	$0	$0	$15,203,000
Total Engineering II		-	$15,189,000	$14,000	$0	$0	$0	$0	$0	$15,203,000

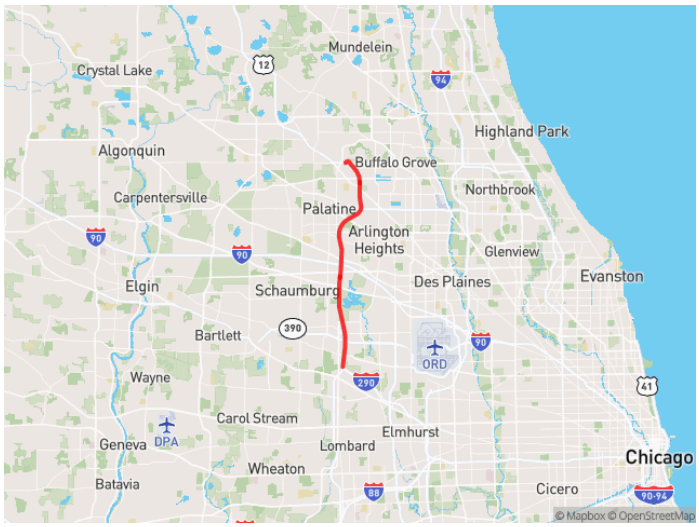
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way	IL Funds	-	$41,000	$0	$0	$0	$0	$0	$0	$41,000
Total Right of Way		-	$41,000	$0	$0	$0	$0	$0	$0	$41,000
Construction	IL Funds	-	$6,000,000	$0	$0	$0	$0	$0	$0	$6,000,000
Construction	Local Funds	-	$4,800,000	$0	$0	$0	$0	$0	$0	$4,800,000
Construction	NHPP	-	$31,119,587	$0	$0	$0	$0	$0	$0	$31,119,587
Total Construction		-	$41,919,587	$0	$0	$0	$0	$0	$0	$41,919,587
Construction Engineering	IL Funds	-	$550,000	$650,000	$0	$0	$0	$0	$0	$1,200,000
Construction Engineering	NHPP	-	$5,147,173	$2,600,000	$0	$0	$0	$0	$0	$7,747,173
Total Construction Engineering		-	$5,697,173	$3,250,000	$0	$0	$0	$0	$0	$8,947,173
Total Prior Costs		-	$62,846,760	$0	$0	$0	$0	$0	$0	$62,846,760
Total Programmed		-	$62,846,760	$3,264,000	$0	$0	$0	$0	$0	$66,110,760

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "IL 56 Butterfield Rd from IL 53 to I-355" to "IL 56 Butterfield Rd from IL 53 to I-355 - RCP 91319"
Project Changes:	Plan Revision Name changed from "26-04.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

08-19-0040 - I-290/IL-53 Reconstruction (Lake-Cook Road to I-88) - RCP 11180

I-290/IL-53 constrained long term reconstruction

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Modernization
Air Quality:	Not Required
Open to Traffic Year:	TBD
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Cook, DuPage
Municipality:	Addison, Arlington Heights, Berkeley, Elk Grove Village, Elmhurst, Hillside, Itasca, Palatine, Rolling Meadows, Schaumburg, Wood Dale
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$5,850,000,000	$5,850,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$5,850,000,000	$5,850,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$5,850,000,000	$5,850,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$5,850,000,000	$5,850,000,000

Previously Approved Amendment 08-19-0040 - I-290/IL-53 Reconstruction (Lake-Cook Road to I-88) RSP -141

I-290/IL-53 constrained long term reconstruction

TIP Document:	26-00 (Adoption)
Project Type:	Road Modernization
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Cook, DuPage
Municipality:	Addison, Arlington Heights, Berkeley, Elk Grove Village, Elmhurst, Hillside, Itasca, Palatine, Rolling Meadows, Schaumburg, Wood Dale
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	TBD	-	$0	$0	$0	$0	$0	$0	$5,850,000,000	$5,850,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$5,850,000,000	$5,850,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$5,850,000,000	$5,850,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$5,850,000,000	$5,850,000,000

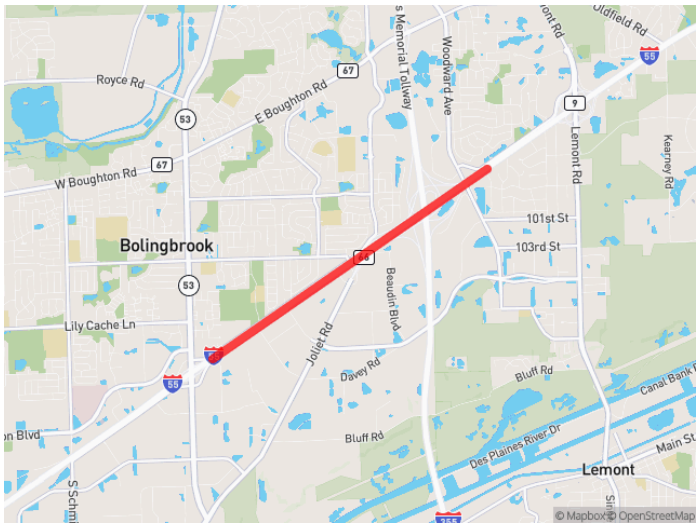
Current Change Reason:	Schedule / Funding / Scope- Update Update Open to Traffic year - Add, delete, or change fund sources
Project Changes:	Title changed from "I-290/IL-53 Reconstruction (Lake-Cook Road to I-88) RSP -141" to "I-290/IL-53 Reconstruction (Lake-Cook Road to I-88) - RCP 11180"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project	Major Implementation Group changed from "2050 RSP" to "Regional Capital Project (2026 RTP)"

Changes:	
Project Changes:	Internal Notes changed from "Created by LK 4/10/19 - pushed to 19-06 cycle pending further internal discussion (KD 4/18/19) - pushed to 19-07 (5/30/19) - pushed to 19-08 (7/24/19) - pushed to 19-11 to hold for 20-00 (9/12/19)" to "Created by LK 4/10/19 - pushed to 19-06 cycle pending further internal discussion (KD 4/18/19) - pushed to 19-07 (5/30/19) - pushed to 19-08 (7/24/19) - pushed to 19-11 to hold for 20-00 (9/12/19); RSP 141"
Project Changes:	Work Type changed from "[H-RCNST] Highway/Road - Reconst with Change in Use or Width Of Lane" to "[H-RCINKND] Highway/Road - Reconstruct in Kind"
Project Changes:	Exempt Status changed from "Exempt Tested" to "Exempt"

08-19-0042 - I-55 - I-355 to Ill 53 (Bolingbrook Dr) - RCP 13111

Add Lanes, Reconstruction, Auxiliary Lane

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2034
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	DuPage, Will
Municipality:	Bolingbrook, Woodridge
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering II	IL Funds	-	$1,620,000	$1,500,000	$0	$0	$0	$0	$0	$3,120,000
Total Engineering II		-	$1,620,000	$1,500,000	$0	$0	$0	$0	$0	$3,120,000
Right of Way	IL Funds	-	$0	$100,000	$0	$0	$0	$0	$0	$100,000
Total Right of Way		-	$0	$100,000	$0	$0	$0	$0	$0	$100,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$2,480,000	$2,480,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$22,320,000	$22,320,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$24,800,000	$24,800,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$372,000	$372,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$3,348,000	$3,348,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$3,720,000	$3,720,000
Total Prior Costs		-	$1,620,000	$0	$0	$0	$0	$0	$0	$1,620,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$28,520,000	$28,520,000
Total Programmed		-	$1,620,000	$1,600,000	$0	$0	$0	$0	$28,520,000	$31,740,000

Previously Approved Amendment 08-19-0042 - I-55 - I-355 to Ill 53 (Bolingbrook Dr)

Add Lanes, Reconstruction, Auxiliary Lane

TIP Document:	26-04 (Formal)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	DuPage, Will
Municipality:	Bolingbrook, Woodridge
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	IL Funds	-	$0	$1,620,000	$1,500,000	$0	$0	$0	$0	$3,120,000
Total Engineering II		-	$0	$1,620,000	$1,500,000	$0	$0	$0	$0	$3,120,000

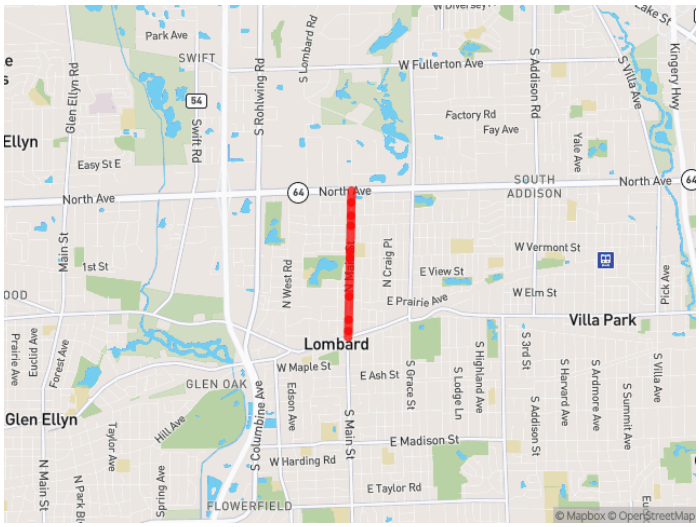
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way	IL Funds	-	$0	$0	$100,000	$0	$0	$0	$0	$100,000
Total Right of Way		-	$0	$0	$100,000	$0	$0	$0	$0	$100,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$2,480,000	$2,480,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$22,320,000	$22,320,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$24,800,000	$24,800,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$372,000	$372,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$3,348,000	$3,348,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$3,720,000	$3,720,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$28,520,000	$28,520,000
Total Programmed		-	$0	$1,620,000	$1,600,000	$0	$0	$0	$28,520,000	$31,740,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "I-55 - I-355 to Ill 53 (Bolingbrook Dr)" to "I-55 - I-355 to Ill 53 (Bolingbrook Dr) - RCP 13111"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "Project submitted for conformity by CMAP, per IDOT email (RP, 4/1/25)" to "Project submitted for conformity by CMAP, per IDOT email (RP, 4/1/25); fiscally constrained to $36 million in RTP"

08-22-0006 - Main Street Resurfacing Improvements

This improvement project will resurface Main Street from St. Charles Road to IL Route 64 (North Avenue). The project will include pavement patching, resurfacing, and ADA ramp improvements.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Maintenance
Air Quality:	To Be Conformed
Open to Traffic Year:	2027
Lead Agency:	DuPage Council
Lead Contact:	-
Project Website:	-
County:	DuPage
Municipality:	Lombard
Major CMAP Programs:	STP - Local



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	MFT - Local	-	$95,000	$0	$0	$0	$0	$0	$0	$95,000
Total Engineering I		-	$95,000	$0	$0	$0	$0	$0	$0	$95,000
Engineering II	MFT - Local	-	$95,000	$0	$0	$0	$0	$0	$0	$95,000
Total Engineering II		-	$95,000	$0	$0	$0	$0	$0	$0	$95,000
Construction	MFT - Local	-	$605,000	$0	$0	$0	$0	$0	$0	$605,000
Construction	STP - Locally Prgmd	-	$907,000	$0	$0	$0	$0	$0	$0	$907,000
Total Construction		-	$1,512,000	$0	$0	$0	$0	$0	$0	$1,512,000
Construction Engineering	MFT - Local	-	$76,000	$0	$0	$0	$0	$0	$0	$76,000
Construction Engineering	STP - Locally Prgmd	-	$114,000	$0	$0	$0	$0	$0	$0	$114,000
Total Construction Engineering		-	$190,000	$0	$0	$0	$0	$0	$0	$190,000
Total Prior Costs		-	$1,892,000	$0	$0	$0	$0	$0	$0	$1,892,000
Total Programmed		-	$1,892,000	$0	$0	$0	$0	$0	$0	$1,892,000

Previously Approved Amendment 08-22-0006 - Main Street Resurfacing Improvements

This improvement project will resurface Main Street from St. Charles Road to IL Route 64 (North Avenue). The project will include pavement patching, resurfacing, and ADA ramp improvements.

TIP Document:	26-01.1 (Admin FHWA)
Project Type:	Road Maintenance
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	DuPage Council
Lead Contact:	-
Project Website:	-
County:	DuPage
Municipality:	Lombard
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	MFT - Local	-	$95,000	$0	$0	$0	$0	$0	$0	$95,000

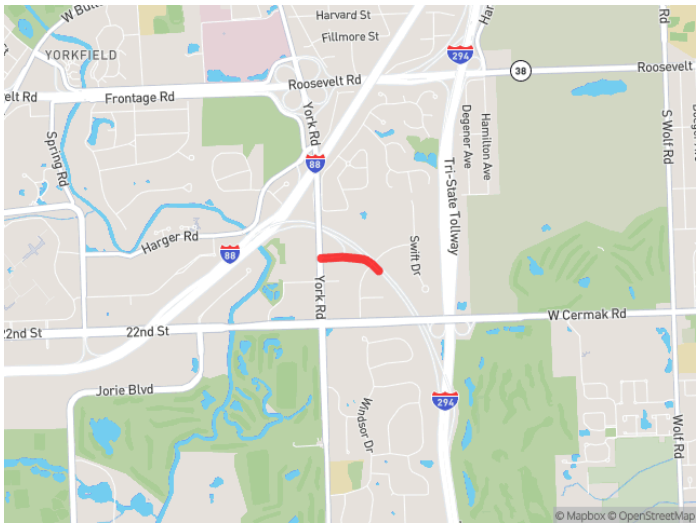
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Total Engineering I		-	$95,000	$0	$0	$0	$0	$0	$0	$95,000
Engineering II	MFT - Local	-	$0	$95,000	$0	$0	$0	$0	$0	$95,000
Total Engineering II		-	$0	$95,000	$0	$0	$0	$0	$0	$95,000
Construction	MFT - Local	-	$0	$0	$0	$0	$0	$605,000	$0	$605,000
Construction	STP - Locally Prgmd	-	$0	$0	$0	$0	$0	$907,000	$0	$907,000
Total Construction		-	$0	$0	$0	$0	$0	$1,512,000	$0	$1,512,000
Construction Engineering	MFT - Local	-	$0	$0	$0	$0	$0	$76,000	$0	$76,000
Construction Engineering	STP - Locally Prgmd	-	$0	$0	$0	$0	$0	$114,000	$0	$114,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$190,000	$0	$190,000
Total Prior Costs		-	$95,000	$0	$0	$0	$0	$0	$0	$95,000
Total Programmed		-	$95,000	$95,000	$0	$0	$0	$1,702,000	$0	$1,892,000

Current Change Reason:	Schedule / Funding / Scope- Update Work type(s) added - Work type(s) deleted - Update model information
Project Changes:	Plan Revision Name changed from "26-01.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Work Type changed from "[E-ADAIMP] Improve ADA Infrastructure (Roadway), [H-PATCH] Highway/Road - Pavement Patching, [H-RS] Highway/Road - Resurface (with No Lane Widening)" to "[A-BEA] Safety - Beacons, [E-ADAIMP] Improve ADA Infrastructure (Roadway), [E-BIKENEW] New Bicycle Facility, [H-CLTL] Highway/Road - Continuous Bi-Directional Turn Lanes, [H-PATCH] Highway/Road - Pavement Patching, [H-RL] Highway/Road - Remove Lanes, [H-WRS] Highway/Road - Widen Lanes And Resurface"
Project Changes:	Exempt Status changed from "Exempt" to "Not Exempt"
Project Changes:	Conformity Status changed from "Not Required" to "To Be Conformed"
Project Changes:	Model changed from "No" to "Yes"

08-25-0019 - I-88 York Road Interchange - RCP 54105

Add new ramp at interchange, running from York Road in Oak Brook to the existing interstate ramp that connects traffic on eastbound I-88 with southbound I-294

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Intersection/Interchange Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2031
Lead Agency:	IL Tollway
Lead Contact:	-
Project Website:	-
County:	DuPage
Municipality:	Oak Brook
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Tollway - Move IL	-	$401,000	$0	$0	$0	$0	$0	$0	$401,000
Total Engineering I		-	$401,000	$0	$0	$0	$0	$0	$0	$401,000
Engineering II	Tollway Funds	-	$0	$1,750,000	$0	$0	$0	$0	$0	$1,750,000
Total Engineering II		-	$0	$1,750,000	$0	$0	$0	$0	$0	$1,750,000
Construction	Tollway Funds	-	$0	$0	$0	$18,500,000	$0	$0	$0	$18,500,000
Total Construction		-	$0	$0	$0	$18,500,000	$0	$0	$0	$18,500,000
Construction Engineering	Tollway Funds	-	$0	$0	$0	$3,250,000	$0	$0	$0	$3,250,000
Total Construction Engineering		-	$0	$0	$0	$3,250,000	$0	$0	$0	$3,250,000
Total Prior Costs		-	$401,000	$0	$0	$0	$0	$0	$0	$401,000
Total Programmed		-	$401,000	$1,750,000	$0	$21,750,000	$0	$0	$0	$23,901,000

Previously Approved Amendment 08-25-0019 - I-88 York Road Interchange

Add new connections at interchange.

TIP Document:	26-01 (Formal)
Project Type:	Intersection/Interchange Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IL Tollway
Lead Contact:	-
Project Website:	-
County:	DuPage
Municipality:	Oak Brook
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	Tollway - Move IL	-	$0	$401,000	$0	$0	$0	$0	$0	$401,000
Total Engineering I		-	$0	$401,000	$0	$0	$0	$0	$0	$401,000
Engineering II	Tollway Funds	-	$0	$0	$1,750,000	$0	$0	$0	$0	$1,750,000
Total Engineering II		-	$0	$0	$1,750,000	$0	$0	$0	$0	$1,750,000

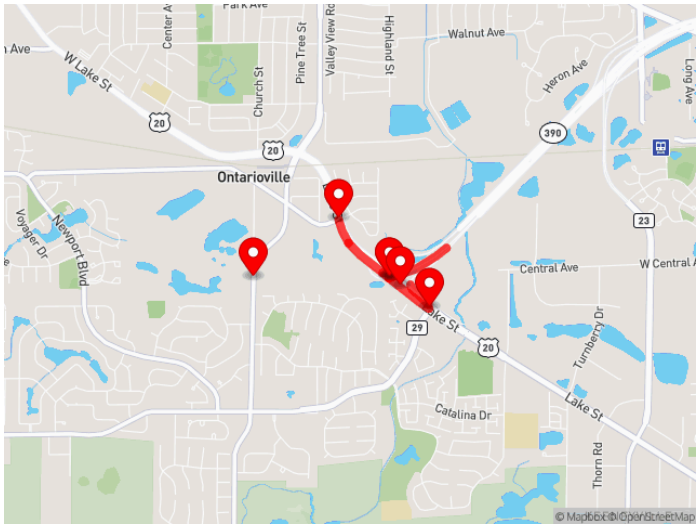
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Tollway Funds	-	$0	$0	$0	$0	$18,500,000	$0	$0	$18,500,000
Total Construction		-	$0	$0	$0	$0	$18,500,000	$0	$0	$18,500,000
Construction Engineering	Tollway Funds	-	$0	$0	$0	$0	$3,250,000	$0	$0	$3,250,000
Total Construction Engineering		-	$0	$0	$0	$0	$3,250,000	$0	$0	$3,250,000
Total Programmed		-	$0	$401,000	$1,750,000	$0	$21,750,000	$0	$0	$23,901,000

Current Change Reason:	Schedule / Funding / Scope- Update Other schedule change described below - Update model information
Project Changes:	Title changed from "I-88 York Road Interchange" to "I-88 York Road Interchange - RCP 54105"
Project Changes:	Description changed from "Add new connections at interchange." to "Add new ramp at interchange, running from York Road in Oak Brook to the existing interstate ramp that connects traffic on eastbound I-88 with southbound I-294"
Project Changes:	Plan Revision Name changed from "26-01 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"
Project Changes:	Model changed from "No" to "Yes"
Project Changes:	Current Implementation Status changed from "No project activity" to "Phase 1 notice to proceed issued"

08-25-0022 - Illinois Route 390 Interchange Improvement from U.S. Route 20 (Lake Street) to County Farm Road - RCP 54103

The project will extend the IL 390 ramps from the current terminus at Lake St (US 20) to the new terminus at County Farm Rd. The work also includes replacing the current interchange with a diverging diamond and intersection improvements at Ontarioville Rd & Lake St, Greenbrook Blvd & Lake St, as well as the intersection of the new ramps & County Farm Rd. MUPs will also be constructed in the impacted areas along Lake St (related to TIP 08-22-0039) and County Farm Rd (related to TIP 08-20-0054).

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	New/Expanded Interchange
Air Quality:	Conformed
Open to Traffic Year:	2031
Lead Agency:	IL Tollway
Lead Contact:	-
Project Website:	-
County:	DuPage
Municipality:	Hanover Park
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Tollway Funds	-	$3,655,607	$0	$0	$0	$0	$0	$0	$3,655,607
Total Engineering I		-	$3,655,607	$0	$0	$0	$0	$0	$0	$3,655,607
Engineering II	Local Funds	-	$900,000	$0	$0	$0	$0	$0	$0	$900,000
Engineering II	Tollway Funds	-	$7,000,000	$0	$0	$0	$0	$0	$0	$7,000,000
Total Engineering II		-	$7,900,000	$0	$0	$0	$0	$0	$0	$7,900,000
Right of Way	Local Funds	-	$120,000	$0	$0	$0	$0	$0	$0	$120,000
Right of Way	Tollway Funds	-	$480,000	$0	$0	$0	$0	$0	$0	$480,000
Total Right of Way		-	$600,000	$0	$0	$0	$0	$0	$0	$600,000
Construction	Tollway Funds	-	$0	$0	$0	$54,020,000	$0	$0	$0	$54,020,000
Total Construction		-	$0	$0	$0	$54,020,000	$0	$0	$0	$54,020,000
Construction Engineering	Tollway Funds	-	$0	$0	$0	$9,490,000	$0	$0	$0	$9,490,000
Total Construction Engineering		-	$0	$0	$0	$9,490,000	$0	$0	$0	$9,490,000
Total Prior Costs		-	$12,155,607	$0	$0	$0	$0	$0	$0	$12,155,607
Total Programmed		-	$12,155,607	$0	$0	$63,510,000	$0	$0	$0	$75,665,607

Previously Approved Amendment 08-25-0022 - Illinois Route 390 Interchange Improvement from U.S. Route 20 (Lake Street) to County Farm Road

The project will extend the IL 390 ramps from the current terminus at Lake St (US 20) to the new terminus at County Farm Rd. The work also includes replacing the current interchange with a diverging diamond and intersection improvements at Ontarioville Rd & Lake St, Greenbrook Blvd & Lake St, as well as the intersection of the new ramps & County Farm Rd. MUPs will also be constructed in the impacted areas along Lake St (related to TIP 08-22-0039) and County Farm Rd (related to TIP 08-20-0054).

TIP Document:	26-00 (Adoption)
Project Type:	New/Expanded Interchange
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IL Tollway
Lead Contact:	-

Project Website:	-
County:	DuPage
Municipality:	Hanover Park
Major CMAP Programs:	-

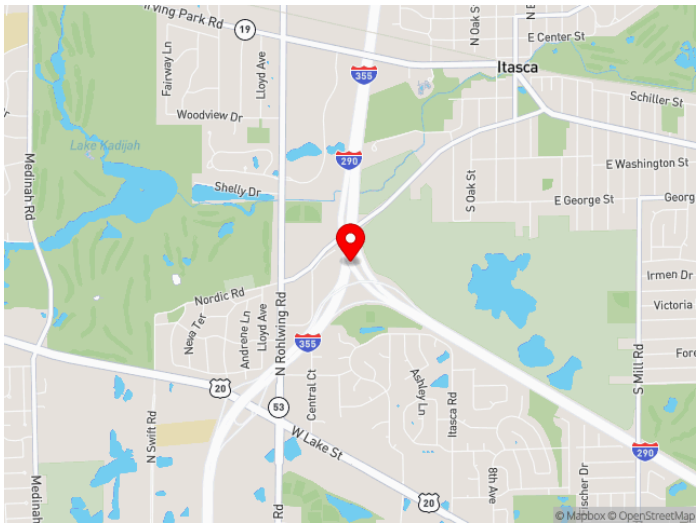
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	Tollway Funds	-	$3,655,607	$0	$0	$0	$0	$0	$0	$3,655,607
Total Engineering I		-	$3,655,607	$0	$0	$0	$0	$0	$0	$3,655,607
Engineering II	Local Funds	-	$0	$900,000	$0	$0	$0	$0	$0	$900,000
Engineering II	Tollway Funds	-	$0	$7,000,000	$0	$0	$0	$0	$0	$7,000,000
Total Engineering II		-	$0	$7,900,000	$0	$0	$0	$0	$0	$7,900,000
Right of Way	Local Funds	-	$0	$120,000	$0	$0	$0	$0	$0	$120,000
Right of Way	Tollway Funds	-	$0	$480,000	$0	$0	$0	$0	$0	$480,000
Total Right of Way		-	$0	$600,000	$0	$0	$0	$0	$0	$600,000
Construction	Tollway Funds	-	$0	$0	$0	$0	$54,020,000	$0	$0	$54,020,000
Total Construction		-	$0	$0	$0	$0	$54,020,000	$0	$0	$54,020,000
Construction Engineering	Tollway Funds	-	$0	$0	$0	$0	$9,490,000	$0	$0	$9,490,000
Total Construction Engineering		-	$0	$0	$0	$0	$9,490,000	$0	$0	$9,490,000
Total Prior Costs		-	$3,655,607	$0	$0	$0	$0	$0	$0	$3,655,607
Total Programmed		-	$3,655,607	$8,500,000	$0	$0	$63,510,000	$0	$0	$75,665,607

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "Illinois Route 390 Interchange Improvement from U.S. Route 20 (Lake Street) to County Farm Road" to "Illinois Route 390 Interchange Improvement from U.S. Route 20 (Lake Street) to County Farm Road - RCP 54103"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

08-26-0060 - I-355 at I-290 Interchange - bridge replacements - RCP 11182

Need to replace all bridges at this interchange.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Bridge Repair, Rehab, or Replace
Air Quality:	Not Required
Open to Traffic Year:	2040
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	DuPage
Municipality:	Itasca
Major CMAP Programs:	Regional Capital Project (2026 RTP)



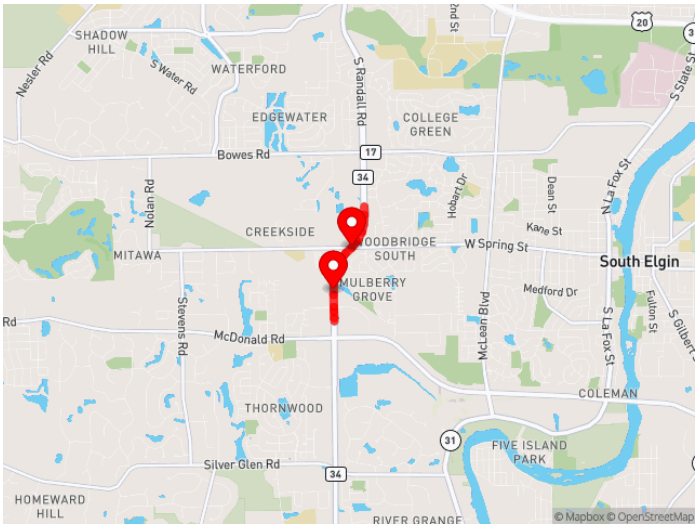
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$600,000,000	$600,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$600,000,000	$600,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$600,000,000	$600,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$600,000,000	$600,000,000

Current Change Reason:	New Project

09-02-0007 - Randall Road Grade Separation and Intersection Safety Improvements at Hopps Road - RCP 94338

The project includes a grade separation of Randall Rd at the Canadian National Railroad crossing south of Randall Road and Hopps Road intersection. There is also an intersection improvement at Hopps Rd which includes realignment of Hopps, additional through lanes on Randall Rd, and a new shared use path.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Rail-Highway Grade Separation
Air Quality:	Conformed
Open to Traffic Year:	2027
Lead Agency:	Kane/Kendall Council
Lead Contact:	-
Project Website:	-
County:	Kane
Municipality:	Elgin, South Elgin
Major CMAP Programs:	Regional Capital Project (2026 RTP), STP - Local, TAP - Local



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Local Funds	Entire Project	$1,092,000	$0	$0	$0	$0	$0	$0	$1,092,000
Total Engineering I		-	$1,092,000	$0	$0	$0	$0	$0	$0	$1,092,000
Engineering II	Local Funds	Entire Project	$5,000,000	$0	$0	$0	$0	$0	$0	$5,000,000
Total Engineering II		-	$5,000,000	$0	$0	$0	$0	$0	$0	$5,000,000
Right of Way	Local Funds	N/A	$4,730,525	$0	$0	$0	$0	$0	$0	$4,730,525
Total Right of Way		-	$4,730,525	$0	$0	$0	$0	$0	$0	$4,730,525
Construction	Grade Xing Protection	Entire Project	$12,000,000	$0	$0	$0	$0	$0	$0	$12,000,000
Construction	INFRA	Entire Project	$22,400,318	$0	$0	$0	$0	$0	$0	$22,400,318
Construction	Local Funds	Entire Project, Randall Rd Sidepath from S of Walmart Entrance to Gyorr Ave, UTILITY RELOCATION	$17,131,082	$422,482	$0	$0	$0	$0	$0	$17,553,564
Construction	Rail-Hwy Safety	N/A	$525,200	$0	$0	$0	$0	$0	$0	$525,200
Construction	STP - County	Entire Project	$4,308,872	$0	$0	$0	$0	$0	$0	$4,308,872
Construction	STP - Locally Prgmd	Entire Project	$0	$1,689,926	$0	$0	$0	$0	$0	$1,689,926
Construction	TAP - Locally Prgmd	Randall Rd Sidepath from S of Walmart Entrance to Gyorr Ave	$629,248	$0	$0	$0	$0	$0	$0	$629,248
Total Construction		-	$56,994,720	$2,112,408	$0	$0	$0	$0	$0	$59,107,128
Construction Engineering	INFRA	Entire Project	$2,599,682	$0	$0	$0	$0	$0	$0	$2,599,682
Construction Engineering	Local Funds	-	$2,599,682	$0	$0	$0	$0	$0	$0	$2,599,682
Total Construction Engineering		-	$5,199,364	$0	$0	$0	$0	$0	$0	$5,199,364
Total Prior Costs		-	$73,016,609	$0	$0	$0	$0	$0	$0	$73,016,609
Total Programmed		-	$73,016,609	$2,112,408	$0	$0	$0	$0	$0	$75,129,017

Previously Approved Amendment 09-02-0007 - Randall Road Grade Separation and Intersection Safety Improvements at Hopps Road

The project includes a grade separation of Randall Rd at the Canadian National Railroad crossing south of Randall Road and Hopps Road intersection. There is also an intersection improvement at Hopps Rd which includes realignment of Hopps, additional through lanes on Randall Rd, and a new shared use path.

TIP Document:	26-04.1 (Admin FHWA)
Project Type:	Rail-Highway Grade Separation
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Kane/Kendall Council
Lead Contact:	-
Project Website:	-
County:	Kane
Municipality:	Elgin, South Elgin
Major CMAP Programs:	-

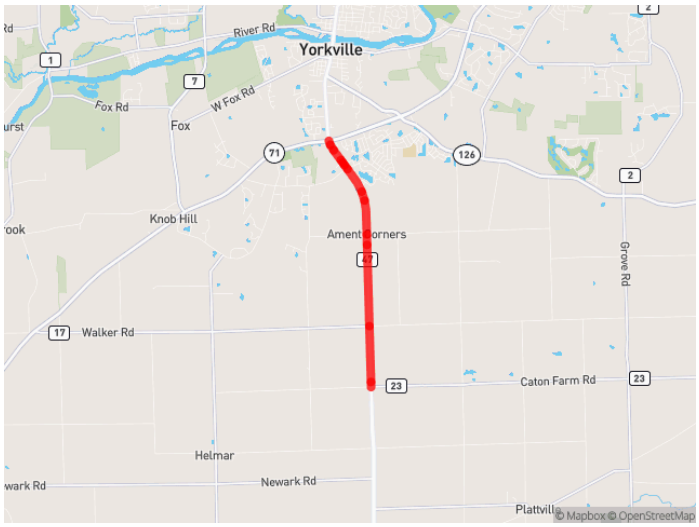
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	Local Funds	Entire Project	$1,092,000	$0	$0	$0	$0	$0	$0	$1,092,000
Total Engineering I		-	$1,092,000	$0	$0	$0	$0	$0	$0	$1,092,000
Engineering II	Local Funds	Entire Project	$1,294,764	$3,705,236	$0	$0	$0	$0	$0	$5,000,000
Total Engineering II		-	$1,294,764	$3,705,236	$0	$0	$0	$0	$0	$5,000,000
Right of Way	Local Funds	N/A	$4,730,525	$0	$0	$0	$0	$0	$0	$4,730,525
Total Right of Way		-	$4,730,525	$0	$0	$0	$0	$0	$0	$4,730,525
Construction	Grade Xing Protection	Entire Project	$0	$12,000,000	$0	$0	$0	$0	$0	$12,000,000
Construction	INFRA	Entire Project	$0	$22,400,318	$0	$0	$0	$0	$0	$22,400,318
Construction	Local Funds	UTILITY RELOCATION, Randall Rd Sidepath from S of Walmart Entrance to Gyorr Ave, Entire Project	$0	$17,131,082	$422,482	$0	$0	$0	$0	$17,553,564
Construction	Rail-Hwy Safety	N/A	$0	$525,200	$0	$0	$0	$0	$0	$525,200
Construction	STP - County	Entire Project	$0	$4,308,872	$0	$0	$0	$0	$0	$4,308,872
Construction	STP - Locally Prgmd	Entire Project	$0	$0	$1,689,926	$0	$0	$0	$0	$1,689,926
Construction	TAP - Locally Prgmd	Randall Rd Sidepath from S of Walmart Entrance to Gyorr Ave	$0	$629,248	$0	$0	$0	$0	$0	$629,248
Total Construction		-	$0	$56,994,720	$2,112,408	$0	$0	$0	$0	$59,107,128
Construction Engineering	INFRA	Entire Project	$0	$2,599,682	$0	$0	$0	$0	$0	$2,599,682
Construction Engineering	Local Funds	-	$0	$2,599,682	$0	$0	$0	$0	$0	$2,599,682
Total Construction Engineering		-	$0	$5,199,364	$0	$0	$0	$0	$0	$5,199,364
Total Prior Costs		-	$7,117,289	$0	$0	$0	$0	$0	$0	$7,117,289
Total Programmed		-	$7,117,289	$65,899,320	$2,112,408	$0	$0	$0	$0	$75,129,017

Current Change Reason:	Schedule / Funding / Scope- Update Update target letting/authorization - Update model information
Project Changes:	Title changed from "Randall Road Grade Separation and Intersection Safety Improvements at Hopps Road" to "Randall Road Grade Separation and Intersection Safety Improvements at Hopps Road - RCP 94338"
Project Changes:	Plan Revision Name changed from "26-04.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "STP - Local, TAP - Local" to "Regional Capital Project (2026 RTP), STP - Local, TAP - Local"
Target Federal Authorizations and Construction Letting Changes:	
Target Federal Authorizations and Construction Letting Changes:	MTH/QTR has changed from JUL to SEP

09-09-0039 - IL 47 from IL 71 Stagecoach Trail to CH 23 Caton Farm Road (D3# 2074) - RCP 91321

Illinois Route 47 Reconstruction (Caton Farm Road to IL 71)

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2029
Lead Agency:	IDOT D3 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il-47-project
County:	Kendall
Municipality:	Yorkville
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$232,000	$0	$0	$0	$0	$0	$0	$232,000
Total Engineering I		-	$232,000	$0	$0	$0	$0	$0	$0	$232,000
Engineering II	IL Funds	-	$1,255,000	$0	$0	$0	$0	$0	$0	$1,255,000
Engineering II	NHPP	-	$399,000	$0	$0	$0	$0	$0	$0	$399,000
Total Engineering II		-	$1,654,000	$0	$0	$0	$0	$0	$0	$1,654,000
Right of Way	IL Funds	-	$600,000	$0	$0	$0	$0	$0	$0	$600,000
Right of Way	NHPP	-	$2,400,000	$0	$0	$0	$0	$0	$0	$2,400,000
Total Right of Way		-	$3,000,000	$0	$0	$0	$0	$0	$0	$3,000,000
Construction	IL Funds	-	$6,000,000	$7,600,000	$0	$0	$0	$0	$0	$13,600,000
Construction	NHPP	-	$0	$30,400,000	$0	$0	$0	$0	$0	$30,400,000
Total Construction		-	$6,000,000	$38,000,000	$0	$0	$0	$0	$0	$44,000,000
Construction Engineering	IL Funds	-	$0	$400,000	$0	$0	$0	$0	$0	$400,000
Construction Engineering	NHPP	-	$0	$1,600,000	$0	$0	$0	$0	$0	$1,600,000
Total Construction Engineering		-	$0	$2,000,000	$0	$0	$0	$0	$0	$2,000,000
Total Prior Costs		-	$10,886,000	$0	$0	$0	$0	$0	$0	$10,886,000
Total Programmed		-	$10,886,000	$40,000,000	$0	$0	$0	$0	$0	$50,886,000

Previously Approved Amendment 09-09-0039 - IL 47 from IL 71 Stagecoach Trail to CH 23 Caton Farm Road (D3# 2074)

Illinois Route 47 Reconstruction (Caton Farm Road to IL 71)

TIP Document:	26-00 (Adoption)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D3 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il-47-project
County:	Kendall
Municipality:	Yorkville
Major CMAP Programs:	-

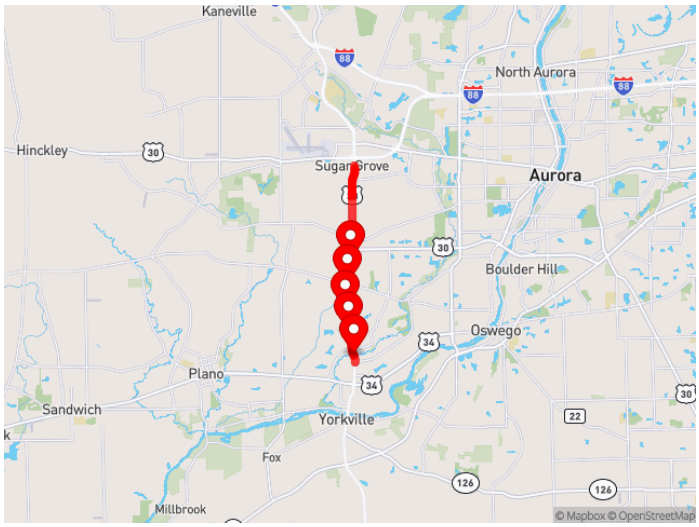
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$232,000	$0	$0	$0	$0	$0	$0	$232,000
Total Engineering I		-	$232,000	$0	$0	$0	$0	$0	$0	$232,000
Engineering II	IL Funds	-	$1,255,000	$0	$0	$0	$0	$0	$0	$1,255,000
Engineering II	NHPP	-	$399,000	$0	$0	$0	$0	$0	$0	$399,000
Total Engineering II		-	$1,654,000	$0	$0	$0	$0	$0	$0	$1,654,000
Right of Way	IL Funds	-	$0	$600,000	$0	$0	$0	$0	$0	$600,000
Right of Way	NHPP	-	$2,400,000	$0	$0	$0	$0	$0	$0	$2,400,000
Total Right of Way		-	$2,400,000	$600,000	$0	$0	$0	$0	$0	$3,000,000
Construction	IL Funds	-	$0	$6,000,000	$7,600,000	$0	$0	$0	$0	$13,600,000
Construction	NHPP	-	$0	$0	$30,400,000	$0	$0	$0	$0	$30,400,000
Total Construction		-	$0	$6,000,000	$38,000,000	$0	$0	$0	$0	$44,000,000
Construction Engineering	IL Funds	-	$0	$0	$400,000	$0	$0	$0	$0	$400,000
Construction Engineering	NHPP	-	$0	$0	$1,600,000	$0	$0	$0	$0	$1,600,000
Total Construction Engineering		-	$0	$0	$2,000,000	$0	$0	$0	$0	$2,000,000
Total Prior Costs		-	$4,286,000	$0	$0	$0	$0	$0	$0	$4,286,000
Total Programmed		-	$4,286,000	$6,600,000	$40,000,000	$0	$0	$0	$0	$50,886,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "IL 47 from IL 71 Stagecoach Trail to CH 23 Caton Farm Road (D3# 2074)" to "IL 47 from IL 71 Stagecoach Trail to CH 23 Caton Farm Road (D3# 2074) - RCP 91321"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

09-09-0040 - IL 47 from Cross Street to FAU 3793 Kennedy Road (D3# 926) - RCP 91331

IL 47 Reconstruction & Widening and Road Improvements

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2028
Lead Agency:	IDOT D3 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/IL-47-Yorkville-to-Sugar-Grove
County:	Kendall
Municipality:	Yorkville
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	N/A	$1,414,000	$0	$0	$0	$0	$0	$0	$1,414,000
Total Engineering I		-	$1,414,000	$0	$0	$0	$0	$0	$0	$1,414,000
Engineering II	IL Funds	N/A	$3,350,879	$0	$0	$0	$0	$0	$0	$3,350,879
Engineering II	NHPP	N/A	$5,578,934	$0	$0	$0	$0	$0	$0	$5,578,934
Total Engineering II		-	$8,929,813	$0	$0	$0	$0	$0	$0	$8,929,813
Right of Way	IL Funds	N/A	$5,154,000	$0	$0	$0	$0	$0	$0	$5,154,000
Right of Way	Natl Corridor Inf. Imp. - historical fund *	N/A	$1,068,000	$0	$0	$0	$0	$0	$0	$1,068,000
Total Right of Way		-	$6,222,000	$0	$0	$0	$0	$0	$0	$6,222,000
Construction	IL Funds	IL 47/US 30 - Cross St to Jericho Rd., 0.4 Mi S of Galena Rd to Kennedy Rd in Yorkville, Jericho Rd to S of Galena Rd	$45,274,000	$0	$0	$0	$0	$0	$0	$45,274,000
Construction	Local Funds	IL 47/US 30 - Cross St to Jericho Rd.	$3,100,000	$0	$0	$0	$0	$0	$0	$3,100,000
Construction	Natl Corridor Inf. Imp. - historical fund *	IL 47/US 30 - Cross St to Jericho Rd.	$41,566,000	$0	$0	$0	$0	$0	$0	$41,566,000
Construction	Natl/Reg Significance	Jericho Rd to S of Galena Rd	$4,633,000	$0	$0	$0	$0	$0	$0	$4,633,000
Construction	NHPP	0.4 Mi S of Galena Rd to Kennedy Rd in Yorkville, IL 47/US 30 - Cross St to Jericho Rd., Jericho Rd to S of Galena Rd	$117,364,001	$0	$0	$0	$0	$0	$0	$117,364,001
Total Construction		-	$211,937,001	$0	$0	$0	$0	$0	$0	$211,937,001
Construction Engineering	IL Funds	IL 47/US 30 - Cross St to Jericho Rd., 0.4 Mi S of Galena Rd to Kennedy Rd in Yorkville	$2,690,000	$0	$0	$0	$0	$0	$0	$2,690,000
Construction Engineering	Natl Corridor Inf. Imp. - historical fund *	IL 47/US 30 - Cross St to Jericho Rd.	$3,380,000	$0	$0	$0	$0	$0	$0	$3,380,000
Construction Engineering	NHPP	IL 47/US 30 - Cross St to Jericho Rd., 0.4 Mi S of Galena Rd to Kennedy Rd in Yorkville	$7,380,000	$0	$0	$0	$0	$0	$0	$7,380,000
Total Construction Engineering		-	$13,450,000	$0	$0	$0	$0	$0	$0	$13,450,000
Total Prior Costs		-	$241,952,814	$0	$0	$0	$0	$0	$0	$241,952,814
Total Programmed		-	$241,952,814	$0	$0	$0	$0	$0	$0	$241,952,814

Previously Approved Amendment 09-09-0040 - IL 47 from Cross Street to FAU 3793 Kennedy Road (D3# 926) - RSP 166

IL-47 Improvement Study, Demolition

TIP Document:	26-05.1 (Admin FHWA)
Project Type:	Road Expansion

Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D3 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/IL-47-Yorkville-to-Sugar-Grove
County:	Kendall
Municipality:	Yorkville
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	N/A	$1,414,000	$0	$0	$0	$0	$0	$0	$1,414,000
Total Engineering I		-	$1,414,000	$0	$0	$0	$0	$0	$0	$1,414,000
Engineering II	IL Funds	N/A	$3,350,879	$0	$0	$0	$0	$0	$0	$3,350,879
Engineering II	NHPP	N/A	$5,578,934	$0	$0	$0	$0	$0	$0	$5,578,934
Total Engineering II		-	$8,929,813	$0	$0	$0	$0	$0	$0	$8,929,813
Right of Way	IL Funds	N/A	$5,154,000	$0	$0	$0	$0	$0	$0	$5,154,000
Right of Way	Natl Corridor Inf. Imp. - historical fund *	N/A	$1,068,000	$0	$0	$0	$0	$0	$0	$1,068,000
Total Right of Way		-	$6,222,000	$0	$0	$0	$0	$0	$0	$6,222,000
Construction	IL Funds	0.4 Mi S of Galena Rd to Kennedy Rd in Yorkville, IL 47/US 30 - Cross St to Jericho Rd., Jericho Rd to S of Galena Rd	$382,000	$44,892,000	$0	$0	$0	$0	$0	$45,274,000
Construction	Local Funds	IL 47/US 30 - Cross St to Jericho Rd.	$0	$3,100,000	$0	$0	$0	$0	$0	$3,100,000
Construction	Natl Corridor Inf. Imp. - historical fund *	IL 47/US 30 - Cross St to Jericho Rd.	$0	$41,566,000	$0	$0	$0	$0	$0	$41,566,000
Construction	Natl/Reg Significance	Jericho Rd to S of Galena Rd	$0	$4,633,000	$0	$0	$0	$0	$0	$4,633,000
Construction	NHPP	Jericho Rd to S of Galena Rd, IL 47/US 30 - Cross St to Jericho Rd., 0.4 Mi S of Galena Rd to Kennedy Rd in Yorkville	$0	$117,364,001	$0	$0	$0	$0	$0	$117,364,001
Total Construction		-	$382,000	$211,555,001	$0	$0	$0	$0	$0	$211,937,001
Construction Engineering	IL Funds	0.4 Mi S of Galena Rd to Kennedy Rd in Yorkville, IL 47/US 30 - Cross St to Jericho Rd.	$0	$2,690,000	$0	$0	$0	$0	$0	$2,690,000
Construction Engineering	Natl Corridor Inf. Imp. - historical fund *	IL 47/US 30 - Cross St to Jericho Rd.	$0	$3,380,000	$0	$0	$0	$0	$0	$3,380,000
Construction Engineering	NHPP	0.4 Mi S of Galena Rd to Kennedy Rd in Yorkville, IL 47/US 30 - Cross St to Jericho Rd.	$0	$7,380,000	$0	$0	$0	$0	$0	$7,380,000
Total Construction Engineering		-	$0	$13,450,000	$0	$0	$0	$0	$0	$13,450,000
Total Prior Costs		-	$16,947,813	$0	$0	$0	$0	$0	$0	$16,947,813
Total Programmed		-	$16,947,813	$225,005,001	$0	$0	$0	$0	$0	$241,952,814

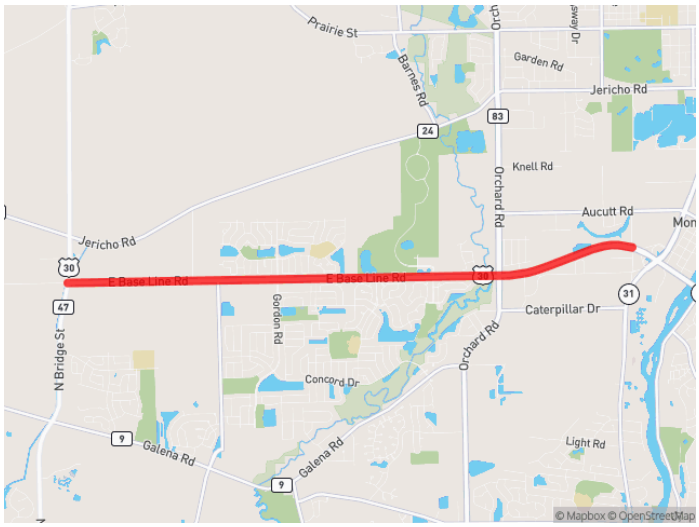
Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Work type(s) added
Project Changes:	Title changed from "IL 47 from Cross Street to FAU 3793 Kennedy Road (D3# 926) - RSP 166" to "IL 47 from Cross Street to FAU 3793 Kennedy Road (D3# 926) - RCP 91331"
Project Changes:	Description changed from "IL-47 Improvement Study, Demolition" to "IL 47 Reconstruction & Widening and Road Improvements"
Project Changes:	Plan Revision Name changed from "26-05.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Work Type changed from "[B-RECNFG] Bridge/Structure - Reconst/Rehab Chng in Lane Use/Widths, [B-REPLACE] Bridge/Structure - Replace, [H-AL] Highway/Road - Add Lanes, [H-C/G] Highway/Road - Curb And Gutter, [H-RCNST] Highway/Road - Reconst with Change in Use or Width Of Lane, [Z-OTHEX] Miscellaneous - Exempt Projects" to "[B-RECNFG] Bridge/Structure - Reconst/Rehab Chng in Lane Use/Widths, [B-REPLACE] Bridge/Structure - Replace, [H-AL] Highway/Road - Add Lanes, [H-ALIGN] Highway/Road - Vertical/Horizontal Alignment (e.g. Clearance), [H-C/G] Highway/Road - Curb And Gutter, [H-INTIMP] Highway/Road - Intersection Improvement, [H-RCNST] Highway/Road - Reconst with Change in Use or Width Of Lane, [Z-OTHEX] Miscellaneous - Exempt Projects"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"

Project Changes:	Internal Notes changed from "None" to "South of Baseline Rd/US 30 D3 is the lead, north D1 is the lead"

09-09-0099 - US 30 from IL 47 to Albright Rd - RCP 13123

Add capacity

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	TBD
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Kane
Municipality:	Montgomery
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$3,362,000	$0	$0	$0	$0	$0	$0	$3,362,000
Total Engineering I		-	$3,362,000	$0	$0	$0	$0	$0	$0	$3,362,000
Engineering II	IL Funds	-	$0	$0	$0	$0	$0	$0	$12,550,000	$12,550,000
Total Engineering II		-	$0	$0	$0	$0	$0	$0	$12,550,000	$12,550,000
Right of Way	IL Funds	-	$0	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
Right of Way	NHPP	-	$0	$0	$0	$0	$0	$0	$8,000,000	$8,000,000
Total Right of Way		-	$0	$0	$0	$0	$0	$0	$10,000,000	$10,000,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$14,987,000	$14,987,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$2,265,000	$2,265,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$51,948,000	$51,948,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$69,200,000	$69,200,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$2,826,000	$2,826,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$11,324,000	$11,324,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$14,150,000	$14,150,000
Total Prior Costs		-	$3,362,000	$0	$0	$0	$0	$0	$0	$3,362,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$105,900,000	$105,900,000
Total Programmed		-	$3,362,000	$0	$0	$0	$0	$0	$105,900,000	$109,262,000

Previously Approved Amendment 09-09-0099 - US 30 from IL 47 to Albright Rd - RSP 159

Add capacity

TIP Document:	26-00 (Adoption)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Kane
Municipality:	Montgomery

Major CMAP Programs:	-

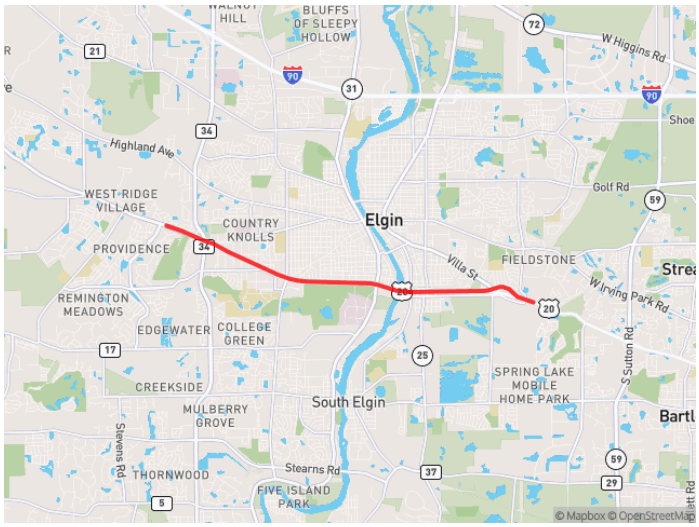
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$3,362,000	$0	$0	$0	$0	$0	$0	$3,362,000
Total Engineering I		-	$3,362,000	$0	$0	$0	$0	$0	$0	$3,362,000
Engineering II	IL Funds	-	$0	$0	$0	$0	$0	$0	$12,550,000	$12,550,000
Total Engineering II		-	$0	$0	$0	$0	$0	$0	$12,550,000	$12,550,000
Right of Way	IL Funds	-	$0	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
Right of Way	NHPP	-	$0	$0	$0	$0	$0	$0	$8,000,000	$8,000,000
Total Right of Way		-	$0	$0	$0	$0	$0	$0	$10,000,000	$10,000,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$14,987,000	$14,987,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$2,265,000	$2,265,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$51,948,000	$51,948,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$69,200,000	$69,200,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$2,826,000	$2,826,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$11,324,000	$11,324,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$14,150,000	$14,150,000
Total Prior Costs		-	$3,362,000	$0	$0	$0	$0	$0	$0	$3,362,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$105,900,000	$105,900,000
Total Programmed		-	$3,362,000	$0	$0	$0	$0	$0	$105,900,000	$109,262,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "US 30 from IL 47 to Albright Rd - RSP 159" to "US 30 from IL 47 to Albright Rd - RCP 13123"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "IDOT intends to request this project to be included as a RSP within the Plan Amendment - 8/11/21 (LK). Prior conformity 03/09/2017." to "IDOT intends to request this project to be included as a RSP within the Plan Amendment - 8/11/21 (LK). Prior conformity 03/09/2017. RSP 159"

09-10-0030 - US 20 Lake St from W of Randall Rd to E of Shales Parkway - RCP 13160

US 20 Lake St from W of Randall Rd to E of Shales Parkway Road Modernization, Ramp Modification

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2028
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/us20
County:	Cook, Kane
Municipality:	Elgin
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	N/A	$2,780,000	$0	$0	$0	$0	$0	$0	$2,780,000
Total Engineering I		-	$2,780,000	$0	$0	$0	$0	$0	$0	$2,780,000
Engineering II	IL Funds	N/A	$1,800,000	$0	$0	$0	$0	$0	$0	$1,800,000
Engineering II	NHPP	N/A	$5,636,549	$0	$0	$0	$0	$0	$0	$5,636,549
Total Engineering II		-	$7,436,549	$0	$0	$0	$0	$0	$0	$7,436,549
Right of Way	IL Funds	N/A	$900,000	$0	$0	$0	$0	$0	$0	$900,000
Total Right of Way		-	$900,000	$0	$0	$0	$0	$0	$0	$900,000
Construction	IL Funds	N/A, US 20 from E of Grace St to W of Lavoie Ave, US 20 from Nesler Road to Weld Rd/Longcommon Parkway	$37,846,999	$8,000,000	$0	$0	$0	$0	$0	$45,846,999
Construction	NHPP	N/A, US 20 from Nesler Road to Weld Rd/Longcommon Parkway, US 20 from E of Grace St to W of Lavoie Ave	$112,112,054	$32,000,000	$0	$0	$0	$0	$0	$144,112,054
Total Construction		-	$149,959,053	$40,000,000	$0	$0	$0	$0	$0	$189,959,053
Construction Engineering	IL Funds	US 20 from E of Grace St to W of Lavoie Ave, N/A	$2,455,000	$0	$0	$0	$0	$0	$0	$2,455,000
Construction Engineering	NHPP	US 20 from Nesler Road to Weld Rd/Longcommon Parkway, US 20 from E of Grace St to W of Lavoie Ave, N/A	$9,819,977	$0	$0	$0	$0	$0	$0	$9,819,977
Total Construction Engineering		-	$12,274,977	$0	$0	$0	$0	$0	$0	$12,274,977
Total Prior Costs		-	$173,350,579	$0	$0	$0	$0	$0	$0	$173,350,579
Total Programmed		-	$173,350,579	$40,000,000	$0	$0	$0	$0	$0	$213,350,579

Previously Approved Amendment 09-10-0030 - US 20 Lake St from W of Randall Rd to E of Shales Parkway - RSP 113

US 20 Lake St from W of Randall Rd to E of Shales Parkway Road Modernization, Ramp Modification

TIP Document:	26-02.1 (Admin FHWA)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/us20
County:	Cook, Kane

Municipality:	Elgin
Major CMAP Programs:	-

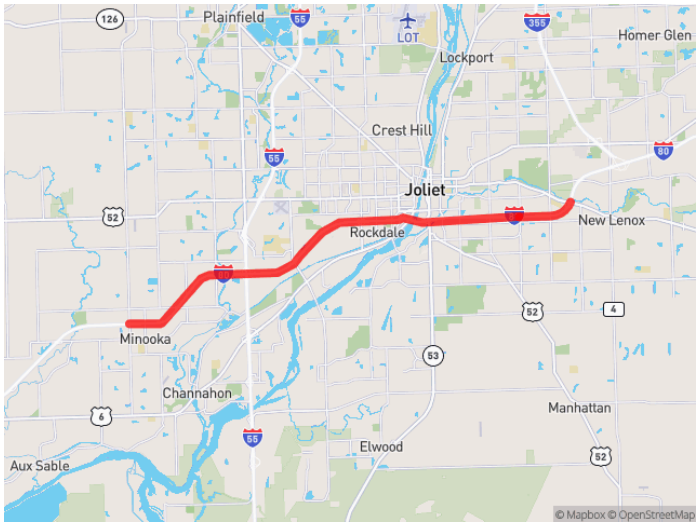
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	N/A	$2,780,000	$0	$0	$0	$0	$0	$0	$2,780,000
Total Engineering I		-	$2,780,000	$0	$0	$0	$0	$0	$0	$2,780,000
Engineering II	IL Funds	N/A	$1,800,000	$0	$0	$0	$0	$0	$0	$1,800,000
Engineering II	NHPP	N/A	$5,636,549	$0	$0	$0	$0	$0	$0	$5,636,549
Total Engineering II		-	$7,436,549	$0	$0	$0	$0	$0	$0	$7,436,549
Right of Way	IL Funds	N/A	$700,000	$200,000	$0	$0	$0	$0	$0	$900,000
Total Right of Way		-	$700,000	$200,000	$0	$0	$0	$0	$0	$900,000
Construction	IL Funds	N/A, US 20 from E of Grace St to W of Lavoie Ave, US 20 from Nesler Road to Weld Rd/Longcommon Parkway	$13,096,999	$24,750,000	$8,000,000	$0	$0	$0	$0	$45,846,999
Construction	NHPP	US 20 from E of Grace St to W of Lavoie Ave, N/A, US 20 from Nesler Road to Weld Rd/Longcommon Parkway	$24,112,054	$88,000,000	$32,000,000	$0	$0	$0	$0	$144,112,054
Total Construction		-	$37,209,053	$112,750,000	$40,000,000	$0	$0	$0	$0	$189,959,053
Construction Engineering	IL Funds	US 20 from E of Grace St to W of Lavoie Ave, N/A	$500,000	$1,955,000	$0	$0	$0	$0	$0	$2,455,000
Construction Engineering	NHPP	N/A, US 20 from E of Grace St to W of Lavoie Ave, US 20 from Nesler Road to Weld Rd/Longcommon Parkway	$1,999,977	$7,820,000	$0	$0	$0	$0	$0	$9,819,977
Total Construction Engineering		-	$2,499,977	$9,775,000	$0	$0	$0	$0	$0	$12,274,977
Total Prior Costs		-	$50,625,579	$0	$0	$0	$0	$0	$0	$50,625,579
Total Programmed		-	$50,625,579	$122,725,000	$40,000,000	$0	$0	$0	$0	$213,350,579

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "US 20 Lake St from W of Randall Rd to E of Shales Parkway - RSP 113" to "US 20 Lake St from W of Randall Rd to E of Shales Parkway - RCP 13160"
Project Changes:	Plan Revision Name changed from "26-02.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "Check scope due to cost change (RP, 9/14/23). C/CE for C-91-252-20 moved to FFY 26 per IDOT email (RP, 5/20/25). NHPP funds associated with Fed ID LHKD538, programmed in FFY 26 moved to FFY 27 by CMAP (RP, 11/6/25) " to "Check scope due to cost change (RP, 9/14/23). C/CE for C-91-252-20 moved to FFY 26 per IDOT email (RP, 5/20/25). NHPP funds associated with Fed ID LHKD538, programmed in FFY 26 moved to FFY 27 by CMAP (RP, 11/6/25); RSP 113"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"

09-12-0036 - I-80 Reconstruction from Ridge Rd to US 30 Lincoln Hwy, Long Term - RCP - 91312

Additional Lanes, Reconstruction, Bridge Widening, Bridge Replacement, Bridge Superstructure, Bridge Deck Repairs, Bridge Rehabilitation, Substructure Widening, Culvert Repair, Bridge Deck Overlay, Bridge Substructure, Bridge New Deck, Pavement Widening, Bridge Painting, Bridge Repair, RR Flagger, Bridge Fabrication, Auxiliary Lanes, Shoulder Reconstruction, Tree Removal, Demolition, ITS Integration, Retaining Wall, Interchange Reconstruction, Bridge (New)

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2029
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	https://www.i80will.org/
County:	Kendall, Will
Municipality:	Minooka
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	N/A, 2030 Mainline, Ridge to US 30, 2030 Mainline Recon/Aux Lanes	$11,331,000	$0	$0	$0	$0	$0	$0	$11,331,000
Total Engineering I		-	$11,331,000	$0	$0	$0	$0	$0	$0	$11,331,000
Engineering II	IL Funds	2030 Mainline Recon/Aux Lanes, N/A, 2030 Mainline, Ridge to US 30	$99,690,000	$0	$0	$0	$0	$0	$0	$99,690,000
Engineering II	NHPP	2030 Mainline	$20,259,000	$0	$0	$0	$0	$0	$0	$20,259,000
Total Engineering II		-	$119,949,000	$0	$0	$0	$0	$0	$0	$119,949,000
Right of Way	IL Funds	@ Des Plaines River, 2020 CN 60W34 EB (IL 53 to Rowell Ave), N/A, Ridge to US 30, 2030 Mainline, 2021 CN 60W35 WB	$8,726,000	$0	$0	$0	$0	$0	$0	$8,726,000
Right of Way	NHPP	@ Des Plaines River, 2030 Mainline, Ridge to US 30	$49,502,000	$0	$0	$0	$0	$0	$0	$49,502,000
Total Right of Way		-	$58,228,000	$0	$0	$0	$0	$0	$0	$58,228,000
Construction	Bridge - State Prgmd	@ Des Plaines River, 2021 CN 60W35 WB	$123,403,811	$0	$0	$0	$0	$0	$0	$123,403,811
Construction	IL Funds	Houbolt Rd to Joliet Junction Trail, Rowell Ave to Gougar Rd, Ridge to US 30, ITS Integration, Ridge Rd to River Rd, @ Des Plaines River, @ I-55, River Rd to Houbolt Rd, @ River Rd, 2021 CN 60W35 WB, N/A, @ Ill 53 (Chicago St Interchange), 2030 Des Plaines River Bridge, @ Wheeler, @ Center St/Meadow St Intchg, 2030 Mainline Recon/Aux Lanes, Joliet Junction Trail to Wheeler Ave, @ Joliet Junction Trail, @ Gougar Rd, @ US 6 & Des Plaines River, GARDNER ST TO GOUGAR RD, @ Ill 7 (Larkin Ave), @ Briggs St	$142,222,623	$9,500,000	$1,840,000	$665,000	$0	$0	$0	$154,227,623
Construction	NHPP	Houbolt Rd to Joliet Junction Trail, N/A, @ Ill 53 (Chicago St Interchange), Rowell Ave to Gougar Rd, @ I-55, Joliet Junction Trail to Wheeler Ave, @ Des Plaines River, @ Center St/Meadow St Intchg, GARDNER ST TO GOUGAR RD, @ Wheeler, River Rd to Houbolt Rd, @ Joliet Junction Trail, 2021 CN 60W35 WB, Ridge Rd to River Rd, @ River Rd, ITS Integration, Ridge to US 30, @ Ill 7 (Larkin Ave), @ Briggs St, @ US 6 & Des Plaines River	$892,462,013	$1,800,000	$16,560,000	$5,985,000	$0	$0	$0	$916,807,013
Total Construction		-	$1,158,088,447	$11,300,000	$18,400,000	$6,650,000	$0	$0	$0	$1,194,438,447
Construction Engineering	IL Funds	@ Ill 7 (Larkin Ave), Rowell Ave to Gougar Rd, @ Wheeler, Ridge Rd to River Rd, 2030 Des Plaines River Bridge, @ Joliet	$21,128,403	$2,511,000	$1,875,000	$250,000	$0	$0	$4,200,000	$29,964,403

Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
		Junction Trail, @ Ill 53 (Chicago St Interchange), 2020 CN 60W34 EB (IL 53 to Rowell Ave), ITS Integration, @ Des Plaines River, @ I-55, River Rd to Houbolt Rd, @ Center St/Meadow St Intchg, 2021 CN 60W35 WB, @ Briggs St, Houbolt Rd to Joliet Junction Trail, N/A, @ US 30, Ridge to US 30							
Construction Engineering	NHPP	@ Ill 7 (Larkin Ave), 2021 CN 60W35 WB, @ I-55, River Rd to Houbolt Rd, Houbolt Rd to Joliet Junction Trail, @ Wheeler, @ Ill 53 (Chicago St Interchange), N/A, @ Des Plaines River, Ridge Rd to River Rd, 2020 CN 60W34 EB (IL 53 to Rowell Ave), @ Joliet Junction Trail, ITS Integration, @ US 30, @ Center St/Meadow St Intchg, @ Briggs St, Rowell Ave to Gougar Rd, Ridge to US 30	$108,694,712	$46,840,000	$16,875,000	$2,250,000	$0	$0	$6,300,000	$180,959,712
Construction Engineering	STP - State Prgmd Urban	@ Center St/Meadow St Intchg, 2030 Des Plaines River Bridge	$2,700,000	$0	$0	$0	$0	$0	$31,500,000	$34,200,000
Total Construction Engineering		-	$132,523,115	$49,351,000	$18,750,000	$2,500,000	$0	$0	$42,000,000	$245,124,115
Total Prior Costs		-	$1,480,119,562	$0	$0	$0	$0	$0	$0	$1,480,119,562
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$42,000,000	$42,000,000
Total Programmed		-	$1,480,119,562	$60,651,000	$37,150,000	$9,150,000	$0	$0	$42,000,000	$1,629,070,562

Previously Approved Amendment 09-12-0036 - I-80 Reconstruction from Ridge Rd to US 30 Lincoln Hwy, Long Term - RSP 36

Additional Lanes, Reconstruction, Bridge Widening, Bridge Replacement, Bridge Superstructure, Bridge Deck Repairs, Bridge Rehabilitation, Substructure Widening, Culvert Repair, Bridge Deck Overlay, Bridge Substructure, Bridge New Deck, Pavement Widening, Bridge Painting, Bridge Repair, RR Flagger, Bridge Fabrication, Auxiliary Lanes, Shoulder Reconstruction, Tree Removal, Demolition, ITS Integration, Retaining Wall, Interchange Reconstruction, Bridge (New)

TIP Document:	26-05.1 (Admin FHWA)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	https://www.i80will.org/
County:	Kendall, Will
Municipality:	Minooka
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	2030 Mainline, N/A, Ridge to US 30, 2030 Mainline Recon/Aux Lanes	$11,331,000	$0	$0	$0	$0	$0	$0	$11,331,000
Total Engineering I		-	$11,331,000	$0	$0	$0	$0	$0	$0	$11,331,000
Engineering II	IL Funds	Ridge to US 30, 2030 Mainline, N/A, 2030 Mainline Recon/Aux Lanes	$99,690,000	$0	$0	$0	$0	$0	$0	$99,690,000
Engineering II	NHPP	2030 Mainline	$20,259,000	$0	$0	$0	$0	$0	$0	$20,259,000
Total Engineering II		-	$119,949,000	$0	$0	$0	$0	$0	$0	$119,949,000
Right of Way	IL Funds	Ridge to US 30, @ Des Plaines River, 2021 CN 60W35 WB, N/A, 2030 Mainline, 2020 CN 60W34 EB (IL 53 to Rowell Ave)	$6,226,000	$2,500,000	$0	$0	$0	$0	$0	$8,726,000
Right of Way	NHPP	@ Des Plaines River, 2030 Mainline, Ridge to US 30	$49,502,000	$0	$0	$0	$0	$0	$0	$49,502,000
Total Right of Way		-	$55,728,000	$2,500,000	$0	$0	$0	$0	$0	$58,228,000

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Bridge - State Prgmd	2021 CN 60W35 WB, @ Des Plaines River	$16,505,811	$106,898,000	$0	$0	$0	$0	$0	$123,403,811
Construction	IL Funds	Houbolt Rd to Joliet Junction Trail, @ Ill 53 (Chicago St Interchange), @ Ill 7 (Larkin Ave), @ Center St/Meadow St Intchg, @ Des Plaines River, Ridge to US 30, N/A, GARDNER ST TO GOUGAR RD, 2021 CN 60W35 WB, River Rd to Houbolt Rd, 2030 Mainline Recon/Aux Lanes, @ Gougar Rd, 2030 Des Plaines River Bridge, Rowell Ave to Gougar Rd, @ Joliet Junction Trail, Ridge Rd to River Rd, Joliet Junction Trail to Wheeler Ave, @ River Rd, @ Briggs St, ITS Integration, @ US 6 & Des Plaines River, @ Wheeler, @ I-55	$84,774,623	$57,448,000	$9,500,000	$1,840,000	$665,000	$0	$0	$154,227,623
Construction	NHPP	@ Des Plaines River, @ Joliet Junction Trail, N/A, @ Ill 53 (Chicago St Interchange), Ridge to US 30, @ I-55, @ Ill 7 (Larkin Ave), River Rd to Houbolt Rd, GARDNER ST TO GOUGAR RD, Ridge Rd to River Rd, @ River Rd, Houbolt Rd to Joliet Junction Trail, 2021 CN 60W35 WB, Joliet Junction Trail to Wheeler Ave, @ Wheeler, ITS Integration, @ Center St/Meadow St Intchg, Rowell Ave to Gougar Rd, @ US 6 & Des Plaines River, @ Briggs St	$366,931,478	$525,530,535	$1,800,000	$16,560,000	$5,985,000	$0	$0	$916,807,013
Total Construction		-	$468,211,912	$689,876,535	$11,300,000	$18,400,000	$6,650,000	$0	$0	$1,194,438,447
Construction Engineering	IL Funds	@ Des Plaines River, Houbolt Rd to Joliet Junction Trail, @ Ill 53 (Chicago St Interchange), N/A, 2021 CN 60W35 WB, @ Wheeler, @ Joliet Junction Trail, @ Center St/Meadow St Intchg, @ I-55, @ Briggs St, River Rd to Houbolt Rd, @ Ill 7 (Larkin Ave), ITS Integration, Rowell Ave to Gougar Rd, Ridge to US 30, 2020 CN 60W34 EB (IL 53 to Rowell Ave), 2030 Des Plaines River Bridge, Ridge Rd to River Rd, @ US 30	$17,232,403	$3,896,000	$2,511,000	$1,875,000	$250,000	$0	$4,200,000	$29,964,403
Construction Engineering	NHPP	@ Wheeler, 2021 CN 60W35 WB, @ Ill 53 (Chicago St Interchange), N/A, @ Des Plaines River, @ Joliet Junction Trail, Rowell Ave to Gougar Rd, @ Briggs St, ITS Integration, @ I-55, @ Ill 7 (Larkin Ave), @ Center St/Meadow St Intchg, Houbolt Rd to Joliet Junction Trail, River Rd to Houbolt Rd, Ridge Rd to River Rd, 2020 CN 60W34 EB (IL 53 to Rowell Ave), @ US 30, Ridge to US 30	$80,566,712	$30,828,000	$46,840,000	$16,875,000	$2,250,000	$0	$6,300,000	$183,659,712
Construction Engineering	STP - State Prgmd Urban	2030 Des Plaines River Bridge	$0	$0	$0	$0	$0	$0	$31,500,000	$31,500,000
Total Construction Engineering		-	$97,799,115	$34,724,000	$49,351,000	$18,750,000	$2,500,000	$0	$42,000,000	$245,124,115
Total Prior Costs		-	$753,019,027	$0	$0	$0	$0	$0	$0	$753,019,027
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$42,000,000	$42,000,000
Total Programmed		-	$753,019,027	$727,100,535	$60,651,000	$37,150,000	$9,150,000	$0	$42,000,000	$1,629,070,562

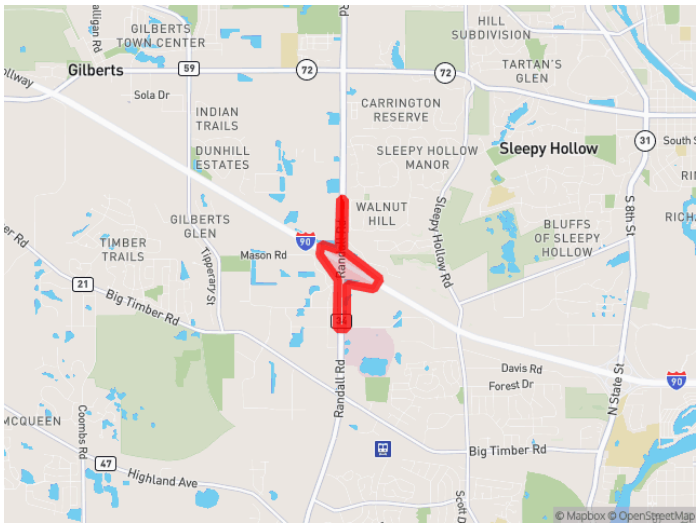
Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "I-80 Reconstruction from Ridge Rd to US 30 Lincoln Hwy, Long Term - RSP 36" to "I-80 Reconstruction from Ridge Rd to US 30 Lincoln Hwy, Long Term - RCP - 91312"
Project Changes:	Plan Revision Name changed from "26-05.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "10/01/2012 By Leroy : formerly TIP id 12-08-0019, was approved through the consultation meeting of 9/8/11 as a bridge widening project along I-80 between Ridge Road in Grundy County to Lincoln Highway (US 30) in Will County. TIP id 09-12-0036 will replace the soon to be deleted project mentioned above within the consultation minutes. Will be placed into the 18-09 formal conformity amendment. Initial Conformity Amendment through Consultation 10/10/2018. Included as part of the 19-09 Conformity, 10/10/19 (LK). Add lanes formal conformity 20-03 approved on 3/12/20 (LK). According to IDOT's Brian Carlson, project is no longer referenced as managed lanes, 12/2019 (LK). Add lanes section added by RP on 3/19/20. On 2/17/21 CMAP Staff (RP) moved $162,942,819 in NHPP funds to NHPP Bridge Penalty and $78,580,254 in NHPP funds to STP-Bridge for the Des Plaines River Bridge, and $240,704,000 from NHPP to IL for the Add lanes as a temporary fix to fiscal constraint issues for NHPP in FFY 24.CMAP lowered NHPP to $5M and added $255,400,000 in NHPP Bridge for Des Plaines River Bridge (1-77247-3550) and changed the add lanes NHPP and IL amount to $235,704,000 and $87,300,000 from an IDOT requested $290,704,000 and $32,800,000 (1-77247-0000)04/13/2022 (LK): Other - Federal is for Highway Infrastructure Program (HIP)/Hwy. Bridge Replacement & Rehab Program (HBRRP)02/03/2023 (LK): C-91-110-22, 8PC1116, 1-77247-6653, 2028 CE NHPP $5,175,000 / IL $575,000 being moved to MYB. Funds should be moved back into the 2028 funding year at the beginning of the 2024 Federal Fiscal Year. ACC conversion for CW1X704 on 4/11/24 was missed, submitted by CMAP on 11/13/24 (RP)I-80 Bridge program in FFY 2026 (1-77247-6600) per IDOT email (RP, 2/14/25). Per IDOT Email Des Plaines River Bridge TL is 1/26 and Chicago St is 6/26 (RP, 4/17/25). PPS# 1-77247-6600 moved to FFY 26 (7/21/25, RP) $160M for DesPlaines River Bridge moved from NHPP to Bridge State n FFY 26 and $9M to NHPP Bridge Penalty by CMAP (RP 10/13/25) due to fiscal constraint." to "10/01/2012 By Leroy : formerly TIP id 12-08-0019, was approved through the consultation meeting of 9/8/11 as a bridge widening project along I-80 between Ridge Road in Grundy County to Lincoln Highway (US 30) in Will County. TIP id 09-12-0036 will replace the soon to be deleted project mentioned above within the consultation minutes. Will be placed into the 18-09 formal conformity amendment. Initial Conformity Amendment through Consultation 10/10/2018. Included as part of the

	19-09 Conformity, 10/10/19 (LK). Add lanes formal conformity 20-03 approved on 3/12/20 (LK). According to IDOT's Brian Carlson, project is no longer referenced as managed lanes, 12/2019 (LK). Add lanes section added by RP on 3/19/20. On 2/17/21 CMAP Staff (RP) moved $162,942,819 in NHPP funds to NHPP Bridge Penalty and $78,580,254 in NHPP funds to STP-Bridge for the Des Plaines River Bridge, and $240,704,000 from NHPP to IL for the Add lanes as a temporary fix to fiscal constraint issues for NHPP in FFY 24.CMAP lowered NHPP to $5M and added $255,400,000 in NHPP Bridge for Des Plaines River Bridge (1-77247-3550) and changed the add lanes NHPP and IL amount to $235,704,000 and $87,300,000 from an IDOT requested $290,704,000 and $32,800,000 (1-77247-0000)04/13/2022 (LK): Other - Federal is for Highway Infrastructure Program (HIP)/Hwy. Bridge Replacement & Rehab Program (HBRRP)02/03/2023 (LK): C-91-110-22, 8PC1116, 1-77247-6653, 2028 CE NHPP $5,175,000 / IL $575,000 being moved to MYB. Funds should be moved back into the 2028 funding year at the beginning of the 2024 Federal Fiscal Year. ACC conversion for CW1X704 on 4/11/24 was missed, submitted by CMAP on 11/13/24 (RP)I-80 Bridge program in FFY 2026 (1-77247-6600) per IDOT email (RP, 2/14/25). Per IDOT Email Des Plaines River Bridge TL is 1/26 and Chicago St is 6/26 (RP, 4/17/25). PPS# 1-77247-6600 moved to FFY 26 (7/21/25, RP) $160M for DesPlaines River Bridge moved from NHPP to Bridge State n FFY 26 and $9M to NHPP Bridge Penalty by CMAP (RP 10/13/25) due to fiscal constraint. Was RSP 36"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "Regional Capital Project (2026 RTP)"

09-26-0001 - Randall at I-90 Interchange Improvement - RCP 43211

Partial Cloverleaf interchange at I-90 and widening Randall Road to a 6-lane section north and south of I-90.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Intersection/Interchange Improvements
Air Quality:	Conformed
Open to Traffic Year:	-
Lead Agency:	Kane Co DOT
Lead Contact:	-
Project Website:	-
County:	Kane
Municipality:	Elgin
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Local Funds	-	$965,318	$0	$0	$0	$0	$0	$0	$965,318
Total Engineering I		-	$965,318	$0	$0	$0	$0	$0	$0	$965,318
Engineering II	Local Funds	-	$5,700,000	$0	$0	$0	$0	$0	$0	$5,700,000
Total Engineering II		-	$5,700,000	$0	$0	$0	$0	$0	$0	$5,700,000
Right of Way	Local Funds	-	$0	$3,000,000	$0	$0	$0	$0	$0	$3,000,000
Total Right of Way		-	$0	$3,000,000	$0	$0	$0	$0	$0	$3,000,000
Construction	Local Funds	-	$0	$0	$80,787,600	$0	$0	$0	$0	$80,787,600
Total Construction		-	$0	$0	$80,787,600	$0	$0	$0	$0	$80,787,600
Construction Engineering	Local Funds	-	$0	$0	$7,300,000	$0	$0	$0	$0	$7,300,000
Total Construction Engineering		-	$0	$0	$7,300,000	$0	$0	$0	$0	$7,300,000
Total Prior Costs		-	$6,665,318	$0	$0	$0	$0	$0	$0	$6,665,318
Total Programmed		-	$6,665,318	$3,000,000	$88,087,600	$0	$0	$0	$0	$97,752,918

Previously Approved Amendment 09-26-0001 - Randall at I-90 Interchange Improvement

Partial Cloverleaf interchange at I-90 and widening Randall Road to a 6-lane section north and south of I-90.

TIP Document:	26-03 (Conformity Formal)
Project Type:	Intersection/Interchange Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Kane Co DOT
Lead Contact:	-
Project Website:	-
County:	Kane
Municipality:	Elgin
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	Local Funds	-	$0	$965,318	$0	$0	$0	$0	$0	$965,318
Total Engineering I		-	$0	$965,318	$0	$0	$0	$0	$0	$965,318
Engineering II	Local Funds	-	$0	$5,700,000	$0	$0	$0	$0	$0	$5,700,000

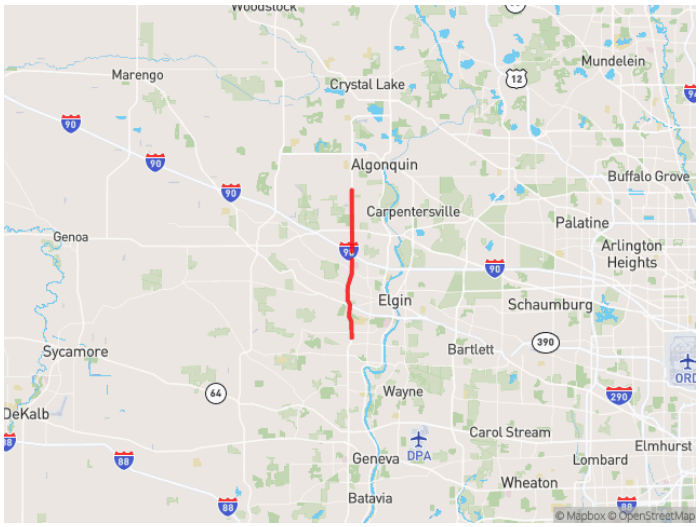
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Total Engineering II		-	$0	$5,700,000	$0	$0	$0	$0	$0	$5,700,000
Right of Way	Local Funds	-	$0	$0	$3,000,000	$0	$0	$0	$0	$3,000,000
Total Right of Way		-	$0	$0	$3,000,000	$0	$0	$0	$0	$3,000,000
Construction	Local Funds	-	$0	$0	$0	$80,787,600	$0	$0	$0	$80,787,600
Total Construction		-	$0	$0	$0	$80,787,600	$0	$0	$0	$80,787,600
Construction Engineering	Local Funds	-	$0	$0	$0	$7,300,000	$0	$0	$0	$7,300,000
Total Construction Engineering		-	$0	$0	$0	$7,300,000	$0	$0	$0	$7,300,000
Total Programmed		-	$0	$6,665,318	$3,000,000	$88,087,600	$0	$0	$0	$97,752,918

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "Randall at I-90 Interchange Improvement" to "Randall at I-90 Interchange Improvement - RCP 43211"
Project Changes:	Description changed from "Partial Cloverleaf interchange at I-90 and widening Randall Road to a 6-lane section north and south of I-90." to "Partial Cloverleaf interchange at I-90 and widening Randall Road to a 6-lane section north and south of I-90."
Project Changes:	Plan Revision Name changed from "26-03 (Conformity Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

09-26-0080 - Randall Road from north of Stearns Road to south of Longmeadow Parkway - RCP 43208

Completion of widening work on Randall Road; widening Randall Road to 6-lane section in areas not previously improved between Stearns Road and Longmeadow Parkway.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	To Be Conformed
Open to Traffic Year:	2040
Lead Agency:	Kane Co DOT
Lead Contact:	-
Project Website:	-
County:	Kane
Municipality:	Algonquin, Carpentersville, Elgin
Major CMAP Programs:	Regional Capital Project (2026 RTP)



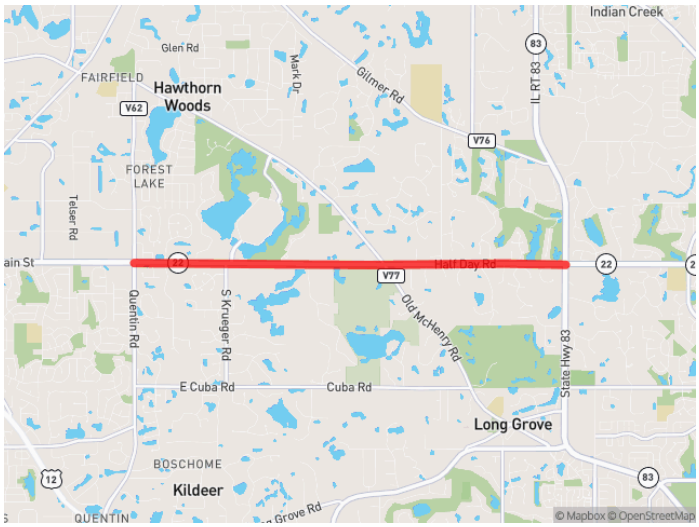
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$133,000,000	$133,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$133,000,000	$133,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$133,000,000	$133,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$133,000,000	$133,000,000

Current Change Reason:	New Project

10-01-0022 - IL 22 Lake Zurich Rd from Quentin Rd to W of IL 83 - RCP 13131

Adding Capacity with Retaining Wall, Culvert Replacement, Demolition, Reconstruction, Culvert (New), Tree Removal

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2031
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/Illinois-Route-22-Study
County:	Lake
Municipality:	-
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering II	IL Funds	-	$5,962,000	$0	$0	$0	$0	$0	$0	$5,962,000
Total Engineering II		-	$5,962,000	$0	$0	$0	$0	$0	$0	$5,962,000
Right of Way	IL Funds	-	$13,001,000	$0	$0	$0	$0	$0	$0	$13,001,000
Total Right of Way		-	$13,001,000	$0	$0	$0	$0	$0	$0	$13,001,000
Construction	IL Funds	-	$12,134,000	$13,820,000	$0	$0	$0	$0	$200,000	$26,154,000
Construction	Local Funds	-	$300,000	$0	$0	$0	$0	$0	$0	$300,000
Construction	NHPP	-	$373,896	$79,960,000	$0	$0	$0	$0	$0	$80,333,896
Total Construction		-	$12,807,896	$93,780,000	$0	$0	$0	$0	$200,000	$106,787,896
Construction Engineering	IL Funds	-	$0	$1,560,000	$0	$0	$0	$0	$0	$1,560,000
Construction Engineering	NHPP	-	$0	$6,240,000	$0	$0	$0	$0	$0	$6,240,000
Total Construction Engineering		-	$0	$7,800,000	$0	$0	$0	$0	$0	$7,800,000
Total Prior Costs		-	$31,770,896	$0	$0	$0	$0	$0	$0	$31,770,896
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$200,000	$200,000
Total Programmed		-	$31,770,896	$101,580,000	$0	$0	$0	$0	$200,000	$133,550,896

Previously Approved Amendment 10-01-0022 - IL 22 Lake Zurich Rd from Quentin Rd to W of IL 83

Adding Capacity with Retaining Wall, Culvert Replacement, Demolition, Reconstruction, Culvert (New), Tree Removal

TIP Document:	26-05.1 (Admin FHWA)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/Illinois-Route-22-Study
County:	Lake
Municipality:	-
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	IL Funds	-	$4,981,000	$981,000	$0	$0	$0	$0	$0	$5,962,000

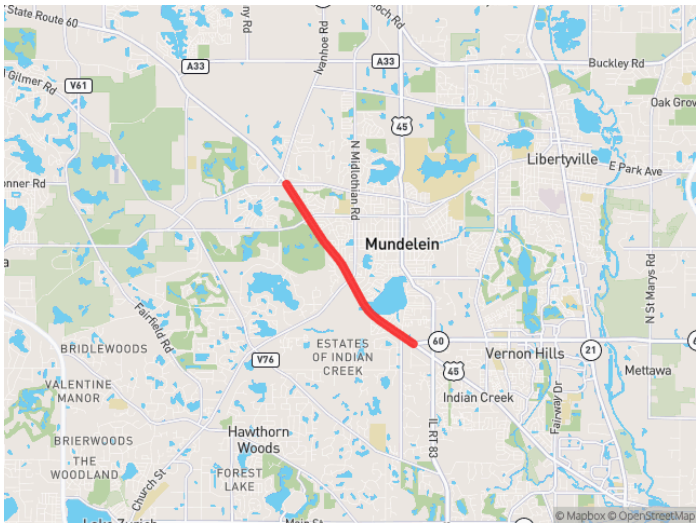
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Total Engineering II		-	$4,981,000	$981,000	$0	$0	$0	$0	$0	$5,962,000
Right of Way	IL Funds	-	$7,794,000	$5,207,000	$0	$0	$0	$0	$0	$13,001,000
Total Right of Way		-	$7,794,000	$5,207,000	$0	$0	$0	$0	$0	$13,001,000
Construction	IL Funds	-	$100,000	$12,034,000	$13,820,000	$0	$0	$0	$200,000	$26,154,000
Construction	Local Funds	-	$0	$300,000	$0	$0	$0	$0	$0	$300,000
Construction	NHPP	-	$373,896	$0	$79,960,000	$0	$0	$0	$0	$80,333,896
Total Construction		-	$473,896	$12,334,000	$93,780,000	$0	$0	$0	$200,000	$106,787,896
Construction Engineering	IL Funds	-	$0	$0	$1,560,000	$0	$0	$0	$0	$1,560,000
Construction Engineering	NHPP	-	$0	$0	$6,240,000	$0	$0	$0	$0	$6,240,000
Total Construction Engineering		-	$0	$0	$7,800,000	$0	$0	$0	$0	$7,800,000
Total Prior Costs		-	$13,248,896	$0	$0	$0	$0	$0	$0	$13,248,896
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$200,000	$200,000
Total Programmed		-	$13,248,896	$18,522,000	$101,580,000	$0	$0	$0	$200,000	$133,550,896

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "IL 22 Lake Zurich Rd from Quentin Rd to W of IL 83" to "IL 22 Lake Zurich Rd from Quentin Rd to W of IL 83 - RCP 13131"
Project Changes:	Plan Revision Name changed from "26-05.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

10-07-0001 - IL 60/IL 83 from IL 176 to Townline Rd (IL 60) - RCP 13115

Intersection Improvement, Capacity Expansion, Railroad Grade Separation

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2033
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.ilrte6083study.com/index.html
County:	Lake
Municipality:	Mundelein
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$545,000	$0	$0	$0	$0	$0	$5,520,000	$6,065,000
Total Engineering I		-	$545,000	$0	$0	$0	$0	$0	$5,520,000	$6,065,000
Engineering II	IL Funds	-	$1,764,052	$200,000	$0	$0	$0	$0	$11,960,000	$13,924,052
Engineering II	NHPP	-	$7,056,206	$800,000	$0	$0	$0	$0	$0	$7,856,206
Total Engineering II		-	$8,820,258	$1,000,000	$0	$0	$0	$0	$11,960,000	$21,780,258
Right of Way	IL Funds	-	$6,765,000	$0	$0	$0	$0	$0	$2,000,000	$8,765,000
Right of Way	NHPP	-	$22,154,000	$0	$0	$0	$0	$0	$8,000,000	$30,154,000
Total Right of Way		-	$28,919,000	$0	$0	$0	$0	$0	$10,000,000	$38,919,000
Construction	IL Funds	-	$0	$0	$0	$19,999,000	$22,600,000	$0	$18,400,000	$60,999,000
Construction	Local Funds	-	$0	$0	$0	$382,000	$0	$0	$0	$382,000
Construction	NHPP	-	$0	$0	$0	$62,592,000	$54,400,000	$0	$73,600,000	$190,592,000
Total Construction		-	$0	$0	$0	$82,973,000	$77,000,000	$0	$92,000,000	$251,973,000
Construction Engineering	IL Funds	-	$0	$0	$0	$1,600,000	$1,600,000	$0	$2,760,000	$5,960,000
Construction Engineering	NHPP	-	$0	$0	$0	$6,400,000	$6,400,000	$0	$11,040,000	$23,840,000
Total Construction Engineering		-	$0	$0	$0	$8,000,000	$8,000,000	$0	$13,800,000	$29,800,000
Total Prior Costs		-	$38,284,258	$0	$0	$0	$0	$0	$0	$38,284,258
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$133,280,000	$133,280,000
Total Programmed		-	$38,284,258	$1,000,000	$0	$90,973,000	$85,000,000	$0	$133,280,000	$348,537,258

Previously Approved Amendment 10-07-0001 - IL 60/IL 83 from IL 176 to Townline Rd (IL 60) - RSP 10

Intersection Improvement, Capacity Expansion, Railroad Grade Separation

TIP Document:	26-04 (Formal)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.ilrte6083study.com/index.html
County:	Lake

Municipality:	Mundelein
Major CMAP Programs:	-

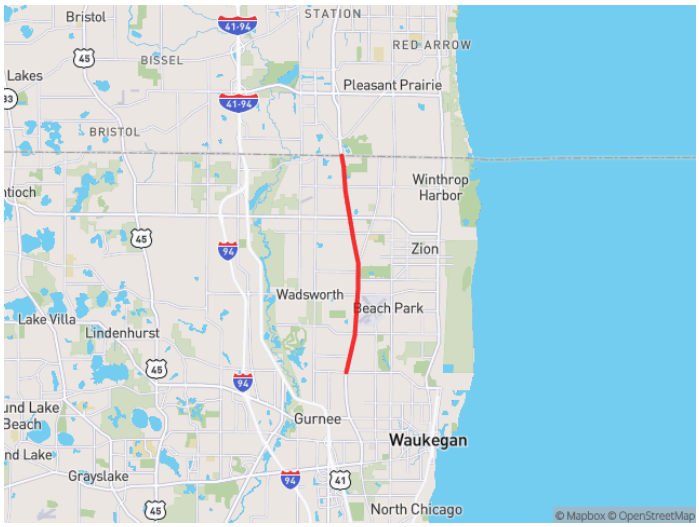
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$545,000	$0	$0	$0	$0	$0	$5,520,000	$6,065,000
Total Engineering I		-	$545,000	$0	$0	$0	$0	$0	$5,520,000	$6,065,000
Engineering II	IL Funds	-	$1,742,052	$22,000	$200,000	$0	$0	$0	$11,960,000	$13,924,052
Engineering II	NHPP	-	$6,968,206	$88,000	$800,000	$0	$0	$0	$0	$7,856,206
Total Engineering II		-	$8,710,258	$110,000	$1,000,000	$0	$0	$0	$11,960,000	$21,780,258
Right of Way	IL Funds	-	$4,126,000	$2,639,000	$0	$0	$0	$0	$2,000,000	$8,765,000
Right of Way	NHPP	-	$11,600,000	$10,554,000	$0	$0	$0	$0	$8,000,000	$30,154,000
Total Right of Way		-	$15,726,000	$13,193,000	$0	$0	$0	$0	$10,000,000	$38,919,000
Construction	IL Funds	-	$0	$0	$0	$0	$19,999,000	$22,600,000	$18,400,000	$60,999,000
Construction	Local Funds	-	$0	$0	$0	$0	$382,000	$0	$0	$382,000
Construction	NHPP	-	$0	$0	$0	$0	$62,592,000	$54,400,000	$73,600,000	$190,592,000
Total Construction		-	$0	$0	$0	$0	$82,973,000	$77,000,000	$92,000,000	$251,973,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$1,600,000	$1,600,000	$2,760,000	$5,960,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$6,400,000	$6,400,000	$11,040,000	$23,840,000
Total Construction Engineering		-	$0	$0	$0	$0	$8,000,000	$8,000,000	$13,800,000	$29,800,000
Total Prior Costs		-	$24,981,258	$0	$0	$0	$0	$0	$0	$24,981,258
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$133,280,000	$133,280,000
Total Programmed		-	$24,981,258	$13,303,000	$1,000,000	$0	$90,973,000	$85,000,000	$133,280,000	$348,537,258

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "IL 60/IL 83 from IL 176 to Townline Rd (IL 60) - RSP 10" to "IL 60/IL 83 from IL 176 to Townline Rd (IL 60) - RCP 13115"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "Need a construction schedule and to segment/section the various construction parts. (RP, 4/16/24). RCP constraint is $298,470,000 which is the cost prior to the cost change on 26-04 (RP, 02-18-26) " to "Need a construction schedule and to segment/section the various construction parts. (RP, 4/16/24). RCP constraint is $298,470,000 which is the cost prior to the cost change on 26-04 (RP, 02-18-26); RSP 10 "
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"

10-09-0024 - IL 131 Green Bay Road from Russell Road to Sunset Avenue - RCP 13167

Adding Capacity, Miscellaneous = Relocation of Kenosha Rd

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	TBD
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Lake
Municipality:	Beach Park, Waukegan, Zion
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$4,031,000	$0	$0	$0	$0	$0	$0	$4,031,000
Total Engineering I		-	$4,031,000	$0	$0	$0	$0	$0	$0	$4,031,000
Engineering II	IL Funds	UNCONSTRAINED RCP, CONSTRAINED RCP	$4,801,000	$0	$0	$0	$0	$0	$11,570,000	$16,371,000
Total Engineering II		-	$4,801,000	$0	$0	$0	$0	$0	$11,570,000	$16,371,000
Right of Way	Hwy Safety Improve Pgm	-	$45,000	$0	$0	$0	$0	$0	$0	$45,000
Right of Way	IL Funds	CONSTRAINED RCP, UNCONSTRAINED RCP	$1,852,000	$0	$1,400,000	$1,400,000	$0	$0	$3,635,000	$8,287,000
Right of Way	Local Funds	-	$200,000	$0	$0	$0	$0	$0	$0	$200,000
Right of Way	STP - State Prgmd Urban	UNCONSTRAINED RCP, CONSTRAINED RCP	$7,387,000	$0	$5,600,000	$5,600,000	$0	$0	$14,538,000	$33,125,000
Total Right of Way		-	$9,484,000	$0	$7,000,000	$7,000,000	$0	$0	$18,173,000	$41,657,000
Construction	Hwy Safety Improve Pgm	-	$2,689,440	$0	$0	$0	$0	$0	$0	$2,689,440
Construction	IL Funds	UNCONSTRAINED RCP, CONSTRAINED RCP	$0	$0	$0	$0	$0	$0	$46,016,000	$46,016,000
Construction	Local Funds	-	$1,524,000	$0	$0	$0	$0	$0	$0	$1,524,000
Construction	NHPP	UNCONSTRAINED RCP	$0	$0	$0	$0	$0	$0	$51,648,000	$51,648,000
Construction	STP - State Prgmd Urban	UNCONSTRAINED RCP, CONSTRAINED RCP	$0	$0	$0	$0	$0	$0	$72,416,000	$72,416,000
Total Construction		-	$4,213,440	$0	$0	$0	$0	$0	$170,080,000	$174,293,440
Construction Engineering	IL Funds	CONSTRAINED RCP, UNCONSTRAINED RCP	$0	$0	$0	$0	$0	$0	$4,217,000	$4,217,000
Construction Engineering	STP - State Prgmd Urban	UNCONSTRAINED RCP, CONSTRAINED RCP	$0	$0	$0	$0	$0	$0	$16,868,000	$16,868,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$21,085,000	$21,085,000
Total Prior Costs		-	$22,529,440	$0	$0	$0	$0	$0	$0	$22,529,440
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$220,908,000	$220,908,000
Total Programmed		-	$22,529,440	$0	$7,000,000	$7,000,000	$0	$0	$220,908,000	$257,437,440

Previously Approved Amendment 10-09-0024 - IL 131 Green Bay Road from Russell Road to Sunset Avenue - RSP 14

Adding Capacity, Miscellaneous = Relocation of Kenosha Rd

TIP Document:	26-05.1 (Admin FHWA)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Lake
Municipality:	Beach Park, Waukegan, Zion
Major CMAP Programs:	-

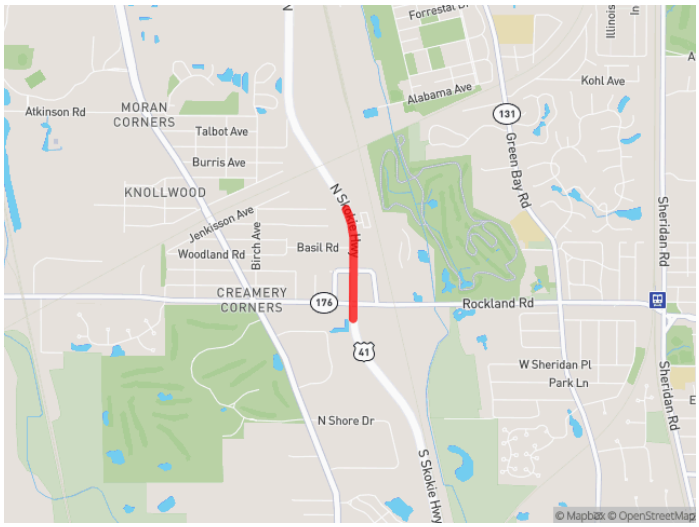
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$4,031,000	$0	$0	$0	$0	$0	$0	$4,031,000
Total Engineering I		-	$4,031,000	$0	$0	$0	$0	$0	$0	$4,031,000
Engineering II	IL Funds	-	$4,400,000	$401,000	$0	$0	$0	$0	$11,570,000	$16,371,000
Total Engineering II		-	$4,400,000	$401,000	$0	$0	$0	$0	$11,570,000	$16,371,000
Right of Way	Hwy Safety Improve Pgm	-	$45,000	$0	$0	$0	$0	$0	$0	$45,000
Right of Way	IL Funds	-	$19,000	$1,833,000	$0	$1,400,000	$1,400,000	$0	$3,635,000	$8,287,000
Right of Way	Local Funds	-	$200,000	$0	$0	$0	$0	$0	$0	$200,000
Right of Way	STP - State Prgmd Urban	-	$53,000	$7,334,000	$0	$5,600,000	$5,600,000	$0	$14,538,000	$33,125,000
Total Right of Way		-	$317,000	$9,167,000	$0	$7,000,000	$7,000,000	$0	$18,173,000	$41,657,000
Construction	Hwy Safety Improve Pgm	-	$2,689,440	$0	$0	$0	$0	$0	$0	$2,689,440
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$46,016,000	$46,016,000
Construction	Local Funds	-	$1,524,000	$0	$0	$0	$0	$0	$0	$1,524,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$51,648,000	$51,648,000
Construction	STP - State Prgmd Urban	-	$0	$0	$0	$0	$0	$0	$72,416,000	$72,416,000
Total Construction		-	$4,213,440	$0	$0	$0	$0	$0	$170,080,000	$174,293,440
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$4,217,000	$4,217,000
Construction Engineering	STP - State Prgmd Urban	-	$0	$0	$0	$0	$0	$0	$16,868,000	$16,868,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$21,085,000	$21,085,000
Total Prior Costs		-	$12,961,440	$0	$0	$0	$0	$0	$0	$12,961,440
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$220,908,000	$220,908,000
Total Programmed		-	$12,961,440	$9,568,000	$0	$7,000,000	$7,000,000	$0	$220,908,000	$257,437,440

Current Change Reason:	Schedule / Funding / Scope- Update Update Open to Traffic year - Update model information - Clarification of location with no physical change - Add or update project IDs
Project Changes:	Title changed from "IL 131 Green Bay Road from Russell Road to Sunset Avenue - RSP 14" to "IL 131 Green Bay Road from Russell Road to Sunset Avenue - RCP 13167"
Project Changes:	Plan Revision Name changed from "26-05.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "None" to "Was RS 14. IL 131 from Sunset to Wadsworth is fiscal constrained in 2026 RTP from Wadsworth Rd to Russell Rd is unconstrained. EI was approved, entire project will be conformed with constrained portion in 2030 and unconstrained portion in 2050."

10-09-0037 - US 41 Skokie Hwy from Quassey Avenue to 0.5 Miles S of IL 176 - RCP 13132

Interchange Reconstruction, DRAINAGE-PUMP STATION #37, ADD AUXILIARY LANES (US 41), ADD LANES (ILL 176), Storm Sewer (New), Grading

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	TBD
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Lake
Municipality:	Lake Bluff
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	HPP SAFETEA-LU - historical fund *	Interchange Reconstruction/Add Lanes	$600,000	$0	$0	$0	$0	$0	$0	$600,000
Engineering I	IL Funds	Interchange Reconstruction/Add Lanes	$100,000	$0	$0	$0	$0	$0	$0	$100,000
Engineering I	Local Fund Match - historical fund *	Interchange Reconstruction/Add Lanes	$68,000	$0	$0	$0	$0	$0	$0	$68,000
Engineering I	Sec 117 Earmark - historical fund *	Interchange Reconstruction/Add Lanes	$996,000	$0	$0	$0	$0	$0	$0	$996,000
Total Engineering I		-	$1,764,000	$0	$0	$0	$0	$0	$0	$1,764,000
Engineering II	IL Funds	Pump Station/Storm Sewer (New), Interchange Reconstruction/Add Lanes	$1,906,000	$0	$0	$0	$0	$0	$0	$1,906,000
Engineering II	STP - State Prgmd Urban	Interchange Reconstruction/Add Lanes	$3,200,859	$0	$0	$0	$0	$0	$0	$3,200,859
Total Engineering II		-	$5,106,859	$0	$0	$0	$0	$0	$0	$5,106,859
Right of Way	IL Funds	Interchange Reconstruction/Add Lanes, Pump Station/Storm Sewer (New), Drainage/Storm Sewer New/Grading	$4,385,000	$552,000	$0	$0	$0	$0	$0	$4,937,000
Right of Way	NHPP	Interchange Reconstruction/Add Lanes	$12,048,200	$883,000	$0	$0	$0	$0	$0	$12,931,200
Right of Way	STP - State Prgmd Urban	Interchange Reconstruction/Add Lanes	$11,669,200	$1,324,000	$0	$0	$0	$0	$0	$12,993,200
Total Right of Way		-	$28,102,400	$2,759,000	$0	$0	$0	$0	$0	$30,861,400
Construction	Bridge - State Prgmd	Interchange Reconstruction/Add Lanes	$0	$0	$0	$0	$3,060,000	$0	$0	$3,060,000
Construction	IL Funds	Drainage/Storm Sewer New/Grading, Interchange Reconstruction/Add Lanes, Pump Station/Storm Sewer (New)	$2,773,000	$0	$0	$0	$15,708,000	$0	$0	$18,481,000
Construction	Local Funds	Interchange Reconstruction/Add Lanes	$0	$0	$0	$0	$61,000	$0	$0	$61,000
Construction	NHPP	Pump Station/Storm Sewer (New), Interchange Reconstruction/Add Lanes, Drainage/Storm Sewer New/Grading	$15,954,908	$0	$0	$0	$23,909,000	$0	$0	$39,863,908
Construction	STP - State Prgmd Urban	Interchange Reconstruction/Add Lanes	$0	$0	$0	$0	$35,862,000	$0	$0	$35,862,000
Total Construction		-	$18,727,908	$0	$0	$0	$78,600,000	$0	$0	$97,327,908
Construction Engineering	IL Funds	Interchange Reconstruction/Add Lanes, Pump Station/Storm Sewer (New)	$220,000	$0	$0	$0	$500,000	$0	$500,000	$1,220,000
Construction Engineering	NHPP	Pump Station/Storm Sewer (New)	$1,239,190	$0	$0	$0	$0	$0	$0	$1,239,190
Construction	STP - State Prgmd	Interchange Reconstruction/Add Lanes	$0	$0	$0	$0	$2,000,000	$0	$2,000,000	$4,000,000

Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering	Urban									
Total Construction Engineering		-	$1,459,190	$0	$0	$0	$2,500,000	$0	$2,500,000	$6,459,190
Total Prior Costs		-	$55,160,357	$0	$0	$0	$0	$0	$0	$55,160,357
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$2,500,000	$2,500,000
Total Programmed		-	$55,160,357	$2,759,000	$0	$0	$81,100,000	$0	$2,500,000	$141,519,357

Previously Approved Amendment 10-09-0037 - US 41 Skokie Hwy from Quassey Avenue to 0.5 Miles S of IL 176

Interchange Reconstruction, DRAINAGE-PUMP STATION #37, ADD AUXILIARY LANES (US 41), ADD LANES (ILL 176), Storm Sewer (New), Grading

TIP Document:	26-05.1 (Admin FHWA)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Lake
Municipality:	Lake Bluff
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	HPP SAFETEA-LU - historical fund *	Interchange Reconstruction/Add Lanes	$600,000	$0	$0	$0	$0	$0	$0	$600,000
Engineering I	IL Funds	Interchange Reconstruction/Add Lanes	$100,000	$0	$0	$0	$0	$0	$0	$100,000
Engineering I	Local Fund Match - historical fund *	Interchange Reconstruction/Add Lanes	$68,000	$0	$0	$0	$0	$0	$0	$68,000
Engineering I	Sec 117 Earmark - historical fund *	Interchange Reconstruction/Add Lanes	$996,000	$0	$0	$0	$0	$0	$0	$996,000
Total Engineering I		-	$1,764,000	$0	$0	$0	$0	$0	$0	$1,764,000
Engineering II	IL Funds	Pump Station/Storm Sewer (New), Interchange Reconstruction/Add Lanes	$1,695,000	$211,000	$0	$0	$0	$0	$0	$1,906,000
Engineering II	STP - State Prgmd Urban	Interchange Reconstruction/Add Lanes	$2,352,859	$848,000	$0	$0	$0	$0	$0	$3,200,859
Total Engineering II		-	$4,047,859	$1,059,000	$0	$0	$0	$0	$0	$5,106,859
Right of Way	IL Funds	Drainage/Storm Sewer New/Grading, Interchange Reconstruction/Add Lanes, Pump Station/Storm Sewer (New)	$952,000	$3,433,000	$552,000	$0	$0	$0	$0	$4,937,000
Right of Way	NHPP	Interchange Reconstruction/Add Lanes	$8,411,200	$3,637,000	$883,000	$0	$0	$0	$0	$12,931,200
Right of Way	STP - State Prgmd Urban	Interchange Reconstruction/Add Lanes	$4,218,200	$7,451,000	$1,324,000	$0	$0	$0	$0	$12,993,200
Total Right of Way		-	$13,581,400	$14,521,000	$2,759,000	$0	$0	$0	$0	$30,861,400
Construction	Bridge - State Prgmd	Interchange Reconstruction/Add Lanes	$0	$0	$0	$0	$0	$3,060,000	$0	$3,060,000
Construction	IL Funds	Interchange Reconstruction/Add Lanes, Drainage/Storm Sewer New/Grading, Pump Station/Storm Sewer (New)	$1,882,000	$891,000	$0	$0	$0	$15,708,000	$0	$18,481,000
Construction	Local Funds	Interchange Reconstruction/Add Lanes	$0	$0	$0	$0	$0	$61,000	$0	$61,000
Construction	NHPP	Interchange Reconstruction/Add Lanes, Pump Station/Storm Sewer (New), Drainage/Storm Sewer New/Grading	$12,391,908	$3,563,000	$0	$0	$0	$23,909,000	$0	$39,863,908
Construction	STP - State Prgmd Urban	Interchange Reconstruction/Add Lanes	$0	$0	$0	$0	$0	$35,862,000	$0	$35,862,000
Total Construction		-	$14,273,908	$4,454,000	$0	$0	$0	$78,600,000	$0	$97,327,908
Construction	IL Funds	Pump Station/Storm Sewer (New), Interchange	$220,000	$0	$0	$0	$0	$500,000	$500,000	$1,220,000

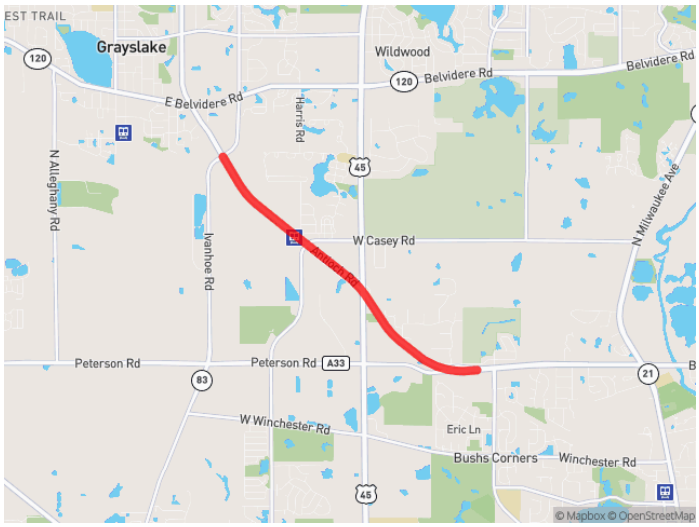
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering		Reconstruction/Add Lanes								
Construction Engineering	NHPP	Pump Station/Storm Sewer (New)	$1,239,190	$0	$0	$0	$0	$0	$0	$1,239,190
Construction Engineering	STP - State Prgmd Urban	Interchange Reconstruction/Add Lanes	$0	$0	$0	$0	$0	$2,000,000	$2,000,000	$4,000,000
Total Construction Engineering		-	$1,459,190	$0	$0	$0	$0	$2,500,000	$2,500,000	$6,459,190
Total Prior Costs		-	$35,126,357	$0	$0	$0	$0	$0	$0	$35,126,357
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$2,500,000	$2,500,000
Total Programmed		-	$35,126,357	$20,034,000	$2,759,000	$0	$0	$81,100,000	$2,500,000	$141,519,357

Current Change Reason:	Schedule / Funding / Scope- Update Add or update project IDs - Update Open to Traffic year - Update model information
Project Changes:	Title changed from "US 41 Skokie Hwy from Quassey Avenue to 0.5 Miles S of IL 176" to "US 41 Skokie Hwy from Quassey Avenue to 0.5 Miles S of IL 176 - RCP 13132"
Project Changes:	Plan Revision Name changed from "26-05.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

10-09-0148 - IL 137 Buckley Rd from IL 83 to Petersen Rd - RCP 13133

Capacity added

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	TBD
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il83-137-study
County:	Lake
Municipality:	Grayslake, Libertyville
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$2,028,000	$0	$0	$0	$0	$0	$0	$2,028,000
Total Engineering I		-	$2,028,000	$0	$0	$0	$0	$0	$0	$2,028,000
Engineering II	IL Funds	-	$0	$0	$0	$0	$6,000,000	$0	$5,000,000	$11,000,000
Total Engineering II		-	$0	$0	$0	$0	$6,000,000	$0	$5,000,000	$11,000,000
Right of Way	IL Funds	-	$0	$0	$0	$0	$0	$0	$3,500,000	$3,500,000
Total Right of Way		-	$0	$0	$0	$0	$0	$0	$3,500,000	$3,500,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$9,054,000	$9,054,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$300,000	$300,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$8,280,000	$8,280,000
Construction	STP - State Prgmd Urban	-	$0	$0	$0	$0	$0	$0	$27,936,000	$27,936,000
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$7,037,000	$7,037,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$52,607,000	$52,607,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$1,373,000	$1,373,000
Construction Engineering	STP - State Prgmd Urban	-	$0	$0	$0	$0	$0	$0	$5,492,000	$5,492,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$6,865,000	$6,865,000
Total Prior Costs		-	$2,028,000	$0	$0	$0	$0	$0	$0	$2,028,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$67,972,000	$67,972,000
Total Programmed		-	$2,028,000	$0	$0	$0	$6,000,000	$0	$67,972,000	$76,000,000

Previously Approved Amendment 10-09-0148 - IL 137 Buckley Rd from IL 83 to Petersen Rd

Capacity added

TIP Document:	26-04 (Formal)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il83-137-study
County:	Lake

Municipality:	Grayslake, Libertyville
Major CMAP Programs:	-

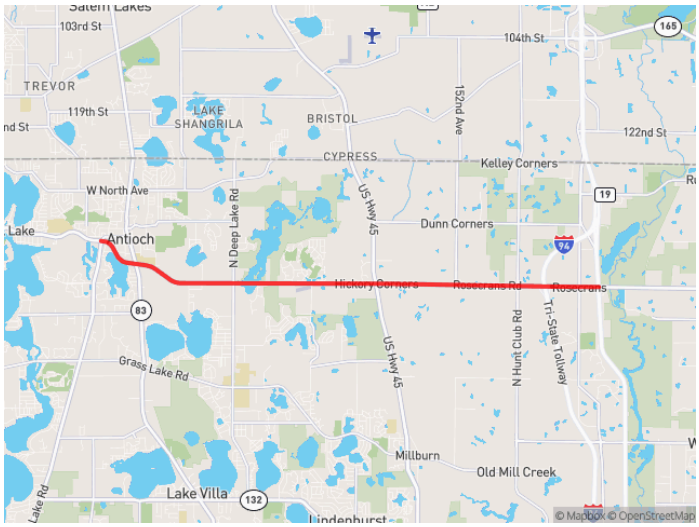
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$1,868,000	$160,000	$0	$0	$0	$0	$0	$2,028,000
Total Engineering I		-	$1,868,000	$160,000	$0	$0	$0	$0	$0	$2,028,000
Engineering II	IL Funds	-	$0	$0	$0	$0	$0	$6,000,000	$5,000,000	$11,000,000
Total Engineering II		-	$0	$0	$0	$0	$0	$6,000,000	$5,000,000	$11,000,000
Right of Way	IL Funds	-	$0	$0	$0	$0	$0	$0	$3,500,000	$3,500,000
Total Right of Way		-	$0	$0	$0	$0	$0	$0	$3,500,000	$3,500,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$9,054,000	$9,054,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$300,000	$300,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$8,280,000	$8,280,000
Construction	STP - State Prgmd Urban	-	$0	$0	$0	$0	$0	$0	$27,936,000	$27,936,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$45,570,000	$45,570,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$1,373,000	$1,373,000
Construction Engineering	STP - State Prgmd Urban	-	$0	$0	$0	$0	$0	$0	$5,492,000	$5,492,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$6,865,000	$6,865,000
Total Prior Costs		-	$1,868,000	$0	$0	$0	$0	$0	$0	$1,868,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$60,935,000	$60,935,000
Total Programmed		-	$1,868,000	$160,000	$0	$0	$0	$6,000,000	$60,935,000	$68,963,000

Current Change Reason:	Schedule / Funding / Scope- Update Other cost change described below - Update model information
Project Changes:	Title changed from "IL 137 Buckley Rd from IL 83 to Petersen Rd" to "IL 137 Buckley Rd from IL 83 to Petersen Rd - RCP 13133"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

10-09-0149 - IL 173 Rosecrans Rd from IL 59 to US 41 (Skokie Hwy) - RCP 13116a

Adding capacity, Bike/Ped accommodations and improving safety

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	TBD
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il173
County:	Lake
Municipality:	Antioch
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	CONSTRAINED RCP	$5,655,000	$0	$0	$0	$0	$0	$0	$5,655,000
Total Engineering I		-	$5,655,000	$0	$0	$0	$0	$0	$0	$5,655,000
Engineering II	IL Funds	CONSTRAINED RCP	$0	$0	$0	$0	$2,500,000	$0	$23,750,000	$26,250,000
Total Engineering II		-	$0	$0	$0	$0	$2,500,000	$0	$23,750,000	$26,250,000
Right of Way	IL Funds	CONSTRAINED RCP	$0	$0	$0	$1,000,000	$0	$0	$16,000,000	$17,000,000
Total Right of Way		-	$0	$0	$0	$1,000,000	$0	$0	$16,000,000	$17,000,000
Construction	IL Funds	CONSTRAINED RCP, UNCONSTRAINED RCO	$0	$0	$0	$0	$0	$0	$37,280,000	$37,280,000
Construction	Local Funds	CONSTRAINED RCP, UNCONSTRAINED RCO	$0	$0	$0	$0	$0	$0	$600,000	$600,000
Construction	NHPP	CONSTRAINED RCP, UNCONSTRAINED RCO	$0	$0	$0	$0	$0	$0	$149,120,000	$149,120,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$187,000,000	$187,000,000
Construction Engineering	IL Funds	UNCONSTRAINED RCO	$0	$0	$0	$0	$0	$0	$5,600,000	$5,600,000
Construction Engineering	NHPP	UNCONSTRAINED RCO	$0	$0	$0	$0	$0	$0	$22,400,000	$22,400,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$28,000,000	$28,000,000
-	IL Funds	-	$0	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		-	$5,655,000	$0	$0	$0	$0	$0	$0	$5,655,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$254,750,000	$254,750,000
Total Programmed		-	$5,655,000	$0	$0	$1,000,000	$2,500,000	$0	$254,750,000	$263,905,000

Previously Approved Amendment 10-09-0149 - IL 173 Rosecrans Rd from IL 59 to US 41 (Skokie Hwy) - RSP 15

Capacity added

TIP Document:	26-04 (Formal)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il173
County:	Lake
Municipality:	Antioch

Major CMAP Programs:	-

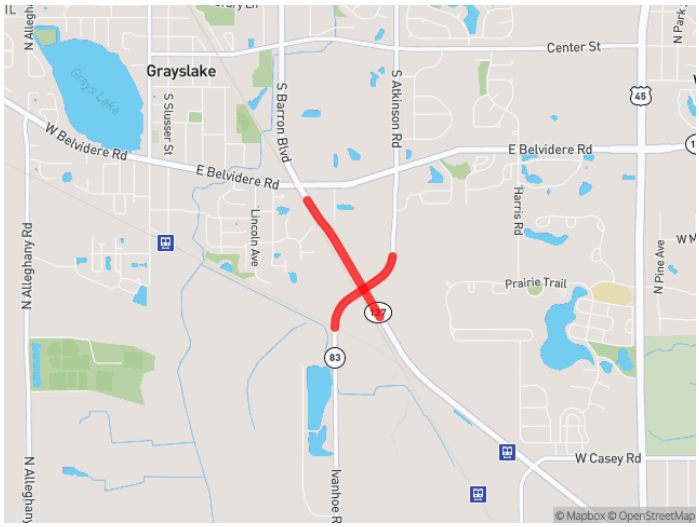
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$5,611,000	$44,000	$0	$0	$0	$0	$0	$5,655,000
Total Engineering I		-	$5,611,000	$44,000	$0	$0	$0	$0	$0	$5,655,000
Engineering II	IL Funds	-	$0	$0	$0	$0	$0	$2,500,000	$23,750,000	$26,250,000
Total Engineering II		-	$0	$0	$0	$0	$0	$2,500,000	$23,750,000	$26,250,000
Right of Way	IL Funds	-	$0	$0	$0	$0	$1,000,000	$0	$16,000,000	$17,000,000
Total Right of Way		-	$0	$0	$0	$0	$1,000,000	$0	$16,000,000	$17,000,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$37,280,000	$37,280,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$600,000	$600,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$149,120,000	$149,120,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$187,000,000	$187,000,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$5,600,000	$5,600,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$22,400,000	$22,400,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$28,000,000	$28,000,000
-	IL Funds	-	$0	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		-	$5,611,000	$0	$0	$0	$0	$0	$0	$5,611,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$254,750,000	$254,750,000
Total Programmed		-	$5,611,000	$44,000	$0	$0	$1,000,000	$2,500,000	$254,750,000	$263,905,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Work type(s) added
Project Changes:	Title changed from "IL 173 Rosecrans Rd from IL 59 to US 41 (Skokie Hwy) - RSP 15" to "IL 173 Rosecrans Rd from IL 59 to US 41 (Skokie Hwy) - RCP 13116a"
Project Changes:	Description changed from "Capacity added" to "Adding capacity, Bike/Ped accommodations and improving safety"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "Regional Capital Project (2026 RTP)"
Project Changes:	Work Type changed from "[H-AL] Highway/Road - Add Lanes" to "[A-MED] Safety - Median Projects, [E-SharedNew] New Shared Use Path, [H-AL] Highway/Road - Add Lanes, [H-ALIGN] Highway/Road - Vertical/Horizontal Alignment (e.g. Clearance), [H-INTIMP] Highway/Road - Intersection Improvement"
Project Changes:	Internal Notes changed from "None" to "EI, EII, ROW for the entire project limits and C/CE from I-94 to US 41 constrained RCP. C/CE from IL 59 to I-94 is unconstrained"

10-17-0027 - IL 83 (Barron Blvd.), IL 120 (Belvidere Rd.) to IL 137 & At Atkinson Rd. - RCP 14136

Intersection Reconstruction, Reconstruction, New Road, ADA

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2035
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Lake
Municipality:	Grayslake
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering II	IL Funds	-	$4,701,000	$0	$0	$0	$0	$0	$3,800,000	$8,501,000
Total Engineering II		-	$4,701,000	$0	$0	$0	$0	$0	$3,800,000	$8,501,000
Right of Way	IL Funds	-	$21,201,000	$0	$0	$0	$0	$0	$2,400,000	$23,601,000
Right of Way	NHPP	-	$0	$0	$0	$0	$0	$0	$9,600,000	$9,600,000
Total Right of Way		-	$21,201,000	$0	$0	$0	$0	$0	$12,000,000	$33,201,000
Construction	IL Funds	-	$4,600,000	$0	$0	$0	$0	$0	$7,600,000	$12,200,000
Construction	Local Funds	-	$40,000	$0	$0	$0	$0	$0	$0	$40,000
Construction	NHPP	-	$7,525,038	$0	$0	$0	$0	$0	$30,400,000	$37,925,038
Construction	STP - State Prgmd Urban	-	$3,785,349	$0	$0	$0	$0	$0	$0	$3,785,349
Total Construction		-	$15,950,387	$0	$0	$0	$0	$0	$38,000,000	$53,950,387
Construction Engineering	IL Funds	-	$300,000	$0	$0	$0	$0	$0	$1,000,000	$1,300,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$4,000,000	$4,000,000
Construction Engineering	STP - State Prgmd Urban	-	$1,590,982	$0	$0	$0	$0	$0	$0	$1,590,982
Total Construction Engineering		-	$1,890,982	$0	$0	$0	$0	$0	$5,000,000	$6,890,982
Total Prior Costs		-	$43,743,369	$0	$0	$0	$0	$0	$0	$43,743,369
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$58,800,000	$58,800,000
Total Programmed		-	$43,743,369	$0	$0	$0	$0	$0	$58,800,000	$102,543,369

Previously Approved Amendment 10-17-0027 - IL 83 (Barron Blvd.), IL 120 (Belvidere Rd.) to IL 137 & At Atkinson Rd.

Intersection Reconstruction, Reconstruction, New Road, ADA

TIP Document:	26-00 (Adoption)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Lake
Municipality:	Grayslake

Major CMAP Programs:	-

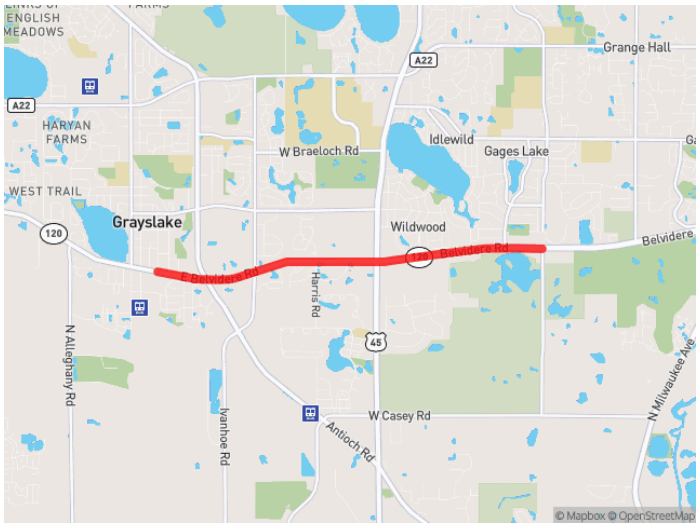
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	IL Funds	-	$4,701,000	$0	$0	$0	$0	$0	$3,800,000	$8,501,000
Total Engineering II		-	$4,701,000	$0	$0	$0	$0	$0	$3,800,000	$8,501,000
Right of Way	IL Funds	-	$21,201,000	$0	$0	$0	$0	$0	$2,400,000	$23,601,000
Right of Way	NHPP	-	$0	$0	$0	$0	$0	$0	$9,600,000	$9,600,000
Total Right of Way		-	$21,201,000	$0	$0	$0	$0	$0	$12,000,000	$33,201,000
Construction	IL Funds	-	$4,600,000	$0	$0	$0	$0	$0	$7,600,000	$12,200,000
Construction	Local Funds	-	$40,000	$0	$0	$0	$0	$0	$0	$40,000
Construction	NHPP	-	$7,525,038	$0	$0	$0	$0	$0	$30,400,000	$37,925,038
Construction	STP - State Prgmd Urban	-	$3,785,349	$0	$0	$0	$0	$0	$0	$3,785,349
Total Construction		-	$15,950,387	$0	$0	$0	$0	$0	$38,000,000	$53,950,387
Construction Engineering	IL Funds	-	$300,000	$0	$0	$0	$0	$0	$1,000,000	$1,300,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$4,000,000	$4,000,000
Construction Engineering	STP - State Prgmd Urban	-	$1,590,982	$0	$0	$0	$0	$0	$0	$1,590,982
Total Construction Engineering		-	$1,890,982	$0	$0	$0	$0	$0	$5,000,000	$6,890,982
Total Prior Costs		-	$43,743,369	$0	$0	$0	$0	$0	$0	$43,743,369
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$58,800,000	$58,800,000
Total Programmed		-	$43,743,369	$0	$0	$0	$0	$0	$58,800,000	$102,543,369

Current Change Reason:	Schedule / Funding / Scope- Update Add or update project IDs - Update model information
Project Changes:	Title changed from "IL 83 (Barron Blvd.), IL 120 (Belvidere Rd.) to IL 137 & At Atkinson Rd." to "IL 83 (Barron Blvd.), IL 120 (Belvidere Rd.) to IL 137 & At Atkinson Rd. - RCP 14136"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

10-20-0004 - Ill 120 Belvidere Rd - Ashford Ln to US 45 - RCP 13134

Additional Lanes, Reconstruction

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2033
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Lake
Municipality:	Grayslake
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$2,301,000	$0	$0	$0	$0	$0	$0	$2,301,000
Engineering I	NHPP	-	$1,703,000	$0	$0	$0	$0	$0	$0	$1,703,000
Total Engineering I		-	$4,004,000	$0	$0	$0	$0	$0	$0	$4,004,000
Engineering II	IL Funds	-	$2,235,000	$0	$0	$0	$0	$0	$0	$2,235,000
Total Engineering II		-	$2,235,000	$0	$0	$0	$0	$0	$0	$2,235,000
Right of Way	IL Funds	-	$750,000	$0	$0	$0	$0	$0	$0	$750,000
Total Right of Way		-	$750,000	$0	$0	$0	$0	$0	$0	$750,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$4,470,000	$4,470,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$17,880,000	$17,880,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$22,350,000	$22,350,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$580,000	$580,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$2,320,000	$2,320,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$2,900,000	$2,900,000
Total Prior Costs		-	$6,989,000	$0	$0	$0	$0	$0	$0	$6,989,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$25,250,000	$25,250,000
Total Programmed		-	$6,989,000	$0	$0	$0	$0	$0	$25,250,000	$32,239,000

Previously Approved Amendment 10-20-0004 - Ill 120 Belvidere Rd - Ashford Ln to US 45

Additional Lanes, Reconstruction

TIP Document:	26-04 (Formal)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Lake
Municipality:	Grayslake
Major CMAP Programs:	-

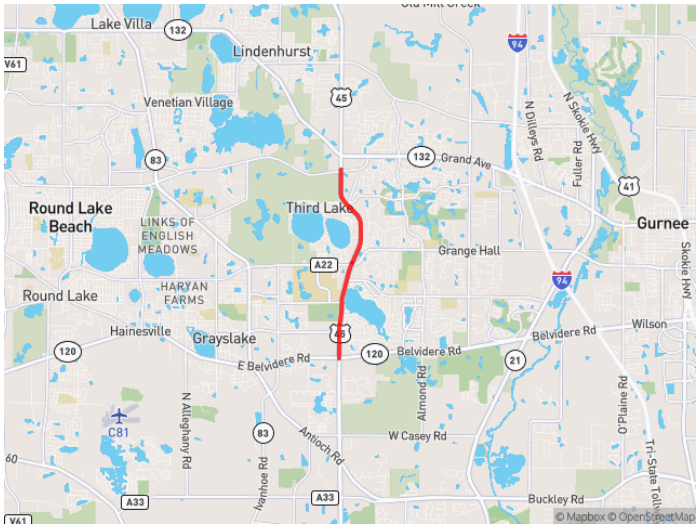
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$2,301,000	$0	$0	$0	$0	$0	$0	$2,301,000
Engineering I	NHPP	-	$1,703,000	$0	$0	$0	$0	$0	$0	$1,703,000
Total Engineering I		-	$4,004,000	$0	$0	$0	$0	$0	$0	$4,004,000
Engineering II	IL Funds	-	$0	$2,235,000	$0	$0	$0	$0	$0	$2,235,000
Total Engineering II		-	$0	$2,235,000	$0	$0	$0	$0	$0	$2,235,000
Right of Way	IL Funds	-	$0	$750,000	$0	$0	$0	$0	$0	$750,000
Total Right of Way		-	$0	$750,000	$0	$0	$0	$0	$0	$750,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$4,470,000	$4,470,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$17,880,000	$17,880,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$22,350,000	$22,350,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$580,000	$580,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$2,320,000	$2,320,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$2,900,000	$2,900,000
Total Prior Costs		-	$4,004,000	$0	$0	$0	$0	$0	$0	$4,004,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$25,250,000	$25,250,000
Total Programmed		-	$4,004,000	$2,985,000	$0	$0	$0	$0	$25,250,000	$32,239,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "Ill 120 Belvidere Rd - Ashford Ln to US 45" to "Ill 120 Belvidere Rd - Ashford Ln to US 45 - RCP 13134"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

10-94-0007 - US 45 Lake Ave from Rollins Rd to Washington St and US 45 from Washington St to N of IL 120 - RCP 13135

Added capacity

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	TBD
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Lake
Municipality:	Grayslake, Gurnee, Third Lake
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering II	IL Funds	-	$3,239,000	$0	$0	$0	$0	$0	$100,000	$3,339,000
Total Engineering II		-	$3,239,000	$0	$0	$0	$0	$0	$100,000	$3,339,000
Right of Way	IL Funds	-	$320,000	$280,000	$0	$0	$0	$0	$0	$600,000
Right of Way	NHPP	-	$1,280,000	$1,120,000	$0	$0	$0	$0	$0	$2,400,000
Total Right of Way		-	$1,600,000	$1,400,000	$0	$0	$0	$0	$0	$3,000,000
Construction	IL Funds	-	$200,000	$0	$0	$0	$0	$0	$5,980,000	$6,180,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$100,000	$100,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$23,920,000	$23,920,000
Total Construction		-	$200,000	$0	$0	$0	$0	$0	$30,000,000	$30,200,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$600,000	$600,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$2,400,000	$2,400,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$3,000,000	$3,000,000
Total Prior Costs		-	$5,039,000	$0	$0	$0	$0	$0	$0	$5,039,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$33,100,000	$33,100,000
Total Programmed		-	$5,039,000	$1,400,000	$0	$0	$0	$0	$33,100,000	$39,539,000

Previously Approved Amendment 10-94-0007 - US 45 Lake Ave from Rollins Rd to Washington St and US 45 from Washington St to N of IL 120

Added capacity

TIP Document:	26-04.1 (Admin FHWA)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Lake
Municipality:	Grayslake, Gurnee, Third Lake

Major CMAP Programs:	-

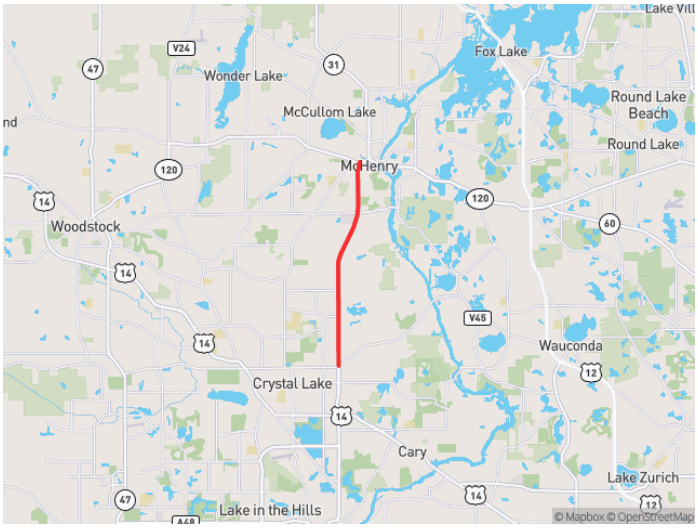
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	IL Funds	-	$1,239,000	$2,000,000	$0	$0	$0	$0	$100,000	$3,339,000
Total Engineering II		-	$1,239,000	$2,000,000	$0	$0	$0	$0	$100,000	$3,339,000
Right of Way	IL Funds	-	$0	$320,000	$280,000	$0	$0	$0	$0	$600,000
Right of Way	NHPP	-	$0	$1,280,000	$1,120,000	$0	$0	$0	$0	$2,400,000
Total Right of Way		-	$0	$1,600,000	$1,400,000	$0	$0	$0	$0	$3,000,000
Construction	IL Funds	-	$200,000	$0	$0	$0	$0	$0	$5,980,000	$6,180,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$100,000	$100,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$23,920,000	$23,920,000
Total Construction		-	$200,000	$0	$0	$0	$0	$0	$30,000,000	$30,200,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$600,000	$600,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$2,400,000	$2,400,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$3,000,000	$3,000,000
Total Prior Costs		-	$1,439,000	$0	$0	$0	$0	$0	$0	$1,439,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$33,100,000	$33,100,000
Total Programmed		-	$1,439,000	$3,600,000	$1,400,000	$0	$0	$0	$33,100,000	$39,539,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "US 45 Lake Ave from Rollins Rd to Washington St and US 45 from Washington St to N of IL 120" to "US 45 Lake Ave from Rollins Rd to Washington St and US 45 from Washington St to N of IL 120 - RCP 13135"
Project Changes:	Plan Revision Name changed from "26-04.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

11-00-0001 - IL 31 Front St from S of IL 120 Belvidere Rd to N of IL 176 (Terra Cotta Ave) (HPP1457) - RCP 91322

ALSO AT TERRA COTTA RD & BULL VALLEY RD/MILLER PKWY The City of McHenry is responsible for the portion of the sidewalk/path from south of Veterans Pkwy to IL 120. The City is installing a continuous sidewalk on the west side of IL 31 and a multi-use-path on the east side of IL 31 along with roadway and pedestrian lighting.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2031
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	McHenry
Municipality:	Crystal Lake, McHenry, Prairie Grove
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$450,000	$0	$0	$0	$0	$0	$0	$450,000
Total Engineering I		-	$450,000	$0	$0	$0	$0	$0	$0	$450,000
Engineering II	IL Funds	-	$1,707,000	$0	$0	$0	$0	$0	$0	$1,707,000
Engineering II	NHPP	-	$6,000,000	$0	$0	$0	$0	$0	$0	$6,000,000
Total Engineering II		-	$7,707,000	$0	$0	$0	$0	$0	$0	$7,707,000
Right of Way	IL Funds	-	$48,281,000	$0	$0	$0	$0	$0	$0	$48,281,000
Total Right of Way		-	$48,281,000	$0	$0	$0	$0	$0	$0	$48,281,000
Construction	IL Funds	-	$48,653,449	$0	$0	$0	$0	$0	$0	$48,653,449
Construction	Local Fund Match - historical fund *	-	$2,084,000	$0	$0	$0	$0	$0	$0	$2,084,000
Construction	Local Funds	-	$2,337,694	$0	$0	$0	$0	$0	$0	$2,337,694
Construction	NHPP	-	$174,894,800	$0	$0	$0	$0	$0	$0	$174,894,800
Construction	NHS - historical fund *	-	$8,336,000	$0	$0	$0	$0	$0	$0	$8,336,000
Construction	Other - Federal	-	$1,936,000	$0	$0	$0	$0	$0	$0	$1,936,000
Total Construction		-	$238,241,943	$0	$0	$0	$0	$0	$0	$238,241,943
Construction Engineering	IL Funds	-	$3,356,000	$3,200,000	$0	$0	$0	$0	$0	$6,556,000
Construction Engineering	NHPP	-	$8,000,000	$12,800,000	$0	$0	$0	$0	$0	$20,800,000
Total Construction Engineering		-	$11,356,000	$16,000,000	$0	$0	$0	$0	$0	$27,356,000
Total Prior Costs		-	$306,035,943	$0	$0	$0	$0	$0	$0	$306,035,943
Total Programmed		-	$306,035,943	$16,000,000	$0	$0	$0	$0	$0	$322,035,943

Previously Approved Amendment 11-00-0001 - IL 31 Front St from S of IL 120 Belvidere Rd to N of IL 176 (Terra Cotta Ave) (HPP1457) - RSP 6

ALSO AT TERRA COTTA RD & BULL VALLEY RD/MILLER PKWY The City of McHenry is responsible for the portion of the sidewalk/path from south of Veterans Pkwy to IL 120. The City is installing a continuous sidewalk on the west side of IL 31 and a multi-use-path on the east side of IL 31 along with roadway and pedestrian lighting.

TIP Document:	26-04 (Formal)
Project Type:	Road Expansion
Air Quality:	-

Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	McHenry
Municipality:	Crystal Lake, McHenry, Prairie Grove
Major CMAP Programs:	-

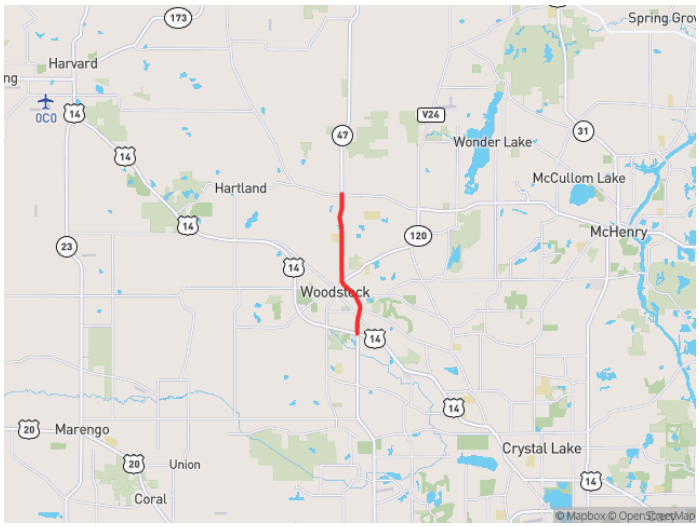
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$300,000	$150,000	$0	$0	$0	$0	$0	$450,000
Total Engineering I		-	$300,000	$150,000	$0	$0	$0	$0	$0	$450,000
Engineering II	IL Funds	-	$1,640,000	$67,000	$0	$0	$0	$0	$0	$1,707,000
Engineering II	NHPP	-	$5,733,000	$267,000	$0	$0	$0	$0	$0	$6,000,000
Total Engineering II		-	$7,373,000	$334,000	$0	$0	$0	$0	$0	$7,707,000
Right of Way	IL Funds	-	$32,361,000	$15,920,000	$0	$0	$0	$0	$0	$48,281,000
Total Right of Way		-	$32,361,000	$15,920,000	$0	$0	$0	$0	$0	$48,281,000
Construction	IL Funds	-	$3,417,249	$44,413,000	$0	$0	$0	$0	$0	$47,830,249
Construction	Local Fund Match - historical fund *	-	$2,084,000	$0	$0	$0	$0	$0	$0	$2,084,000
Construction	Local Funds	-	$279,694	$2,058,000	$0	$0	$0	$0	$0	$2,337,694
Construction	NHPP	-	$0	$40,000,000	$0	$135,718,000	$0	$0	$0	$175,718,000
Construction	NHS - historical fund *	-	$8,336,000	$0	$0	$0	$0	$0	$0	$8,336,000
Construction	Other - Federal	-	$0	$1,936,000	$0	$0	$0	$0	$0	$1,936,000
Total Construction		-	$14,116,943	$88,407,000	$0	$135,718,000	$0	$0	$0	$238,241,943
Construction Engineering	IL Funds	-	$1,356,000	$2,000,000	$3,200,000	$0	$0	$0	$0	$6,556,000
Construction Engineering	NHPP	-	$0	$8,000,000	$12,800,000	$0	$0	$0	$0	$20,800,000
Total Construction Engineering		-	$1,356,000	$10,000,000	$16,000,000	$0	$0	$0	$0	$27,356,000
Total Prior Costs		-	$55,506,943	$0	$0	$0	$0	$0	$0	$55,506,943
Total Programmed		-	$55,506,943	$114,811,000	$16,000,000	$135,718,000	$0	$0	$0	$322,035,943

Current Change Reason:	Schedule / Funding / Scope- Update Project phase(s) moved to an earlier year(s) - Phase(s) placed in Advance Construction status - Update model information - Cost change due to updated agreements
Project Changes:	Title changed from "IL 31 Front St from S of IL 120 Belvidere Rd to N of IL 176 (Terra Cotta Ave) (HPP1457) - RSP 6" to "IL 31 Front St from S of IL 120 Belvidere Rd to N of IL 176 (Terra Cotta Ave) (HPP1457) - RCP 91322"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "$1.9M. C/CE placed in FFY 26 per email from IDOT on 2/19/25. (RP, 2/19/25). Funding for PPS# 1-78939-0200, 1-75939-1200, 1-75939-0000, and 1-75939-0010, and1-75939-4000 moved to FFY 28 by CMAP to address NHPP fiscal constraint in FFY 26 (RP 2/20/26)" to "$1.9M. C/CE placed in FFY 26 per email from IDOT on 2/19/25. (RP, 2/19/25). Funding for PPS# 1-78939-0200, 1-75939-1200, 1-75939-0000, and 1-75939-0010, and1-75939-4000 moved to FFY 28 by CMAP to address NHPP fiscal constraint in FFY 26 (RP 2/20/26). Funding moved on 2/20/26 moved back to FFY 26 on 3/2/26 by CMAP (RP 3/2/26). Was RSP 6"

11-06-0018 - IL 47 from Charles Rd to US 14 - RCP 91329 and 13183c

AND @ UP RR; Culvert Replacement, Intersection Improvement, Add Lanes, Lighting

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2027
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il47
County:	McHenry
Municipality:	Woodstock
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$4,301,000	$0	$0	$0	$0	$0	$0	$4,301,000
Total Engineering I		-	$4,301,000	$0	$0	$0	$0	$0	$0	$4,301,000
Engineering II	IL Funds	-	$7,775,000	$0	$0	$0	$0	$0	$250,000	$8,025,000
Total Engineering II		-	$7,775,000	$0	$0	$0	$0	$0	$250,000	$8,025,000
Right of Way	IL Funds	-	$4,488,400	$0	$0	$0	$0	$0	$2,840,000	$7,328,400
Right of Way	NHPP	-	$17,100,000	$0	$0	$0	$0	$0	$0	$17,100,000
Right of Way	TBD Unconstrained	-	$0	$0	$0	$0	$0	$0	$11,360,000	$11,360,000
Total Right of Way		-	$21,588,400	$0	$0	$0	$0	$0	$14,200,000	$35,788,400
Construction	IL Funds	-	$12,028,000	$0	$0	$0	$0	$0	$28,318,000	$40,346,000
Construction	Local Funds	-	$15,862,000	$0	$0	$0	$0	$0	$3,909,000	$19,771,000
Construction	NHPP	-	$44,237,908	$0	$0	$0	$0	$0	$0	$44,237,908
Construction	TAP - State ITEP (Fed)	-	$365,581	$0	$0	$0	$0	$0	$0	$365,581
Construction	TBD Unconstrained	-	$0	$0	$0	$0	$0	$0	$73,273,000	$73,273,000
Total Construction		-	$72,493,489	$0	$0	$0	$0	$0	$105,500,000	$177,993,489
Construction Engineering	IL Funds	-	$1,100,000	$0	$0	$0	$0	$0	$2,500,000	$3,600,000
Construction Engineering	NHPP	-	$6,399,918	$0	$0	$0	$0	$0	$0	$6,399,918
Construction Engineering	TBD Unconstrained	-	$0	$0	$0	$0	$0	$0	$10,000,000	$10,000,000
Total Construction Engineering		-	$7,499,918	$0	$0	$0	$0	$0	$12,500,000	$19,999,918
Total Prior Costs		-	$113,657,807	$0	$0	$0	$0	$0	$0	$113,657,807
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$132,450,000	$132,450,000
Total Programmed		-	$113,657,807	$0	$0	$0	$0	$0	$132,450,000	$246,107,807

Previously Approved Amendment 11-06-0018 - IL 47 from Charles Rd to US 14 - RSP 110

AND @ UP RR; Culvert Replacement, Intersection Improvement, Add Lanes, Lighting

TIP Document:	26-04 (Formal)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys

Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il47
County:	McHenry
Municipality:	Woodstock
Major CMAP Programs:	-

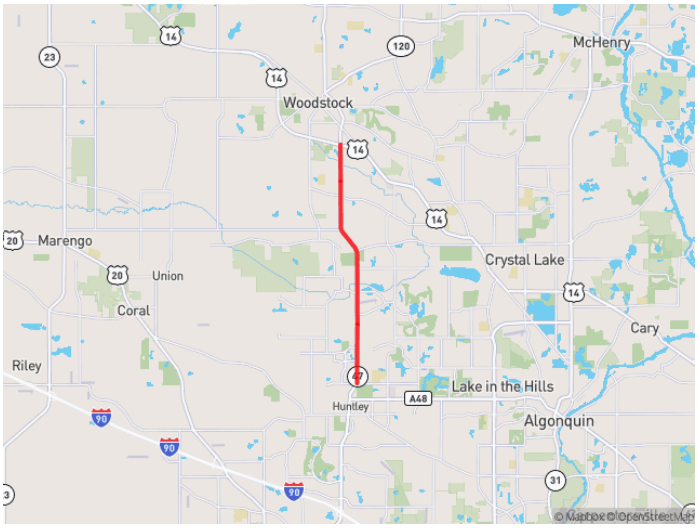
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$4,301,000	$0	$0	$0	$0	$0	$0	$4,301,000
Total Engineering I		-	$4,301,000	$0	$0	$0	$0	$0	$0	$4,301,000
Engineering II	IL Funds	-	$3,925,000	$3,850,000	$0	$0	$0	$0	$250,000	$8,025,000
Total Engineering II		-	$3,925,000	$3,850,000	$0	$0	$0	$0	$250,000	$8,025,000
Right of Way	IL Funds	-	$4,488,400	$0	$0	$0	$0	$0	$2,840,000	$7,328,400
Right of Way	NHPP	-	$17,100,000	$0	$0	$0	$0	$0	$11,360,000	$28,460,000
Total Right of Way		-	$21,588,400	$0	$0	$0	$0	$0	$14,200,000	$35,788,400
Construction	IL Funds	-	$12,028,000	$0	$0	$0	$0	$0	$28,318,000	$40,346,000
Construction	Local Funds	-	$15,862,000	$0	$0	$0	$0	$0	$3,909,000	$19,771,000
Construction	NHPP	-	$44,910,000	$0	$0	$0	$0	$0	$73,273,000	$118,183,000
Construction	TAP - State ITEP (Fed)	-	$80,000	$0	$0	$0	$0	$0	$0	$80,000
Total Construction		-	$72,880,000	$0	$0	$0	$0	$0	$105,500,000	$178,380,000
Construction Engineering	IL Funds	-	$1,100,000	$0	$0	$0	$0	$0	$2,500,000	$3,600,000
Construction Engineering	NHPP	-	$4,400,000	$0	$0	$0	$0	$0	$10,000,000	$14,400,000
Total Construction Engineering		-	$5,500,000	$0	$0	$0	$0	$0	$12,500,000	$18,000,000
Total Prior Costs		-	$108,194,400	$0	$0	$0	$0	$0	$0	$108,194,400
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$132,450,000	$132,450,000
Total Programmed		-	$108,194,400	$3,850,000	$0	$0	$0	$0	$132,450,000	$244,494,400

Current Change Reason:	Schedule / Funding / Scope- Update Phase(s) converted from Advance Construction status - Add or update project IDs - Post-award/obligation cost adjustments - Update model information
Project Changes:	Title changed from "IL 47 from Charles Rd to US 14 - RSP 110" to "IL 47 from Charles Rd to US 14 - RCP 91329 and 13183c"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "$3.5M in ROW in FFY 25 for R-91-019-17, PPS# 1-90013-1450 per email from IDOT on 2/20/2025, (RP, 2/20/25)" to "$3.5M in ROW in FFY 25 for R-91-019-17, PPS# 1-90013-1450 per email from IDOT on 2/20/2025, (RP, 2/20/25). Was RSP 110; Charles Road to IL 120 portion is unconstrained in RTP (RCP 13183c); IL 120 to US 14 portion is constrained at $108,200,000 (RCP 91329)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "Regional Capital Project (2026 RTP)"

11-07-0014 - IL 47 Eastwood Drive from US 14 Northwest Hwy to Reed Road - RCP 13183 and RCP 91330

Add Lanes, Intersection Reconstruction, Culvert Replacement

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2027
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il47
County:	McHenry
Municipality:	Woodstock
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$3,000,000	$0	$0	$0	$0	$0	$250,000	$3,250,000
Total Engineering I		-	$3,000,000	$0	$0	$0	$0	$0	$250,000	$3,250,000
Engineering II	IL Funds	-	$4,086,000	$5,200,000	$0	$0	$0	$0	$1,373,000	$10,659,000
Total Engineering II		-	$4,086,000	$5,200,000	$0	$0	$0	$0	$1,373,000	$10,659,000
Right of Way	IL Funds	-	$11,153,000	$1,000,000	$4,000,000	$0	$0	$0	$9,600,000	$25,753,000
Right of Way	TBD Unconstrained	-	$0	$0	$0	$0	$0	$0	$38,400,000	$38,400,000
Total Right of Way		-	$11,153,000	$1,000,000	$4,000,000	$0	$0	$0	$48,000,000	$64,153,000
Construction	IL Funds	-	$13,134,256	$0	$0	$0	$0	$0	$21,501,000	$34,635,256
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$600,000	$600,000
Construction	NHPP	-	$29,713,021	$0	$0	$0	$0	$0	$0	$29,713,021
Construction	STP - State Prgmd Urban	-	$18,356,592	$0	$0	$0	$0	$0	$0	$18,356,592
Construction	TBD Unconstrained	-	$0	$0	$0	$0	$0	$0	$150,702,000	$150,702,000
Total Construction		-	$61,203,869	$0	$0	$0	$0	$0	$172,803,000	$234,006,869
Construction Engineering	IL Funds	-	$1,242,146	$0	$0	$0	$0	$0	$4,650,000	$5,892,146
Construction Engineering	NHPP	-	$968,581	$0	$0	$0	$0	$0	$13,800,000	$14,768,581
Construction Engineering	STP - State Prgmd Urban	-	$3,998,000	$0	$0	$0	$0	$0	$0	$3,998,000
Construction Engineering	TBD Unconstrained	-	$0	$0	$0	$0	$0	$0	$4,800,000	$4,800,000
Total Construction Engineering		-	$6,208,727	$0	$0	$0	$0	$0	$23,250,000	$29,458,727
Total Prior Costs		-	$85,651,596	$0	$0	$0	$0	$0	$0	$85,651,596
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$245,676,000	$245,676,000
Total Programmed		-	$85,651,596	$6,200,000	$4,000,000	$0	$0	$0	$245,676,000	$341,527,596

Previously Approved Amendment 11-07-0014 - IL 47 Eastwood Drive from US 14 Northwest Hwy to Reed Road - RSP 110

Add Lanes, Intersection Reconstruction, Culvert Replacement

TIP Document:	26-04 (Formal)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-

Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/il47
County:	McHenry
Municipality:	Woodstock
Major CMAP Programs:	-

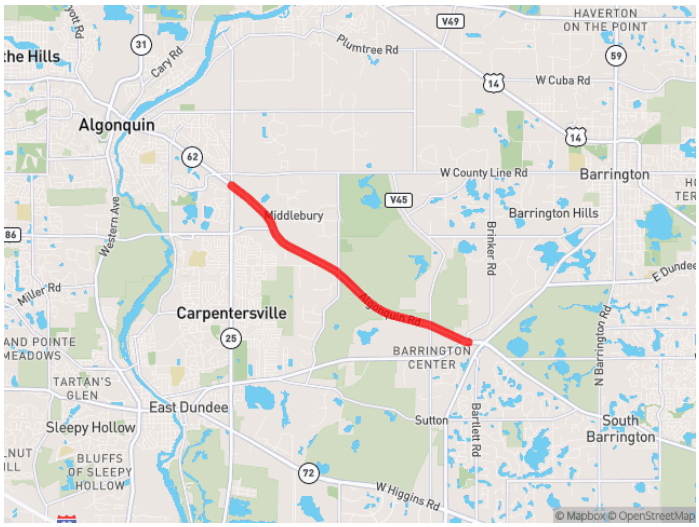
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$3,000,000	$0	$0	$0	$0	$0	$250,000	$3,250,000
Total Engineering I		-	$3,000,000	$0	$0	$0	$0	$0	$250,000	$3,250,000
Engineering II	IL Funds	-	$4,086,000	$0	$5,200,000	$0	$0	$0	$1,373,000	$10,659,000
Total Engineering II		-	$4,086,000	$0	$5,200,000	$0	$0	$0	$1,373,000	$10,659,000
Right of Way	IL Funds	-	$11,153,000	$0	$1,000,000	$4,000,000	$0	$0	$9,600,000	$25,753,000
Right of Way	NHPP	-	$0	$0	$0	$0	$0	$0	$38,400,000	$38,400,000
Total Right of Way		-	$11,153,000	$0	$1,000,000	$4,000,000	$0	$0	$48,000,000	$64,153,000
Construction	IL Funds	-	$13,134,256	$0	$0	$0	$0	$0	$34,841,000	$47,975,256
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$600,000	$600,000
Construction	NHPP	-	$29,713,021	$0	$0	$0	$0	$0	$137,362,000	$167,075,021
Construction	STP - State Prgmd Urban	-	$18,356,592	$0	$0	$0	$0	$0	$0	$18,356,592
Total Construction		-	$61,203,869	$0	$0	$0	$0	$0	$172,803,000	$234,006,869
Construction Engineering	IL Funds	-	$1,242,146	$0	$0	$0	$0	$0	$4,650,000	$5,892,146
Construction Engineering	NHPP	-	$968,581	$0	$0	$0	$0	$0	$18,600,000	$19,568,581
Construction Engineering	STP - State Prgmd Urban	-	$3,998,000	$0	$0	$0	$0	$0	$0	$3,998,000
Total Construction Engineering		-	$6,208,727	$0	$0	$0	$0	$0	$23,250,000	$29,458,727
Total Prior Costs		-	$85,651,596	$0	$0	$0	$0	$0	$0	$85,651,596
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$245,676,000	$245,676,000
Total Programmed		-	$85,651,596	$0	$6,200,000	$4,000,000	$0	$0	$245,676,000	$341,527,596

Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Other location/limits change described below, Fiscally constrained project limits are IL 47 from Ballard Rd to Conley Rd due to ON TO 2050 RSP carried over with modeling changes and changes to the constrained limits and designated as a 2026 RTP Regional Capital Project.
Project Changes:	Title changed from "IL 47 Eastwood Drive from US 14 Northwest Hwy to Reed Road - RSP 110" to "IL 47 Eastwood Drive from US 14 Northwest Hwy to Reed Road - RCP 13183 and RCP 91330"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "1-79372-0000 CE moved to 23 to match Con and maintain fiscal constraint by CMAP staff (RP) during carryover. Total Cost is programmed in 26-30 and MYB is below the RCP committed amount (RP, 2/18/26)" to "1-79372-0000 CE moved to 23 to match Con and maintain fiscal constraint by CMAP staff (RP) during carryover. Total Cost is programmed in 26-30 and MYB is below the RCP committed amount (RP, 2/18/26). Was RSP 110. Ballard Rd to Conley Rd is constrained. Coney Rd to Reed Rd and US 14 to IL 176 unconstrained."

11-16-0008 - IL 62 (Algonquin Rd), IL 25 (JF Kennedy Memorial Dr.) to IL 68 (Dundee Rd.) - RCP 13118

Add Lanes, Culvert Replacement, Reconstruction, Traffic Signal Modernization

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2035
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Cook, Kane
Municipality:	Barrington Hills
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$4,738,000	$0	$0	$0	$0	$0	$0	$4,738,000
Total Engineering I		-	$4,738,000	$0	$0	$0	$0	$0	$0	$4,738,000
Engineering II	IL Funds	-	$0	$0	$0	$0	$0	$0	$14,573,000	$14,573,000
Total Engineering II		-	$0	$0	$0	$0	$0	$0	$14,573,000	$14,573,000
Right of Way	IL Funds	-	$0	$0	$0	$0	$0	$0	$2,360,000	$2,360,000
Right of Way	NHPP	-	$0	$0	$0	$0	$0	$0	$9,440,000	$9,440,000
Total Right of Way		-	$0	$0	$0	$0	$0	$0	$11,800,000	$11,800,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$22,344,000	$22,344,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$380,000	$380,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$89,376,000	$89,376,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$112,100,000	$112,100,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$3,363,000	$3,363,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$13,452,000	$13,452,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$16,815,000	$16,815,000
Total Prior Costs		-	$4,738,000	$0	$0	$0	$0	$0	$0	$4,738,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$155,288,000	$155,288,000
Total Programmed		-	$4,738,000	$0	$0	$0	$0	$0	$155,288,000	$160,026,000

Previously Approved Amendment 11-16-0008 - IL 62 (Algonquin Rd), IL 25 (JF Kennedy Memorial Dr.) to IL 68 (Dundee Rd.) - RSP 11

Add Lanes, Culvert Replacement, Reconstruction, Traffic Signal Modernization

TIP Document:	26-00 (Adoption)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Cook, Kane
Municipality:	Barrington Hills

Major CMAP Programs:	-

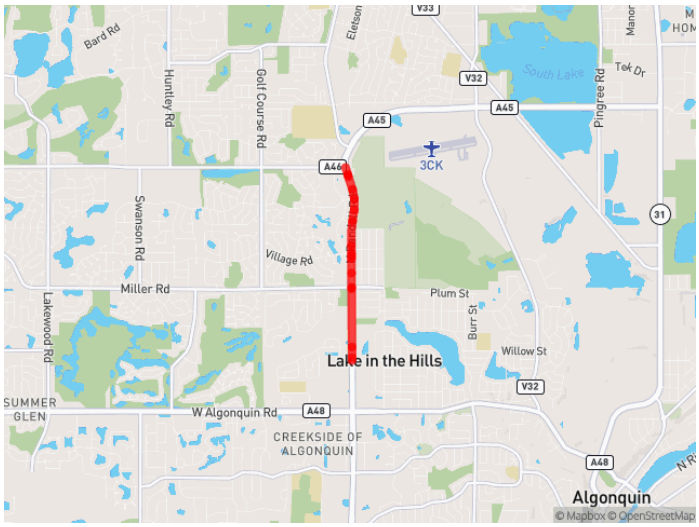
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$4,635,000	$103,000	$0	$0	$0	$0	$0	$4,738,000
Total Engineering I		-	$4,635,000	$103,000	$0	$0	$0	$0	$0	$4,738,000
Engineering II	IL Funds	-	$0	$0	$0	$0	$0	$0	$14,573,000	$14,573,000
Total Engineering II		-	$0	$0	$0	$0	$0	$0	$14,573,000	$14,573,000
Right of Way	IL Funds	-	$0	$0	$0	$0	$0	$0	$2,360,000	$2,360,000
Right of Way	NHPP	-	$0	$0	$0	$0	$0	$0	$9,440,000	$9,440,000
Total Right of Way		-	$0	$0	$0	$0	$0	$0	$11,800,000	$11,800,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$22,344,000	$22,344,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$380,000	$380,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$89,376,000	$89,376,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$112,100,000	$112,100,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$3,363,000	$3,363,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$13,452,000	$13,452,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$16,815,000	$16,815,000
Total Prior Costs		-	$4,635,000	$0	$0	$0	$0	$0	$0	$4,635,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$155,288,000	$155,288,000
Total Programmed		-	$4,635,000	$103,000	$0	$0	$0	$0	$155,288,000	$160,026,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "IL 62 (Algonquin Rd), IL 25 (JF Kennedy Memorial Dr.) to IL 68 (Dundee Rd.) - RSP 11" to "IL 62 (Algonquin Rd), IL 25 (JF Kennedy Memorial Dr.) to IL 68 (Dundee Rd.) - RCP 13118"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "None" to "RSP 11"

11-18-0005 - Randall Rd from Ackman Road to Polaris Dr/Acorn Ln - RCP 91317

Reconstruction and widening of Randall Road from Ackman Road in Crystal Lake to Acorn Lane/Polaris Drive in the Village of Lake in the Hills.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2027
Lead Agency:	McHenry Co Council
Lead Contact:	-
Project Website:	-
County:	McHenry
Municipality:	Crystal Lake, Lake in the Hills
Major CMAP Programs:	Regional Capital Project (2026 RTP), STP - Local



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Right of Way	Local Funds	-	$10,450,000	$0	$0	$0	$0	$0	$0	$10,450,000
Total Right of Way		-	$10,450,000	$0	$0	$0	$0	$0	$0	$10,450,000
Construction	Community Project Funding	-	$12,116,279	$0	$0	$0	$0	$0	$0	$12,116,279
Construction	IL Funds	-	$3,000,000	$0	$0	$0	$0	$0	$0	$3,000,000
Construction	Local Funds	-	$12,757,415	$0	$0	$0	$0	$0	$0	$12,757,415
Construction	STP - County	-	$18,287,397	$0	$0	$0	$0	$0	$0	$18,287,397
Construction	STP - Locally Prgmd	-	$1,394,016	$0	$0	$0	$0	$0	$0	$1,394,016
Construction	STP - Shared Fund	-	$15,883,721	$0	$0	$0	$0	$0	$0	$15,883,721
Total Construction		-	$63,438,828	$0	$0	$0	$0	$0	$0	$63,438,828
Construction Engineering	Local Funds	-	$5,000,000	$0	$0	$0	$0	$0	$0	$5,000,000
Total Construction Engineering		-	$5,000,000	$0	$0	$0	$0	$0	$0	$5,000,000
Total Prior Costs		-	$78,888,828	$0	$0	$0	$0	$0	$0	$78,888,828
Total Programmed		-	$78,888,828	$0	$0	$0	$0	$0	$0	$78,888,828

Previously Approved Amendment 11-18-0005 - Randall Rd from Ackman Road to Polaris Dr/Acorn Ln

Reconstruction and widening of Randall Road from Ackman Road in Crystal Lake to Acorn Lane/Polaris Drive in the Village of Lake in the Hills.

TIP Document:	26-04.1 (Admin FHWA)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	McHenry Co Council
Lead Contact:	-
Project Website:	-
County:	McHenry
Municipality:	Crystal Lake, Lake in the Hills
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way	Local Funds	-	$10,450,000	$0	$0	$0	$0	$0	$0	$10,450,000
Total Right of Way		-	$10,450,000	$0	$0	$0	$0	$0	$0	$10,450,000

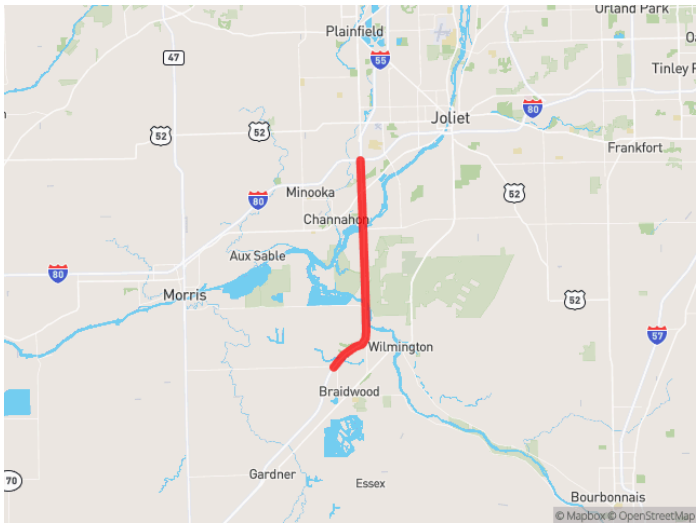
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Community Project Funding	-	$8,000,000	$4,116,279	$0	$0	$0	$0	$0	$12,116,279
Construction	IL Funds	-	$3,000,000	$0	$0	$0	$0	$0	$0	$3,000,000
Construction	Local Funds	-	$11,835,768	$921,647	$0	$0	$0	$0	$0	$12,757,415
Construction	STP - County	-	$6,700,693	$11,586,704	$0	$0	$0	$0	$0	$18,287,397
Construction	STP - Locally Prgmd	-	$0	$1,394,016	$0	$0	$0	$0	$0	$1,394,016
Construction	STP - Shared Fund	-	$0	$15,883,721	$0	$0	$0	$0	$0	$15,883,721
Total Construction		-	$29,536,461	$33,902,367	$0	$0	$0	$0	$0	$63,438,828
Construction Engineering	Local Funds	-	$5,000,000	$0	$0	$0	$0	$0	$0	$5,000,000
Total Construction Engineering		-	$5,000,000	$0	$0	$0	$0	$0	$0	$5,000,000
Total Prior Costs		-	$44,986,461	$0	$0	$0	$0	$0	$0	$44,986,461
Total Programmed		-	$44,986,461	$33,902,367	$0	$0	$0	$0	$0	$78,888,828

Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Add or update project IDs
Project Changes:	Title changed from "Randall Rd from Ackman Road to Polaris Dr/Acorn Ln" to "Randall Rd from Ackman Road to Polaris Dr/Acorn Ln - RCP 91317"
Project Changes:	Plan Revision Name changed from "26-04.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "STP - Local" to "Regional Capital Project (2026 RTP), STP - Local"

12-02-9034 - I-55 from I-80 to Coal City Rd - RCP 13106

I-55 Add Lanes and Reconstruction

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2041
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	-
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering	IL Funds	-	$400,000	$0	$0	$0	$0	$0	$0	$400,000
Engineering	Other - Federal	-	$3,600,000	$0	$0	$0	$0	$0	$0	$3,600,000
Total Engineering		-	$4,000,000	$0	$0	$0	$0	$0	$0	$4,000,000
Engineering I	IL Funds	-	$0	$0	$0	$0	$0	$0	$3,200,000	$3,200,000
Engineering I	NHPP	-	$0	$0	$0	$0	$0	$0	$28,800,000	$28,800,000
Total Engineering I		-	$0	$0	$0	$0	$0	$0	$32,000,000	$32,000,000
Engineering II	IL Funds	-	$0	$0	$0	$0	$0	$0	$9,835,000	$9,835,000
Engineering II	NHPP	-	$0	$0	$0	$0	$0	$0	$88,510,000	$88,510,000
Total Engineering II		-	$0	$0	$0	$0	$0	$0	$98,345,000	$98,345,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$75,650,000	$75,650,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$680,850,000	$680,850,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$756,500,000	$756,500,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$11,359,000	$11,359,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$102,230,000	$102,230,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$113,589,000	$113,589,000
Total Prior Costs		-	$4,000,000	$0	$0	$0	$0	$0	$0	$4,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$1,000,434,000	$1,000,434,000
Total Programmed		-	$4,000,000	$0	$0	$0	$0	$0	$1,000,434,000	$1,004,434,000

Previously Approved Amendment 12-02-9034 - I-55 from I-80 to Coal City Rd - RSP 34

I-55 Add Lanes and Reconstruction

TIP Document:	CMAP Staff Hold (26-30)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Will

Municipality:	-
Major CMAP Programs:	-

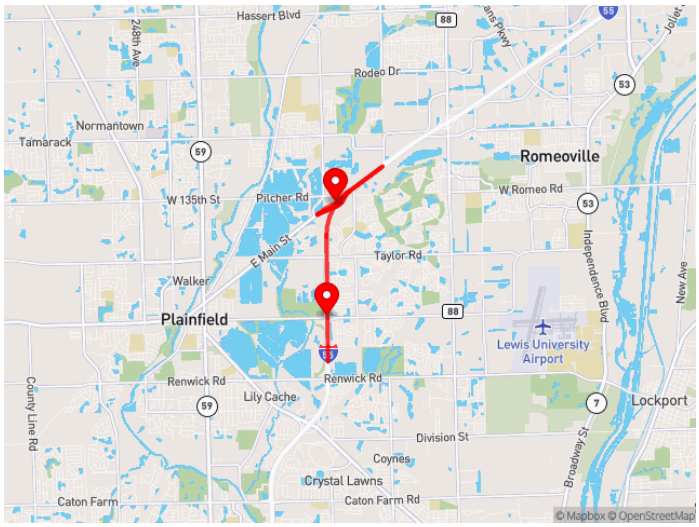
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	IL Funds	-	$0	$400,000	$0	$0	$0	$0	$0	$400,000
Engineering	Other - Federal	-	$0	$3,600,000	$0	$0	$0	$0	$0	$3,600,000
Total Engineering		-	$0	$4,000,000	$0	$0	$0	$0	$0	$4,000,000
Engineering I	IL Funds	-	$0	$0	$0	$0	$0	$0	$3,200,000	$3,200,000
Engineering I	NHPP	-	$0	$0	$0	$0	$0	$0	$28,800,000	$28,800,000
Total Engineering I		-	$0	$0	$0	$0	$0	$0	$32,000,000	$32,000,000
Engineering II	IL Funds	-	$0	$0	$0	$0	$0	$0	$9,835,000	$9,835,000
Engineering II	NHPP	-	$0	$0	$0	$0	$0	$0	$88,510,000	$88,510,000
Total Engineering II		-	$0	$0	$0	$0	$0	$0	$98,345,000	$98,345,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$75,650,000	$75,650,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$680,850,000	$680,850,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$756,500,000	$756,500,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$11,359,000	$11,359,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$102,230,000	$102,230,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$113,589,000	$113,589,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$1,000,434,000	$1,000,434,000
Total Programmed		-	$0	$4,000,000	$0	$0	$0	$0	$1,000,434,000	$1,004,434,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "I-55 from I-80 to Coal City Rd - RSP 34" to "I-55 from I-80 to Coal City Rd - RCP 13106"
Project Changes:	Plan Revision Name changed from "CMAP Staff Hold (26-30)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "04/05/2013 By : CMAP Staff Wiki Link:http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#I-55_Add_Lanes_and_Reconstruction. Other Federal is an SPR Grant to do a feasibility study." to "04/05/2013 By : CMAP Staff Wiki Link:http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#I-55_Add_Lanes_and_Reconstruction. Other Federal is an SPR Grant to do a feasibility study. RSP 34"

12-06-0041 - I-55 from Weber Road to US 30; I-55 At Airport/Lockport Rd & At Ill 126 - RCP 14109

Interchange Reconstruction, Bridge Replacement, Widening & Resurfacing, Shoulder Repair, Signing (New), RR Flagger, Interchange Construction

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	New/Expanded Interchange
Air Quality:	Conformed
Open to Traffic Year:	2035
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.airportand126study.com/index.html
County:	Will
Municipality:	Bolingbrook, Joliet, Plainfield, Romeoville
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	HPP SAFETEA-LU - historical fund *	-	$1,469,000	$0	$0	$0	$0	$0	$0	$1,469,000
Total Engineering I		-	$1,469,000	$0	$0	$0	$0	$0	$0	$1,469,000
Engineering II	IL Funds	@ Airport Rd/Lockport Rd, @ IL 126	$8,960,000	$0	$0	$0	$0	$0	$0	$8,960,000
Total Engineering II		-	$8,960,000	$0	$0	$0	$0	$0	$0	$8,960,000
Right of Way	IL Funds	@ IL 126, @ Airport Rd/Lockport Rd	$2,910,000	$3,000,000	$0	$0	$0	$0	$0	$5,910,000
Right of Way	NHPP	@ Airport Rd/Lockport Rd	$6,090,000	$0	$0	$0	$0	$0	$0	$6,090,000
Total Right of Way		-	$9,000,000	$3,000,000	$0	$0	$0	$0	$0	$12,000,000
Construction	IL Funds	@ Airport Rd/Lockport Rd, @ IL 126	$0	$0	$0	$0	$8,550,000	$0	$13,550,000	$22,100,000
Construction	NHPP	@ Airport Rd/Lockport Rd, @ IL 126	$0	$0	$0	$0	$76,950,000	$0	$76,950,000	$153,900,000
Total Construction		-	$0	$0	$0	$0	$85,500,000	$0	$90,500,000	$176,000,000
Construction Engineering	IL Funds	@ Airport Rd/Lockport Rd, @ IL 126	$0	$0	$0	$0	$0	$0	$1,379,000	$1,379,000
Construction Engineering	NHPP	@ IL 126, @ Airport Rd/Lockport Rd	$0	$0	$0	$0	$0	$0	$12,401,000	$12,401,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$13,780,000	$13,780,000
Total Prior Costs		-	$19,429,000	$0	$0	$0	$0	$0	$0	$19,429,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$104,280,000	$104,280,000
Total Programmed		-	$19,429,000	$3,000,000	$0	$0	$85,500,000	$0	$104,280,000	$212,209,000

Previously Approved Amendment 12-06-0041 - I-55 from Weber Road to US 30; I-55 At Airport/Lockport Rd & At Ill 126 - RSP A3

Interchange Reconstruction, Bridge Replacement, Widening & Resurfacing, Shoulder Repair, Signing (New), RR Flagger, Interchange Construction

TIP Document:	26-04 (Formal)
Project Type:	New/Expanded Interchange
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-

Project Website:	http://www.airportand126study.com/index.html
County:	Will
Municipality:	Bolingbrook, Joliet, Plainfield, Romeoville
Major CMAP Programs:	-

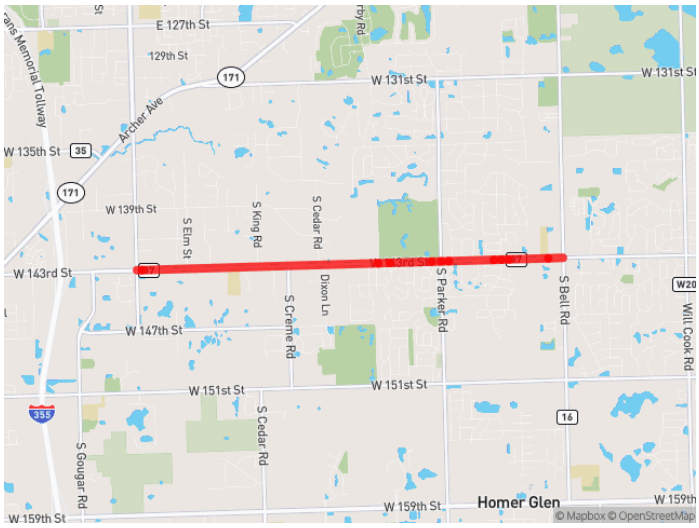
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	HPP SAFETEA-LU - historical fund *	-	$1,469,000	$0	$0	$0	$0	$0	$0	$1,469,000
Total Engineering I		-	$1,469,000	$0	$0	$0	$0	$0	$0	$1,469,000
Engineering II	IL Funds	@ Airport Rd/Lockport Rd, @ IL 126	$1,960,000	$7,000,000	$0	$0	$0	$0	$0	$8,960,000
Total Engineering II		-	$1,960,000	$7,000,000	$0	$0	$0	$0	$0	$8,960,000
Right of Way	IL Funds	@ Airport Rd/Lockport Rd, @ IL 126	$0	$2,910,000	$3,000,000	$0	$0	$0	$0	$5,910,000
Right of Way	NHPP	@ Airport Rd/Lockport Rd	$0	$6,090,000	$0	$0	$0	$0	$0	$6,090,000
Total Right of Way		-	$0	$9,000,000	$3,000,000	$0	$0	$0	$0	$12,000,000
Construction	IL Funds	@ Airport Rd/Lockport Rd, @ IL 126	$0	$0	$0	$0	$0	$8,550,000	$13,550,000	$22,100,000
Construction	NHPP	@ Airport Rd/Lockport Rd, @ IL 126	$0	$0	$0	$0	$0	$76,950,000	$76,950,000	$153,900,000
Total Construction		-	$0	$0	$0	$0	$0	$85,500,000	$90,500,000	$176,000,000
Construction Engineering	IL Funds	@ IL 126, @ Airport Rd/Lockport Rd	$0	$0	$0	$0	$0	$0	$1,379,000	$1,379,000
Construction Engineering	NHPP	@ IL 126, @ Airport Rd/Lockport Rd	$0	$0	$0	$0	$0	$0	$12,401,000	$12,401,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$13,780,000	$13,780,000
Total Prior Costs		-	$3,429,000	$0	$0	$0	$0	$0	$0	$3,429,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$104,280,000	$104,280,000
Total Programmed		-	$3,429,000	$16,000,000	$3,000,000	$0	$0	$85,500,000	$104,280,000	$212,209,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "I-55 from Weber Road to US 30; I-55 At Airport/Lockport Rd & At Ill 126 - RSP A3" to "I-55 from Weber Road to US 30; I-55 At Airport/Lockport Rd & At Ill 126 - RCP 14109"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Work Type changed from "[A-SHDR] Safety - Shoulder Improvements, [B-REPLACE] Bridge/Structure - Replace, [H-WRS] Highway/Road - Widen Lanes And Resurface, [I-EXP] Interchange - Expand (New Movements Added to Interchange), [I-NEW] Interchange - New, [I-RCNST] Interchange - Reconstruction, [Z-OTHEX] Miscellaneous - Exempt Projects" to "[A-SHDR] Safety - Shoulder Improvements, [B-NEW] Bridge/Structure - New, [B-REPLACE] Bridge/Structure - Replace, [H-RS] Highway/Road - Resurface (with No Lane Widening), [H-WRS] Highway/Road - Widen Lanes And Resurface, [I-EXP] Interchange - Expand (New Movements Added to Interchange), [I-NEW] Interchange - New, [I-RCNST] Interchange - Reconstruction, [S-NEW] Signals - New Signals for Multiple Intersections, [Z-OTHEX] Miscellaneous - Exempt Projects"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "Earmark utilized HPP 2916 (LK)." to "Earmark utilized HPP 2916 (LK). RSP A3. See attachments for designs"

12-10-0008 - 143rd Street (CH37) from State Street (Lemont Road) to Bell Road (CH 16) - RCP 94325

Upgrading of 143rd Street to a 4 lane roadway with a mountable median and urban cross section. In addition there will be intersection improvements along the corridor including the addition of at least one new signal.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2029
Lead Agency:	Will Co Council
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Homer Glen
Major CMAP Programs:	Regional Capital Project (2026 RTP), STP - Local



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Local Fund Match - historical fund *	N/A	$349,000	$0	$0	$0	$0	$0	$0	$349,000
Engineering I	Sec 129 Earmark - historical fund *	N/A	$426,000	$0	$0	$0	$0	$0	$0	$426,000
Total Engineering I		-	$775,000	$0	$0	$0	$0	$0	$0	$775,000
Engineering II	MFT - State Allocation	State Street to Bell Road	$1,100,000	$0	$0	$0	$0	$0	$0	$1,100,000
Engineering II	RTA Tax - Collar Counties	State Street to Bell Road	$750,000	$0	$0	$0	$0	$0	$0	$750,000
Total Engineering II		-	$1,850,000	$0	$0	$0	$0	$0	$0	$1,850,000
Right of Way	MFT - State Allocation	State Street to Creme Road	$800,000	$0	$0	$0	$0	$0	$0	$800,000
Right of Way	RTA Tax - Collar Counties	Creme Road to Bell Road	$800,000	$0	$0	$0	$0	$0	$0	$800,000
Total Right of Way		-	$1,600,000	$0	$0	$0	$0	$0	$0	$1,600,000
Construction	Local Funds	Creme Road to Bell Road, State Street to Creme Road	$875,000	$875,000	$0	$0	$0	$0	$0	$1,750,000
Construction	MFT - Local	State Street to Creme Road, Creme Road to Bell Road	$40,495,455	$0	$0	$0	$0	$0	$0	$40,495,455
Construction	MFT - State Allocation	Creme Road to Bell Road	$4,035,000	$0	$0	$0	$0	$0	$0	$4,035,000
Construction	RTA Tax - Collar Counties	Creme Road to Bell Road	$12,000,000	$0	$0	$0	$0	$0	$0	$12,000,000
Construction	STP - Locally Prgmd	Creme Road to Bell Road, State Street to Creme Road	$3,500,000	$3,500,000	$0	$0	$0	$0	$0	$7,000,000
Total Construction		-	$60,905,455	$4,375,000	$0	$0	$0	$0	$0	$65,280,455
Construction Engineering	MFT - State Allocation	State Street to Creme Road, Creme Road to Bell Road	$5,677,000	$0	$0	$0	$0	$0	$0	$5,677,000
Total Construction Engineering		-	$5,677,000	$0	$0	$0	$0	$0	$0	$5,677,000
Total Prior Costs		-	$70,807,455	$0	$0	$0	$0	$0	$0	$70,807,455
Total Programmed		-	$70,807,455	$4,375,000	$0	$0	$0	$0	$0	$75,182,455

Previously Approved Amendment 12-10-0008 - 143rd Street (CH37) from State Street (Lemont Road) to Bell Road (CH 16)

Upgrading of 143rd Street to a 4 lane roadway with a mountable median and urban cross section. In addition there will be intersection improvements along the corridor including the addition of at least one new signal.

TIP Document:	26-04.1 (Admin FHWA)
Project Type:	Road Expansion

Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Will Co Council
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Homer Glen
Major CMAP Programs:	-

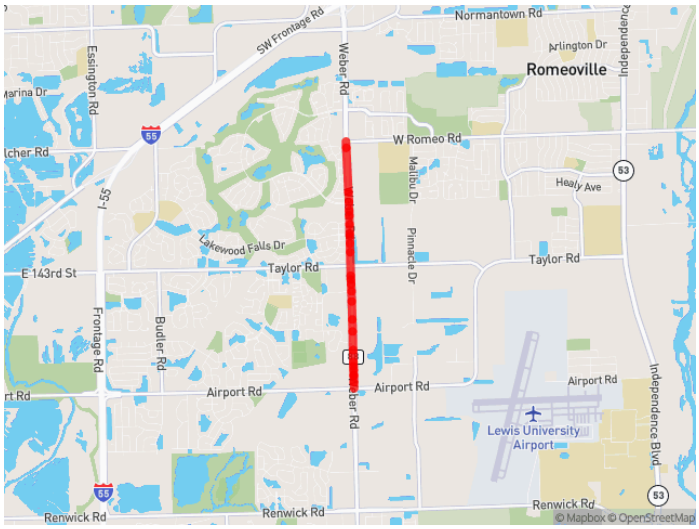
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	Local Fund Match - historical fund *	N/A	$349,000	$0	$0	$0	$0	$0	$0	$349,000
Engineering I	Sec 129 Earmark - historical fund *	N/A	$426,000	$0	$0	$0	$0	$0	$0	$426,000
Total Engineering I		-	$775,000	$0	$0	$0	$0	$0	$0	$775,000
Engineering II	MFT - State Allocation	State Street to Bell Road	$1,100,000	$0	$0	$0	$0	$0	$0	$1,100,000
Engineering II	RTA Tax - Collar Counties	State Street to Bell Road	$750,000	$0	$0	$0	$0	$0	$0	$750,000
Total Engineering II		-	$1,850,000	$0	$0	$0	$0	$0	$0	$1,850,000
Right of Way	MFT - State Allocation	State Street to Creme Road	$800,000	$0	$0	$0	$0	$0	$0	$800,000
Right of Way	RTA Tax - Collar Counties	Creme Road to Bell Road	$800,000	$0	$0	$0	$0	$0	$0	$800,000
Total Right of Way		-	$1,600,000	$0	$0	$0	$0	$0	$0	$1,600,000
Construction	Local Funds	State Street to Creme Road, Creme Road to Bell Road	$0	$875,000	$875,000	$0	$0	$0	$0	$1,750,000
Construction	MFT - Local	Creme Road to Bell Road, State Street to Creme Road	$40,495,455	$0	$0	$0	$0	$0	$0	$40,495,455
Construction	MFT - State Allocation	Creme Road to Bell Road	$4,035,000	$0	$0	$0	$0	$0	$0	$4,035,000
Construction	RTA Tax - Collar Counties	Creme Road to Bell Road	$12,000,000	$0	$0	$0	$0	$0	$0	$12,000,000
Construction	STP - Locally Prgmd	Creme Road to Bell Road, State Street to Creme Road	$0	$3,500,000	$3,500,000	$0	$0	$0	$0	$7,000,000
Total Construction		-	$56,530,455	$4,375,000	$4,375,000	$0	$0	$0	$0	$65,280,455
Construction Engineering	MFT - State Allocation	Creme Road to Bell Road, State Street to Creme Road	$5,677,000	$0	$0	$0	$0	$0	$0	$5,677,000
Total Construction Engineering		-	$5,677,000	$0	$0	$0	$0	$0	$0	$5,677,000
Total Prior Costs		-	$66,432,455	$0	$0	$0	$0	$0	$0	$66,432,455
Total Programmed		-	$66,432,455	$4,375,000	$4,375,000	$0	$0	$0	$0	$75,182,455

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "143rd Street (CH37) from State Street (Lemont Road) to Bell Road (CH 16)" to "143rd Street (CH37) from State Street (Lemont Road) to Bell Road (CH 16) - RCP 94325"
Project Changes:	Plan Revision Name changed from "26-04.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "STP - Local" to "Regional Capital Project (2026 RTP), STP - Local"
Project Changes:	Open To Traffic changed from "2027" to "2029"

12-12-0033 - Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road) - RCP 94320

This project fills the bottleneck between the proposed I-55 @ Weber Interchange Improvement project cross section and the existing roadway cross section at Airport Road (Lockport Road) intersection.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2028
Lead Agency:	Will Co DOT
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Romeoville
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	MFT - Local	-	$1,500,000	$0	$0	$0	$0	$0	$0	$1,500,000
Total Engineering I		-	$1,500,000	$0	$0	$0	$0	$0	$0	$1,500,000
Engineering II	RTA Tax - Collar Counties	-	$2,100,000	$0	$0	$0	$0	$0	$0	$2,100,000
Total Engineering II		-	$2,100,000	$0	$0	$0	$0	$0	$0	$2,100,000
Right of Way	RTA Tax - Collar Counties	-	$1,500,000	$0	$0	$0	$0	$0	$0	$1,500,000
Total Right of Way		-	$1,500,000	$0	$0	$0	$0	$0	$0	$1,500,000
Construction	Community Project Funding	-	$0	$0	$850,000	$0	$0	$0	$0	$850,000
Construction	MFT - State Allocation	-	$0	$0	$22,486,182	$0	$0	$0	$0	$22,486,182
Construction	RTA Tax - Collar Counties	-	$0	$0	$15,000,000	$0	$0	$0	$0	$15,000,000
Total Construction		-	$0	$0	$38,336,182	$0	$0	$0	$0	$38,336,182
Construction Engineering	RTA Tax - Collar Counties	-	$0	$0	$4,000,000	$0	$0	$0	$0	$4,000,000
Total Construction Engineering		-	$0	$0	$4,000,000	$0	$0	$0	$0	$4,000,000
Total Prior Costs		-	$5,100,000	$0	$0	$0	$0	$0	$0	$5,100,000
Total Programmed		-	$5,100,000	$0	$42,336,182	$0	$0	$0	$0	$47,436,182

Previously Approved Amendment 12-12-0033 - Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road)

This project fills the bottleneck between the proposed I-55 @ Weber Interchange Improvement project cross section and the existing roadway cross section at Airport Road (Lockport Road) intersection.

TIP Document:	26-04 (Formal)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Will Co DOT
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Romeoville
Major CMAP Programs:	-

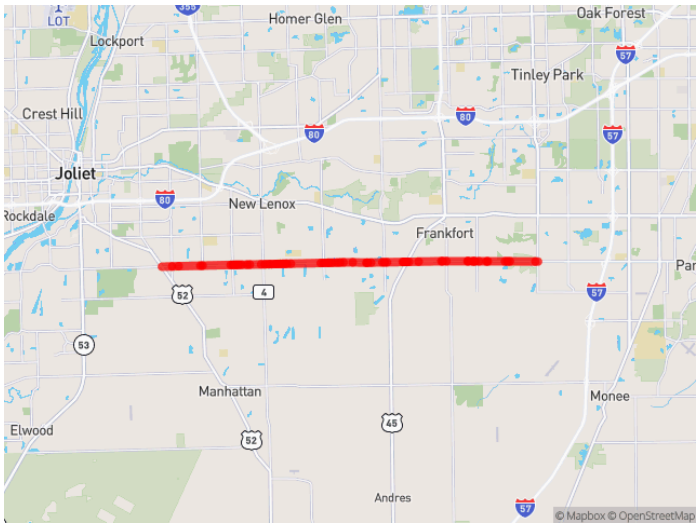
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	MFT - Local	-	$1,500,000	$0	$0	$0	$0	$0	$0	$1,500,000
Total Engineering I		-	$1,500,000	$0	$0	$0	$0	$0	$0	$1,500,000
Engineering II	RTA Tax - Collar Counties	-	$2,100,000	$0	$0	$0	$0	$0	$0	$2,100,000
Total Engineering II		-	$2,100,000	$0	$0	$0	$0	$0	$0	$2,100,000
Right of Way	RTA Tax - Collar Counties	-	$0	$1,500,000	$0	$0	$0	$0	$0	$1,500,000
Total Right of Way		-	$0	$1,500,000	$0	$0	$0	$0	$0	$1,500,000
Construction	Community Project Funding	-	$0	$0	$0	$850,000	$0	$0	$0	$850,000
Construction	MFT - State Allocation	-	$0	$0	$0	$22,486,182	$0	$0	$0	$22,486,182
Construction	RTA Tax - Collar Counties	-	$0	$0	$0	$15,000,000	$0	$0	$0	$15,000,000
Total Construction		-	$0	$0	$0	$38,336,182	$0	$0	$0	$38,336,182
Construction Engineering	RTA Tax - Collar Counties	-	$0	$0	$0	$4,000,000	$0	$0	$0	$4,000,000
Total Construction Engineering		-	$0	$0	$0	$4,000,000	$0	$0	$0	$4,000,000
Total Prior Costs		-	$3,600,000	$0	$0	$0	$0	$0	$0	$3,600,000
Total Programmed		-	$3,600,000	$1,500,000	$0	$42,336,182	$0	$0	$0	$47,436,182

Current Change Reason:	Schedule / Funding / Scope- Update Other schedule change described below - Update model information
Project Changes:	Title changed from "Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road)" to "Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road) - RCP 94320"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

12-13-0004 - CH 74 Laraway Road from US 52 to IL 43 Harlem Ave - RCP 43159 and 94323

This project consists of widening Laraway Road from a general 2 lane cross section to a 4 lane cross section with a median to accommodate turn lanes at intersections. It will include the upgrade of multiple signalized intersections.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2040
Lead Agency:	Will Co Council
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Frankfort, Joliet, New Lenox, Unincorporated
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP), STP - Local



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	MFT - Local	N/A	$1,852,000	$0	$0	$0	$0	$0	$0	$1,852,000
Engineering I	MFT - State Allocation	N/A, US Route 45 (LaGrange Road) to Harlem Avenue	$4,437,000	$0	$0	$0	$0	$0	$5,000,000	$9,437,000
Total Engineering I		-	$6,289,000	$0	$0	$0	$0	$0	$5,000,000	$11,289,000
Engineering II	Local Funds	N/A	$500,000	$0	$0	$0	$0	$0	$0	$500,000
Engineering II	MFT - State Allocation	N/A	$3,048,676	$0	$0	$0	$0	$0	$0	$3,048,676
Engineering II	RTA Tax - Collar Counties	N/A	$1,750,000	$0	$0	$0	$0	$0	$0	$1,750,000
Engineering II	STP - County	N/A	$250,000	$0	$0	$0	$0	$0	$0	$250,000
Total Engineering II		-	$5,548,676	$0	$0	$0	$0	$0	$0	$5,548,676
Right of Way	MFT - Local	N/A	$1,500,000	$0	$0	$0	$0	$0	$0	$1,500,000
Right of Way	MFT - State Allocation	N/A	$1,350,000	$0	$0	$0	$0	$0	$0	$1,350,000
Right of Way	RTA Tax - Collar Counties	Spencer Road to Scheer Road, At US Route 45 (LaGrange Road), N/A, Scheer Road to Wolf Road	$7,851,000	$0	$0	$0	$0	$0	$0	$7,851,000
Total Right of Way		-	$10,701,000	$0	$0	$0	$0	$0	$0	$10,701,000
Construction	Community Project Funding	N/A	$1,500,000	$0	$0	$0	$0	$0	$0	$1,500,000
Construction	Local Funds	Cherry Hill Road to Nelson Road	$0	$0	$16,434,000	$0	$0	$0	$0	$16,434,000
Construction	MFT - Local	Spencer Road to Scheer Road, Scheer Road to Wolf Road	$0	$0	$14,723,000	$20,508,000	$0	$0	$0	$35,231,000
Construction	MFT - State Allocation	Cedar Road (CH 4) to Spencer Road, N/A, At US Route 45 (LaGrange Road), Spencer Road to Scheer Road	$44,420,000	$0	$8,766,000	$0	$0	$0	$0	$53,186,000
Construction	RTA Tax - Collar Counties	N/A, US Route 52 to Cherry Hill Road	$39,297,985	$0	$0	$0	$0	$0	$0	$39,297,985
Construction	STP - County	N/A	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Construction	STP - Locally Prgmd	Cherry Hill Road to Nelson Road	$0	$0	$5,000,000	$0	$0	$0	$0	$5,000,000
Total Construction		-	$87,217,985	$0	$44,923,000	$20,508,000	$0	$0	$0	$152,648,985
Construction Engineering	MFT - Local	Spencer Road to Scheer Road, Scheer Road to Wolf Road, Cedar Road (CH 4) to Spencer Road	$1,987,000	$0	$1,300,000	$2,051,000	$0	$0	$0	$5,338,000
Construction Engineering	MFT - State Allocation	N/A, At US Route 45 (LaGrange Road), Spencer Road to Scheer Road	$3,438,000	$0	$2,061,000	$0	$0	$0	$0	$5,499,000

Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction Engineering	RTA Tax - Collar Counties	N/A, US Route 52 to Cherry Hill Road	$4,460,900	$0	$0	$0	$0	$0	$0	$4,460,900
Total Construction Engineering		-	$9,885,900	$0	$3,361,000	$2,051,000	$0	$0	$0	$15,297,900
Total Prior Costs		-	$119,642,561	$0	$0	$0	$0	$0	$0	$119,642,561
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$5,000,000	$5,000,000
Total Programmed		-	$119,642,561	$0	$48,284,000	$22,559,000	$0	$0	$5,000,000	$195,485,561

Previously Approved Amendment 12-13-0004 - CH 74 Laraway Road from US 52 to IL 43 Harlem Ave - RSP 55

This project consists of widening Laraway Road from a general 2 lane cross section to a 4 lane cross section with a median to accommodate turn lanes at intersections. It will include the upgrade of multiple signalized intersections.

TIP Document:	26-00 (Adoption)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Will Co Council
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Frankfort, Joliet, New Lenox, Unincorporated
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	MFT - Local	N/A	$1,852,000	$0	$0	$0	$0	$0	$0	$1,852,000
Engineering I	MFT - State Allocation	US Route 45 (LaGrange Road) to Harlem Avenue, N/A	$4,437,000	$0	$0	$0	$0	$0	$5,000,000	$9,437,000
Total Engineering I		-	$6,289,000	$0	$0	$0	$0	$0	$5,000,000	$11,289,000
Engineering II	Local Funds	N/A	$500,000	$0	$0	$0	$0	$0	$0	$500,000
Engineering II	MFT - State Allocation	N/A	$3,048,676	$0	$0	$0	$0	$0	$0	$3,048,676
Engineering II	RTA Tax - Collar Counties	N/A	$1,750,000	$0	$0	$0	$0	$0	$0	$1,750,000
Engineering II	STP - County	N/A	$250,000	$0	$0	$0	$0	$0	$0	$250,000
Total Engineering II		-	$5,548,676	$0	$0	$0	$0	$0	$0	$5,548,676
Right of Way	MFT - Local	N/A	$1,500,000	$0	$0	$0	$0	$0	$0	$1,500,000
Right of Way	MFT - State Allocation	N/A	$1,350,000	$0	$0	$0	$0	$0	$0	$1,350,000
Right of Way	RTA Tax - Collar Counties	Scheer Road to Wolf Road, N/A, Spencer Road to Scheer Road, At US Route 45 (LaGrange Road)	$5,579,000	$2,272,000	$0	$0	$0	$0	$0	$7,851,000
Total Right of Way		-	$8,429,000	$2,272,000	$0	$0	$0	$0	$0	$10,701,000
Construction	Community Project Funding	N/A	$1,500,000	$0	$0	$0	$0	$0	$0	$1,500,000
Construction	Local Funds	Cherry Hill Road to Nelson Road	$0	$0	$0	$16,434,000	$0	$0	$0	$16,434,000
Construction	MFT - Local	Scheer Road to Wolf Road, Spencer Road to Scheer Road	$0	$0	$0	$14,723,000	$20,508,000	$0	$0	$35,231,000
Construction	MFT - State Allocation	N/A, Spencer Road to Scheer Road, Cedar Road (CH 4) to Spencer Road, At US Route 45 (LaGrange Road)	$11,590,000	$32,830,000	$0	$8,766,000	$0	$0	$0	$53,186,000
Construction	RTA Tax - Collar Counties	N/A, US Route 52 to Cherry Hill Road	$23,297,985	$16,000,000	$0	$0	$0	$0	$0	$39,297,985
Construction	STP - County	N/A	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Construction	STP - Locally Prgmd	Cherry Hill Road to Nelson Road	$0	$0	$0	$5,000,000	$0	$0	$0	$5,000,000

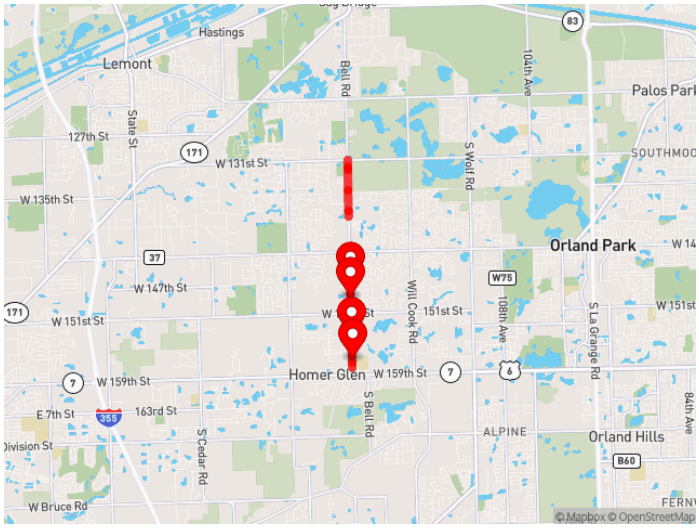
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Total Construction		-	$38,387,985	$48,830,000	$0	$44,923,000	$20,508,000	$0	$0	$152,648,985
Construction Engineering	MFT - Local	Cedar Road (CH 4) to Spencer Road, Scheer Road to Wolf Road, Spencer Road to Scheer Road	$0	$1,987,000	$0	$1,300,000	$2,051,000	$0	$0	$5,338,000
Construction Engineering	MFT - State Allocation	N/A, Spencer Road to Scheer Road, At US Route 45 (LaGrange Road)	$1,159,000	$2,279,000	$0	$2,061,000	$0	$0	$0	$5,499,000
Construction Engineering	RTA Tax - Collar Counties	N/A, US Route 52 to Cherry Hill Road	$2,380,900	$2,080,000	$0	$0	$0	$0	$0	$4,460,900
Total Construction Engineering		-	$3,539,900	$6,346,000	$0	$3,361,000	$2,051,000	$0	$0	$15,297,900
Total Prior Costs		-	$62,194,561	$0	$0	$0	$0	$0	$0	$62,194,561
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$5,000,000	$5,000,000
Total Programmed		-	$62,194,561	$57,448,000	$0	$48,284,000	$22,559,000	$0	$5,000,000	$195,485,561

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "CH 74 Laraway Road from US 52 to IL 43 Harlem Ave - RSP 55" to "CH 74 Laraway Road from US 52 to IL 43 Harlem Ave - RCP 43159 and 94323"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP, STP - Local" to "2050 RSP, Regional Capital Project (2026 RTP), STP - Local"
Project Changes:	Internal Notes changed from "Community project funding is from 2023 (7/20/23, RP)" to "Community project funding is from 2023 (7/20/23, RP); RSP 55"

12-15-0002 - Bell Rd (CH 16) from 131st St to IL 7 (159th St) with omissions at 151st Street and 143rd Street Intersections. (Bell Road Corridor) - RCP 94333

The project reconstructs and widens Bell Road from 2 lanes to 4 lanes with a raised median to accommodate left turn lanes. Also included are signal modernization of the existing signalized intersections and the installation of noise walls at the south end of the corridor. The corridor will be constructed in phases starting at the south and moving north.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2030
Lead Agency:	Will Co Council
Lead Contact:	-
Project Website:	-
County:	Cook, Will
Municipality:	Homer Glen, Homer Township, Lemont
Major CMAP Programs:	Regional Capital Project (2026 RTP), STP - Local



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering II	RTA Tax - Collar Counties	County Line to 143rd Street, N/A	$700,000	$0	$0	$0	$0	$0	$1,200,000	$1,900,000
Total Engineering II		-	$700,000	$0	$0	$0	$0	$0	$1,200,000	$1,900,000
Right of Way	RTA Tax - Collar Counties	151st Street to 143rd Street, County Line to 143rd Street	$100,000	$0	$0	$0	$0	$0	$500,000	$600,000
Total Right of Way		-	$100,000	$0	$0	$0	$0	$0	$500,000	$600,000
Construction	RTA Tax - Collar Counties	County Line to 143rd Street, 151st Street to 143rd Street, 159th Street to 151st Street	$13,140,955	$0	$0	$0	$0	$0	$7,800,000	$20,940,955
Construction	STP - County	159th Street to 151st Street	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
Construction	STP - Locally Prgmd	159th Street to 151st Street	$4,500,000	$0	$0	$0	$0	$0	$0	$4,500,000
Total Construction		-	$18,640,955	$0	$0	$0	$0	$0	$7,800,000	$26,440,955
Construction Engineering	RTA Tax - Collar Counties	159th Street to 151st Street, 151st Street to 143rd Street, County Line to 143rd Street	$1,410,000	$0	$0	$0	$0	$0	$1,000,000	$2,410,000
Total Construction Engineering		-	$1,410,000	$0	$0	$0	$0	$0	$1,000,000	$2,410,000
Total Prior Costs		-	$20,850,955	$0	$0	$0	$0	$0	$0	$20,850,955
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$10,500,000	$10,500,000
Total Programmed		-	$20,850,955	$0	$0	$0	$0	$0	$10,500,000	$31,350,955

Previously Approved Amendment 12-15-0002 - Bell Rd (CH 16) from 131st St to IL 7 (159th St) with omissions at 151st Street and 143rd Street Intersections. (Bell Road Corridor)

The project reconstructs and widens Bell Road from 2 lanes to 4 lanes with a raised median to accommodate left turn lanes. Also included are signal modernization of the existing signalized intersections and the installation of noise walls at the south end of the corridor. The corridor will be constructed in phases starting at the south and moving north.

TIP Document:	26-00 (Adoption)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Will Co Council
Lead Contact:	-

Project Website:	-
County:	Cook, Will
Municipality:	Homer Glen, Homer Township, Lemont
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	RTA Tax - Collar Counties	County Line to 143rd Street, N/A	$700,000	$0	$0	$0	$0	$0	$1,200,000	$1,900,000
Total Engineering II		-	$700,000	$0	$0	$0	$0	$0	$1,200,000	$1,900,000
Right of Way	RTA Tax - Collar Counties	151st Street to 143rd Street, County Line to 143rd Street	$100,000	$0	$0	$0	$0	$0	$500,000	$600,000
Total Right of Way		-	$100,000	$0	$0	$0	$0	$0	$500,000	$600,000
Construction	RTA Tax - Collar Counties	159th Street to 151st Street, County Line to 143rd Street, 151st Street to 143rd Street	$3,240,955	$9,900,000	$0	$0	$0	$0	$7,800,000	$20,940,955
Construction	STP - County	159th Street to 151st Street	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
Construction	STP - Locally Prgmd	159th Street to 151st Street	$4,500,000	$0	$0	$0	$0	$0	$0	$4,500,000
Total Construction		-	$8,740,955	$9,900,000	$0	$0	$0	$0	$7,800,000	$26,440,955
Construction Engineering	RTA Tax - Collar Counties	159th Street to 151st Street, County Line to 143rd Street, 151st Street to 143rd Street	$865,000	$545,000	$0	$0	$0	$0	$1,000,000	$2,410,000
Total Construction Engineering		-	$865,000	$545,000	$0	$0	$0	$0	$1,000,000	$2,410,000
Total Prior Costs		-	$10,405,955	$0	$0	$0	$0	$0	$0	$10,405,955
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$10,500,000	$10,500,000
Total Programmed		-	$10,405,955	$10,445,000	$0	$0	$0	$0	$10,500,000	$31,350,955

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "Bell Rd (CH 16) from 131st St to IL 7 (159th St) with omissions at 151st Street and 143rd Street Intersections. (Bell Road Corridor)" to "Bell Rd (CH 16) from 131st St to IL 7 (159th St) with omissions at 151st Street and 143rd Street Intersections. (Bell Road Corridor) - RCP 94333"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "None" to "Constrained total is $50,380,141, which includes 12-12-0003"
Project Changes:	Major Implementation Group changed from "STP - Local" to "Regional Capital Project (2026 RTP), STP - Local"

12-16-0027 - I-55 @ Ill 129, Ill 129 to Lorenzo Rd, I-55 Frontage Rds: Kavanaugh Rd to Lorenzo Rd & at Lorenzo Rd. - RCP 91337

Interchange Reconstruction, Bridge Replacement, Widening & Resurfacing, Add Auxiliary Lanes

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Intersection/Interchange Improvements
Air Quality:	Conformed
Open to Traffic Year:	2030
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/i55-at-lorenzo-rd
County:	Will
Municipality:	Braidwood, Unincorporated
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$8,443,000	$1,600,000	$0	$0	$0	$0	$0	$10,043,000
Total Engineering I		-	$8,443,000	$1,600,000	$0	$0	$0	$0	$0	$10,043,000
Engineering II	IL Funds	-	$3,500,000	$0	$0	$0	$0	$0	$0	$3,500,000
Total Engineering II		-	$3,500,000	$0	$0	$0	$0	$0	$0	$3,500,000
Right of Way	IL Funds	-	$16,595,000	$0	$0	$0	$0	$0	$0	$16,595,000
Total Right of Way		-	$16,595,000	$0	$0	$0	$0	$0	$0	$16,595,000
Construction	IL Funds	-	$0	$0	$1,000,000	$15,000,000	$11,920,000	$0	$12,440,000	$40,360,000
Construction	NHPP	-	$0	$0	$0	$0	$25,874,000	$0	$84,960,000	$110,834,000
Total Construction		-	$0	$0	$1,000,000	$15,000,000	$37,794,000	$0	$97,400,000	$151,194,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$894,000	$0	$1,755,000	$2,649,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$6,750,000	$0	$15,795,000	$22,545,000
Total Construction Engineering		-	$0	$0	$0	$0	$7,644,000	$0	$17,550,000	$25,194,000
Total Prior Costs		-	$28,538,000	$0	$0	$0	$0	$0	$0	$28,538,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$114,950,000	$114,950,000
Total Programmed		-	$28,538,000	$1,600,000	$1,000,000	$15,000,000	$45,438,000	$0	$114,950,000	$206,526,000

Previously Approved Amendment 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

Interchange Reconstruction, Bridge Replacement, Widening & Resurfacing, Add Auxiliary Lanes

TIP Document:	26-04 (Formal)
Project Type:	Intersection/Interchange Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/i55-at-lorenzo-rd
County:	Will
Municipality:	Braidwood, Unincorporated

Major CMAP Programs:	-

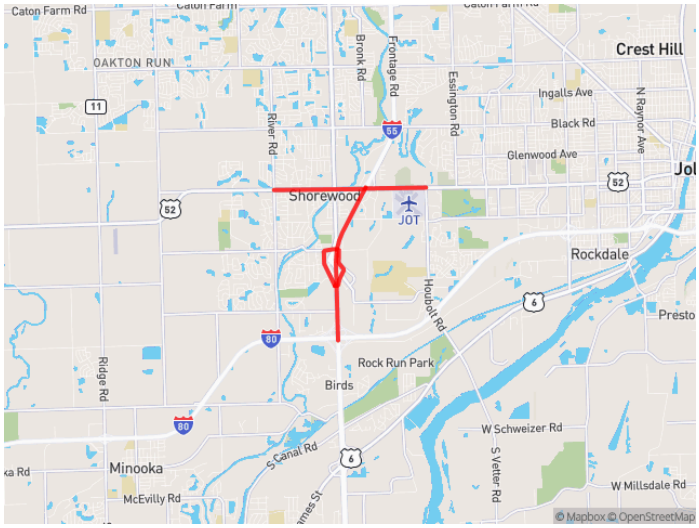
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$8,370,000	$73,000	$1,600,000	$0	$0	$0	$0	$10,043,000
Total Engineering I		-	$8,370,000	$73,000	$1,600,000	$0	$0	$0	$0	$10,043,000
Engineering II	IL Funds	-	$0	$3,500,000	$0	$0	$0	$0	$0	$3,500,000
Total Engineering II		-	$0	$3,500,000	$0	$0	$0	$0	$0	$3,500,000
Right of Way	IL Funds	-	$9,900,000	$6,695,000	$0	$0	$0	$0	$0	$16,595,000
Total Right of Way		-	$9,900,000	$6,695,000	$0	$0	$0	$0	$0	$16,595,000
Construction	IL Funds	-	$0	$0	$0	$1,000,000	$15,000,000	$11,920,000	$12,440,000	$40,360,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$25,874,000	$84,960,000	$110,834,000
Total Construction		-	$0	$0	$0	$1,000,000	$15,000,000	$37,794,000	$97,400,000	$151,194,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$894,000	$1,755,000	$2,649,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$6,750,000	$15,795,000	$22,545,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$7,644,000	$17,550,000	$25,194,000
Total Prior Costs		-	$18,270,000	$0	$0	$0	$0	$0	$0	$18,270,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$114,950,000	$114,950,000
Total Programmed		-	$18,270,000	$10,268,000	$1,600,000	$1,000,000	$15,000,000	$45,438,000	$114,950,000	$206,526,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "I-55 @ Ill 129, Ill 129 to Lorenzo Rd, I-55 Frontage Rds: Kavanaugh Rd to Lorenzo Rd & at Lorenzo Rd. - RSP 34" to "I-55 @ Ill 129, Ill 129 to Lorenzo Rd, I-55 Frontage Rds: Kavanaugh Rd to Lorenzo Rd & at Lorenzo Rd. - RCP 91337"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "Adding 4 traffic signals based on July 2025 coordination meeting (RP, 10/20/25)" to "Adding 4 traffic signals based on July 2025 coordination meeting (RP, 10/20/25); RSP 34"

12-18-0019 - I-55 - I-80 to US 52 (Jefferson St) and @ ILL 59; US 52 Jefferson St - River Rd to Houbolt Rd - RCP 13110.

I-55: Add Lanes, Interchange Reconstruction, Bridge Replacement, & Extend Road. US 52: Bridge Widening, Bridge Repair, Reconstruction, Culvert Extension, Widening Existing Pavement, Add Turning Lanes. Add-lane between River Road and IL 59 only. Existing movements at US 52 and I-55 are not being changed. Ramp widening to provide additional turn lanes at US 52 only.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	New/Expanded Interchange
Air Quality:	Conformed
Open to Traffic Year:	2035
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Joliet, Shorewood
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$2,100,000	$0	$0	$0	$0	$0	$0	$2,100,000
Engineering I	Local Funds	I-55 I-80 to US 52 at ILL 59	$5,400,000	$0	$0	$0	$0	$0	$0	$5,400,000
Total Engineering I		-	$7,500,000	$0	$0	$0	$0	$0	$0	$7,500,000
Engineering II	IL Funds	I-55 I-80 to US 52 at ILL 59, US 52 River Rd to Houbolt Rd	$8,489,019	$0	$0	$0	$0	$0	$0	$8,489,019
Engineering II	NHPP	I-55 I-80 to US 52 at ILL 59	$5,746,158	$0	$0	$0	$0	$0	$0	$5,746,158
Total Engineering II		-	$14,235,177	$0	$0	$0	$0	$0	$0	$14,235,177
Right of Way	IL Funds	US 52 River Rd to Houbolt Rd, I-55 I-80 to US 52 at ILL 59	$2,318,000	$1,520,000	$0	$0	$0	$0	$0	$3,838,000
Right of Way	NHPP	I-55 I-80 to US 52 at ILL 59	$4,664,000	$0	$0	$0	$0	$0	$0	$4,664,000
Right of Way	STP - State Prgmd Urban	US 52 River Rd to Houbolt Rd	$7,200,000	$6,080,000	$0	$0	$0	$0	$0	$13,280,000
Total Right of Way		-	$14,182,000	$7,600,000	$0	$0	$0	$0	$0	$21,782,000
Construction	IL Funds	I-55 I-80 to US 52 at ILL 59, US 52 River Rd to Houbolt Rd, I-55 At Ill 59	$35,418,001	$0	$0	$0	$0	$0	$19,220,000	$54,638,001
Construction	Local Funds	I-55 I-80 to US 52 at ILL 59	$9,902,000	$0	$0	$0	$0	$0	$0	$9,902,000
Construction	NHPP	I-55 At Ill 59, US 52 River Rd to Houbolt Rd, I-55 I-80 to US 52 at ILL 59	$10,820,810	$0	$0	$0	$0	$0	$54,792,000	$65,612,810
Construction	STP - State Prgmd Urban	US 52 River Rd to Houbolt Rd	$0	$0	$0	$0	$0	$0	$6,088,000	$6,088,000
Construction	TIGER	I-55 I-80 to US 52 at ILL 59	$20,000,000	$0	$0	$0	$0	$0	$0	$20,000,000
Total Construction		-	$76,140,811	$0	$0	$0	$0	$0	$80,100,000	$156,240,811
Construction Engineering	IL Funds	US 52 River Rd to Houbolt Rd, I-55 At Ill 59, I-55 I-80 to US 52 at ILL 59	$934,000	$0	$0	$0	$0	$0	$1,976,000	$2,910,000
Construction Engineering	NHPP	I-55 At Ill 59, I-55 I-80 to US 52 at ILL 59	$7,306,613	$0	$0	$0	$0	$0	$0	$7,306,613
Construction Engineering	STP - State Prgmd Urban	US 52 River Rd to Houbolt Rd	$0	$0	$0	$0	$0	$0	$7,904,000	$7,904,000
Total Construction Engineering		-	$8,240,613	$0	$0	$0	$0	$0	$9,880,000	$18,120,613
Total Prior Costs		-	$120,298,601	$0	$0	$0	$0	$0	$0	$120,298,601
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$89,980,000	$89,980,000

Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Total Programmed		-	$120,298,601	$7,600,000	$0	$0	$0	$0	$89,980,000	$217,878,601

Previously Approved Amendment 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.

I-55: Add Lanes, Interchange Reconstruction, Bridge Replacement, & Extend Road. US 52: Bridge Widening, Bridge Repair, Reconstruction, Culvert Extension, Widening Existing Pavement, Add Turning Lanes. Add-lane between River Road and IL 59 only. Existing movements at US 52 and I-55 are not being changed. Ramp widening to provide additional turn lanes at US 52 only.

TIP Document:	26-05.1 (Admin FHWA)
Project Type:	New/Expanded Interchange
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Joliet, Shorewood
Major CMAP Programs:	-

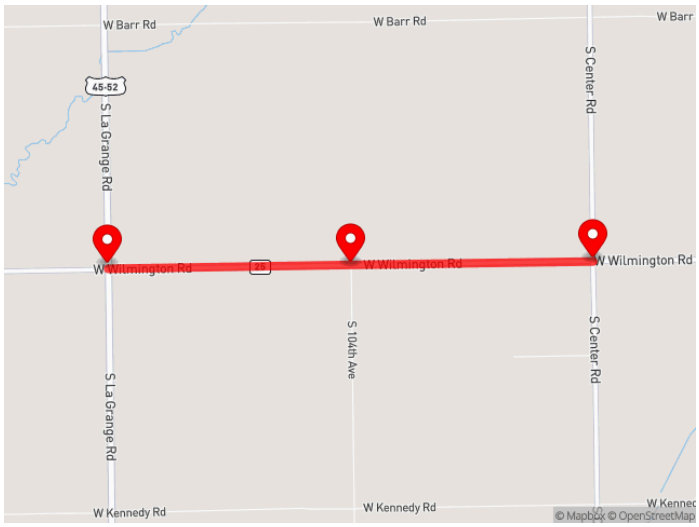
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$2,100,000	$0	$0	$0	$0	$0	$0	$2,100,000
Engineering I	Local Funds	I-55 I-80 to US 52 at ILL 59	$5,400,000	$0	$0	$0	$0	$0	$0	$5,400,000
Total Engineering I		-	$7,500,000	$0	$0	$0	$0	$0	$0	$7,500,000
Engineering II	IL Funds	I-55 I-80 to US 52 at ILL 59, US 52 River Rd to Houbolt Rd	$866,019	$7,623,000	$0	$0	$0	$0	$0	$8,489,019
Engineering II	NHPP	I-55 I-80 to US 52 at ILL 59	$5,544,158	$202,000	$0	$0	$0	$0	$0	$5,746,158
Total Engineering II		-	$6,410,177	$7,825,000	$0	$0	$0	$0	$0	$14,235,177
Right of Way	IL Funds	US 52 River Rd to Houbolt Rd, I-55 I-80 to US 52 at ILL 59	$282,000	$2,036,000	$1,520,000	$0	$0	$0	$0	$3,838,000
Right of Way	NHPP	I-55 I-80 to US 52 at ILL 59	$2,530,000	$2,134,000	$0	$0	$0	$0	$0	$4,664,000
Right of Way	STP - State Prgmd Urban	US 52 River Rd to Houbolt Rd	$6,000	$7,194,000	$6,080,000	$0	$0	$0	$0	$13,280,000
Total Right of Way		-	$2,818,000	$11,364,000	$7,600,000	$0	$0	$0	$0	$21,782,000
Construction	IL Funds	US 52 River Rd to Houbolt Rd, I-55 I-80 to US 52 at ILL 59, I-55 At Ill 59	$35,418,001	$0	$0	$0	$0	$0	$19,220,000	$54,638,001
Construction	Local Funds	I-55 I-80 to US 52 at ILL 59	$9,902,000	$0	$0	$0	$0	$0	$0	$9,902,000
Construction	NHPP	I-55 I-80 to US 52 at ILL 59, US 52 River Rd to Houbolt Rd, I-55 At Ill 59	$10,820,810	$0	$0	$0	$0	$0	$54,792,000	$65,612,810
Construction	STP - State Prgmd Urban	US 52 River Rd to Houbolt Rd	$0	$0	$0	$0	$0	$0	$6,088,000	$6,088,000
Construction	TIGER	I-55 I-80 to US 52 at ILL 59	$20,000,000	$0	$0	$0	$0	$0	$0	$20,000,000
Total Construction		-	$76,140,811	$0	$0	$0	$0	$0	$80,100,000	$156,240,811
Construction Engineering	IL Funds	I-55 I-80 to US 52 at ILL 59, I-55 At Ill 59, US 52 River Rd to Houbolt Rd	$934,000	$0	$0	$0	$0	$0	$1,976,000	$2,910,000
Construction Engineering	NHPP	I-55 I-80 to US 52 at ILL 59, I-55 At Ill 59	$7,306,613	$0	$0	$0	$0	$0	$0	$7,306,613
Construction Engineering	STP - State Prgmd Urban	US 52 River Rd to Houbolt Rd	$0	$0	$0	$0	$0	$0	$7,904,000	$7,904,000
Total Construction Engineering		-	$8,240,613	$0	$0	$0	$0	$0	$9,880,000	$18,120,613
Total Prior Costs		-	$101,109,601	$0	$0	$0	$0	$0	$0	$101,109,601
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$89,980,000	$89,980,000
Total Programmed		-	$101,109,601	$19,189,000	$7,600,000	$0	$0	$0	$89,980,000	$217,878,601

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "I-55 - I-80 to US 52 (Jefferson St) and @ ILL 59; US 52 Jefferson St - River Rd to Houbolt Rd - RSP A4." to "I-55 - I-80 to US 52 (Jefferson St) and @ ILL 59; US 52 Jefferson St - River Rd to Houbolt Rd - RCP 13110."
Project Changes:	Plan Revision Name changed from "26-05.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "Prior conformity 10/10/2018 (LK). Other-Fed is Build 2020 Grant (RP). CMAP (RP) submitted a change in the completion year from 2025 to 2026-30 for the US 52 segment when IDOT programed C/CE in FFY 28 and 29. NHPP funds for 69NC1030 are in AC as of 10/5/23, these funds will need be adjusted when they go into ACC (RP)." to "Prior conformity 10/10/2018 (LK). Other-Fed is Build 2020 Grant (RP). CMAP (RP) submitted a change in the completion year from 2025 to 2026-30 for the US 52 segment when IDOT programed C/CE in FFY 28 and 29. NHPP funds for 69NC1030 are in AC as of 10/5/23, these funds will need be adjusted when they go into ACC (RP). Was RSP A4"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "Regional Capital Project (2026 RTP)"

12-18-0021 - Wilmington-Peotone Road: US 45 to Center Rd - RCP 43158a

Reconstruction, shoulder and intersection improvement.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Modernization
Air Quality:	Not Required
Open to Traffic Year:	2040
Lead Agency:	Will Co DOT
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Peotone, Wilmington
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	MFT - State Allocation	-	$1,989,737	$0	$0	$0	$0	$0	$0	$1,989,737
Total Engineering I		-	$1,989,737	$0	$0	$0	$0	$0	$0	$1,989,737
Engineering II	MFT - Local	-	$0	$0	$3,730,800	$0	$0	$0	$0	$3,730,800
Total Engineering II		-	$0	$0	$3,730,800	$0	$0	$0	$0	$3,730,800
Right of Way	MFT - Local	-	$0	$0	$0	$0	$1,250,000	$0	$0	$1,250,000
Total Right of Way		-	$0	$0	$0	$0	$1,250,000	$0	$0	$1,250,000
Construction	MFT - State Allocation	-	$0	$0	$0	$0	$0	$11,800,000	$0	$11,800,000
Total Construction		-	$0	$0	$0	$0	$0	$11,800,000	$0	$11,800,000
Construction Engineering	MFT - State Allocation	-	$0	$0	$0	$0	$0	$1,708,000	$0	$1,708,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$1,708,000	$0	$1,708,000
Total Prior Costs		-	$1,989,737	$0	$0	$0	$0	$0	$0	$1,989,737
Total Programmed		-	$1,989,737	$0	$3,730,800	$0	$1,250,000	$13,508,000	$0	$20,478,537

Previously Approved Amendment 12-18-0021 - Wilmington-Peotone Road: IL Route 53 to Drecksler Road - RSP 56

Widen to 4 lane cross section with associated intersection improvements.

TIP Document:	23-00
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Will Co DOT
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Florence Township, Peotone, Peotone Township, Wilmington, Wilton Township
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
Engineering I	Local Funds	-	$0	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
Total Engineering I		-	$0	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
Engineering II	Local Funds	-	$0	$0	$0	$0	$0	$0	$3,000,000	$3,000,000

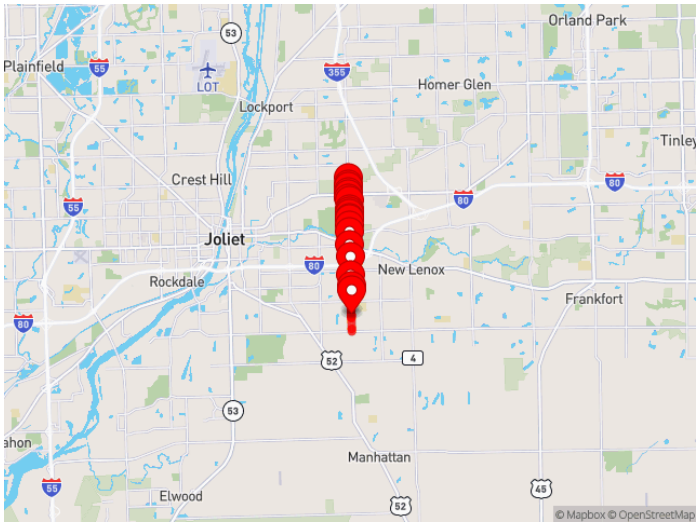
Phase	Fund Source	F. Section ID	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
Total Engineering II		-	$0	$0	$0	$0	$0	$0	$3,000,000	$3,000,000
Right of Way	Local Funds	-	$0	$0	$0	$0	$0	$0	$900,000	$900,000
Total Right of Way		-	$0	$0	$0	$0	$0	$0	$900,000	$900,000
Construction	Local Funds	-	$0	$0	$0	$0	$0	$0	$47,500,000	$47,500,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$47,500,000	$47,500,000
Construction Engineering	Local Funds	-	$0	$0	$0	$0	$0	$0	$4,500,000	$4,500,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$4,500,000	$4,500,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$57,900,000	$57,900,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$57,900,000	$57,900,000

Current Change Reason:	Schedule / Funding / Scope- Update Other location/limits change described below - Update model information - Add, delete, or change fund sources - Work type(s) deleted
Project Changes:	Title changed from "Wilmington-Peotone Road: IL Route 53 to Drecksler Road - RSP 56" to "Wilmington-Peotone Road: US 45 to Center Rd - RCP 43158a"
Project Changes:	Description changed from "Widen to 4 lane cross section with associated intersection improvements." to "Reconstruction, shoulder and intersection improvement."
Project Changes:	Plan Revision Name changed from "23-00" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Project Type changed from "Road Expansion" to "Road Modernization"
Project Changes:	Work Type changed from "[H-COR] Highway/Road - Corridor Improvement" to "[A-SHDR] Safety - Shoulder Improvements, [H-INTIMP] Highway/Road - Intersection Improvement, [H-INTRC] Highway/Road - Intersection Reconstruction, [H-RCINKND] Highway/Road - Reconstruct in Kind"
Project Changes:	Internal Notes changed from "None" to "Project previously was IL 53 to Decksler Rd and RSP 56. Only Constrained RCP is the current project. A PEL was done for the corridor, each section of the project will have a separate EI. (RP 4/26)"
Project Changes:	Conformity Status changed from "Conformed" to "Not Required"
Project Changes:	Exempt Status changed from "Not Exempt" to "Exempt"
Project Changes:	Model changed from "Yes" to "No"
Project Changes:	Open To Traffic changed from "TBD" to "2040"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "Regional Capital Project (2026 RTP)"
Project Changes:	Conformity Date changed from "10/10/2018" to "None"

12-19-0038 - Gougar Road: Laraway Road to Francis Rd - RCP 94327

Study to look at the potential of improvements to the current 2-lane rural cross section with intermittent intersection improvements to a 5-lane urban cross section with barrier median, intersection improvements, structure improvements, and drainage improvements. Pedestrian and bicyclist accommodations will be included as part of this project. Railroad crossing improvements will be studied for both crossings. Project is comprised of multiple segments.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2030
Lead Agency:	Will Co DOT
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Joliet, New Lenox
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	MFT - State Allocation	LARAWAY ROAD TO FRANCIS ROAD	$2,633,678	$0	$0	$0	$0	$0	$0	$2,633,678
Total Engineering I		-	$2,633,678	$0	$0	$0	$0	$0	$0	$2,633,678
Engineering II	MFT - Local	HAVEN AVENUE TO FRANCIS ROAD, LARAWAY ROAD TO HAVEN AVENUE	$2,700,000	$0	$0	$0	$0	$0	$0	$2,700,000
Total Engineering II		-	$2,700,000	$0	$0	$0	$0	$0	$0	$2,700,000
Right of Way	MFT - Local	FERRO DRIVE TO FRANCIS ROAD, HAVEN AVENUE TO FRANCIS ROAD	$2,800,000	$4,100,000	$0	$0	$0	$0	$0	$6,900,000
Right of Way	MFT - State Allocation	LARAWAY ROAD TO HAVEN AVENUE	$900,000	$0	$0	$0	$0	$0	$0	$900,000
Total Right of Way		-	$3,700,000	$4,100,000	$0	$0	$0	$0	$0	$7,800,000
Construction	MFT - State Allocation	FERRO DRIVE TO FRANCIS ROAD, HAVEN AVENUE TO FRANCIS ROAD	$0	$0	$13,050,700	$20,224,400	$0	$0	$0	$33,275,100
Construction	RTA Tax - Collar Counties	HAVEN AVENUE TO FRANCIS ROAD, FERRO DRIVE TO FRANCIS ROAD	$0	$0	$12,618,700	$2,480,000	$0	$0	$0	$15,098,700
Construction	STP - County	FERRO DRIVE TO FRANCIS ROAD	$0	$0	$0	$8,075,924	$0	$0	$0	$8,075,924
Total Construction		-	$0	$0	$25,669,400	$30,780,324	$0	$0	$0	$56,449,724
Construction Engineering	RTA Tax - Collar Counties	HAVEN AVENUE TO FRANCIS ROAD, FERRO DRIVE TO FRANCIS ROAD	$0	$0	$5,100,600	$4,057,500	$0	$0	$0	$9,158,100
Total Construction Engineering		-	$0	$0	$5,100,600	$4,057,500	$0	$0	$0	$9,158,100
Total Prior Costs		-	$9,033,678	$0	$0	$0	$0	$0	$0	$9,033,678
Total Programmed		-	$9,033,678	$4,100,000	$30,770,000	$34,837,824	$0	$0	$0	$78,741,502

Previously Approved Amendment 12-19-0038 - Gougar Road: Laraway Road to US Route 6

Study to look at the potential of improvements to the current 2-lane rural cross section with intermittent intersection improvements to a 5-lane urban cross section with barrier median, intersection improvements, structure improvements, and drainage improvements. Pedestrian and bicyclist accommodations will be included as part of this project. Railroad crossing improvements will be studied for both crossings. Project is comprised of multiple segments.

TIP Document:	26-05.1 (Admin FHWA)
Project Type:	Road Expansion
Air Quality:	-

Open to Traffic Year:	-
Lead Agency:	Will Co DOT
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Joliet, New Lenox
Major CMAP Programs:	-

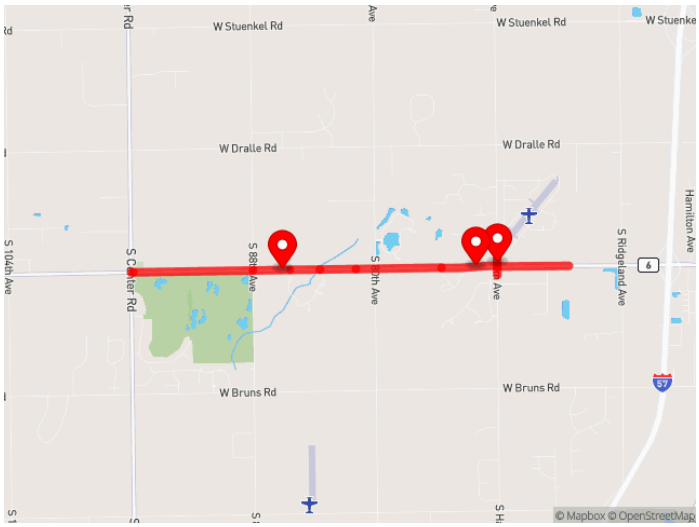
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	MFT - State Allocation	LARAWAY ROAD TO FRANCIS ROAD	$2,633,678	$0	$0	$0	$0	$0	$0	$2,633,678
Total Engineering I		-	$2,633,678	$0	$0	$0	$0	$0	$0	$2,633,678
Engineering II	MFT - Local	LARAWAY ROAD TO HAVEN AVENUE, HAVEN AVENUE TO FRANCIS ROAD	$2,700,000	$0	$0	$0	$0	$0	$0	$2,700,000
Total Engineering II		-	$2,700,000	$0	$0	$0	$0	$0	$0	$2,700,000
Right of Way	MFT - Local	HAVEN AVENUE TO FRANCIS ROAD	$450,000	$0	$0	$0	$0	$0	$0	$450,000
Right of Way	MFT - State Allocation	LARAWAY ROAD TO HAVEN AVENUE	$900,000	$0	$0	$0	$0	$0	$0	$900,000
Total Right of Way		-	$1,350,000	$0	$0	$0	$0	$0	$0	$1,350,000
Construction	MFT - State Allocation	FERRO DRIVE TO FRANCIS ROAD, LARAWAY ROAD TO HAVEN AVENUE	$0	$0	$19,006,035	$8,750,000	$0	$0	$0	$27,756,035
Construction	RTA Tax - Collar Counties	LARAWAY ROAD TO HAVEN AVENUE, FERRO DRIVE TO FRANCIS ROAD	$0	$0	$1,615,184	$8,750,000	$0	$0	$0	$10,365,184
Construction	STP - County	FERRO DRIVE TO FRANCIS ROAD	$0	$0	$8,075,924	$0	$0	$0	$0	$8,075,924
Total Construction		-	$0	$0	$28,697,143	$17,500,000	$0	$0	$0	$46,197,143
Construction Engineering	RTA Tax - Collar Counties	LARAWAY ROAD TO HAVEN AVENUE, FERRO DRIVE TO FRANCIS ROAD	$0	$0	$2,730,000	$2,275,000	$0	$0	$0	$5,005,000
Total Construction Engineering		-	$0	$0	$2,730,000	$2,275,000	$0	$0	$0	$5,005,000
Total Prior Costs		-	$6,683,678	$0	$0	$0	$0	$0	$0	$6,683,678
Total Programmed		-	$6,683,678	$0	$31,427,143	$19,775,000	$0	$0	$0	$57,885,821

Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Major reduction of limits(>0.25 mi)
Project Changes:	Title changed from "Gougar Road: Laraway Road to US Route 6" to "Gougar Road: Laraway Road to Francis Rd - RCP 94327"
Project Changes:	Plan Revision Name changed from "26-05.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "last modified by C Kupkowski 7/24/19. Moved from 19-07 to 19-08 when not submitted by deadline." to "last modified by C Kupkowski 7/24/19. Moved from 19-07 to 19-08 when not submitted by deadline. Fiscally constrained amount is $110,980,000, including $41,816,000 for 12-22-0001 portion"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

12-20-0009 - Manhattan-Monee Road: Center Road to Monee Corporate Limits

The segment currently has narrow lane widths, very narrow shoulders and inconsistent median widths. This project includes the reconstruction of the pavement to meet current standards, with intersection and drainage improvements.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Modernization
Air Quality:	To Be Conformed
Open to Traffic Year:	2033
Lead Agency:	Will Co DOT
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Monee
Major CMAP Programs:	-



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	MFT - State Allocation	-	$2,019,802	$0	$0	$0	$0	$0	$0	$2,019,802
Total Engineering I		-	$2,019,802	$0	$0	$0	$0	$0	$0	$2,019,802
Engineering II	MFT - Local	-	$2,710,000	$0	$0	$0	$0	$0	$0	$2,710,000
Total Engineering II		-	$2,710,000	$0	$0	$0	$0	$0	$0	$2,710,000
Right of Way	MFT - State Allocation	-	$0	$7,000,000	$0	$0	$0	$0	$0	$7,000,000
Total Right of Way		-	$0	$7,000,000	$0	$0	$0	$0	$0	$7,000,000
Construction	MFT - Local	-	$0	$0	$0	$36,799,400	$0	$0	$0	$36,799,400
Construction	RTA Tax - Collar Counties	-	$0	$0	$0	$28,819,200	$0	$0	$0	$28,819,200
Total Construction		-	$0	$0	$0	$65,618,600	$0	$0	$0	$65,618,600
Construction Engineering	MFT - Local	-	$0	$0	$0	$8,530,400	$0	$0	$0	$8,530,400
Total Construction Engineering		-	$0	$0	$0	$8,530,400	$0	$0	$0	$8,530,400
Total Prior Costs		-	$4,729,802	$0	$0	$0	$0	$0	$0	$4,729,802
Total Programmed		-	$4,729,802	$7,000,000	$0	$74,149,000	$0	$0	$0	$85,878,802

Previously Approved Amendment 12-20-0009 - Manhattan-Monee Road: Center Road to Monee Corporate Limits

The segment currently has narrow lane widths, very narrow shoulders and inconsistent median widths. This project includes the reconstruction of the pavement to meet current standards, with intersection and drainage improvements.

TIP Document:	26-00 (Adoption)
Project Type:	Road Modernization
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Will Co DOT
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Monee
Major CMAP Programs:	-

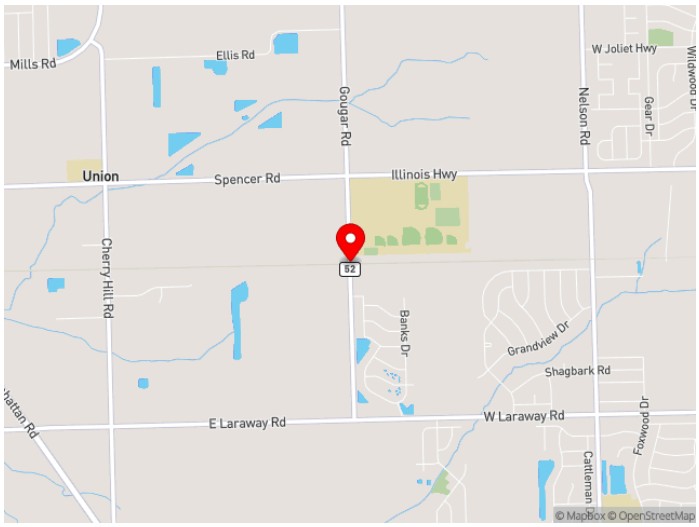
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	MFT - State Allocation	-	$2,019,802	$0	$0	$0	$0	$0	$0	$2,019,802
Total Engineering I		-	$2,019,802	$0	$0	$0	$0	$0	$0	$2,019,802
Engineering II	MFT - Local	-	$2,710,000	$0	$0	$0	$0	$0	$0	$2,710,000
Total Engineering II		-	$2,710,000	$0	$0	$0	$0	$0	$0	$2,710,000
Right of Way	MFT - State Allocation	-	$0	$500,000	$0	$0	$0	$0	$0	$500,000
Total Right of Way		-	$0	$500,000	$0	$0	$0	$0	$0	$500,000
Construction	MFT - Local	-	$0	$0	$6,500,000	$0	$0	$0	$0	$6,500,000
Construction	RTA Tax - Collar Counties	-	$0	$0	$9,000,000	$0	$0	$0	$0	$9,000,000
Total Construction		-	$0	$0	$15,500,000	$0	$0	$0	$0	$15,500,000
Construction Engineering	MFT - Local	-	$0	$0	$2,000,000	$0	$0	$0	$0	$2,000,000
Total Construction Engineering		-	$0	$0	$2,000,000	$0	$0	$0	$0	$2,000,000
Total Prior Costs		-	$4,729,802	$0	$0	$0	$0	$0	$0	$4,729,802
Total Programmed		-	$4,729,802	$500,000	$17,500,000	$0	$0	$0	$0	$22,729,802

Current Change Reason:	Schedule / Funding / Scope- Update Work type(s) added - Cost change due to availability of 30% design - Project phase(s) moved to later year(s) due to earlier phase(s) delays
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Work Type changed from "[A-PMRK] Safety - Pavement Marking, [A-SHDR] Safety - Shoulder Improvements, [B-REPAIR] Bridge/Structure - Reconst/Rehab No Chng in #, Wdth, or Lane, [H-CLTL] Highway/Road - Continuous Bi-Directional Turn Lanes, [H-INTIMP] Highway/Road - Intersection Improvement, [H-RCNST] Highway/Road - Reconst with Change in Use or Width Of Lane, [H-STWTR] Highway/Road - Stormwater Infrastucture, [S-ASNG] Signals - Add Signals At Single Intersection" to "[A-PMRK] Safety - Pavement Marking, [A-SHDR] Safety - Shoulder Improvements, [B-REPAIR] Bridge/Structure - Reconst/Rehab No Chng in #, Wdth, or Lane, [H-AL] Highway/Road - Add Lanes, [H-CLTL] Highway/Road - Continuous Bi-Directional Turn Lanes, [H-INTIMP] Highway/Road - Intersection Improvement, [H-RCNST] Highway/Road - Reconst with Change in Use or Width Of Lane, [H-STWTR] Highway/Road - Stormwater Infrastucture, [S-NEW] Signals - New Signals for Multiple Intersections"
Project Changes:	Exempt Status changed from "Exempt Tested" to "Not Exempt"
Project Changes:	Conformity Status changed from "Not Required" to "To Be Conformed"
Project Changes:	Internal Notes changed from "Model information pending results of E1 (10/2020 KD). Limits are Ridgeland Rd" to "Model information pending results of E1 (10/2020 KD). Not on the NHS system. Add lanes is only .5 miles RP (4/26)"

12-22-0001 - Gougar Road Grade Separation RCP 94327

Gougar Road over the CN Railroad

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Rail-Highway Grade Separation
Air Quality:	Conformed
Open to Traffic Year:	2028
Lead Agency:	Will Co DOT
Lead Contact:	-
Project Website:	https://www.gougarroadstudy.com/index.html
County:	Will
Municipality:	New Lenox
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Local Funds	-	$2,100,000	$0	$0	$0	$0	$0	$0	$2,100,000
Total Engineering I		-	$2,100,000	$0	$0	$0	$0	$0	$0	$2,100,000
Engineering II	ICC - RR Safety	-	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Engineering II	MFT - State Allocation	-	$239,150	$0	$0	$0	$0	$0	$0	$239,150
Total Engineering II		-	$2,239,150	$0	$0	$0	$0	$0	$0	$2,239,150
Right of Way	MFT - State Allocation	-	$3,677,780	$0	$0	$0	$0	$0	$0	$3,677,780
Total Right of Way		-	$3,677,780	$0	$0	$0	$0	$0	$0	$3,677,780
Construction	ICC - RR Safety	-	$0	$16,000,000	$0	$0	$0	$0	$0	$16,000,000
Construction	MFT - Local	-	$0	$27,172,100	$0	$0	$0	$0	$0	$27,172,100
Construction	MFT - State Allocation	-	$0	$8,433,500	$0	$0	$0	$0	$0	$8,433,500
Total Construction		-	$0	$51,605,600	$0	$0	$0	$0	$0	$51,605,600
Construction Engineering	MFT - State Allocation	-	$0	$5,123,900	$0	$0	$0	$0	$0	$5,123,900
Total Construction Engineering		-	$0	$5,123,900	$0	$0	$0	$0	$0	$5,123,900
Total Prior Costs		-	$8,016,930	$0	$0	$0	$0	$0	$0	$8,016,930
Total Programmed		-	$8,016,930	$56,729,500	$0	$0	$0	$0	$0	$64,746,430

Previously Approved Amendment 12-22-0001 - Gougar Road Grade Separation

Gougar Road over the CN Railroad

TIP Document:	26-00 (Adoption)
Project Type:	Rail-Highway Grade Separation
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Will Co DOT
Lead Contact:	-
Project Website:	https://www.gougarroadstudy.com/index.html
County:	Will
Municipality:	New Lenox
Major CMAP Programs:	-

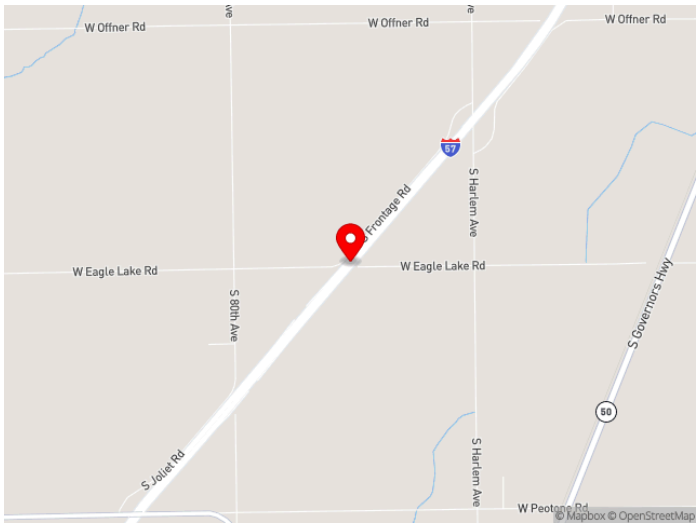
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	Local Funds	-	$2,100,000	$0	$0	$0	$0	$0	$0	$2,100,000
Total Engineering I		-	$2,100,000	$0	$0	$0	$0	$0	$0	$2,100,000
Engineering II	ICC - RR Safety	-	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Engineering II	MFT - State Allocation	-	$239,150	$0	$0	$0	$0	$0	$0	$239,150
Total Engineering II		-	$2,239,150	$0	$0	$0	$0	$0	$0	$2,239,150
Right of Way	MFT - State Allocation	-	$3,677,780	$0	$0	$0	$0	$0	$0	$3,677,780
Total Right of Way		-	$3,677,780	$0	$0	$0	$0	$0	$0	$3,677,780
Construction	ICC - RR Safety	-	$0	$16,000,000	$0	$0	$0	$0	$0	$16,000,000
Construction	MFT - State Allocation	-	$0	$15,559,500	$0	$0	$0	$0	$0	$15,559,500
Total Construction		-	$0	$31,559,500	$0	$0	$0	$0	$0	$31,559,500
Construction Engineering	MFT - State Allocation	-	$0	$2,239,150	$0	$0	$0	$0	$0	$2,239,150
Total Construction Engineering		-	$0	$2,239,150	$0	$0	$0	$0	$0	$2,239,150
Total Prior Costs		-	$8,016,930	$0	$0	$0	$0	$0	$0	$8,016,930
Total Programmed		-	$8,016,930	$33,798,650	$0	$0	$0	$0	$0	$41,815,580

Current Change Reason:	Schedule / Funding / Scope- Update Other schedule change described below - Update target letting/authorization - Cost change due to availability of 60% design - Project phase(s) moved to later year(s) due to earlier phase(s) delays
Project Changes:	Title changed from "Gougar Road Grade Separation" to "Gougar Road Grade Separation RCP 94327"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "ICC funding is shown in the 22-26 program document, no award letter was given." to "ICC funding is shown in the 22-26 program document, no award letter was given. Project is being done separately than 12-19-0038 but is within that projects limits (RP< 4/26)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

12-22-0005 - I-57 - At Eagle Lake Rd - RCP 14138

Interchange (New), RR Crossing Construction

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	New/Expanded Interchange
Air Quality:	Conformed
Open to Traffic Year:	2035
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Unincorporated
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	IL Funds	-	$7,000,000	$0	$0	$0	$0	$0	$0	$7,000,000
Total Engineering I		-	$7,000,000	$0	$0	$0	$0	$0	$0	$7,000,000
Engineering II	IL Funds	-	$0	$0	$0	$7,500,000	$7,500,000	$0	$0	$15,000,000
Total Engineering II		-	$0	$0	$0	$7,500,000	$7,500,000	$0	$0	$15,000,000
Right of Way	IL Funds	-	$0	$0	$0	$1,000,000	$1,000,000	$0	$0	$2,000,000
Right of Way	NHPP	-	$0	$0	$0	$4,000,000	$4,000,000	$0	$0	$8,000,000
Total Right of Way		-	$0	$0	$0	$5,000,000	$5,000,000	$0	$0	$10,000,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$15,200,000	$15,200,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$136,800,000	$136,800,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$152,000,000	$152,000,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$1,950,000	$1,950,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$17,550,000	$17,550,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$19,500,000	$19,500,000
Total Prior Costs		-	$7,000,000	$0	$0	$0	$0	$0	$0	$7,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$171,500,000	$171,500,000
Total Programmed		-	$7,000,000	$0	$0	$12,500,000	$12,500,000	$0	$171,500,000	$203,500,000

Previously Approved Amendment 12-22-0005 - I-57 - At Eagle Lake Rd - RSP 157

Interchange (New), RR Crossing Construction

TIP Document:	26-04.1 (Admin FHWA)
Project Type:	New/Expanded Interchange
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Unincorporated
Major CMAP Programs:	-

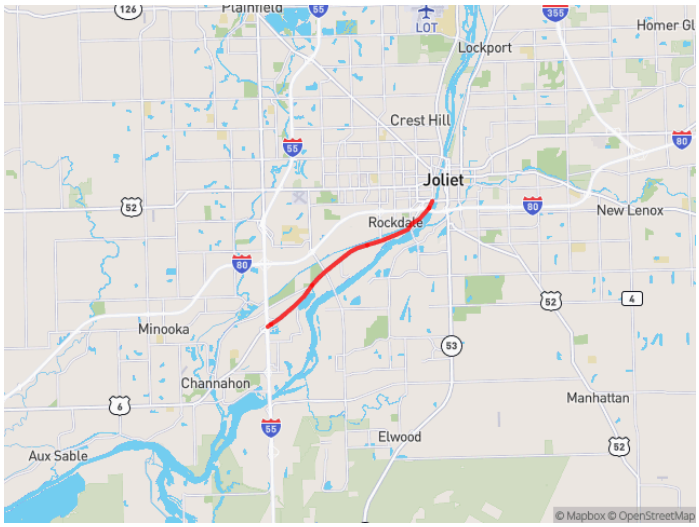
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	-	$5,927,000	$1,073,000	$0	$0	$0	$0	$0	$7,000,000
Total Engineering I		-	$5,927,000	$1,073,000	$0	$0	$0	$0	$0	$7,000,000
Engineering II	IL Funds	-	$0	$0	$0	$0	$7,500,000	$7,500,000	$0	$15,000,000
Total Engineering II		-	$0	$0	$0	$0	$7,500,000	$7,500,000	$0	$15,000,000
Right of Way	IL Funds	-	$0	$0	$0	$0	$1,000,000	$1,000,000	$0	$2,000,000
Right of Way	NHPP	-	$0	$0	$0	$0	$4,000,000	$4,000,000	$0	$8,000,000
Total Right of Way		-	$0	$0	$0	$0	$5,000,000	$5,000,000	$0	$10,000,000
Construction	IL Funds	-	$0	$0	$0	$0	$0	$0	$15,200,000	$15,200,000
Construction	NHPP	-	$0	$0	$0	$0	$0	$0	$136,800,000	$136,800,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$152,000,000	$152,000,000
Construction Engineering	IL Funds	-	$0	$0	$0	$0	$0	$0	$1,950,000	$1,950,000
Construction Engineering	NHPP	-	$0	$0	$0	$0	$0	$0	$17,550,000	$17,550,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$19,500,000	$19,500,000
Total Prior Costs		-	$5,927,000	$0	$0	$0	$0	$0	$0	$5,927,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$171,500,000	$171,500,000
Total Programmed		-	$5,927,000	$1,073,000	$0	$0	$12,500,000	$12,500,000	$171,500,000	$203,500,000

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "I-57 - At Eagle Lake Rd - RSP 157" to "I-57 - At Eagle Lake Rd - RCP 14138"
Project Changes:	Plan Revision Name changed from "26-04.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "Shown in IDOT's 24-28 MYP. C/CE in FFY 28. Checked modeling box project was previously conformed already (RP, 3/31/25)," to "Shown in IDOT's 24-28 MYP. C/CE in FFY 28. Checked modeling box project was previously conformed already (RP, 3/31/25); RSP 157"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"

12-22-0034 - US 6 from I-55 to US 52 - RCP 13122

This project will increase the capacity of US 6 from I-55 to US 52.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Operations
Air Quality:	Conformed
Open to Traffic Year:	2043
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Channahon, Joliet
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Community Project Funding	WILL CO (12-24-0028)	$850,000	$0	$0	$0	$0	$0	$0	$850,000
Engineering I	IL Funds	WILL CO (12-24-0028), Brandon Rd to US 52, E of I-55 to E of Bush/Houbolt Rd	$1,684,796	$1,700,000	$885,000	$0	$0	$0	$197,000	$4,466,796
Engineering I	MFT - State Allocation	WILL CO (12-24-0028)	$834,795	$0	$0	$0	$0	$0	$0	$834,795
Total Engineering I		-	$3,369,591	$1,700,000	$885,000	$0	$0	$0	$197,000	$6,151,591
Engineering II	IL Funds	Brandon Rd to US 52, E of Ill 7 to US 52, Houbolt Rd to E of Ill 7, E of I-55 to E of Bush/Houbolt Rd	$0	$0	$0	$0	$5,600,000	$0	$6,108,000	$11,708,000
Engineering II	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$3,200,000	$3,200,000
Total Engineering II		-	$0	$0	$0	$0	$5,600,000	$0	$9,308,000	$14,908,000
Right of Way	IL Funds	E of Ill 7 to US 52, E of I-55 to E of Bush/Houbolt Rd, Houbolt Rd to E of Ill 7	$0	$0	$3,000,000	$0	$0	$0	$4,522,000	$7,522,000
Right of Way	STP - State Prgmd Urban	E of Ill 7 to US 52	$0	$0	$0	$0	$0	$0	$2,400,000	$2,400,000
Total Right of Way		-	$0	$0	$3,000,000	$0	$0	$0	$6,922,000	$9,922,000
Construction	IL Funds	E of I-55 to E of Bush/Houbolt Rd, Houbolt Rd to E of Ill 7, Brandon Rd to US 52, E of Ill 7 to US 52	$0	$0	$0	$0	$0	$0	$10,938,000	$10,938,000
Construction	Local Funds	Houbolt Rd to E of Ill 7	$0	$0	$0	$0	$0	$0	$100,000	$100,000
Construction	NHPP	Houbolt Rd to E of Ill 7, E of I-55 to E of Bush/Houbolt Rd	$0	$0	$0	$0	$0	$0	$29,943,000	$29,943,000
Construction	STP - State Prgmd Urban	E of Ill 7 to US 52, Brandon Rd to US 52	$0	$0	$0	$0	$0	$0	$20,384,000	$20,384,000
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$53,000,000	$53,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$114,365,000	$114,365,000
Construction Engineering	IL Funds	Houbolt Rd to E of Ill 7, E of I-55 to E of Bush/Houbolt Rd, Brandon Rd to US 52	$0	$0	$0	$0	$0	$0	$4,345,000	$4,345,000
Construction Engineering	NHPP	E of I-55 to E of Bush/Houbolt Rd, Houbolt Rd to E of Ill 7	$0	$0	$0	$0	$0	$0	$35,000,000	$35,000,000
Construction Engineering	STP - State Prgmd Urban	Brandon Rd to US 52	$0	$0	$0	$0	$0	$0	$342,000	$342,000
Construction Engineering	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$3,200,000	$3,200,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$42,887,000	$42,887,000
Total Prior Costs		-	$3,369,591	$0	$0	$0	$0	$0	$0	$3,369,591

Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$173,679,000	$173,679,000
Total Programmed		-	$3,369,591	$1,700,000	$3,885,000	$0	$5,600,000	$0	$173,679,000	$188,233,591

Previously Approved Amendment 12-22-0034 - US 6 from I-55 to US 52 RSP 158

This project will increase the capacity of US 6 from I-55 to US 52.

TIP Document:	26-04 (Formal)
Project Type:	Road Operations
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	-
County:	Will
Municipality:	Channahon, Joliet
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	IL Funds	E of I-55 to E of Bush/Houbolt Rd, Brandon Rd to US 52	$0	$0	$1,700,000	$885,000	$0	$0	$197,000	$2,782,000
Total Engineering I		-	$0	$0	$1,700,000	$885,000	$0	$0	$197,000	$2,782,000
Engineering II	IL Funds	Brandon Rd to US 52, E of Ill 7 to US 52, Houbolt Rd to E of Ill 7, E of I-55 to E of Bush/Houbolt Rd	$0	$0	$0	$0	$0	$5,600,000	$6,108,000	$11,708,000
Total Engineering II		-	$0	$0	$0	$0	$0	$5,600,000	$6,108,000	$11,708,000
Right of Way	IL Funds	E of I-55 to E of Bush/Houbolt Rd, E of Ill 7 to US 52, Houbolt Rd to E of Ill 7	$0	$0	$0	$3,000,000	$0	$0	$4,522,000	$7,522,000
Right of Way	STP - State Prgmd Urban	E of Ill 7 to US 52	$0	$0	$0	$0	$0	$0	$2,400,000	$2,400,000
Total Right of Way		-	$0	$0	$0	$3,000,000	$0	$0	$6,922,000	$9,922,000
Construction	IL Funds	Houbolt Rd to E of Ill 7, E of I-55 to E of Bush/Houbolt Rd, E of Ill 7 to US 52, Brandon Rd to US 52	$0	$0	$0	$0	$0	$0	$10,938,000	$10,938,000
Construction	Local Funds	Houbolt Rd to E of Ill 7	$0	$0	$0	$0	$0	$0	$100,000	$100,000
Construction	NHPP	Houbolt Rd to E of Ill 7, E of I-55 to E of Bush/Houbolt Rd	$0	$0	$0	$0	$0	$0	$29,943,000	$29,943,000
Construction	STP - State Prgmd Urban	E of Ill 7 to US 52, Brandon Rd to US 52	$0	$0	$0	$0	$0	$0	$20,384,000	$20,384,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$61,365,000	$61,365,000
Construction Engineering	IL Funds	E of I-55 to E of Bush/Houbolt Rd, Brandon Rd to US 52, Houbolt Rd to E of Ill 7	$0	$0	$0	$0	$0	$0	$4,345,000	$4,345,000
Construction Engineering	NHPP	Houbolt Rd to E of Ill 7, E of I-55 to E of Bush/Houbolt Rd	$0	$0	$0	$0	$0	$0	$35,000,000	$35,000,000
Construction Engineering	STP - State Prgmd Urban	Brandon Rd to US 52	$0	$0	$0	$0	$0	$0	$342,000	$342,000
Total Construction Engineering		-	$0	$0	$0	$0	$0	$0	$39,687,000	$39,687,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$114,279,000	$114,279,000
Total Programmed		-	$0	$0	$1,700,000	$3,885,000	$0	$5,600,000	$114,279,000	$125,464,000

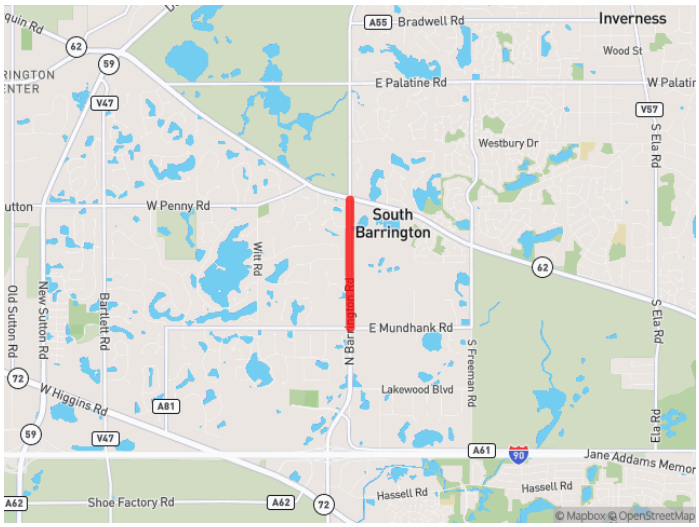
Current Change Reason:	Schedule / Funding / Scope- Update Other cost change described below - Update model information, The Will County lead portion of the project (12-24-0028) was merged into this project. due to ON TO 2050 RSP carried over and financial changes and modeling changes and designated as a 2026 RTP Regional Capital Project.
Project Changes:	Title changed from "US 6 from I-55 to US 52 RSP 158" to "US 6 from I-55 to US 52 - RCP 13122"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"

Project Changes:	Internal Notes changed from "None" to "RSP 158. 12-24-0028 is EI and was merged into the IDOT project during the RCP process (RP, 4/26)"

13-16-0005 - Barrington Rd from IL 62 to Central Rd - RCP 91318

Add lanes, Bike Path, Reconstruction, Culvert Replacement, Traffic Signal Modernization, Traffic Signal Replacement

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2029
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/barrington-rd-at-il-62
County:	Cook
Municipality:	South Barrington
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering II	IL Funds	-	$300,000	$0	$0	$0	$0	$0	$0	$300,000
Engineering II	NHPP	-	$1,188,076	$0	$0	$0	$0	$0	$0	$1,188,076
Total Engineering II		-	$1,488,076	$0	$0	$0	$0	$0	$0	$1,488,076
Right of Way	IL Funds	-	$2,200,000	$0	$0	$0	$0	$0	$0	$2,200,000
Total Right of Way		-	$2,200,000	$0	$0	$0	$0	$0	$0	$2,200,000
Construction	IL Funds	-	$6,400,000	$0	$0	$0	$0	$0	$0	$6,400,000
Construction	Local Funds	-	$50,000	$0	$0	$0	$0	$0	$0	$50,000
Construction	NHPP	-	$25,600,000	$0	$0	$0	$0	$0	$0	$25,600,000
Total Construction		-	$32,050,000	$0	$0	$0	$0	$0	$0	$32,050,000
Construction Engineering	IL Funds	-	$961,000	$0	$0	$0	$0	$0	$0	$961,000
Construction Engineering	NHPP	-	$3,844,000	$0	$0	$0	$0	$0	$0	$3,844,000
Total Construction Engineering		-	$4,805,000	$0	$0	$0	$0	$0	$0	$4,805,000
Total Prior Costs		-	$40,543,076	$0	$0	$0	$0	$0	$0	$40,543,076
Total Programmed		-	$40,543,076	$0	$0	$0	$0	$0	$0	$40,543,076

Previously Approved Amendment 13-16-0005 - Barrington Rd from IL 62 to Central Rd

Add lanes, Bike Path, Reconstruction, Culvert Replacement, Traffic Signal Modernization, Traffic Signal Replacement

TIP Document:	26-04.1 (Admin FHWA)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IDOT D1 Hwys
Lead Contact:	-
Project Website:	http://www.idot.illinois.gov/projects/barrington-rd-at-il-62
County:	Cook
Municipality:	South Barrington
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	IL Funds	-	$300,000	$0	$0	$0	$0	$0	$0	$300,000

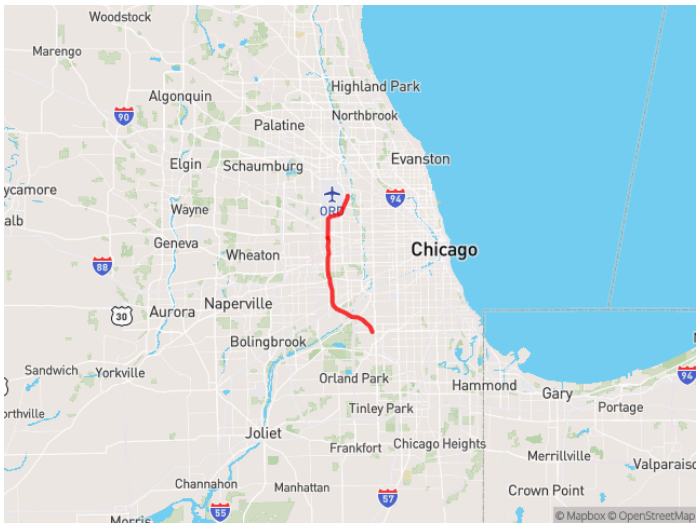
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	NHPP	-	$1,188,076	$0	$0	$0	$0	$0	$0	$1,188,076
Total Engineering II		-	$1,488,076	$0	$0	$0	$0	$0	$0	$1,488,076
Right of Way	IL Funds	-	$2,200,000	$0	$0	$0	$0	$0	$0	$2,200,000
Total Right of Way		-	$2,200,000	$0	$0	$0	$0	$0	$0	$2,200,000
Construction	IL Funds	-	$0	$6,400,000	$0	$0	$0	$0	$0	$6,400,000
Construction	Local Funds	-	$0	$50,000	$0	$0	$0	$0	$0	$50,000
Construction	NHPP	-	$0	$25,600,000	$0	$0	$0	$0	$0	$25,600,000
Total Construction		-	$0	$32,050,000	$0	$0	$0	$0	$0	$32,050,000
Construction Engineering	IL Funds	-	$0	$961,000	$0	$0	$0	$0	$0	$961,000
Construction Engineering	NHPP	-	$0	$3,844,000	$0	$0	$0	$0	$0	$3,844,000
Total Construction Engineering		-	$0	$4,805,000	$0	$0	$0	$0	$0	$4,805,000
Total Prior Costs		-	$3,688,076	$0	$0	$0	$0	$0	$0	$3,688,076
Total Programmed		-	$3,688,076	$36,855,000	$0	$0	$0	$0	$0	$40,543,076

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "Barrington Rd from IL 62 to Central Rd" to "Barrington Rd from IL 62 to Central Rd - RCP 91318"
Project Changes:	Plan Revision Name changed from "26-04.1 (Admin FHWA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

13-16-0009 - I-294 Central Tri-State Reconstruction and Mobility Improvements - RCP 95313

Reconstruct Central Tri-State

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Road Expansion
Air Quality:	Conformed
Open to Traffic Year:	2027
Lead Agency:	IL Tollway
Lead Contact:	-
Project Website:	HTTPS://AGENCY.ILLINOISTOLLWAY.COM/PROJECTS/TRI-STATE/CENTRAL-TRI-STATE-RECONSTRUCTION
County:	Cook, DuPage
Municipality:	Countywide
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering I	Tollway - Move IL	-	$89,588,907	$0	$0	$0	$0	$0	$0	$89,588,907
Total Engineering I		-	$89,588,907	$0	$0	$0	$0	$0	$0	$89,588,907
Engineering II	Tollway - Move IL	-	$332,990,688	$660,000	$0	$0	$0	$0	$0	$333,650,688
Total Engineering II		-	$332,990,688	$660,000	$0	$0	$0	$0	$0	$333,650,688
Right of Way	Tollway - Move IL	-	$120,220,416	$0	$0	$0	$0	$0	$0	$120,220,416
Total Right of Way		-	$120,220,416	$0	$0	$0	$0	$0	$0	$120,220,416
Implementation	Tollway Funds	-	$18,078,811	$0	$0	$0	$0	$0	$0	$18,078,811
Total Implementation		-	$18,078,811	$0	$0	$0	$0	$0	$0	$18,078,811
Construction	Tollway - Move IL	-	$2,521,102,430	$10,220,000	$0	$0	$0	$0	$0	$2,531,322,430
Construction	Tollway Funds	-	$125,324,324	$0	$0	$0	$0	$0	$0	$125,324,324
Total Construction		-	$2,646,426,754	$10,220,000	$0	$0	$0	$0	$0	$2,656,646,754
Construction Engineering	Tollway - Move IL	-	$402,247,149	$2,225,000	$0	$0	$0	$0	$0	$404,472,149
Construction Engineering	Tollway Funds	-	$21,186,946	$0	$0	$0	$0	$0	$0	$21,186,946
Total Construction Engineering		-	$423,434,095	$2,225,000	$0	$0	$0	$0	$0	$425,659,095
Total Prior Costs		-	$3,630,739,671	$0	$0	$0	$0	$0	$0	$3,630,739,671
Total Programmed		-	$3,630,739,671	$13,105,000	$0	$0	$0	$0	$0	$3,643,844,671

Previously Approved Amendment 13-16-0009 - I-294 Central Tri-State Reconstruction and Mobility Improvements - RSP 23

Reconstruct Central Tri-State

TIP Document:	26-00 (Adoption)
Project Type:	Road Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IL Tollway
Lead Contact:	-
Project Website:	HTTPS://AGENCY.ILLINOISTOLLWAY.COM/PROJECTS/TRI-STATE/CENTRAL-TRI-STATE-RECONSTRUCTION
County:	Cook, DuPage
Municipality:	Countywide
Major CMAP Programs:	-

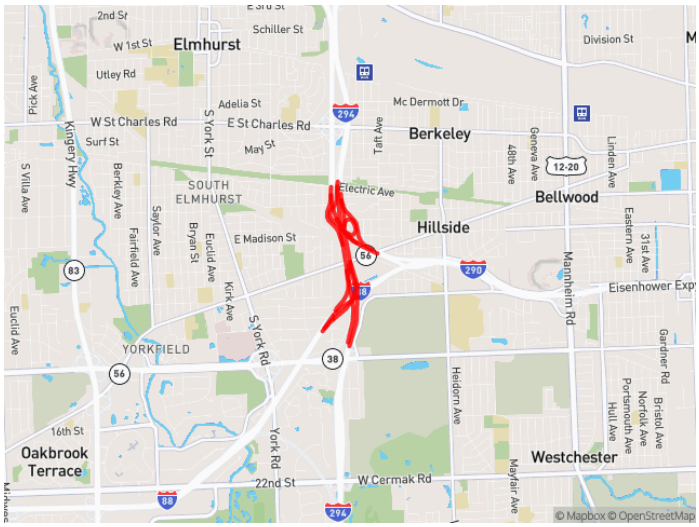
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering I	Tollway - Move IL	-	$89,588,907	$0	$0	$0	$0	$0	$0	$89,588,907
Total Engineering I		-	$89,588,907	$0	$0	$0	$0	$0	$0	$89,588,907
Engineering II	Tollway - Move IL	-	$304,990,688	$28,000,000	$660,000	$0	$0	$0	$0	$333,650,688
Total Engineering II		-	$304,990,688	$28,000,000	$660,000	$0	$0	$0	$0	$333,650,688
Right of Way	Tollway - Move IL	-	$116,120,416	$4,100,000	$0	$0	$0	$0	$0	$120,220,416
Total Right of Way		-	$116,120,416	$4,100,000	$0	$0	$0	$0	$0	$120,220,416
Implementation	Tollway Funds	-	$0	$18,078,811	$0	$0	$0	$0	$0	$18,078,811
Total Implementation		-	$0	$18,078,811	$0	$0	$0	$0	$0	$18,078,811
Construction	Tollway - Move IL	-	$2,441,302,430	$79,800,000	$10,220,000	$0	$0	$0	$0	$2,531,322,430
Construction	Tollway Funds	-	$0	$125,324,324	$0	$0	$0	$0	$0	$125,324,324
Total Construction		-	$2,441,302,430	$205,124,324	$10,220,000	$0	$0	$0	$0	$2,656,646,754
Construction Engineering	Tollway - Move IL	-	$370,147,149	$32,100,000	$2,225,000	$0	$0	$0	$0	$404,472,149
Construction Engineering	Tollway Funds	-	$0	$21,186,946	$0	$0	$0	$0	$0	$21,186,946
Total Construction Engineering		-	$370,147,149	$53,286,946	$2,225,000	$0	$0	$0	$0	$425,659,095
Total Prior Costs		-	$3,322,149,590	$0	$0	$0	$0	$0	$0	$3,322,149,590
Total Programmed		-	$3,322,149,590	$308,590,081	$13,105,000	$0	$0	$0	$0	$3,643,844,671

Current Change Reason:	Schedule / Funding / Scope- Update Other schedule change described below
Project Changes:	Title changed from "I-294 Central Tri-State Reconstruction and Mobility Improvements - RSP 23" to "I-294 Central Tri-State Reconstruction and Mobility Improvements - RCP 95313"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "Initial Conformity Amendment, 10/10/2018. (LK)" to "Initial Conformity Amendment, 10/10/2018. (LK); RSP 23"

13-18-0005 - I-290/I-88/I-294 Interchange Improvement - RCP 95314

Reconstruct and reconfigure I-290/I-88/I-294 interchange for improved passenger vehicle and freight mobility.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Intersection/Interchange Improvements
Air Quality:	Conformed
Open to Traffic Year:	2027
Lead Agency:	IL Tollway
Lead Contact:	-
Project Website:	-
County:	Cook, DuPage
Municipality:	Countywide
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering II	Tollway - Move IL	-	$40,000,000	$0	$0	$0	$0	$0	$0	$40,000,000
Total Engineering II		-	$40,000,000	$0	$0	$0	$0	$0	$0	$40,000,000
Right of Way	Tollway - Move IL	-	$10,500,000	$0	$0	$0	$0	$0	$0	$10,500,000
Total Right of Way		-	$10,500,000	$0	$0	$0	$0	$0	$0	$10,500,000
Construction	Tollway - Move IL	-	$355,183,865	$4,700,000	$0	$0	$0	$0	$0	$359,883,865
Construction	Tollway Funds	-	$105,409,920	$0	$0	$0	$0	$0	$0	$105,409,920
Total Construction		-	$460,593,785	$4,700,000	$0	$0	$0	$0	$0	$465,293,785
Construction Engineering	Tollway - Move IL	-	$39,450,000	$600,000	$0	$0	$0	$0	$0	$40,050,000
Total Construction Engineering		-	$39,450,000	$600,000	$0	$0	$0	$0	$0	$40,050,000
Total Prior Costs		-	$550,543,785	$0	$0	$0	$0	$0	$0	$550,543,785
Total Programmed		-	$550,543,785	$5,300,000	$0	$0	$0	$0	$0	$555,843,785

Previously Approved Amendment 13-18-0005 - I-290/I-88/I-294 Interchange Improvement - RSP 24

Reconstruct and reconfigure I-290/I-88/I-294 interchange for improved passenger vehicle and freight mobility.

TIP Document:	26-00 (Adoption)
Project Type:	Intersection/Interchange Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IL Tollway
Lead Contact:	-
Project Website:	-
County:	Cook, DuPage
Municipality:	Countywide
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	Tollway - Move IL	-	$40,000,000	$0	$0	$0	$0	$0	$0	$40,000,000
Total Engineering II		-	$40,000,000	$0	$0	$0	$0	$0	$0	$40,000,000
Right of Way	Tollway - Move IL	-	$10,500,000	$0	$0	$0	$0	$0	$0	$10,500,000
Total Right of Way		-	$10,500,000	$0	$0	$0	$0	$0	$0	$10,500,000

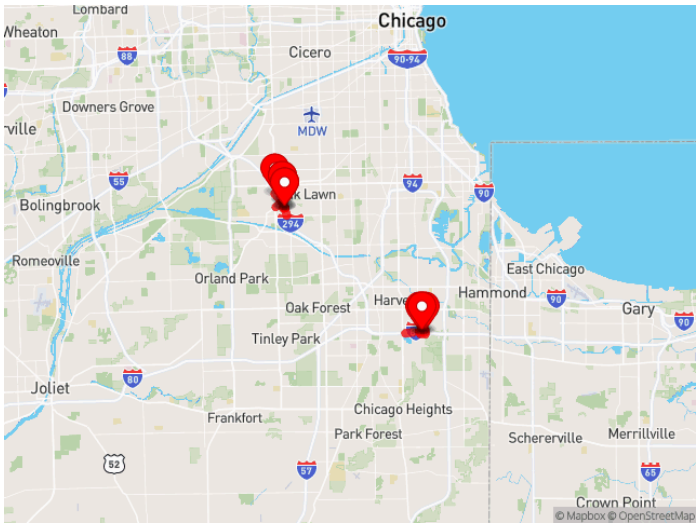
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Tollway - Move IL	-	$304,683,865	$50,500,000	$4,700,000	$0	$0	$0	$0	$359,883,865
Construction	Tollway Funds	-	$0	$105,409,920	$0	$0	$0	$0	$0	$105,409,920
Total Construction		-	$304,683,865	$155,909,920	$4,700,000	$0	$0	$0	$0	$465,293,785
Construction Engineering	Tollway - Move IL	-	$33,150,000	$6,300,000	$600,000	$0	$0	$0	$0	$40,050,000
Total Construction Engineering		-	$33,150,000	$6,300,000	$600,000	$0	$0	$0	$0	$40,050,000
Total Prior Costs		-	$388,333,865	$0	$0	$0	$0	$0	$0	$388,333,865
Total Programmed		-	$388,333,865	$162,209,920	$5,300,000	$0	$0	$0	$0	$555,843,785

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "I-290/I-88/I-294 Interchange Improvement - RSP 24" to "I-290/I-88/I-294 Interchange Improvement - RCP 95314"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "Initial Conformity Amendment 10/10/2018 (LK)." to "Initial Conformity Amendment 10/10/2018 (LK). RSP 24"

13-25-0009 - South Tri-State (I-294/80) Bridging Investment - RCP 51172

Mainline, crossroad, railroad corridor bridge reconstruction and associate improvements.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Bridge Repair, Rehab, or Replace
Air Quality:	Not Required
Open to Traffic Year:	2031
Lead Agency:	IL Tollway
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	-
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering II	Tollway Funds	-	$38,000,000	$0	$0	$0	$0	$0	$0	$38,000,000
Total Engineering II		-	$38,000,000	$0	$0	$0	$0	$0	$0	$38,000,000
Implementation	Tollway Funds	-	$0	$0	$0	$355,000,000	$0	$0	$0	$355,000,000
Total Implementation		-	$0	$0	$0	$355,000,000	$0	$0	$0	$355,000,000
Total Prior Costs		-	$38,000,000	$0	$0	$0	$0	$0	$0	$38,000,000
Total Programmed		-	$38,000,000	$0	$0	$355,000,000	$0	$0	$0	$393,000,000

Previously Approved Amendment 13-25-0009 - South Tristate (I-294/80) Bridging Investment

Mainline, crossroad, railroad corridor bridge reconstruction and associate improvements.

TIP Document:	26-00 (Adoption)
Project Type:	Bridge Repair, Rehab, or Replace
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	IL Tollway
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	-
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering II	Tollway Funds	-	$0	$38,000,000	$0	$0	$0	$0	$0	$38,000,000
Total Engineering II		-	$0	$38,000,000	$0	$0	$0	$0	$0	$38,000,000
Implementation	Tollway Funds	-	$0	$0	$0	$0	$355,000,000	$0	$0	$355,000,000
Total Implementation		-	$0	$0	$0	$0	$355,000,000	$0	$0	$355,000,000
Total Programmed		-	$0	$38,000,000	$0	$0	$355,000,000	$0	$0	$393,000,000

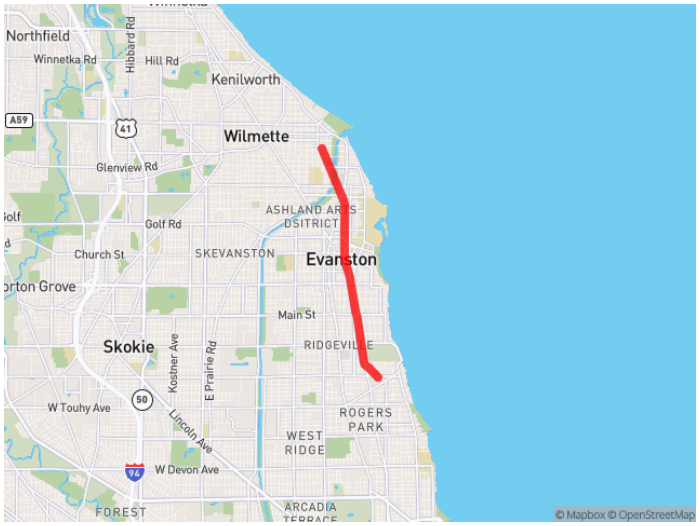
Current Change Reason:	Schedule / Funding / Scope- Update Other schedule change described below
Project Changes:	Title changed from "South Tristate (I-294/80) Bridging Investment" to "South Tri-State (I-294/80) Bridging Investment - RCP 51172"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"

Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"
Project Changes:	Current Implementation Status changed from "Phase 2 QBS underway" to "Phase 2 notice to proceed issued"

16-18-0004 - Red Purple Modernization (RPM) Next Phases - RCP 23188

This project would continue the modernization and expansion of the Red and Purple Lines from Addison to Sheridan, Thorndale to Howard, and from South Boulevard to Linden. Work would include the reconstruction of track, structures and viaducts, and expanded stations and platforms within and between these station areas. This phase may also include reconstruction of Howard Yard, construction of infill substations (based on power needs), and other related infrastructure improvements in this corridor.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	Not Required
Open to Traffic Year:	TBD
Lead Agency:	CTA
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago, Evanston
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering	Local Project Funding	FY2025 STATE PLANNING	$6,000,000	$0	$0	$0	$0	$0	$0	$6,000,000
Total Engineering		-	$6,000,000	$0	$0	$0	$0	$0	$0	$6,000,000
Implementation	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$4,274,000,000	$4,274,000,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$4,274,000,000	$4,274,000,000
Total Prior Costs		-	$6,000,000	$0	$0	$0	$0	$0	$0	$6,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$4,274,000,000	$4,274,000,000
Total Programmed		-	$6,000,000	$0	$0	$0	$0	$0	$4,274,000,000	$4,280,000,000

Previously Approved Amendment 16-18-0004 - Red Purple Modernization Future Phases - RSP 58B

This project would continue the modernization and expansion of the Red and Purple Lines from Addison to Sheridan, Thorndale to Howard, and from South Boulevard to Linden. Work would include the reconstruction of track, structures and viaducts, and expanded stations and platforms within and between these station areas. This phase may also include reconstruction of Howard Yard, construction of infill substations (based on power needs), and other related infrastructure improvements in this corridor. 2026 funding is for the NEPA phase of work.

TIP Document:	26-02.2 (Admin FTA)
Project Type:	Guideway Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	CTA
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago, Evanston
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Local Project Funding	FY2025 STATE PLANNING	$0	$6,000,000	$0	$0	$0	$0	$0	$6,000,000
Total Engineering		-	$0	$6,000,000	$0	$0	$0	$0	$0	$6,000,000
Implementation	TBD	-	$0	$0	$0	$0	$0	$0	$4,274,000,000	$4,274,000,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$4,274,000,000	$4,274,000,000

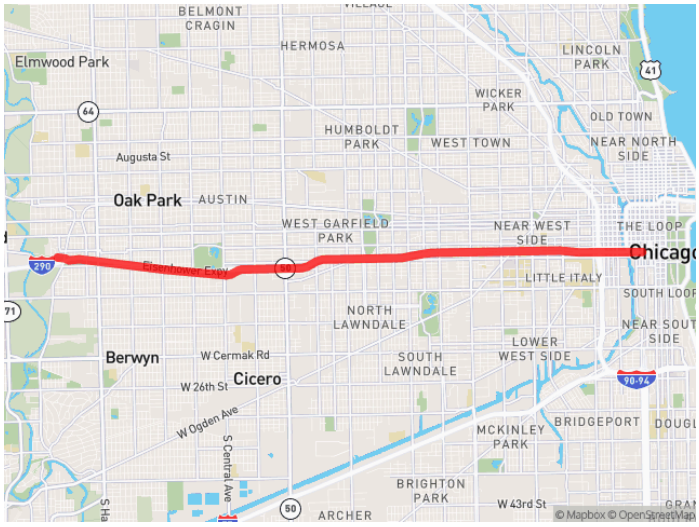
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$4,274,000,000	$4,274,000,000
Total Programmed		-	$0	$6,000,000	$0	$0	$0	$0	$4,274,000,000	$4,280,000,000

Current Change Reason:	Schedule / Funding / Scope- Update Update Open to Traffic year
Project Changes:	Title changed from "Red Purple Modernization Future Phases - RSP 58B" to "Red Purple Modernization (RPM) Next Phases - RCP 23188"
Project Changes:	Description changed from "This project would continue the modernization and expansion of the Red and Purple Lines from Addison to Sheridan, Thorndale to Howard, and from South Boulevard to Linden. Work would include the reconstruction of track, structures and viaducts, and expanded stations and platforms within and between these station areas. This phase may also include reconstruction of Howard Yard, construction of infill substations (based on power needs), and other related infrastructure improvements in this corridor. 2026 funding is for the NEPA phase of work." to "This project would continue the modernization and expansion of the Red and Purple Lines from Addison to Sheridan, Thorndale to Howard, and from South Boulevard to Linden. Work would include the reconstruction of track, structures and viaducts, and expanded stations and platforms within and between these station areas. This phase may also include reconstruction of Howard Yard, construction of infill substations (based on power needs), and other related infrastructure improvements in this corridor."
Project Changes:	Plan Revision Name changed from "26-02.2 (Admin FTA)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "5/31/18 KD: Moved to 18-07 to clear 18-06 series reports. Needs follow-up with CTA staff. Last modified by Sofia 5/29/18. We need a date (year) to the Target FTA Grant Application submittal field so that there is at least an estimate as to when this project may occur 10/6/20 (RP)." to "5/31/18 KD: Moved to 18-07 to clear 18-06 series reports. Needs follow-up with CTA staff. Last modified by Sofia 5/29/18. We need a date (year) to the Target FTA Grant Application submittal field so that there is at least an estimate as to when this project may occur 10/6/20 (RP). RSP 58b. 2026 funding is for NEPA work (RP 4/26)"

16-19-0039 - CTA Blue Line Forest Park Reconstruction - RCP 22185

Project will reconstruct and reconfigure the Forest Park Terminal and Yard. The CTAs Forest Park Blue Line Upgrades Project is the first of four phases of the Forest Park Branch. Phase I: new trackwork from Halsted to IMD, an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	Not Required
Open to Traffic Year:	2040
Lead Agency:	CTA
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago, Forest Park, Oak Park
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering	Congestion Relief Grant Pgm	Congestion Relief Award	$31,612,000	$0	$0	$0	$0	$0	$0	$31,612,000
Engineering	IL Funds	Congestion Relief Award	$2,800,000	$0	$0	$0	$0	$0	$0	$2,800,000
Engineering	Other - Federal	FY2023 Reconnecting Communities and Neighborhoods (RCN)	$15,059,067	$0	$0	$0	$0	$0	$0	$15,059,067
Engineering	Rebuild Illinois	FOREST PARK-TRACKDESIGN	$9,594,000	$0	$0	$0	$0	$0	$0	$9,594,000
Engineering	Service Board Funds	Congestion Relief Award	$9,594,000	$0	$0	$0	$0	$0	$0	$9,594,000
Total Engineering		-	$68,659,067	$0	$0	$0	$0	$0	$0	$68,659,067
Implementation	Rebuild Illinois	Racine Station, Morgan Substation/Hermitage Traction, Utility, Trackwork	$178,347,000	$0	$0	$0	$0	$0	$0	$178,347,000
Implementation	TBD	N/A	$0	$0	$0	$0	$0	$0	$1,417,339,660	$1,417,339,660
Implementation	Trans Credit - Transit	-	$4,312,000	$0	$0	$0	$0	$0	$0	$4,312,000
Implementation	Transit TIF - Chicago	FY2022 TIF Grant	$21,560,000	$0	$0	$0	$0	$0	$0	$21,560,000
Total Implementation		-	$199,907,000	$0	$0	$0	$0	$0	$1,417,339,660	$1,617,246,660
Construction	Other - Federal	FY2023 Reconnecting Communities and Neighborhoods (RCN)	$95,940,934	$0	$0	$0	$0	$0	$0	$95,940,934
Total Construction		-	$95,940,934	$0	$0	$0	$0	$0	$0	$95,940,934
Total Prior Costs		-	$364,507,001	$0	$0	$0	$0	$0	$0	$364,507,001
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$1,417,339,660	$1,417,339,660
Total Toll Credit		-	$4,312,000	$0	$0	$0	$0	$0	$0	$4,312,000
Total Programmed		-	$364,507,001	$0	$0	$0	$0	$0	$1,417,339,660	$1,781,846,661

Previously Approved Amendment 16-19-0039 - CTA Blue Line Forest Park Reconstruction, RSP -93

Project will reconstruct and reconfigure the Forest Park Terminal and Yard. The CTAs Forest Park Blue Line Upgrades Project is the first of four phases of the Forest Park Branch. Phase I: new trackwork from Halsted to IMD, an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage.

TIP Document:	26-04 (Formal)
Project Type:	Guideway Improvements
Air Quality:	-
Open to Traffic Year:	-

Lead Agency:	CTA
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago, Forest Park, Oak Park
Major CMAP Programs:	-

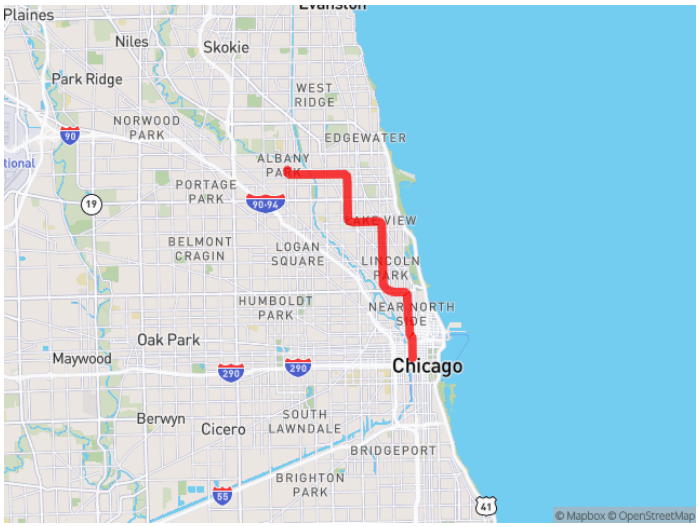
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Congestion Relief Grant Pgm	Congestion Relief Award	$15,806,000	$15,806,000	$0	$0	$0	$0	$0	$31,612,000
Engineering	IL Funds	Congestion Relief Award	$2,800,000	$0	$0	$0	$0	$0	$0	$2,800,000
Engineering	Other - Federal	FY2023 Reconnecting Communities and Neighborhoods (RCN)	$15,059,067	$0	$0	$0	$0	$0	$0	$15,059,067
Engineering	Rebuild Illinois	FOREST PARK-TRACKDESIGN	$0	$9,594,000	$0	$0	$0	$0	$0	$9,594,000
Engineering	Service Board Funds	Congestion Relief Award	$9,594,000	$0	$0	$0	$0	$0	$0	$9,594,000
Total Engineering		-	$43,259,067	$25,400,000	$0	$0	$0	$0	$0	$68,659,067
Implementation	Rebuild Illinois	Morgan Substation/Hermitage Traction, Utility, Racine Station, Trackwork	$178,347,000	$0	$0	$0	$0	$0	$0	$178,347,000
Implementation	TBD	N/A	$0	$0	$0	$0	$0	$0	$1,442,739,660	$1,442,739,660
Implementation	Trans Credit - Transit	-	$4,312,000	$0	$0	$0	$0	$0	$0	$4,312,000
Implementation	Transit TIF - Chicago	FY2022 TIF Grant	$21,560,000	$0	$0	$0	$0	$0	$0	$21,560,000
Total Implementation		-	$199,907,000	$0	$0	$0	$0	$0	$1,442,739,660	$1,642,646,660
Construction	Other - Federal	FY2023 Reconnecting Communities and Neighborhoods (RCN)	$95,940,934	$0	$0	$0	$0	$0	$0	$95,940,934
Total Construction		-	$95,940,934	$0	$0	$0	$0	$0	$0	$95,940,934
Total Prior Costs		-	$339,107,001	$0	$0	$0	$0	$0	$0	$339,107,001
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$1,442,739,660	$1,442,739,660
Total Toll Credit		-	$4,312,000	$0	$0	$0	$0	$0	$0	$4,312,000
Total Programmed		-	$339,107,001	$25,400,000	$0	$0	$0	$0	$1,442,739,660	$1,807,246,661

Current Change Reason:	Schedule / Funding / Scope- Update Update model information
Project Changes:	Title changed from "CTA Blue Line Forest Park Reconstruction, RSP -93" to "CTA Blue Line Forest Park Reconstruction - RCP 22185"
Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "Created by LK 4/15/19 - pushed to 19-06 cycle pending further internal discussion (KD 4/18/19) - pushed to 19-07 (5/30/19) - pushed to 19-08 (7/24/19) - pushed to 19-11 to hold for 20-00 (9/12/19).Other-Federal funds are Reconnecting Communities Neighborhood (Neighborhood Access and Equity (NAE)) FY 23 Award (RP, 10/15/24). IDOT was awarded a Congestion Relief Award from 2022-24 for track work (design) on the CTA blue line. CMAP added the Congestion Relief award to the this project after consulting with IDOT (RP, 8/29/25)." to "Created by LK 4/15/19 - pushed to 19-06 cycle pending further internal discussion (KD 4/18/19) - pushed to 19-07 (5/30/19) - pushed to 19-08 (7/24/19) - pushed to 19-11 to hold for 20-00 (9/12/19).Other-Federal funds are Reconnecting Communities Neighborhood (Neighborhood Access and Equity (NAE)) FY 23 Award (RP, 10/15/24). IDOT was awarded a Congestion Relief Award from 2022-24 for track work (design) on the CTA blue line. CMAP added the Congestion Relief award to the this project after consulting with IDOT (RP, 8/29/25). RSP 93; Constrained RCP amount is $2.922 billion"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"

16-26-0001 - Brown Line Modernization Program (Better Brown) - RCP 21189

This program would modernize many in-need assets along the Brown Line to return them to a state of good repair between Kimball and the Loop. The program includes multiple types of track improvements that will minimize slow zones and signal failures.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	-
Open to Traffic Year:	2040
Lead Agency:	CTA
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



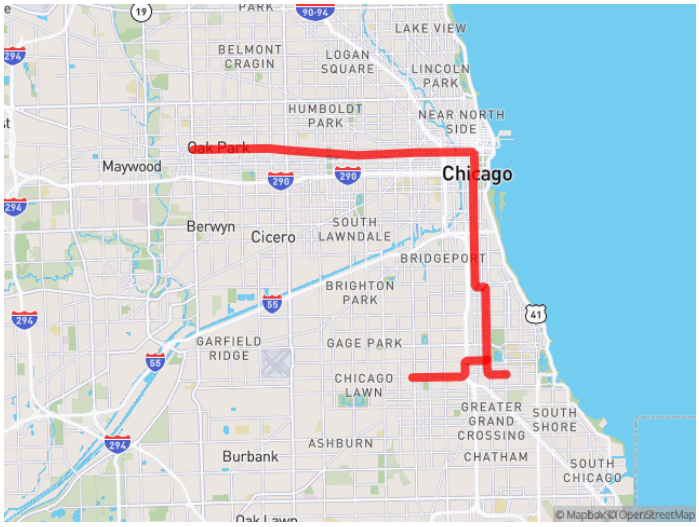
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$846,800,000	$846,800,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$846,800,000	$846,800,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$846,800,000	$846,800,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$846,800,000	$846,800,000

Current Change Reason:	New Project

16-26-0002 - Green Line Modernization Program (Greater Green) - RCP 21190

This program would modernize many in-need assets along the Green Line to return them to a state of good repair, from Harlem/Lake to Ashland/63rd and Cottage Grove. The program includes substation upgrades and multiple types of track improvements that will minimize slow zones and signal failures.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	-
Open to Traffic Year:	2040
Lead Agency:	CTA
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



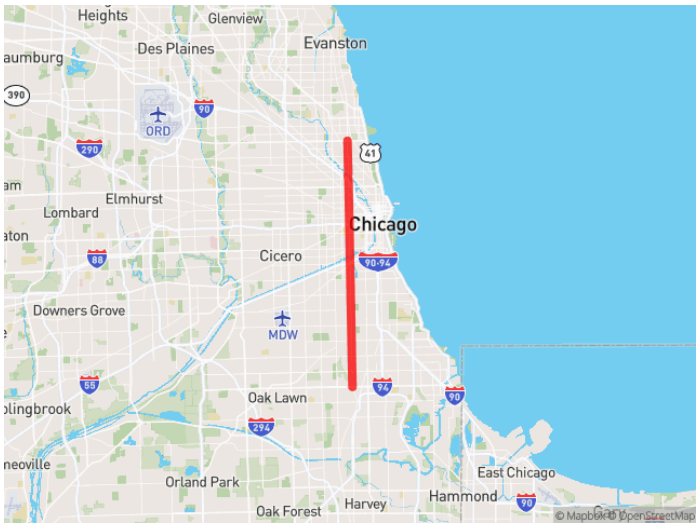
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$1,956,120,000	$1,956,120,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$1,956,120,000	$1,956,120,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$1,956,120,000	$1,956,120,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$1,956,120,000	$1,956,120,000

Current Change Reason:	New Project

16-26-0003 - Ashland Avenue Bus Rapid Transit - RCP 22201

This project would implement as 16-mile BRT service along Ashland Avenue between Irving Park Road and 95th Street - RCP 22201

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2040
Lead Agency:	CTA
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



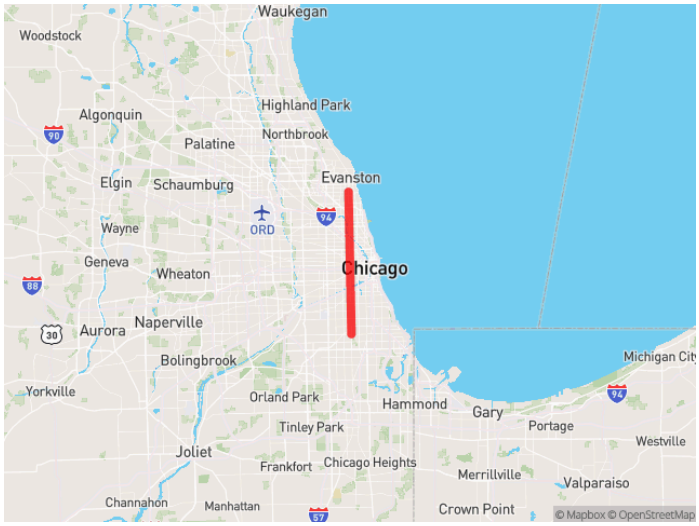
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$166,000,000	$166,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$166,000,000	$166,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$166,000,000	$166,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$166,000,000	$166,000,000

Current Change Reason:	New Project

16-26-0004 - Western Avenue Bus Priority Corridor - RCP 22202

Part of the CTA Better Streets for Buses Plan focused on improving bus speed and reliability. The Western Avenue Corridor extends 18.5 miles from Howard to 79th Street, impacting the 49, 49B, and X49 bus routes. Treatments could include but are not limited to dedicated bus lanes, boarding islands, near-level boarding, transit signal priority, queue jumps, and bus shelter improvements. Dedicated bus lanes are proposed thorough a combination of repurposing through lanes and on street parking along the corridor (other work type).

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2040
Lead Agency:	CTA
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



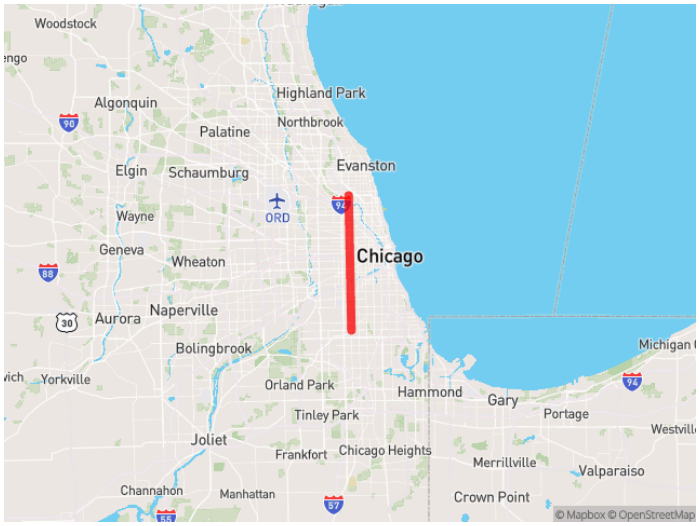
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$339,020,000	$339,020,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$339,020,000	$339,020,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$339,020,000	$339,020,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$339,020,000	$339,020,000

Current Change Reason:	New Project

16-26-0005 - Pulaski Road Bus Priority Corridor - RCP 22203

Part of the CTA Better Streets for Buses Plan focused on improving bus speed and reliability. The Pulaski Road priority corridor extends 17.6 miles from Peterson Avenue to 87th Street, impacting the 53 and 53A bus routes. Treatments could include but are not limited to dedicated bus lanes, boarding islands, near-level boarding, transit signal priority, queue jumps, and bus shelter improvements. Dedicated bus lanes are proposed through a combination of repurposing through lanes and on street parking lanes (other work type) for a bus only lane.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2040
Lead Agency:	CTA
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



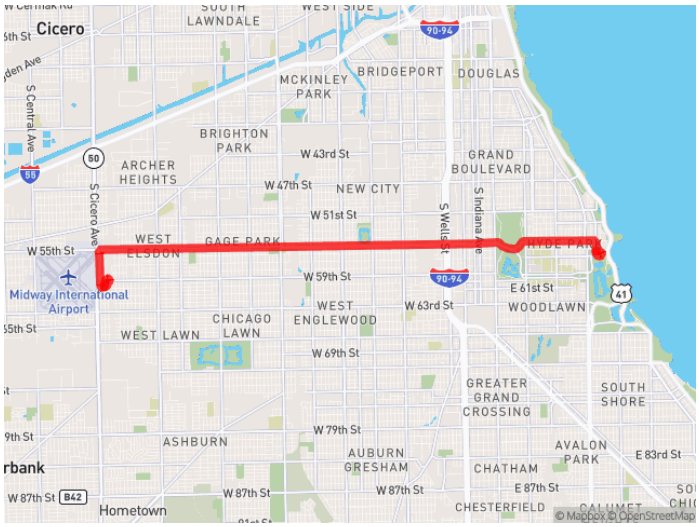
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$322,530,000	$322,530,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$322,530,000	$322,530,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$322,530,000	$322,530,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$322,530,000	$322,530,000

Current Change Reason:	New Project

16-26-0006 - Garfield Boulevard Bus Priority Corridor - RCP 22204

Part of the CTA Better Streets for Buses Plan focused on improving bus speed and reliability. A dedicated bus lane is planned on Garfield Boulevard between Cicero Avenue and Kenwood Avenue (7.7 miles), providing faster more reliable service for the bus route 55, which runs along 55th Street/Garfield Road from Midway Airport to the Museum of Science and Industry. For the proposed bus lane, a through lane would be repurposed between Western Avenue and King Drive, on street parking would be repurposed west of Western Avenue and a parking/bike lane would be repurposed for a bus/bike lane east of Cottage Grove Avenue (Other work type). Other treatments along the route could include but are not limited to boarding islands, near-level boarding, transit signal priority, queue jumps, and bus shelter improvements.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2040
Lead Agency:	CTA
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



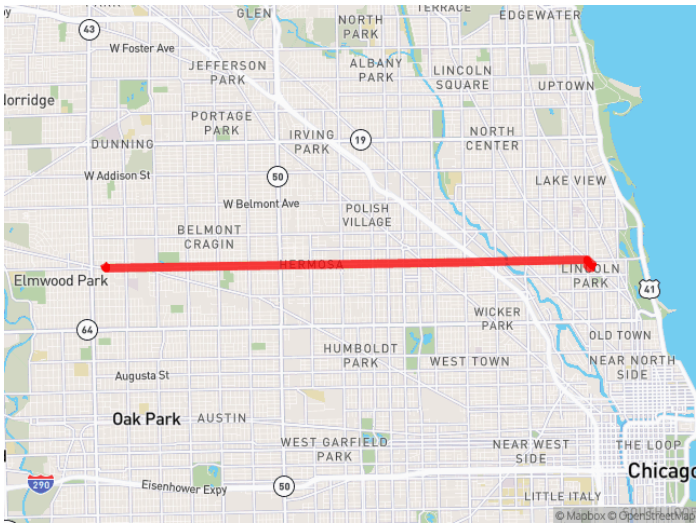
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$150,270,000	$150,270,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$150,270,000	$150,270,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$150,270,000	$150,270,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$150,270,000	$150,270,000

Current Change Reason:	New Project

16-26-0007 - Fullerton Avenue Bus Priority Corridor - RCP 22205

Part of the CTA Better Streets for Buses Plan focused on improving bus speed and reliability. The Fullerton Avenue priority corridor extends 7.9 miles from Grand Avenue and Nordica Avenue to Halsted Street, impacting bus route 74. Treatments could include but are not limited to dedicated bus lanes, boarding islands, near-level boarding, transit signal priority, queue jumps, and bus shelter improvements. A dedicated bus lane is proposed between Nordica and Halsted by repurposing a travel lane in each direction and between Halsted and Ashland by repurposing parking and a bike lane (Other work type).

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2040
Lead Agency:	CTA
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



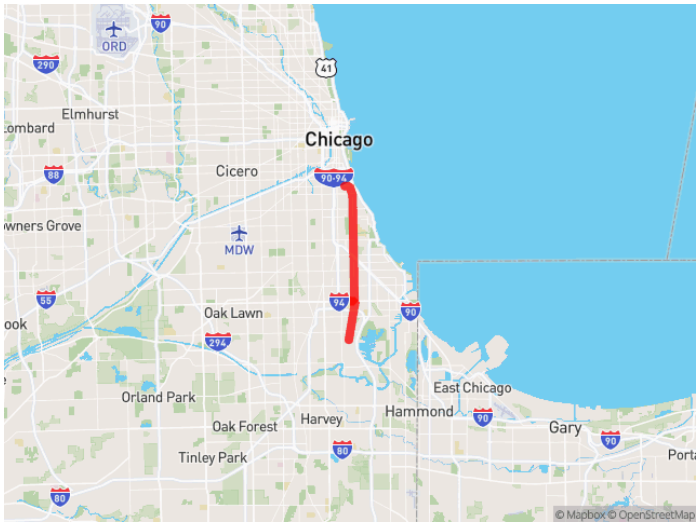
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$144,770,000	$144,770,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$144,770,000	$144,770,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$144,770,000	$144,770,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$144,770,000	$144,770,000

Current Change Reason:	New Project

16-26-0008 - Cottage Grove Bus Priority Corridor - RCP 22206

Part of the CTA Better Streets for Buses Plan focused on improving bus speed and reliability. The Cottage Grove Avenue corridor extends 9.9 miles from 35th Street to 115th Street, impacting the 4, 4X, and 115 bus routes. Treatments could include but are not limited to dedicated bus lanes, boarding islands, near-level boarding, transit signal priority, queue jumps, and bus shelter improvements. A dedicated bus lane is proposed between 35th Street and 111th street through a combination of repurposing through lanes, bike lanes, and on street parking (Other work type).

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2040
Lead Agency:	CTA
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



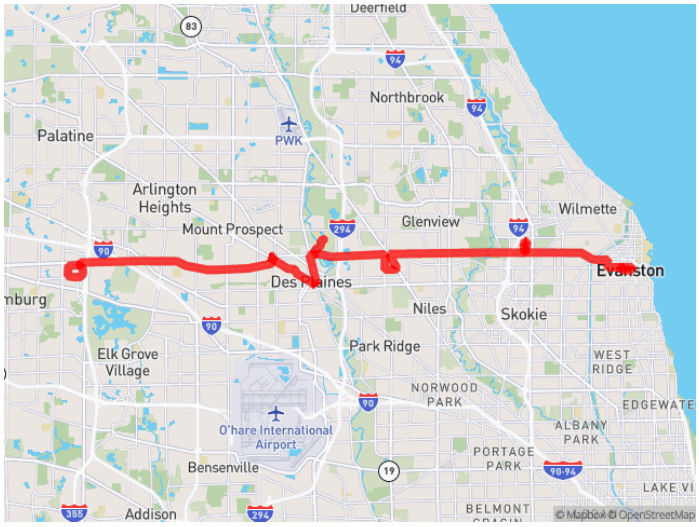
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$181,420,000	$181,420,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$181,420,000	$181,420,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$181,420,000	$181,420,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$181,420,000	$181,420,000

Current Change Reason:	New Project

17-06-0008 - IL 58 Golf Rd from Meacham Rd to Davis St Pulse Golf Line - RCP 74161

A new limited stop bus priority corridor service between Woodfield Mall in Schaumburg and Davis Street in downtown Evanston, with a stop at the Des Plaines Metra station. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. Project is in planning stages; location of dedicated bus lanes will need to be added at a future date when planning and design is further along.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Line/Route Expansion
Air Quality:	To Be Conformed
Open to Traffic Year:	2036
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Arlington Heights, Des Plaines, Evanston, Glenview, Golf, Mount Prospect, Rolling Meadows, Schaumburg, Skokie
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Implementation	RTA Sales Tax	-	$0	$0	$0	$0	$0	$0	$800,000	$800,000
Implementation	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$59,200,000	$59,200,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$60,000,000	$60,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$60,000,000	$60,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$60,000,000	$60,000,000

Previously Approved Amendment 17-06-0008 - IL 58 Golf Rd from Meacham Rd to Davis St Pulse Golf Line

Golf Road Pulse Arterial Bus Rapid Transit Line

TIP Document:	26-00 (Adoption)
Project Type:	Transit Line/Route Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	-
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Implementation	RTA Sales Tax	-	$0	$0	$0	$0	$0	$0	$800,000	$800,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$800,000	$800,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$800,000	$800,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$800,000	$800,000

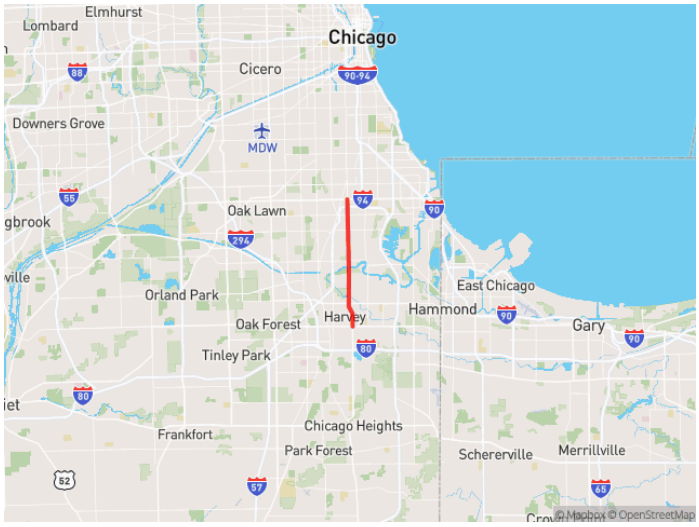
Current Change Reason:	Schedule / Funding / Scope- Update Update Open to Traffic year - Update model information
Project Changes:	Title changed from "IL 58 Golf Rd from Meacham Rd to Davis St Pulse Golf Line" to "IL 58 Golf Rd from Meacham Rd to Davis St Pulse Golf Line - RCP 74161"

Project Changes:	Description changed from "Golf Road Pulse Arterial Bus Rapid Transit Line" to "A new limited stop bus priority corridor service between Woodfield Mall in Schaumburg and Davis Street in downtown Evanston, with a stop at the Des Plaines Metra station. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. Project is in planning stages; location of dedicated bus lanes will need to be added at a future date when planning and design is further along."
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Current Implementation Status changed from "None" to "Project scoping"
Project Changes:	Open To Traffic changed from "2032" to "2036"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"
Project Changes:	Conformity Status changed from "Not Conformed" to "To Be Conformed"

17-18-0003 - Pulse Halsted Street - RCP 97434

Architectural/Engineering Design and Construction of stations, vertical markers, and other elements of the Pulse Halsted Arterial Rapid Transit Line. The project corridor consists of approximately 9 miles of South Halsted Street, from the Pace Harvey Transportation Center to 95th Street, and includes the segment of 95th Street that provides a connection to the CTA Red Line 95th/Dan Ryan station.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2030
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Calumet Park, Chicago, Harvey, Riverdale
Major CMAP Programs:	2050 RSP, CMAQ, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering	Carbon Reduction Pgm	-	$2,474,276	$0	$0	$0	$0	$0	$0	$2,474,276
Engineering	Invest in Cook	-	$500,000	$0	$0	$0	$0	$0	$0	$500,000
Engineering	Other - Local	-	$1,374,276	$0	$0	$0	$0	$0	$0	$1,374,276
Engineering	Trans Credit - Transit	-	$494,855	$0	$0	$0	$0	$0	$0	$494,855
Total Engineering		-	$4,348,552	$0	$0	$0	$0	$0	$0	$4,348,552
Implementation	Carbon Reduction Pgm	-	$3,659,585	$0	$0	$0	$0	$0	$0	$3,659,585
Implementation	Trans Credit - Transit	-	$731,917	$0	$0	$0	$0	$0	$0	$731,917
Total Implementation		-	$3,659,585	$0	$0	$0	$0	$0	$0	$3,659,585
Construction	Carbon Reduction Pgm	-	$6,003,473	$0	$0	$0	$0	$0	$0	$6,003,473
Construction	RAISE	Raise Grant is from 2023 Award Cycle	$20,000,000	$0	$0	$0	$0	$0	$0	$20,000,000
Construction	Trans Credit - Transit	-	$5,200,695	$0	$0	$0	$0	$0	$0	$5,200,695
Total Construction		-	$26,003,473	$0	$0	$0	$0	$0	$0	$26,003,473
Total Prior Costs		-	$34,011,610	$0	$0	$0	$0	$0	$0	$34,011,610
Total Toll Credit		-	$6,427,467	$0	$0	$0	$0	$0	$0	$6,427,467
Total Programmed		-	$34,011,610	$0	$0	$0	$0	$0	$0	$34,011,610

Previously Approved Amendment 17-18-0003 - Pulse Halsted Street - RSP 102A

Pulse-ART Expansion Near Term

TIP Document:	26-00 (Adoption)
Project Type:	Transit Station/Stop Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago, Harvey
Major CMAP Programs:	-

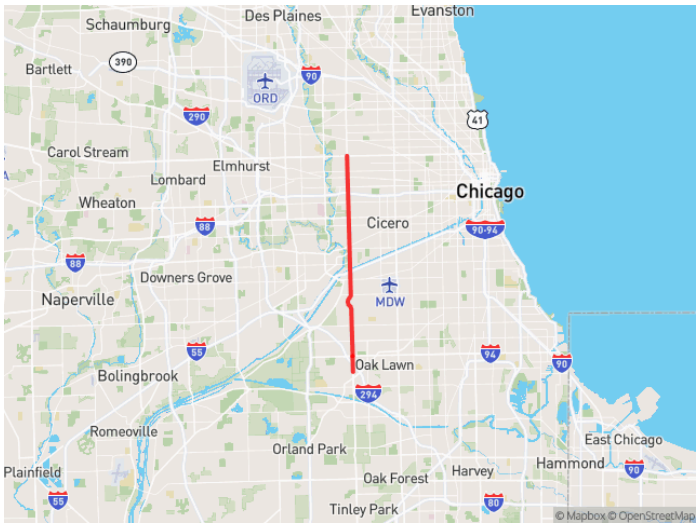
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Carbon Reduction Pgm	-	$2,474,276	$0	$0	$0	$0	$0	$0	$2,474,276
Engineering	Invest in Cook	-	$500,000	$0	$0	$0	$0	$0	$0	$500,000
Engineering	Other - Local	-	$1,374,276	$0	$0	$0	$0	$0	$0	$1,374,276
Engineering	Trans Credit - Transit	-	$494,855	$0	$0	$0	$0	$0	$0	$494,855
Total Engineering		-	$4,348,552	$0	$0	$0	$0	$0	$0	$4,348,552
Implementation	Carbon Reduction Pgm	-	$0	$3,659,585	$0	$0	$0	$0	$0	$3,659,585
Implementation	Trans Credit - Transit	-	$0	$731,917	$0	$0	$0	$0	$0	$731,917
Total Implementation		-	$0	$3,659,585	$0	$0	$0	$0	$0	$3,659,585
Construction	Carbon Reduction Pgm	-	$0	$6,003,473	$0	$0	$0	$0	$0	$6,003,473
Construction	RAISE	Raise Grant is from 2023 Award Cycle	$20,000,000	$0	$0	$0	$0	$0	$0	$20,000,000
Construction	Trans Credit - Transit	-	$4,000,000	$1,200,695	$0	$0	$0	$0	$0	$5,200,695
Total Construction		-	$20,000,000	$6,003,473	$0	$0	$0	$0	$0	$26,003,473
Total Prior Costs		-	$24,348,552	$0	$0	$0	$0	$0	$0	$24,348,552
Total Toll Credit		-	$4,494,855	$1,932,612	$0	$0	$0	$0	$0	$6,427,467
Total Programmed		-	$24,348,552	$9,663,058	$0	$0	$0	$0	$0	$34,011,610

Current Change Reason:	Schedule / Funding / Scope- Update Work type(s) added - Update model information
Project Changes:	Title changed from "Pulse Halsted Street - RSP 102A" to "Pulse Halsted Street - RCP 97434"
Project Changes:	Description changed from "Pulse-ART Expansion Near Term" to "Architectural/Engineering Design and Construction of stations, vertical markers, and other elements of the Pulse Halsted Arterial Rapid Transit Line. The project corridor consists of approximately 9 miles of South Halsted Street, from the Pace Harvey Transportation Center to 95th Street, and includes the segment of 95th Street that provides a connection to the CTA Red Line 95th/Dan Ryan station."
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "Carbon funds in 2024 are in an executed FTA grant on 5/28/24. RAISE and additional Carbon ($3,659,585) funds are not in a grant as of 10/8/25 (RP)" to "Carbon funds in 2024 are in an executed FTA grant on 5/28/24. RAISE and additional Carbon ($3,659,585) funds are not in a grant as of 10/8/25 (RP); RSP 102A;"
Project Changes:	Work Type changed from "[T-IMPSVC] Bus Routes - Improve Service" to "[T-IMP] Bus Routes - Major Service Improvement"
Project Changes:	Conformity Status changed from "Not Required" to "To Be Conformed"
Project Changes:	Major Implementation Group changed from "2050 RSP, CMAQ" to "2050 RSP, CMAQ, Regional Capital Project (2026 RTP)"
Project Changes:	Exempt Status changed from "Exempt" to "Not Exempt"
Project Changes:	Model changed from "No" to "Yes"

17-18-0004 - Pulse Harlem Ave - RCP 74163

A new limited stop bus priority corridor service along Harlem Avenue between North Avenue and 103rd Street, with service to the nearby Bridgeview Cook County Courthouse and Pace Southwest Division garage. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. Project is in planning stages; location of dedicated bus lanes will need to be added at a future date when planning and design is further along. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2033
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Berwyn, Bridgeview, Burbank, Chicago, Chicago Ridge, Elmwood Park, Forest View, Lyons, North Riverside, Oak Park, River Forest, Riverside, Stickney, Summit
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Implementation	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$12,900,000	$12,900,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$12,900,000	$12,900,000
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$32,000,000	$32,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$32,000,000	$32,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$44,900,000	$44,900,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$44,900,000	$44,900,000

Previously Approved Amendment 17-18-0004 - Pulse Harlem Ave - RSP 102A

Pulse-ART Expansion Near Term

TIP Document:	26-00 (Adoption)
Project Type:	Transit Station/Stop Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	-
Major CMAP Programs:	-

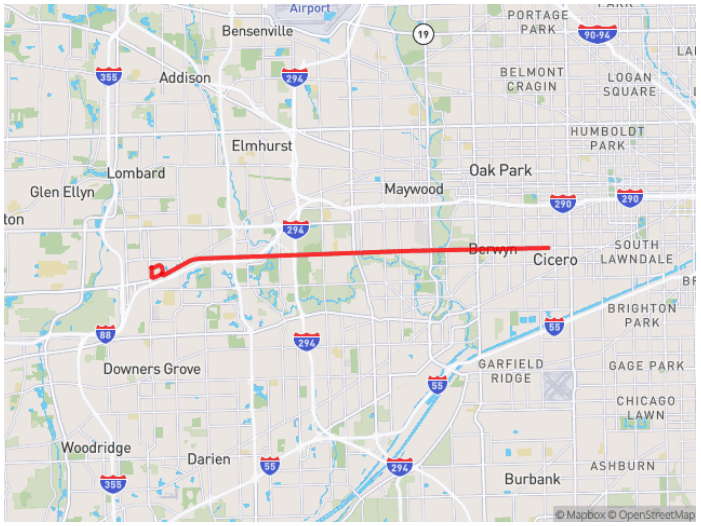
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Implementation	TBD	-	$0	$0	$0	$0	$0	$0	$12,900,000	$12,900,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$12,900,000	$12,900,000
Construction	TBD	-	$0	$0	$0	$0	$0	$0	$32,000,000	$32,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$32,000,000	$32,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$44,900,000	$44,900,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$44,900,000	$44,900,000

Current Change Reason:	Schedule / Funding / Scope- Update Update Open to Traffic year - Update model information
Project Changes:	Title changed from "Pulse Harlem Ave - RSP 102A" to "Pulse Harlem Ave - RCP 74163"
Project Changes:	Description changed from "Pulse-ART Expansion Near Term" to "A new limited stop bus priority corridor service along Harlem Avenue between North Avenue and 103rd Street, with service to the nearby Bridgeview Cook County Courthouse and Pace Southwest Division garage. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. Project is in planning stages; location of dedicated bus lanes will need to be added at a future date when planning and design is further along. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology."
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "None" to "RSP 102A"
Project Changes:	Current Implementation Status changed from "None" to "Project scoping"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Open To Traffic changed from "TBD" to "2033"
Project Changes:	Exempt Status changed from "Exempt" to "Not Exempt"
Project Changes:	Conformity Status changed from "Not Required" to "To Be Conformed"
Project Changes:	Work Type changed from "[T-IMPSVC] Bus Routes - Improve Service" to "[T-IMP] Bus Routes - Major Service Improvement"

17-18-0005 - Pulse Cermak Line - RCP 74164

A new limited stop bus priority corridor between CTA Pink line 54th/Cermak station and Yorktown Center shopping mall with 17 stops in between. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2032
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook, DuPage
Municipality:	Berwyn, Broadview, Chicago, Cicero, Hillside, Lombard, North Riverside, Oak Brook, Oakbrook Terrace, Westchester
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Implementation	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$11,300,000	$11,300,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$11,300,000	$11,300,000
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$28,100,000	$28,100,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$28,100,000	$28,100,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$39,400,000	$39,400,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$39,400,000	$39,400,000

Previously Approved Amendment 17-18-0005 - Pulse Cermak Line - RSP 102A

Pulse-ART Expansion Near Term

TIP Document:	26-00 (Adoption)
Project Type:	Transit Station/Stop Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook, DuPage
Municipality:	Berwyn, Chicago, Oak Brook
Major CMAP Programs:	-

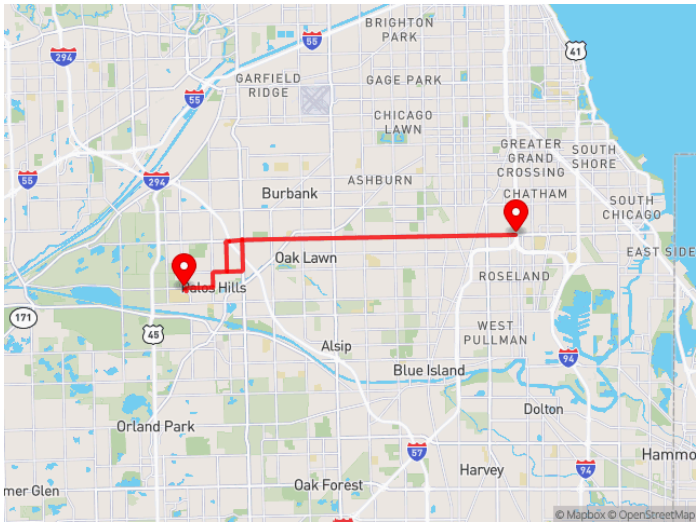
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Implementation	TBD	-	$0	$0	$0	$0	$0	$0	$11,300,000	$11,300,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$11,300,000	$11,300,000
Construction	TBD	-	$0	$0	$0	$0	$0	$0	$28,100,000	$28,100,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$28,100,000	$28,100,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$39,400,000	$39,400,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$39,400,000	$39,400,000

Current Change Reason:	Schedule / Funding / Scope- Update Work type(s) added - Update model information - Update Open to Traffic year
Project Changes:	Title changed from "Pulse Cermak Line - RSP 102A" to "Pulse Cermak Line - RCP 74164"
Project Changes:	Description changed from "Pulse-ART Expansion Near Term" to "A new limited stop bus priority corridor between CTA Pink line 54th/Cermak station and Yorktown Center shopping mall with 17 stops in between. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology."
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Conformity Status changed from "Not Required" to "To Be Conformed"
Project Changes:	Open To Traffic changed from "TBD" to "2032"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Work Type changed from "[T-IMPSVC] Bus Routes - Improve Service" to "[H-RL] Highway/Road - Remove Lanes, [T-IMP] Bus Routes - Major Service Improvement"
Project Changes:	Current Implementation Status changed from "None" to "Project scoping"
Project Changes:	Internal Notes changed from "None" to "RSP 102A"
Project Changes:	Exempt Status changed from "Exempt" to "Not Exempt"

17-21-0001 - Pulse 95th Street Line - RCP 97435

The project will introduce new Pace bus service with higher frequencies, travel time savings and station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage and route information and heating within the shelter. TSP will also be implemented. The service will run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills primarily routed along 95th Street, as well as several other roadways in Bridgeview, Chicago Ridge, and Palos Hills. The proposed line would include connections to other transit services including the CTA Red Line 95th/Dan Ryan Station and other CTA routes, other Pace bus routes, Metra Rock Island District Line Longwood Station, Metra Southwest Service, and Oak Lawn Patriot Station.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	Conformed
Open to Traffic Year:	2030
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Bridgeview, Chicago, Chicago Ridge, Evergreen Park, Oak Lawn, Palos Hills
Major CMAP Programs:	CMAQ, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering	CMAQ	-	$1,464,000	$0	$0	$0	$0	$0	$0	$1,464,000
Engineering	Local Funds	-	$666,000	$0	$0	$0	$0	$0	$0	$666,000
Total Engineering		-	$2,130,000	$0	$0	$0	$0	$0	$0	$2,130,000
Construction	CMAQ	-	$15,654,000	$0	$0	$0	$0	$0	$0	$15,654,000
Construction	Rebuild Illinois	-	$3,916,500	$0	$0	$0	$0	$0	$0	$3,916,500
Total Construction		-	$19,570,500	$0	$0	$0	$0	$0	$0	$19,570,500
Total Prior Costs		-	$21,700,500	$0	$0	$0	$0	$0	$0	$21,700,500
Total Programmed		-	$21,700,500	$0	$0	$0	$0	$0	$0	$21,700,500

Previously Approved Amendment 17-21-0001 - Pulse 95th Street Line

The project will introduce new Pace bus service with higher frequencies, travel time savings and station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage and route information and heating within the shelter. TSP will also be implemented.

TIP Document:	26-03.1 (Conformity Admin)
Project Type:	Transit Station/Stop Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Bridgeview, Chicago, Chicago Ridge, Evergreen Park, Hickory Hills, Oak Lawn, Palos Hills
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	CMAQ	-	$1,464,000	$0	$0	$0	$0	$0	$0	$1,464,000

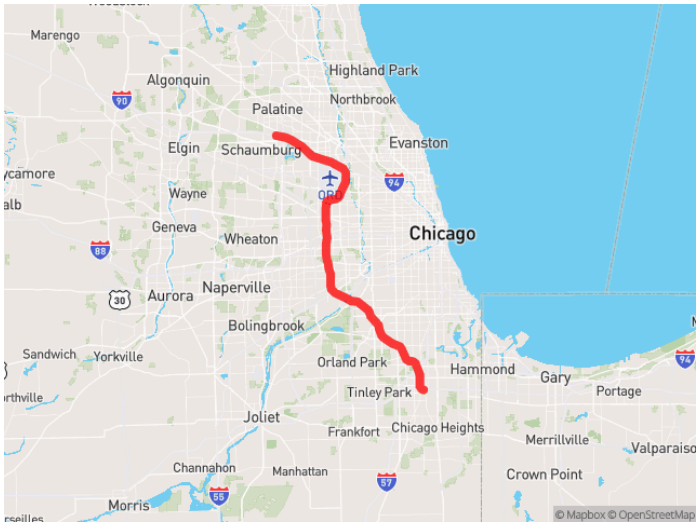
Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	Local Funds	-	$666,000	$0	$0	$0	$0	$0	$0	$666,000
Total Engineering		-	$2,130,000	$0	$0	$0	$0	$0	$0	$2,130,000
Construction	CMAQ	-	$0	$15,654,000	$0	$0	$0	$0	$0	$15,654,000
Construction	Rebuild Illinois	-	$0	$3,916,500	$0	$0	$0	$0	$0	$3,916,500
Total Construction		-	$0	$19,570,500	$0	$0	$0	$0	$0	$19,570,500
Total Prior Costs		-	$2,130,000	$0	$0	$0	$0	$0	$0	$2,130,000
Total Programmed		-	$2,130,000	$19,570,500	$0	$0	$0	$0	$0	$21,700,500

Current Change Reason:	Schedule / Funding / Scope- Update Update Open to Traffic year - Update model information
Project Changes:	Title changed from "Pulse 95th Street Line" to "Pulse 95th Street Line - RCP 97435"
Project Changes:	Description changed from "The project will introduce new Pace bus service with higher frequencies, travel time savings and station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage and route information and heating within the shelter. TSP will also be implemented." to "The project will introduce new Pace bus service with higher frequencies, travel time savings and station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage and route information and heating within the shelter. TSP will also be implemented. The service will run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills primarily routed along 95th Street, as well as several other roadways in Bridgeview, Chicago Ridge, and Palos Hills. The proposed line would include connections to other transit services including the CTA Red Line 95th/Dan Ryan Station and other CTA routes, other Pace bus routes, Metra Rock Island District Line Longwood Station, Metra Southwest Service, and Oak Lawn Patriot Station."
Project Changes:	Plan Revision Name changed from "26-03.1 (Conformity Admin)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "CMAQ" to "CMAQ, Regional Capital Project (2026 RTP)"
Project Changes:	Open To Traffic changed from "2027" to "2030"

17-22-0002 - I-294 Tri-State Express Bus Stations - RCP 74166

Bus rapid transit (BRT) stations along the I-294 Tri-State Tollway from I-90 at Meacham Avenue in Schaumburg to I-294 in Hazel Crest, with stops at: 1.) O'Hare Oasis - In Schiller Park, south of Irving Park Road and east of Mannheim; and 2.) Cermak - In Oak Brook, at the former toll plaza facility just north of Cermak Road. Both stations would include: new bus shelters; platforms; transfer opportunities to local Pace fixed route services; passenger amenities; new pedestrian infrastructure and ADA improvements; and, connections to new Pace Express service proposed on I-294

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	Conformed
Open to Traffic Year:	2036
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Oak Brook, Schiller Park
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$133,000,000	$133,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$133,000,000	$133,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$133,000,000	$133,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$133,000,000	$133,000,000

Previously Approved Amendment 17-22-0002 - I-294 Tri-State Express Bus Stations RSP 155

Bus rapid transit (BRT) stations along the I-294 Tri-State Tollway at: 1.) O'Hare Oasis - In Schiller Park, south of Irving Park Road and east of Mannheim; and 2.) Cermak - In Oak Brook, at the former toll plaza facility just north of Cermak Road. Both stations would include: new bus shelters; platforms; transfer opportunities to local Pace fixed route services; passenger amenities; new pedestrian infrastructure and ADA improvements; and, connections to new Pace Express service proposed on I-294

TIP Document:	26-00 (Adoption)
Project Type:	Transit Station/Stop Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Oak Brook, Schiller Park
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	TBD	-	$0	$0	$0	$0	$0	$0	$110,647,171	$110,647,171
Total Construction		-	$0	$0	$0	$0	$0	$0	$110,647,171	$110,647,171
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$110,647,171	$110,647,171
Total Programmed		-	$0	$0	$0	$0	$0	$0	$110,647,171	$110,647,171

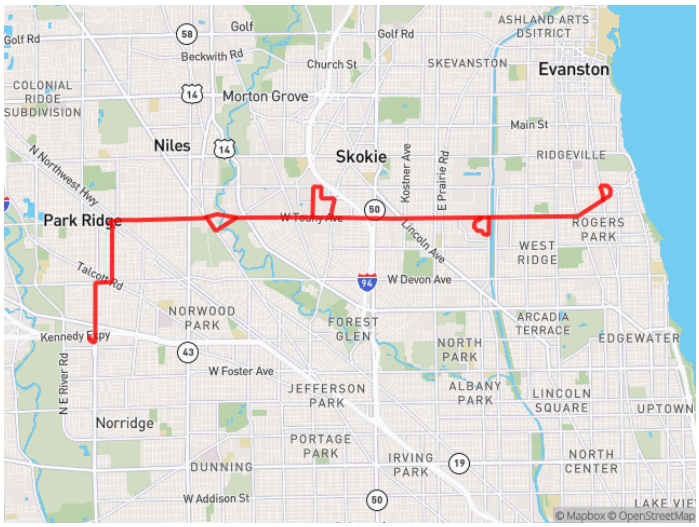
Current Change Reason:	Schedule / Funding / Scope- Update Update Open to Traffic year

Project Changes:	Title changed from "I-294 Tri-State Express Bus Stations RSP 155" to "I-294 Tri-State Express Bus Stations - RCP 74166"
Project Changes:	Description changed from "Bus rapid transit (BRT) stations along the I-294 Tri-State Tollway at: 1.) O'Hare Oasis - In Schiller Park, south of Irving Park Road and east of Mannheim; and 2.) Cermak - In Oak Brook, at the former toll plaza facility just north of Cermak Road. Both stations would include: new bus shelters; platforms; transfer opportunities to local Pace fixed route services; passenger amenities; new pedestrian infrastructure and ADA improvements; and, connections to new Pace Express service proposed on I-294" to "Bus rapid transit (BRT) stations along the I-294 Tri-State Tollway from I-90 at Meacham Avenue in Schaumburg to I-294 in Hazel Crest, with stops at: 1.) O'Hare Oasis - In Schiller Park, south of Irving Park Road and east of Mannheim; and 2.) Cermak - In Oak Brook, at the former toll plaza facility just north of Cermak Road. Both stations would include: new bus shelters; platforms; transfer opportunities to local Pace fixed route services; passenger amenities; new pedestrian infrastructure and ADA improvements; and, connections to new Pace Express service proposed on I-294"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"
Project Changes:	Internal Notes changed from "None" to "RSP 155"
Project Changes:	Open To Traffic changed from "2028" to "2036"

17-26-0002 - Pulse Touhy Avenue - RCP 74213

New limited stop priority bus corridor service along Touhy Avenue between the CTA Howard and Cumberland stations with stops at Lincolnwood Town Center, Bunker Hill Forest Preserve, and Park Ridge Metra station. Depending on network restructuring, western terminus may be CTA Rosemont station. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. Project is in planning stages; location of dedicated bus lanes will need to be added at a future date when planning and design is further along. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2034
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago, Des Plaines, Lincolnwood, Niles, Park Ridge, Rosemont, Skokie
Major CMAP Programs:	Regional Capital Project (2026 RTP)



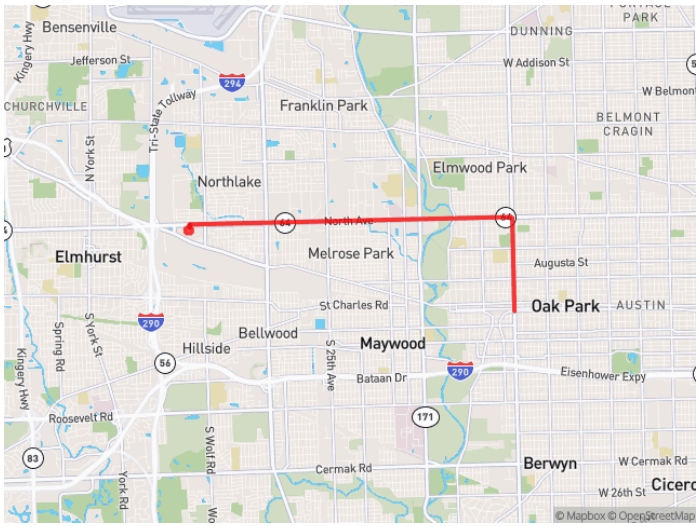
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$31,500,000	$31,500,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$31,500,000	$31,500,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$31,500,000	$31,500,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$31,500,000	$31,500,000

Current Change Reason:	New Project

17-26-0003 - Pulse North Avenue - RCP 74214

New limited stop bus priority corridor service along North Avenue between the Walmart in Northlake and the CTA Harlem-Lake Green Line station in Oak Park. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. Project is in planning stages; location of dedicated bus lanes will need to be added at a future date when planning and design is further along. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2036
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Elmwood Park, Melrose Park, Northlake, Oak Park, River Forest, Stone Park
Major CMAP Programs:	Regional Capital Project (2026 RTP)



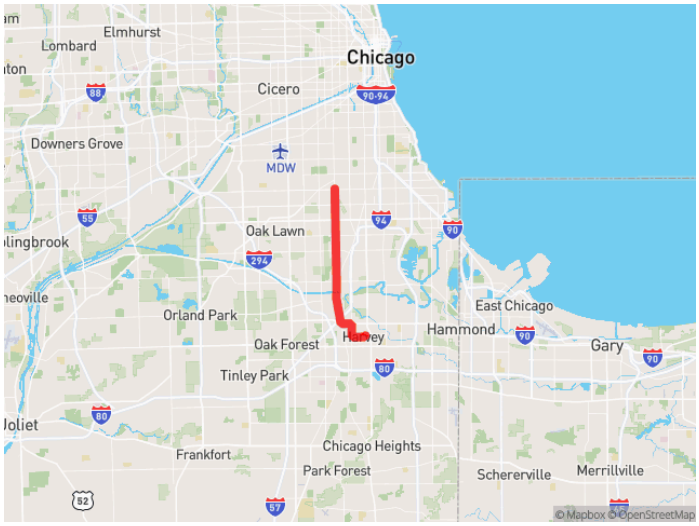
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$24,000,000	$24,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$24,000,000	$24,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$24,000,000	$24,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$24,000,000	$24,000,000

Current Change Reason:	New Project

17-26-0004 - Pulse Western Avenue - RCP 74215

New limited stop bus priority corridor along Western Avenue between 79th Street and the Harvey Transportation Center. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. Project is in planning stages; location of dedicated bus lanes will need to be added at a future date when planning and design is further along. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2035
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Blue Island, Chicago, Dixmoor, Harvey, Posen
Major CMAP Programs:	Regional Capital Project (2026 RTP)



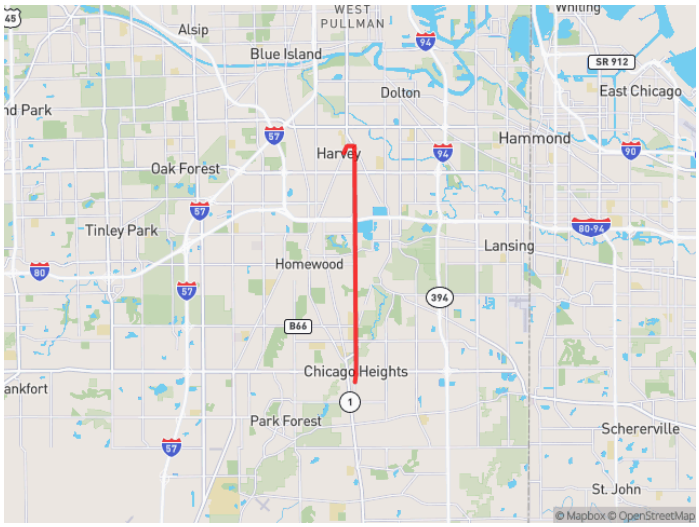
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$27,000,000	$27,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$27,000,000	$27,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$27,000,000	$27,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$27,000,000	$27,000,000

Current Change Reason:	New Project

17-26-0005 - Pulse South Halsted Street Extension - RCP 74216

New limited stop priority bus corridor service along Halsted Street between the Harvey Transportation Center and 16th Street in Chicago Heights. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. Project is in planning stages; location of dedicated bus lanes will need to be added at a future date when planning and design is further along. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2036
Lead Agency:	Pace
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago Heights, Glenwood, Harvey, Homewood, South Holland
Major CMAP Programs:	Regional Capital Project (2026 RTP)



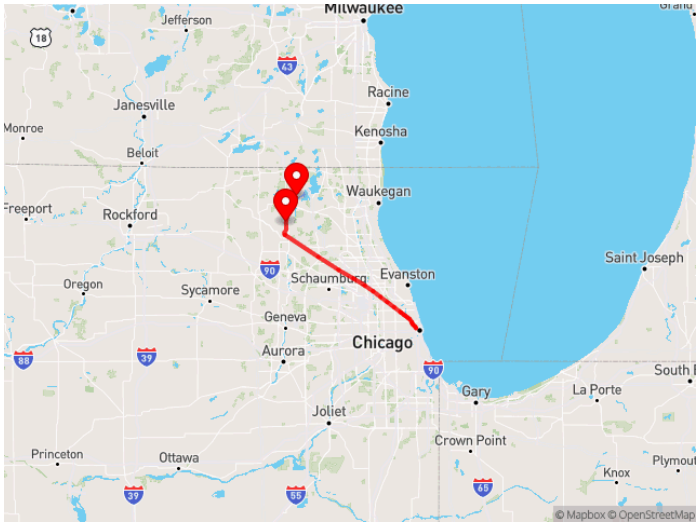
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$25,000,000	$25,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$25,000,000	$25,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$25,000,000	$25,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$25,000,000	$25,000,000

Current Change Reason:	New Project

18-07-0670 - UP NW Line Improvements and Extension (3870) - RCP 33153

Metra UP Northwest Improvements and Extensions. In addition to new stations added to the McHenry branch, this project would increase operating capacity and improve service reliability through infrastructure and service upgrades, including three new crossovers, and the addition of a rail coach yards near Woodstock and Johnsburg.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Line/Route Expansion
Air Quality:	Conformed
Open to Traffic Year:	TBD
Lead Agency:	Metra
Lead Contact:	-
Project Website:	http://metraconnects.metrarail.com/upnw.php
County:	Cook, McHenry
Municipality:	Arlington Heights, Barrington, Chicago, Crystal Lake, Des Plaines, Harvard, Johnsburg, McHenry, Palatine, Park Ridge, Woodstock
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Engineering	FTA 5309A New Starts - historical fund *	-	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Total Engineering		-	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Implementation	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$857,000,000	$857,000,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$857,000,000	$857,000,000
Total Prior Costs		-	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$857,000,000	$857,000,000
Total Programmed		-	$2,000,000	$0	$0	$0	$0	$0	$857,000,000	$859,000,000

Previously Approved Amendment 18-07-0670 - UP NW Line New Start (3870) - RSP 66

Metra UP Northwest Improvements and Extensions

TIP Document:	26-00 (Adoption)
Project Type:	Transit Line/Route Expansion
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Metra
Lead Contact:	-
Project Website:	http://metraconnects.metrarail.com/upnw.php
County:	Cook, McHenry
Municipality:	Arlington Heights, Barrington, Chicago, Crystal Lake, Des Plaines, Harvard, Johnsburg, McHenry, Palatine, Park Ridge, Woodstock
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	FTA 5309A New Starts - historical fund *	-	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Total Engineering		-	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Implementation	TBD	-	$0	$0	$0	$0	$0	$0	$428,700,000	$428,700,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$428,700,000	$428,700,000
Total Prior Costs		-	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$428,700,000	$428,700,000

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Total Programmed		-	$2,000,000	$0	$0	$0	$0	$0	$428,700,000	$430,700,000

Current Change Reason:	Schedule / Funding / Scope- Update Update Open to Traffic year - Update model information - Other cost change described below
Project Changes:	Title changed from "UP NW Line New Start (3870) - RSP 66" to "UP NW Line Improvements and Extension (3870) - RCP 33153"
Project Changes:	Description changed from "Metra UP Northwest Improvements and Extensions" to "Metra UP Northwest Improvements and Extensions. In addition to new stations added to the McHenry branch, this project would increase operating capacity and improve service reliability through infrastructure and service upgrades, including three new crossovers, and the addition of a rail coach yards near Woodstock and Johnsburg."
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "01/17/2013 By : Internal Staff Wiki link:http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#Metra_UP_Northwest_Improvements_and_ExtensionWoodstock yard was broken off into a separate TIP ID to help secure an congressional earmark (RP) 5-5-21" to "01/17/2013 By : Internal Staff Wiki link:http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#Metra_UP_Northwest_Improvements_and_ExtensionWoodstock yard was broken off into a separate TIP ID to help secure an congressional earmark (RP) 5-5-21; RSP 66"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "Regional Capital Project (2026 RTP)"

18-10-9001 - Metra UP North Improvements - RCP 33156

Improvements from Kenosha, WI Station to Ogilvie Transportation Center (UP North Improvements). Upgrade existing signal system & install additional crossovers between downtown Chicago and the outer terminal.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	Not Required
Open to Traffic Year:	TBD
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	Cook, Lake
Municipality:	Chicago
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)

Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Implementation	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$1,174,000,000	$1,174,000,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$1,174,000,000	$1,174,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$1,174,000,000	$1,174,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$1,174,000,000	$1,174,000,000

Previously Approved Amendment 18-10-9001 - Metra UP North Improvements - RSP 68

Improvements from Kenosha, WI Station to Ogilvie Transportation Center (UP North Improvements). Upgrade existing signal system & install additional crossovers between downtown Chicago and the outer terminal.

TIP Document:	26-00 (Adoption)
Project Type:	Guideway Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	Cook, Lake
Municipality:	Chicago
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Implementation	TBD	-	$0	$0	$0	$0	$0	$0	$400,000,000	$400,000,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$400,000,000	$400,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$400,000,000	$400,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$400,000,000	$400,000,000

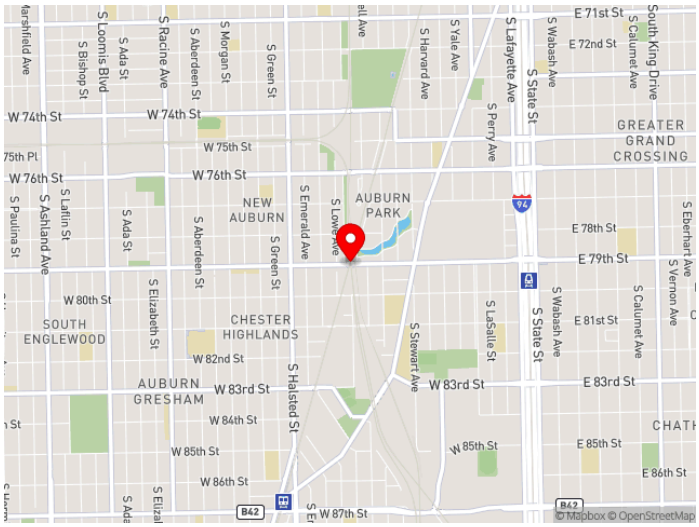
Current Change Reason:	Schedule / Funding / Scope- Update Update Open to Traffic year - Update model information - Other cost change described below
Project Changes:	Title changed from "Metra UP North Improvements - RSP 68" to "Metra UP North Improvements - RCP 33156"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"

Project Changes:	Internal Notes changed from "01/17/2013 By : Internal Staff Wiki link:http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#Metra_UP_North_Improvements" to "01/17/2013 By : Internal Staff Wiki link:http://wiki.cmap.local/mediawiki/index.php/Go_To_2040_Major_Capital_Project_Tracking#Metra_UP_North_Improvements; RSP 68"

18-14-0004 - Auburn Park New Station, RID (4484) - RCP 93310

New station on the RID between 35th/Bronzeville and Gresham stations.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Station/Stop Improvements
Air Quality:	Conformed
Open to Traffic Year:	2027
Lead Agency:	Metra
Lead Contact:	-
Project Website:	https://metra.com/newsroom/metra-puts-auburn-park-construction-contract-out-bid
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Implementation	IL Funds	4484	$20,000,000	$0	$0	$0	$0	$0	$0	$20,000,000
Implementation	IL Funds - Transit	N/A, 4484, 5641	$16,573,688	$18,075,000	$7,764,286	$6,600,000	$0	$0	$0	$49,012,974
Implementation	Rebuild Illinois	4484	$13,000,000	$0	$0	$0	$0	$0	$0	$13,000,000
Total Implementation		-	$49,573,688	$18,075,000	$7,764,286	$6,600,000	$0	$0	$0	$82,012,974
Total Prior Costs		-	$49,573,688	$0	$0	$0	$0	$0	$0	$49,573,688
Total Programmed		-	$49,573,688	$18,075,000	$7,764,286	$6,600,000	$0	$0	$0	$82,012,974

Previously Approved Amendment 18-14-0004 - Auburn Park New Station, RID (4484)

New station on the RID between 35th/Bronzeville and Gresham stations.

TIP Document:	26-04 (Formal)
Project Type:	Transit Station/Stop Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Metra
Lead Contact:	-
Project Website:	https://metra.com/newsroom/metra-puts-auburn-park-construction-contract-out-bid
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Implementation	IL Funds	4484	$20,000,000	$0	$0	$0	$0	$0	$0	$20,000,000
Implementation	IL Funds - Transit	5641, 4484, N/A	$14,500,000	$2,073,688	$18,075,000	$7,764,286	$6,600,000	$0	$0	$49,012,974
Implementation	Rebuild Illinois	4484	$13,000,000	$0	$0	$0	$0	$0	$0	$13,000,000
Total Implementation		-	$47,500,000	$2,073,688	$18,075,000	$7,764,286	$6,600,000	$0	$0	$82,012,974
Total Prior Costs		-	$47,500,000	$0	$0	$0	$0	$0	$0	$47,500,000
Total Programmed		-	$47,500,000	$2,073,688	$18,075,000	$7,764,286	$6,600,000	$0	$0	$82,012,974

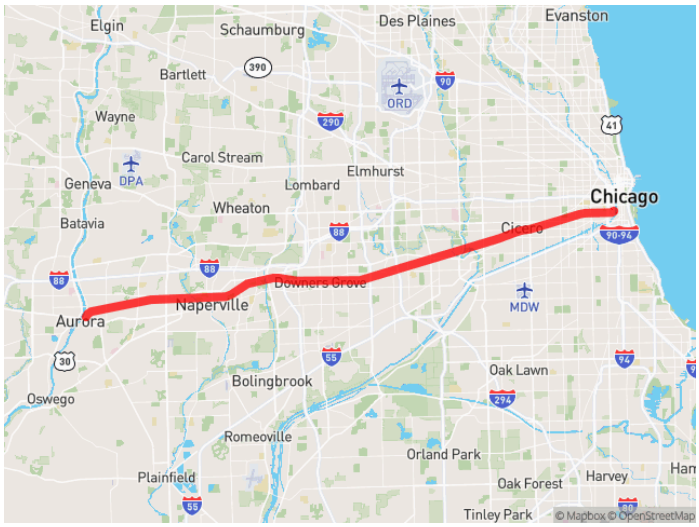
Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Update Open to Traffic year
Project Changes:	Title changed from "Auburn Park New Station, RID (4484)" to "Auburn Park New Station, RID (4484) - RCP 93310"

Project Changes:	Plan Revision Name changed from "26-04 (Formal)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "None" to "Regional Capital Project (2026 RTP)"

18-18-0008 - BNSF Improvements - RCP 33150

This project would include making track, signal, and other improvements to the BNSF Line to support growth in ridership and upgrades to the core capacity of the line.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Systems Improvements
Air Quality:	Not Required
Open to Traffic Year:	2035
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	Regionwide
Municipality:	Regionwide
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Implementation	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$328,000,000	$328,000,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$328,000,000	$328,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$328,000,000	$328,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$328,000,000	$328,000,000

Previously Approved Amendment 18-18-0008 - BNSF Improvements - RSP 72

This project would include making track, signal, and other improvements to the BNSF Line to support growth in ridership and upgrades to the core capacity of the line.

TIP Document:	26-00 (Adoption)
Project Type:	Systems Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	Regionwide
Municipality:	Regionwide
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Implementation	TBD	-	$0	$0	$0	$0	$0	$0	$268,000,000	$268,000,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$268,000,000	$268,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$268,000,000	$268,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$268,000,000	$268,000,000

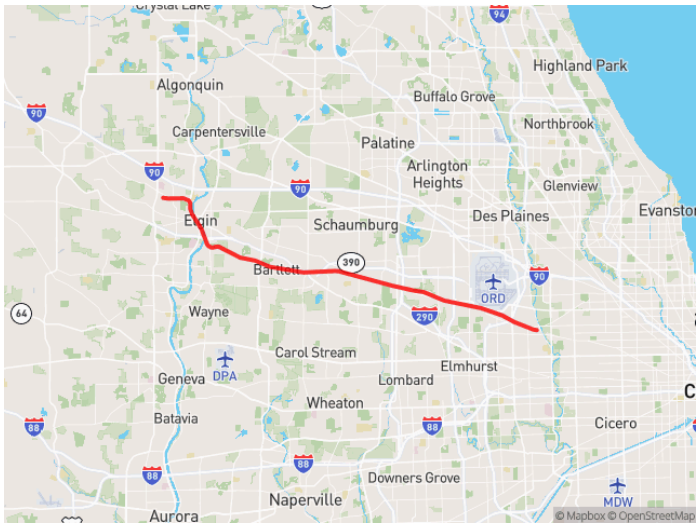
Current Change Reason:	Schedule / Funding / Scope- Update Update Open to Traffic year - Update model information
Project Changes:	Title changed from "BNSF Improvements - RSP 72" to "BNSF Improvements - RCP 33150"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"

Project Changes:	Internal Notes changed from "None" to "RSP 72"

18-18-0009 - Milwaukee District West Improvements - RCP 33152

This project would include making track, signal, and other improvements to the Milwaukee District West Line to support growth in ridership and upgrades to the core capacity of the line.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Systems Improvements
Air Quality:	Not Required
Open to Traffic Year:	TBD
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	Cook, DuPage, Kane
Municipality:	Countywide
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Implementation	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$769,000,000	$769,000,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$769,000,000	$769,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$769,000,000	$769,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$769,000,000	$769,000,000

Previously Approved Amendment 18-18-0009 - Milwaukee District West Improvements - RSP 79

This project would include making track, signal, and other improvements to the Milwaukee District West Line to support growth in ridership and upgrades to the core capacity of the line.

TIP Document:	26-00 (Adoption)
Project Type:	Systems Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	Cook, DuPage, Kane
Municipality:	Countywide
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Implementation	TBD	-	$0	$0	$0	$0	$0	$0	$629,000,000	$629,000,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$629,000,000	$629,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$629,000,000	$629,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$629,000,000	$629,000,000

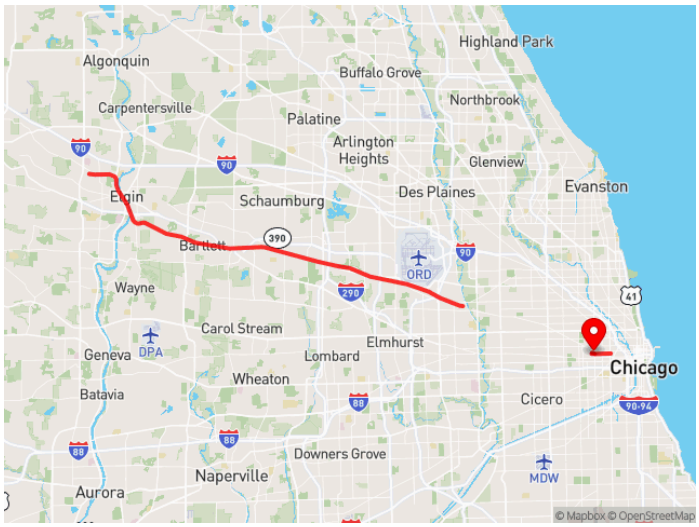
Current Change Reason:	Schedule / Funding / Scope- Update Update model information - Other cost change described below - Update Open to Traffic year
Project Changes:	Title changed from "Milwaukee District West Improvements - RSP 79" to "Milwaukee District West Improvements - RCP 33152"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Internal Notes changed from "None" to "RSP 79"

Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"

18-18-0010 - A-2 Crossing Rebuild - RCP 33157

This project would untangle the existing A-2 Crossing where four Metra lines cross just outside two of Metra's largest mid-day maintenance facilities, and would alleviate significant amounts of rail congestion.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Systems Improvements
Air Quality:	Not Required
Open to Traffic Year:	2030
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	2050 RSP, Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Implementation	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$1,100,000,000	$1,100,000,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$1,100,000,000	$1,100,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$1,100,000,000	$1,100,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$1,100,000,000	$1,100,000,000

Previously Approved Amendment 18-18-0010 - A-2 Crossing Rebuild RSP - 98

This project would untangle the existing A-2 Crossing where four Metra lines cross just outside two of Metra's largest mid-day maintenance facilities, and would alleviate significant amounts of rail congestion.

TIP Document:	26-00 (Adoption)
Project Type:	Systems Improvements
Air Quality:	-
Open to Traffic Year:	-
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	-

Phase	Fund Source	F. Section ID	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Implementation	TBD	-	$0	$0	$0	$0	$0	$0	$703,000,000	$703,000,000
Total Implementation		-	$0	$0	$0	$0	$0	$0	$703,000,000	$703,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$703,000,000	$703,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$703,000,000	$703,000,000

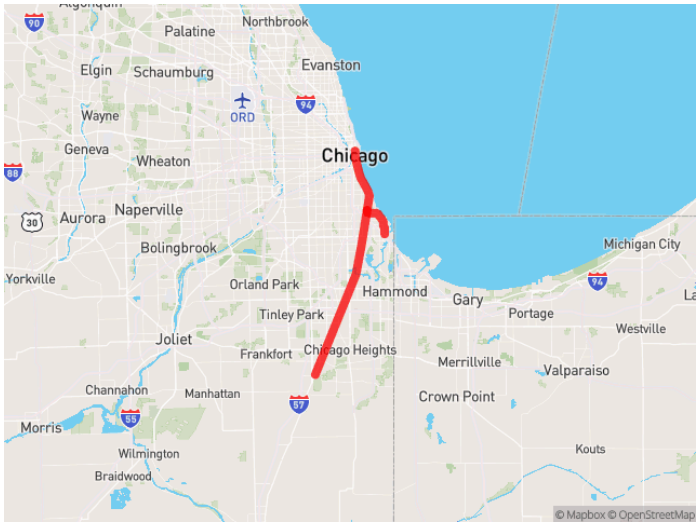
Current Change Reason:	Schedule / Funding / Scope- Update Update Open to Traffic year - Update model information
Project Changes:	Title changed from "A-2 Crossing Rebuild RSP - 98" to "A-2 Crossing Rebuild - RCP 33157"
Project Changes:	Plan Revision Name changed from "26-00 (Adoption)" to "2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)"
Project Changes:	Major Implementation Group changed from "2050 RSP" to "2050 RSP, Regional Capital Project (2026 RTP)"

Project Changes:	Internal Notes changed from "Project is moving forward (September 2021) and is related to a new station being build by Chicago." to "Project is moving forward (September 2021) and is related to a new station being build by Chicago. RSP 98"

18-26-0001 - Metra Electric Line Improvements - RCP 33146

Increase operating capacity, reduce travel times, and improve travel reliability with various infrastructure improvements on the Metra Electric Line, including bi-directional signaling projects, renewal of electrical substations, additional mainline track and crossovers, and expanded trainset storage. This would allow for increased service, including 30-minute headways on both mainline and south Chicago branch.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	Not Required
Open to Traffic Year:	-
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



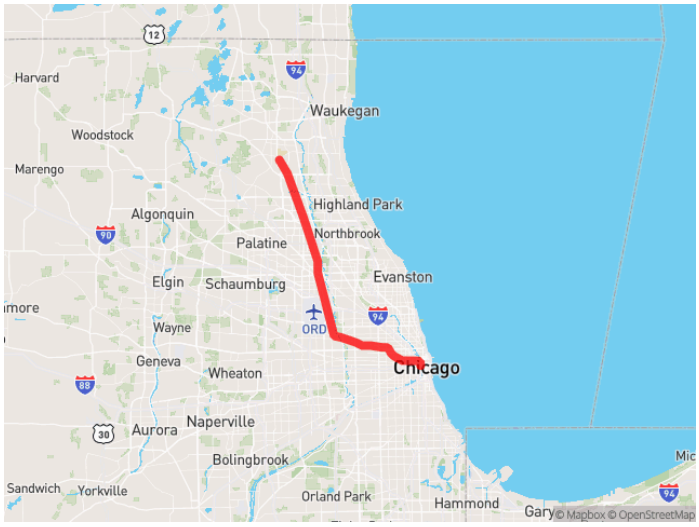
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$1,140,000,000	$1,140,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$1,140,000,000	$1,140,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$1,140,000,000	$1,140,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$1,140,000,000	$1,140,000,000

Current Change Reason:	New Project

18-26-0002 - O'Hare Express and North Central Service (NCS) Line Improvements - RCP 33155

This project would reduce travel times and improve travel reliability on Metra's NCS line, including the addition of express service between the Loop and O'Hare Airport. Infrastructure improvements would include upgrades to interlockings, state of good repair work on bridges, and the expansion of midday and peak period train service between Union Station and Mundelein.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	Not Required
Open to Traffic Year:	2050
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago
Major CMAP Programs:	Regional Capital Project (2026 RTP)



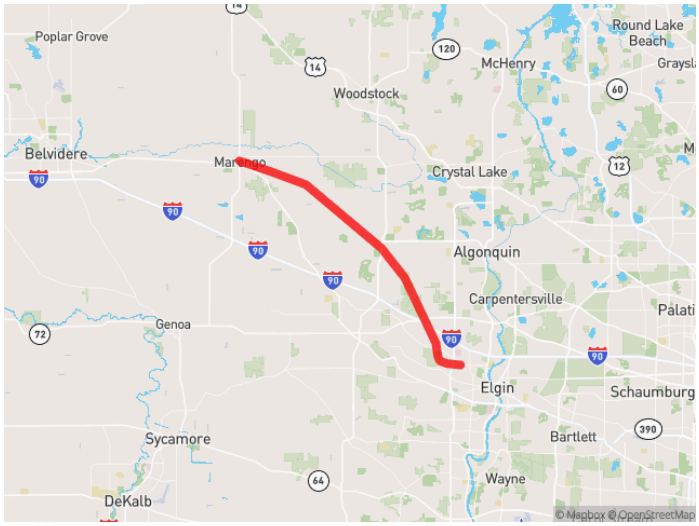
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$1,250,000,000	$1,250,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$1,250,000,000	$1,250,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$1,250,000,000	$1,250,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$1,250,000,000	$1,250,000,000

Current Change Reason:	New Project

18-26-0003 - Milwaukee District West Extension to Huntley and Marengo - RCP 44218

This project would extend MD-W Metra service west 28 miles from Big Timber to Marengo. The project would include an overnight storage yard west of Marengo station for the rolling stock assigned to the new service. In addition, the Western Avenue maintenance facility would be expanded to accommodate more rolling stock. The project proposed dedicating eight trains to this service extension with four morning inbound and four afternoon and evening outbound trains.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Transit Line/Route Expansion
Air Quality:	To Be Conformed
Open to Traffic Year:	2050
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	McHenry
Municipality:	Marengo
Major CMAP Programs:	Regional Capital Project (2026 RTP)



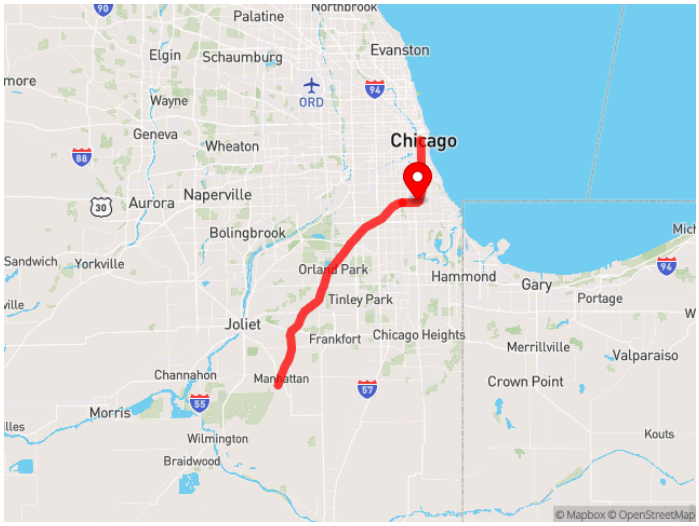
Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$500,000,000	$500,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$500,000,000	$500,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$500,000,000	$500,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$500,000,000	$500,000,000

Current Change Reason:	New Project

18-26-0004 - Southwest Service Line Improvements - RCP 33148

This project is dependent on the improvements planned in the 75th Street corridor improvement project (CIP) 01-07-0001, which would allow for the increased service a proposed with this project. This project also includes a flyover bridge connecting the Metra SWS line with the RI district line (P2) allowing SWS line trains to be re-routed to the LaSalle Street Station.

TIP Document:	2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination)
Project Type:	Guideway Improvements
Air Quality:	To Be Conformed
Open to Traffic Year:	2045
Lead Agency:	Metra
Lead Contact:	-
Project Website:	-
County:	Cook
Municipality:	Chicago, Chicago Ridge, Orland Park
Major CMAP Programs:	Regional Capital Project (2026 RTP)



Phase	Fund Source	F. Section ID	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction	TBD Constrained	-	$0	$0	$0	$0	$0	$0	$776,000,000	$776,000,000
Total Construction		-	$0	$0	$0	$0	$0	$0	$776,000,000	$776,000,000
Total Future Costs		-	$0	$0	$0	$0	$0	$0	$776,000,000	$776,000,000
Total Programmed		-	$0	$0	$0	$0	$0	$0	$776,000,000	$776,000,000

Current Change Reason:	New Project

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607

cmap.illinois.gov | 312-454-0400

MEMORANDUM

To: MPO Policy Committee

From: The Regional Transportation Plan (RTP) project team

Date: June 11, 2026

Subject: Release draft Regional Transportation Plan (RTP) for public comment

Action Requested: Approval

Background

Federal law requires CMAP, as the designated metropolitan planning organization for northeastern Illinois, to develop and periodically update a long-range regional transportation plan. The 2026 RTP is the region's transportation policy and investment framework for the next 20 years. It is one of the first plans developed under CMAP's transition to a family of plans approach to comprehensive planning, in which a long-term regional vision guides a series of topic-specific planning efforts. The Century Plan, scheduled for adoption in 2027, will serve as that overarching vision and inform future RTP cycles. In the meantime, ON TO 2050 continues to serve as the policy foundation for the 2026 RTP.

Development of the 2026 RTP involved multi-year engagement with transportation agencies, local governments, community organizations, and residents across the seven-county region. The Transportation Committee, CMAP Board, and MPO Policy Committee provided direction and oversight throughout. Resource groups covering congestion management, regional capital projects, and financial planning contributed technical expertise at key stages. Other advisory groups — including the Community Alliance for Regional Equity, Future Leaders in Planning, and the Regional Mobility Council — ensured that community perspectives informed the planning process. Nearly 1,800 residents participated in a public questionnaire, and public comment received in recent months has been extensive.

About the Draft Plan

The draft 2026 RTP elevates five transportation goal areas and identifies priority investments to advance them. A brief summary of each goal area follows.

- **Connections**: The plan examines travel reliability, multimodal choice, and accessibility across the region. It identifies strategies to address congestion, expand transit and active transportation, and ensure the system is accessible to all residents, including people with disabilities and older adults.

- **Safety**: The plan confronts a roadway safety crisis that peaked at more than 700 traffic deaths in 2021. It calls for a regional Safe System Approach framework, context-appropriate speed management, protective infrastructure, and prioritized investment in corridors and communities where risk is greatest.
- **Climate and environment**: The plan addresses transportation emissions, air quality, and the resilience of transportation infrastructure to flooding and extreme heat. It calls for progress on emissions-reduction targets and investments to mitigate the effects of extreme weather on the regional transportation system.
- **Economy**: The plan examines how transportation supports workforce access, freight movement, and inclusive economic growth. It recommends aligning transportation investment with land use decisions to strengthen economic centers and multimodal connections across the region and addresses intercity bus and passenger rail as regional economic assets.
- **Governing, funding, and preserving the system**: The plan documents the region's infrastructure maintenance backlog, the gap between revenues and costs, and the coordination needed to address both. It identifies specific revenue mechanisms — including expanded tolling, a road usage charge, sales tax modernization, and more — and calls for more coordinated, performance-based investment decision-making.

To implement this transportation vision, the 2026 RTP elevates 15 priority investments, which were identified through a rigorous, performance-based evaluation process. These priorities include the projects and programs that most substantially advance regional goals. Beyond this list, all fiscally constrained regional capital projects remain eligible for federal funding.

To explore this information in greater detail, the draft RTP and accompanying set of appendices are included below:

- 2026 Regional Transportation Plan
- Plan de Transporte Regional de 2026
- Appendix A: Administrative Policies and Procedures
- Appendix B: Air Quality Conformity Documentation
- Appendix C: Financial Plan for Transportation
- Appendix D: Public and Stakeholder Engagement
- Appendix E: Regional Capital Projects Benefits Report
- Appendix F: Socioeconomic Forecast
- Appendix G: System Performance Report
- Appendix H: Transportation System Inventory
- Appendix I: Travel Demand Model Documentation

Federal Nondiscrimination Requirements

Federal law, including Title VI of the Civil Rights Act of 1964 and related statutes, prohibits discrimination on the basis of race, color, national origin, sex, age, and disability in programs and activities receiving federal financial assistance. As a recipient of federal transportation planning funds, CMAP is required to conduct planning activities in a nondiscriminatory manner and to assess whether the benefits and burdens of regional transportation investments are consistent with these requirements. In developing the 2026 RTP, CMAP conducted a nondiscrimination analysis examining the distribution of plan investments across the region's

population, with particular attention to minority and low-income populations, persons with limited English proficiency, people with disabilities, and people age 65 and older.

To assess nondiscrimination, the activity-based model was used to measure access to colleges and universities, grocery stores, trauma centers, and jobs within varying time thresholds by both auto and transit. The analysis compared levels of access to these key destinations in the 2026 base year compared to the 2050 plan build-out year and found that the plan's investments are distributed across the region in a manner that does not discriminate against any of the assessed populations.

CMAP's public engagement process was designed to reach a broad cross-section of the region's residents, including those with limited English proficiency, through a public questionnaire, translated materials, partnership with local organizations, and in-person outreach in a wide range of communities throughout the region.

Public Comment and Public Hearing

The public comment period will provide residents, organizations, municipalities, and agencies across northeastern Illinois the opportunity to review and comment on the draft plan. Once the plan is released, feedback can be submitted through a form at cmap.is/rtp, by emailing rtp@cmap.illinois.gov, or by calling, mailing, or visiting the CMAP office. The comment period is anticipated to run from June 12 through July 31.

Federal regulations require CMAP to hold a public hearing on the draft RTP during the comment period. The public hearing is scheduled to be held at the Old Post Office (433 West Van Buren Street, Suite 450, Chicago) from 3:00 to 4:30 p.m. on Thursday, August 6. Members of the public are invited to attend and provide comments on the draft plan. Please register in advance.

All comments received — whether submitted in writing, by phone, at the public hearing, or through other channels — will be reviewed and considered before the plan is finalized and presented to the board and MPO Policy Committee for adoption.

ACTION REQUESTED: Approval

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607

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MEMORANDUM

To: MPO Policy Committee

From: Doug Ferguson, Senior Program Analyst

Date: June 11, 2026

Subject: Draft FFY 2027-2032 Transportation Improvement Program (TIP) for public comment

Action Requested: Approval

Purpose

CMAP requests the committee's approval to release the FFY 2027-2032 Transportation Improvement Program (TIP) for public comment.

Federal regulations contained in Title 23 of the United State Code §450.326 mandate the update of the TIP by October 2026. The draft TIP document includes discussion of how the TIP implements the recommendations of the 2026 draft Regional Transportation Plan (RTP) and ON TO 2050 within the constraints of the updated financial plan and describes the federal, state, and local resources available.

The document also discusses the processes for selecting projects to be included in the TIP, air quality conformity analysis and amending the selected projects. Information on the eTIP online database, transportation fund sources and TIP project work types are detailed in the document's appendices.

The FFY 2027- 2032 TIP public comment period will run concurrently with the 2026 draft RTP comment period from June 12 to July 31, 2026. Consideration of the proposed TIP with a TIP project listing is anticipated in October.

ACTION REQUESTED: Approval
Attachment: FY2027-2032 Draft Transportation Improvement Program









FFY 2027-32 - DRAFT

TIP Transportation Improvement Program

Chicago Metropolitan Agency for Planning

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Chapter 1: Introduction

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) MPO Policy Committee is designated by the governor of Illinois and northeastern Illinois local officials as the region's Metropolitan Planning Organization (MPO). It is the decision-making body for all regional transportation plans and programs for the northeastern Illinois Metropolitan Planning Area. The MPO Policy Committee plans, develops, and maintains an affordable, safe, and efficient transportation system for the region, providing a forum for local decision makers to develop regional plans and programs.

The CMAP Board and MPO Policy Committee have jointly adopted a memorandum of understanding that establishes the framework to integrate land use and transportation through CMAP's regional comprehensive planning process — most recently reaffirmed on October 9, 2024. The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation. By adopting this agreement, the MPO Policy Committee and CMAP Board commit to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

Metropolitan Planning Area

The Metropolitan Planning Area (MPA) is the region in which the federally regulated metropolitan transportation planning process must be carried out. The MPA encompasses the Census-defined urbanized area and the contiguous geographic areas likely to become urbanized within the next 20 years. Portions of the Chicago, IL-IN urbanized area extend into northwest Indiana. By agreement, the Northwestern Indiana Regional Planning Commission (NIRPC) assumes responsibility for these areas. By a similar agreement, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) assumes responsibility for the portion of the Round Lake Beach-McHenry-Grayslake, IL-WI urbanized area that extends into Wisconsin.

The 2010 Census included portions of DeKalb County in northeastern Illinois' urbanized area. In March 2013, the CMAP Board and MPO Policy Committee approved expanding the MPA to include Sandwich and Somonauk townships in DeKalb County. The governor approved the expanded MPA in September 2014. No MPA revisions were required based on the 2020 Census.

In addition to planning for the urbanized area, the MPO Policy Committee is responsible for transportation planning in the air quality nonattainment area. The nonattainment area

includes Goose Lake and Aux Sable Townships in Grundy County, which are outside the MPA. An agreement between Grundy County and CMAP establishes that CMAP is responsible for federally regulated transportation planning in this township.

About the TIP

CMAP's Transportation Improvement Program (TIP) consists of two parts: this document describing the metropolitan planning and programming process, and the approved list of projects for the CMAP planning area. This document is subject to the requirements described below and is updated at least every four years. In between updates, other documents and resources referenced in this document may be updated. These updates can be found on the CMAP website (cmap.illinois.gov). CMAP makes every effort to maintain consistent links for posted updates on the CMAP website. However, you may contact CMAP staff for assistance locating the most current version of any resource linked in this document. The approved project list is amended frequently and is managed with an online database called eTIP, described later in this chapter.

Requirements

The requirements for TIP development and content are contained in Title 23 of the United States Code (USC) §450.326. The TIP must span a minimum of four years, be updated at least every four years, and be approved by the MPO and the governor. Years beyond the required four years are considered informational by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). In nonattainment and maintenance areas, the MPO, FHWA, and FTA must make a conformity determination in accordance with the requirements of the Clean Air Act and the U.S. Environmental Protection Agency's (USEPA) transportation conformity regulations (40 CFR Part 93, Subpart A). The TIP must ensure that when implemented, the included projects will help the region make progress toward achieving the performance targets established under Title 23 USC §450.306(d), and must include a description of the TIP's anticipated impact toward achieving the performance targets. The projects contained within the TIP must be consistent with the goals of the metropolitan transportation plan and must be implemented using the public and private resources identified in the financial plan included in the TIP. All regionally significant projects requiring an action by the FHWA or the FTA, regardless of fund source, must be included in the TIP.

Overview of the CMAP TIP

The federal fiscal year (FFY) 2027-32 TIP is northeastern Illinois' six-year agenda of surface transportation projects in support of the region's metropolitan transportation plan, known as the 2026 Regional Transportation Plan (RTP). Based on federal fiscal years that start on October 1, the TIP includes projects expected to receive federal funding in each federal

fiscal year. The TIP also includes regionally significant projects funded by non-federal sources. Non-federally funded projects that are not regionally significant are not required to be included in the TIP. Many local/municipal, township, county, state, and tollway projects fall into this category.

The TIP is a tool for communication between different levels of government and the public. It helps the transportation community and the public track the use of local, state, and federal transportation funds. The TIP also informs discussion about regional transportation needs and helps MPO members, other transportation implementers, and planning organizations establish a transportation program that implements the goals of the metropolitan transportation plan, as described in Chapter 2.

Project programming is a dynamic process. Competition for the limited funds detailed in Chapter 3 arises from demands to maintain the system, alleviate congestion, improve air quality and safety, and develop alternatives that respond to shifting travel demands and economic opportunities. Project selection is described in Chapter 4, and conformity analysis requirements and CMAP's analysis are further explained in Chapter 5. The dynamic nature of project programming and the large number of projects in the TIP result in numerous revisions throughout the year. Revisions may be made to a project's scope, fund sources, cost, and/or schedule, and projects may be added to or removed from the TIP project list. Revisions to projects that affect air quality conformity are made semi-annually. The process for submitting and approving TIP revisions is detailed in Chapter 6.

The eTIP database

The most significant element of the TIP is the program of projects. The online eTIP database (described in detail in Appendix 1) is the official record of federal transportation funding and regionally significant state or locally funded projects. The database is a secure online portal for programmers to submit new projects and project changes for consideration by CMAP's Transportation Committee and MPO Policy Committee. The FHWA and the FTA use the eTIP database to ensure that projects submitted for federal participation are deemed a priority for the region.

The database can also be used by the public to view upcoming transportation projects in their community and the region. The eTIP website displays the most recently approved program of projects. Site visitors can search, filter, and sort approved TIP projects; view project details, including a history of project revisions; select and view projects by county; and locate projects on an interactive map. Project details can be printed, and project lists can be downloaded. Past approved programs are also available.

The secure portal is used for submitting, managing, and approving TIP revisions, verifying fiscal constraint, and tracking FHWA obligations. The portal is used by more than 30

programmers that represent local, regional, state, and federal governments, and transportation providers that partner with CMAP to develop the TIP.

Partners involved in the TIP development process

Numerous partners have roles in developing the TIP and directly programming projects for implementation, including local governments and operating agencies, as detailed below.

Local governments

Municipalities, counties, and townships plan, design, engineer, construct, operate, and maintain local transportation facilities and services.

Municipalities

The region's 283 suburban municipalities participate in TIP development through the Council of Mayors, a conduit for communication between local elected officials and regional transportation agencies. Formed in 1981, the Council of Mayors Executive Committee was organized to formalize and strengthen input from the region's suburban municipalities regarding regional transportation planning and programming decisions. The committee helps develop policies to assist the region in meeting air quality and transportation planning requirements and to assure regional equity in planning and funding decisions. Each of the 11 subregional councils is represented on the Council of Mayors Executive Committee and is responsible for programming locally sponsored projects in the TIP. Subregional council staff members also assist townships, park districts, forest preserve districts, and other local entities with programming and managing project implementation in the TIP.

The City of Chicago participates in TIP development through the Chicago Department of Transportation (CDOT) and the Chicago Department of Aviation.

Counties

The counties plan and program transportation improvements for their jurisdictions. County staff members often assist townships and forest preserve districts with programming and managing project implementation in the TIP. There is also strong programming coordination between the counties and the Council of Mayors, particularly for federally funded projects.

Operating agencies

The state of Illinois, Illinois Tollway, transit agencies, and class I railroads plan, design, engineer, construct, operate, and maintain regional transportation facilities and services.

State of Illinois

Illinois plans, programs, finances, and implements major transportation projects throughout the state via the Illinois Department of Transportation (IDOT).

Illinois Tollway

The Illinois State Toll Highway Authority, also known as the Illinois Tollway, operates, builds, and maintains an extensive toll highway system in northern Illinois and is responsible for programming regionally significant projects in the TIP.

Transit agencies

The region's three service boards — the Chicago Transit Authority (CTA), Metra, and Pace — operate and maintain the region's transit system. Until June 1, 2026, financial oversight, funding, and regional transit planning was provided by the Regional Transportation Authority (RTA)[1] and each service board and the RTA were responsible for programming projects in the TIP.

Class I railroad companies

Class I railroads participate in program development through their coordination with other regional transportation agencies and their participation in CMAP's committee structure. The railroads partner with other agencies to program publicly funded projects, such as those included in the Chicago Region Environmental and Transportation Efficiency (CREATE) program, in the TIP.

Public participation

Consistent with federal law, CMAP's Public Participation Plan was updated in January 2024 to guide proactive engagement with northeastern Illinois' residents and stakeholders, to plan a multimodal transportation system that meets the region's economic and sustainability goals. The Public Participation Plan establishes core values for public engagement and explains how CMAP conducts meaningful and accessible public participation. It also outlines strategies for broadening and deepening the agency's public engagement in its planning processes, including engagement with residents in the region's economically disconnected areas and those with limited English proficiency.

The development of the 2026 RTP was driven by public engagement, including activities such as a public questionnaire, resource group meetings, community events, and briefings

[1] On June 1, 2026, the Northern Illinois Transit Authority replaced the RTA in accordance with the NITA Act (Illinois Public Act 104-0457). The RTA has provided a summary of the NITA Act along with a timeline for implementation.

with agencies and advocacy organizations. Tens of thousands of people from across the region engaged in this process, both in-person and digitally. As discussed in Chapter 2, the RTP influences the investment decisions that lead to the development of the TIP and the selection of individual projects discussed in Chapter 4. The 2027-32 TIP was included as part of the outreach for the RTP.

The TIP program of projects is updated and amended regularly through the CMAP's Transportation Committee, as described in Chapter 6. Revisions are posted on the eTIP website and linked within committee meeting materials that are available for public review prior to committee consideration. Major project changes with the potential to affect the region's air quality undergo a conformity analysis that is reviewed and released for a 30-day public comment period by the Transportation Committee and is presented to the CMAP Board for a recommendation to the MPO Policy Committee for approval. The public is encouraged to attend all CMAP committee meetings, and review materials for those meetings posted to the CMAP website.

Title VI

As a recipient of federal funds from the FHWA and the FTA, CMAP complies with Title VI of the Civil Rights Act of 1964 to ensure that no person shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity provided by CMAP because of race, color, or national origin. The Title VI Program was adopted by CMAP's MPO Policy Committee in June 2017.

Chapter 2: Relationship to the 2026 RTP

The 2026 Regional Transportation Plan (RTP), scheduled for adoption in October 2026, updates the region's current long-range metropolitan transportation plan, adopted through the 2022 ON TO 2050 Update. The development of the RTP included goal setting, technical analysis, research, public engagement, shared transportation goals and objectives. The agency's committees and many partner organizations played a significant role in developing the plan's recommended goals, objectives, and strategies, and will continue to support implementation. The TIP is one of the RTP's implementation vehicles and plays a role in accomplishing the plan's recommendations.

RTP goals and objectives

Draft note: Links and data within this section are subject to change prior to final publication.

The RTP builds on the vision established in ON TO 2050 and defines shared goals, objectives, and strategies for a more connected, reliable, and accessible transportation system for the region. The goals and objectives outlined in the RTP reflect and reaffirm ON TO 2050's priorities. They represent longstanding commitments to the region's transportation future. They are also informed by priorities identified through plan development activities, which included facilitated partner discussions, direct stakeholder engagement, and a thorough review of existing plans and research. The goals and objectives of the RTP, and discussion of how those are supported by the TIP, are described below.

Supporting RTP goals and objectives

Goal: Strengthen connections between people and places

Transportation connects people and places. Northeastern Illinois has a vast and extensive transportation system spanning all modes of travel. How well this system works depends on three key concepts: mobility, connectivity, and accessibility. Mobility refers to the ability to travel efficiently from one place to another, often measured by speed and ease of movement. Connectivity describes how well different parts of the transportation network are linked, ensuring seamless travel between destinations. Accessibility, however, goes beyond movement, focusing on how easily people can reach jobs, schools, healthcare, and other essential services.

Objectives:

- Improve the reliability of the transportation system

- Invest in transit and active transportation to promote mode shift
- Achieve universal accessibility

Projects in the TIP that include congestion pricing and travel demand management, Intelligent Transportation System technologies, integrated transit payment and transfer systems, transit signal priority, bike and pedestrian network connections, and accessibility improvements in their scope support these objectives. Programming funds for transit and active transportation projects also furthers these objectives. More specifically, TIP work types that fall under one of the following groups support these objectives:

- Bicycle and pedestrian modernization and expansion
- Highway modernization
- Signals (modernization and interconnects and timing work types)
- Transit modernization and expansion
- Travel demand management

Goal: Prioritize safety and public health

Improving travel safety remains a top priority at all levels of government to reduce traffic related injuries and fatalities. Regional plans emphasize safer roadways, improved infrastructure, and policies that protect all travelers, including pedestrians, cyclists, transit users, and drivers.

Objectives:

- Reduce fatal and serious injury crashes across all modes through a Safe System approach
- Manage speed to match context and reduce crash severity
- Prioritize safety investments where risk and harm are greatest

Projects in the TIP that include complete streets elements, traffic calming measures, protective infrastructure for vulnerable road users, rail crossing safety technology, and improved monitoring of travel conditions in their scope support these objectives. More specifically, TIP projects that fall under the following work type groups or contain these work types support these objectives:

- Bicycle and pedestrian modernization or expansion
- Safety
- Roundabout
- Railroad grade separation

CMAP also continues to incorporate, and to encourage partners to incorporate, safety metrics in the criteria used to select projects for funding.

Goal: Mitigate pollution and invest in resilient infrastructure

As individuals and communities prepare for the effects of a changing climate — including more frequent flooding and extreme heat — many are also making commitments to reduce pollution from the transportation sector.

Objectives:

- Reduce emissions and improve public health
- Increase the resilience of infrastructure vulnerable to extreme weather
- Protect and enhance natural resources

Projects in the TIP that include electric vehicle charging infrastructure, increased access to transit, green infrastructure, and protection for vulnerable road users in their scope support these objectives. More specifically, TIP projects that fall under the following work type groups or contain these work types support these objectives:

- Bicycle and pedestrian modernization and expansion
- Transit modernization and expansion
- Green infrastructure
- Stormwater infrastructure
- Electric vehicles and infrastructure
- Railroad grade separation

CMAP also continues to incorporate, and to encourage partners to incorporate, emissions reduction and resilience metrics in the criteria used to select projects for funding.

Goal: Support economic prosperity and inclusive growth

The region's economy depends on a reliable transportation system. This system influences where employers locate, how workers access jobs, how goods move through supply chains, and how the region connects to other metropolitan areas. While transportation can unlock opportunity, its benefits and burdens are not distributed evenly. Mismatches between where people live and where jobs are located create significant barriers for some residents, limiting employment and education options. Addressing these disparities is essential for ensuring that the transportation system works for everyone.

Objectives:

- Strengthen northeastern Illinois' role as a global economic hub and gateway to the Midwest
- Use transportation investment to strengthen economic centers, expand access, and reduce household costs
- Promote the efficiency and reliability of the regional freight network

Projects in the TIP that improve connections between the regional network and intercity bus and passenger rail services, multimodal access to key commercial centers and international airports, freight rail travel times, and other elements to accommodate freight movement by truck support these objectives. More specifically, TIP projects that fall under the following work type groups or contain these work types support these objectives:

- Transit multi-modal center modernization
- Railroad grade separation
- Travel demand management
- Vertical/horizontal alignment (e.g. clearance)
- Directional/informational signs

CMAP also continues to incorporate, and to encourage partners to incorporate, access to jobs and freight supportive metrics in the criteria used to select projects for funding.

Goal: Strategically govern, fund, and preserve the system

The region's extensive transportation network is a critical asset, but maintaining, modernizing, and operating this vast system requires sustained attention and investment. Alongside the significant need for system preservation, transportation agencies are also planning for new projects that address changing travel patterns and emerging challenges. Managing and funding the region's complex transportation system involves multiple levels of government, each with distinct responsibilities and jurisdictions. As the region looks toward 2050, there is an opportunity to strengthen the coordination, funding, and administration of transportation investments to support the long-term viability of the system.

Objectives:

- Plan for system modernization and make progress towards a state of good repair
- Maintain and expand revenue sources
- Enhance government collaboration to optimize the system's operations, performance, and fiscal capacity

Investments in asset management and lifecycle planning, expanded tolling on transportation facilities, and strategically preparing for emerging technologies within projects support these objectives. While the TIP itself does not impact the revenue sources available or the collaboration needed to optimize decision-making, the TIP is the reporting mechanism that reflects the use of the available funds and the investment and prioritization decisions that have been made. TIP projects that fall under the following work type groups support these objectives:

- Bicycle and pedestrian maintenance and modernization
- Bridge maintenance and modernization
- Highway maintenance and modernization
- Transit maintenance and modernization

Performance targets

Draft note: Links and data within this section are subject to change prior to final publication.

State DOTs, MPOs, and transit agencies are required to work together to set transportation performance targets in five categories: highway safety, highway asset condition, system performance, transit asset condition, and transit safety. Projects within the TIP, when implemented, must contribute to the achievement of these targets. Without substantial before-and-after studies, it's difficult to quantify the impacts of individual, or even groups of projects toward the achievement of the performance targets. However, the potential for projects to influence the performance targets can be identified based on project scope and local conditions.

A listing of CMAP's current targets is provided below. More detailed descriptions of the methodology to set targets and progress being made toward those targets is available in the System Performance Report Appendix with updates available on CMAP's performance measure dashboard.

Highway safety

The safety performance measures require state departments of transportation and MPOs to establish safety targets as five-year rolling averages on all public roads for:

- Total number of fatalities: CMAP supports the statewide target of fewer than 1,078 for 2026.
- Rate of fatalities per 100 million vehicle miles traveled (VMT): CMAP supports the statewide target of fewer than 1.061 for 2026.

- Total number of serious injuries: CMAP supports the statewide target of fewer than 7,216 for 2026.
- Rate of serious injuries per 100 million VMT: CMAP supports the statewide target of fewer than 7.595 for 2026.
- Total number of non-motorized fatalities and serious injuries (combined): CMAP supports the statewide target of fewer than 1,289 for 2026.

Highway assets

The highway asset condition performance measures require MPOs to set condition targets of pavement and bridges on the National Highway System:

- Interstate pavement condition: CMAP set a regional target of less than 0.5 percent of pavement in poor condition for 2030.
- Non-interstate pavement condition: CMAP set a regional target of less than 8.5 percent of pavement in poor condition for 2030.
- Bridge condition: CMAP set a regional target of less than 10 percent of bridges in poor condition for 2030.

System performance

The system performance measures require MPOs receiving Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding to establish system performance targets in consultation with state departments of transportation and MPOs covering the Chicago IL-IN Urbanized Area:

- Interstate travel time reliability: CMAP set a regional target of at least 71.1 percent of interstate level of travel time reliability in 2026.
- Non-interstate travel time reliability: CMAP set a regional target of at least 93.6 percent of non-interstate level of travel time reliability in 2026.
- Peak hour excessive delay: CMAP set an urbanized area target of no more than 10.3 hours of peak hour excessive delay in 2026.
- Truck travel time reliability: CMAP set a regional target of not more than 1.94 index of truck travel time reliability in 2026.
- Non-single occupancy vehicle (SOV) mode trips: CMAP set an urbanized area target of at least 37.7 percent of work trips via non-SOV modes for 2026.
- Emissions reduction of on-road mobile source from CMAQ funded projects: CMAP set regional targets of 826.122 kilograms per day of nitrogen oxides (NO_x), 124.647 kilograms per day for volatile organic compounds (VOCs) and 19.586 kilograms per day of particulate matter 2.5 microns ($PM_{2.5}$) in 2029.

Transit safety

The transit safety performance measures require MPOs to set safety performance targets for each mode every four years. Transit agencies in northeastern Illinois set safety performance targets for each mode on an annual basis.

- Transit-related fatalities (by mode): CMAP set regional targets of 0 fatalities for bus, 0 fatalities for rail and 0 fatalities for non-fixed for 2030.
- Transit-related fatality rate (by mode): CMAP set regional targets of 0 fatalities per million vehicle revenues miles (VRM) for bus, 0 fatalities per million VRM for rail and 0 fatalities per million VRM for non-fixed for 2030.
- Transit-related serious injuries (by mode): CMAP set regional targets of fewer than 923 serious injuries for bus, 569 serious injuries for rail and 81serious injuries for non-fixed for 2030.
- Transit-related serious injury rate (by mode): CMAP set regional targets of fewer than 12.64 serious injuries per million VRM for bus, 8.18 serious injuries per million VRM for rail and 2.38 serious injuries per million VRM for non-fixed for 2030.
- Transit-related safety events (by mode): CMAP set regional targets of fewer than 403 safety events for bus, 238 safety events for rail and 47 safety events for non-fixed for 2030.
- Transit-related safety event rate (by mode): CMAP set regional targets of fewer than 5.52 safety events per million VRM for bus, 3.43 safety events per million VRM for rail and 1.39 safety events per million VRM for non-fixed for 2030.
- Transit-related reliability (by mode): CMAP set regional targets of at least 6,921 miles between major mechanical failures (MMF) for bus, 117,150 miles between MMF for rail and 92,415 miles between MMF for non-fixed for 2030.

Transit assets

The transit assets performance measures require MPOs to set transit asset performance targets in consultation with transit providers:

- Transit rolling stock: CMAP set regional targets of less than 8.3 percent past useful life benchmark (ULB) for bus, 26.2 percent past ULB for rail and 30.2 percent past ULB for non-fixed for 2030.
- Transit vehicles and equipment: CMAP set regional targets of less than 60.6 percent past ULB for equipment and 31.9 percent past ULB for vehicles for 2030.
- Transit facilities: CMAP set a regional target of less than 7.3 percent of facilities in marginal or poor condition for 2030.
- Transit infrastructure: CMAP set a regional target of less than 4 percent of track with performance restrictions for 2030.

Because TIP programmers have the best understanding of project scope and local conditions, they are required to self-identify if each project has the potential to influence any of the eight performance target categories based on project types, work types, and other scope elements described in this guidance.

The results of the self-identification for the current TIP, summarized in the table below, show that 99.5% of the 2,182 unique projects[2] in the TIP have the potential to impact one or more of the performance target categories. Projects that do not influence the targets may include transit operations, transit support facilities, highway drainage projects, shoulder sweeping, and other miscellaneous work. Of the $122.6 billion invested in TIP projects, $203 million is being invested in projects that have not identified any potential to influence targets.

Table 1. TIP project count and cost by performance target category, as of January 21, 2026

Performance target category	Number* of projects	% of projects	Total cost* of projects ($ millions)	% of total cost
Highway safety	377	17%	$6,762	6%
Pavement condition	780	36%	$39,748	32%
Bridge condition	396	18%	$9,696	8%
Travel reliability/congestion	162	7%	$21,427	17%
Non-SOV travel	236	11%	$4,288	3%
Emissions reduction**	107	5%	$4,617	4%
Transit asset condition	92	4%	$23,217	19%
Transit safety	54	2%	$13,611	11%
None	11	1%	$203	< 1%

*Approximately 1.5% of the projects indicated the potential to impact multiple performance targets and are reported (number and cost) in all categories of potential influence.
**By federal definition, only includes projects with CMAQ funding.

While the self-identification of projects' potential impacts on performance targets is one step toward connecting targets to actions, CMAP must also work with regional partners and programmers to develop plans, targets, and programming methodologies that can move the region toward accomplishment of the targets. As implementers develop safety and asset management plans, CMAP works with them to understand how policies are developed and how those will impact performance. For example, a switch to preventative maintenance of pavement can increase short-term costs and/or potentially increase the

[2] Excludes illustrative projects for which specific funding is not identified within the initial five years of the TIP.

amount of pavement in poor condition as reconstruction resources are reallocated to preventative maintenance. However, over the medium- to long-term, this should result in a net improvement in system condition.

The development of asset management plans for both highways and transit has also increased regional understanding of the data sets available, regional needs, and best practices in asset management. This has resulted in the use of this data both directly by CMAP and partners.

CMAP is building on the work done at the state and regional level to bring these concepts to more partners. CMAP has assisted more than 100 municipalities, counties, and townships in northeastern Illinois in developing pavement management plans. In addition, CMAP's Technical Assistance team has assisted counties and municipalities in the development of safety action plans, with more municipal plans in progress. These plans use the Safe System approach to address and mitigate the risks to users on our transportation system.

CMAP has also incorporated the performance target categories into the project selection methodologies for fund sources directly programmed by CMAP — placing greater value on projects that can do more to influence the targets. The performance targets and RTP performance metrics are also a significant part of the regional capital projects evaluation process.

Regional capital projects

Regional capital projects (RCPs) are capital investments in the region's expressways, transit system, and arterials that have the potential to change the way people live, work, travel, and conduct business within northeastern Illinois either through capacity changes, additions to the system, traffic management strategies, or significant investment in maintaining the facilities that already serve the region's transportation needs. Projects meeting one of the following three criteria are identified as RCPs.

A. Capacity projects

Capacity projects are transportation projects that change capacity of a facility serving regional transportation needs, including, at a minimum, all principal arterial highways on the National Highway System (NHS) and all fixed guideway transit facilities. In the context of the RTP, a project is considered a capacity RCP if it meets one or more of the following conditions:

1. Extends or adds lanes to the regional transportation system[3] (must meet 1-mile minimum length requirements);

2. Extends or adds lanes to an existing roadway intended to become a part of the regional transportation system (must meet 1-mile minimum length requirements);

3. Adds a new roadway intended to become a part of the regional transportation system (must meet 1-mile minimum length requirements);

4. Reduces or removes lanes on a portion of the regional transportation system with an average daily traffic volume of 25,000 or more (must meet 1-mile minimum length requirements);

5. Adds a new direct connection or adds lanes to an existing connection within the regional transportation system (e.g., new interchange or adding lanes to flyovers on an existing interchange);

6. Adds new or extended fixed guideway transit infrastructure (bus rapid transit projects must meet the 1-mile minimum length requirements);

7. Adds new fixed guideway transit stations, such as infill stations; or

8. Adds multiple signals along a corridor on the regional transportation system and costs at least $20 million (2025 dollars).

B. Financially significant projects

Financially significant projects are transportation projects not classified as transportation projects whose total estimated cost in 2025 dollars exceeds $250 million. The entire project cost, not just the cost of the added capacity, is used to determine whether the project is an RCP. This threshold ensures the RTP development process identifies and evaluates costly projects to facilitate regional consensus around investment priorities. The financially significant threshold also ensures that CMAP meets its fiscal constraint requirements as established in federal law.

[3] For the purposes of the 2026 RTP, the regional transportation system includes both the National Highway System and the fixed guideway transit system.

C. Sponsor nominated

Under this category, either an implementing agency or CMAP can nominate a transportation project for potential inclusion in the RTP (other than capacity projects or financially significant projects as defined above).

To be eligible to receive federal transportation funds and obtain certain federal approvals, RCPs must be included in the fiscally constrained RTP and TIP. To identify and develop a constrained list of RCPs, CMAP solicited candidate projects from partner agencies and undertook an extensive evaluation of the benefits of the projects, documented in the RCP Benefits Report. Evaluation of each project focused on the existing needs demonstrated at the project location; the modeled regional benefit with 2050 population and employment; the degree to which the project fits with the RTP objectives; and the financial cost of implementing the project. The fiscally constrained RCPs align with the goals and objectives of the region.

Regardless of the implementation schedule for RCPs, these projects are included in the approved TIP project list and all associated conformity determinations. RCPs that are planned for implementation after FFY 2032 are considered to be illustrative in the TIP. Early planning or preliminary engineering phases of RCPs that are classified as "unconstrained" may also be included in the approved TIP, but for funding for design, right of way acquisition, construction, or implementation of these projects to be included in the TIP, the RTP would need to be amended.

For the purposes of constraining RCPs in the RTP, the cost of fixing existing infrastructure is accounted for separately in the financial plan forecast, and only the cost associated with new capacity or improvements requires identifying additional available resources to meet fiscal constraint. In the TIP, all project costs are accounted for, including components that are considered maintenance or system preservation in the RTP.

Chapter 3: Financial plan

Project programming is a dynamic process. Competition for limited funds arises from demands to maintain the system, make improvements to alleviate congestion, improve air quality and safety, and develop alternatives that respond to shifting travel demands and economic development opportunities. The financial plan for the TIP demonstrates that the region has the financial resources to implement projects shown in the TIP and to fund operations and maintenance of federal-aid highways and public transportation. Financial resources available in the region come from a variety of federal, state, local, and private sources. The financial plan demonstrates that committed and reasonably available revenues are sufficient to implement projects shown in the TIP while also maintaining fiscal constraint for each year in the FFY 2027-32 TIP. The CMAP region is designated as a nonattainment area for ozone. This classification has additional financial requirements, specifically that funds in the first two years of the TIP are available or committed funds. Revenues estimated for FFY 2027-2028 in the TIP are considered available/committed funds and revenues estimated for FFY 2029-2032 are considered reasonably available.

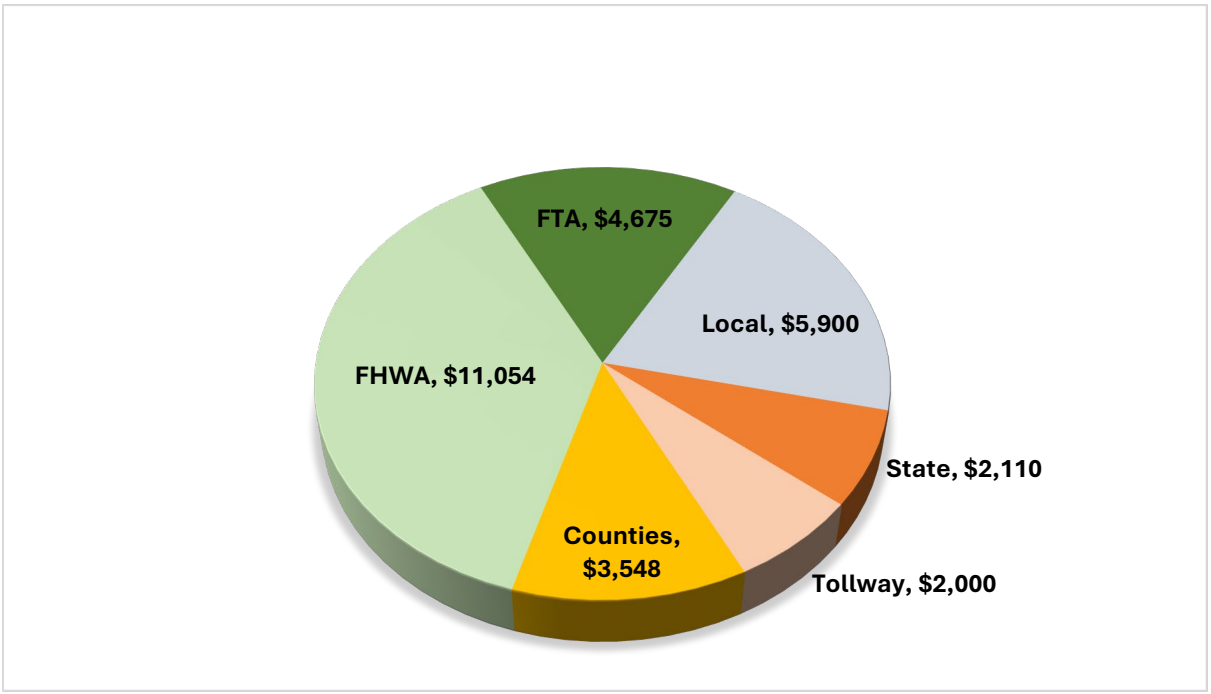
Financial resources

Projects in the TIP are funded through a combination of public and private sources. The primary source of funding in the TIP is public funding — a combination of federal, state, regional, and local funds. The major sources of public funds are a variety of taxes, such as motor fuel taxes (federal, state, and local), sales taxes (state and local), vehicle registration fees, and tolls (particularly from the Tollway). In developing the financial plan for the TIP, assumptions have been made about the major sources of public funds that are used in the development of revenue estimates for each FFY in the TIP. As seen in Figure 1 below, the estimate of committed and reasonably expected revenues is significant. After accounting for operational and maintenance costs, just over $29 billion is available to implement projects included in the TIP. The revenue to implement projects in the TIP, however, is not available for all projects because many fund sources have a variety of restrictions or dedicated uses. Tollway funding, for example, can only be used for projects on the tollway system and transit funding can only be used for transit projects. The revenue estimates shown in the financial plan are not static. Fiscal constraint for FHWA and FTA fund sources is a primary requirement for the TIP and maintaining fiscal constraint is an ongoing activity. At the beginning of each federal fiscal year (September/October) CMAP updates the committed and reasonably expected revenue for FHWA and FTA funding and publishes an updated state/regional resources table that is posted on the CMAP website as part of the TIP documentation. This table may be updated more often than annually to reflect changes to actual apportionments, changes from legislation that has been enacted (such as a new federal transportation bill), etc. In addition to the changes in federal

funding, state and local funding levels have seen significant changes with the passage of the Rebuild Illinois Capital Plan, the NITA Act , and the final years *Move Illinois: The Illinois Tollway Driving the Future* capital program. These revenues can reasonably be expected to be available for capital programming during FFY 2027-2032.

The resources included in the table are reflected in the eTIP database, and funds cannot be programmed in excess of these resources. To ensure continuity in programming, when updated each year, the estimated federal resources are projected for the next five federal fiscal years, even though the final year(s) may extend beyond the FFY 2027-2032 period; therefore, any funds programmed in those years are considered illustrative. The federal resource table is published on the CMAP website on the TIP programmer resources webpage. The most current version of the table is the FFY 2026-2030 TIP state/regional resources table. The sections below describe the resources included in the state/regional resources table. In addition to forecasting future federal resources, estimates of previously unobligated FHWA funds are also compiled annually. These funds are referred to as carryover funds and are only made available to program in the TIP in current FFY. These funds are not new funds and are not included in the estimates of reasonably expected revenues shown in Figure 1.

Figure 1: Estimated FFY 2027-2032 available funding in the TIP ($ millions)



Federal resources

Projects in the TIP make extensive use of federal transportation funding. On an annual basis, CMAP develops estimates for specific formula-based federal transportation funding programs that are available to the region. Forecasting future funding levels requires several assumptions. The current federal transportation bill is effective through the end of FFY 2026. Transportation funding estimates for FHWA and FTA funding programs after 2026 rely on the assumption that either a new federal infrastructure bill with similar revenue streams will be enacted or there will be a continuation of the current bill through FFY 2032.

Federal resources are provided by both the FHWA and the FTA and may be formula funds or discretionary (i.e. competitive grant) funds. Programming or project selection authority varies by fund source as described in more detail in the categories below.

FHWA state resources

FHWA state resources are formula funds that are programmed in the TIP by IDOT (e.g. NHPP, Bridge-State, etc.) or are selected from a call for projects conducted by IDOT (e.g. HSIP, State ITEP [fed], etc.). Historically, about 45 percent of the combined total of all FHWA state and regional resources available to IDOT have been obligated in the CMAP region, but that percentage varies considerably by individual federal fund source. It is difficult to predict year to year what specific mix of FHWA state resources will be used by IDOT on projects in the CMAP region. Consistent with the FHWA regional resources that are allocated to the CMAP region, current practice is to allow programming of up to about 74% of the FHWA state resources that are apportioned to IDOT within the CMAP TIP. Applying this methodology provides IDOT with the maximum flexibility to program these funds as circumstances dictate. The apportionments are derived from FHWA apportionment notices and reflect apportionments as shown in the FHWA's Financial Management Information System . It is IDOT's responsibility to ensure that the State Transportation Improvement Program (STIP) fiscal constraint determination considers all programming of federal funds statewide. The current federal bill includes modest (about 2 percent) annual increases in federal funding amounts for most FHWA funded programs. CMAP is assuming these will continue through at least FFY 2028. After FFY 2028, CMAP is maintaining FFY 2028 funding levels through end of FFY 2032 and does not forecast federal revenue increases after FFY 2028. These assumptions will be revisited if a new federal transportation infrastructure law is enacted.

FHWA regional resources

FHWA regional resources are funds that are programmed by CMAP and local agencies such as the Councils of Mayors or counties. Regional resources are based on the FHWA suballocation of apportionment guidance, and IDOT memorandums and circulars pertaining to regional resource allocations for STP-Local, STP-Shared Fund, TAP-Local,

Bridge-Local, and STP-County, etc. The CMAP region is a nonattainment area for ozone and receives nearly all the CMAQ funds allocated to Illinois annually.

FTA resources

FTA resources are available to transit agencies for programming. These formula funds are apportioned by urbanized area. As discussed in Chapter 1, the CMAP MPA includes two urbanized areas, both of which extend beyond state boundaries. FTA apportionments for the entire area are published in the Federal Register and are split between northeastern Illinois and northwestern Indiana, and between northeastern Illinois and southeastern Wisconsin. These urbanized area splits are negotiated annually and approved by the three MPOs. The most current resolutions documenting these splits are available on the Certification Review webpage. After the urbanized area splits have been negotiated, funds are suballocated among the service boards. CMAP uses these suballocations to constrain programming in the TIP by FTA fund source and service board agency.

Competitive grants

Under the current federal bill, a number of Competitive Grant Funding programs were created. IDOT, counties, and other local agencies can apply for funding from these programs for individual projects. U.S. Department of Transportation (USDOT), FHWA, and FTA do not have a regular schedule for soliciting or awarding competitive funds nor are there fixed amounts for projects that are awarded competitive funds. When a project is awarded competitive funds, the amount that is added to the TIP is constrained by the amount shown in the funding award.

State resources

There are a variety of state resources — including public transportation funds, state motor fuel tax, vehicle registration fees, and bonds — which are used not only to maintain, operate, and enhance the existing system, but also to provide matching funds for projects using federal funds. These funds must be appropriated by the Illinois General Assembly. The use of state funds for programming in the TIP is not constrained.

Local resources

The region has a variety of local resources that are used to maintain and operate the existing system, provide matching funds for projects using federal funds, and fund transportation improvement projects throughout the region. Local motor fuel tax, sales tax specifically collected for distribution to transit agencies, and Tax Increment Financing (TIF) district funds are examples of these fund sources. Toll revenues collected by the Tollway for its exclusive use are also considered a local fund source. The use of local funds for programming in the TIP is not constrained.

Other reasonably expected revenues

The RTP financial plan forecasts revenues and expenditures to maintain and operate the transportation system in northeastern Illinois through 2050. To allow the region to meet the performance targets set for the system's maintenance, operation, improvement, enhancement, and expansion, reasonably expected revenues are considered and included in the RTP financial plan revenue forecasts. In addition to the federal, state, and local revenue amounts and sources previously mentioned, the RTP anticipates that other revenues described in the *RTP Financial Plan for Transportation Appendix* will become available between FFY 2027 and 2032. Where action is needed by the federal government, the State of Illinois, and municipalities to realize these revenues, CMAP does not program against them in the TIP until the necessary action is taken by these bodies.

Operations and maintenance

The *RTP Financial Plan for Transportation Appendix* details the assumptions and methodologies for forecasting system-level costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation. Forecasts for operations and administration are based on historical expenditures. The forecast for maintenance costs is based on the investment needed to maintain current conditions and not increase the backlog of facilities in fair or poor condition. While more public funding is necessary to bring the transportation system into a better state of good repair, forecasted revenues are sufficient to maintain the existing road network and operate the region's transit system over the period covered by the TIP. IDOT's Multi-Year Improvement Program for state fiscal years 2026-31 allocates 72 percent of the state program to maintaining roads and bridges. The *Adopted 2026 Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program* indicates that the region will have enough resources to adequately operate the transit system.

Demonstration of fiscal constraint

CMAP uses the eTIP database to continuously monitor fiscal constraint. The revenues discussed above are put into eTIP revenue scenario tables by fund source and FFY, and in the case of suballocated sources, by the lead programming agency. All individual financial line items using these constrained sources are summed up and a report on the balance between revenues and programmed funds is provided. The report is accessible to TIP programmers and CMAP, IDOT, FHWA, and FTA staff members; can be generated at any moment in time; and can be filtered to include in-progress, pending, and/or approved TIP changes. While the default report view provides subtotals by fund source, users can expand the report to include a list of all project line items included in those subtotals. The TIP is determined to be constrained when the balances for all fund sources are zero or positive. If pending changes cause any balance to be negative, CMAP staff uses the

project-specific information to work with individual programmers to resolve over-programming of funds. Each FFY is summed independently, and balances in any year are assumed to be carried forward to the next year.

Advance construction

Advance construction (AC) is an innovative financing tool in which the FHWA allows states to accelerate transportation projects using non-federal funds while maintaining eligibility to be reimbursed with federal funds at a later date. AC is not a funding category and does not provide additional federal funding. As no federal funds are actually obligated when in AC status, these funds are not subtracted from available revenues when determining fiscal constraint. When IDOT is ready to seek federal reimbursement, typically upon receiving an invoice for work completed, a conversion from AC to federal obligation is requested. These conversions are indicated as "ACCP," or Advance Construction Converted Project, in the TIP. Once converted to ACCP, funds are again subject to fiscal constraint. Programmers are notified of AC and ACCP actions on a regular basis, so that they are accurately represented in the TIP programming information and fiscal constraint determination.

Chapter 4: Project selection

Programming in northeastern Illinois is complex and is carried out by a number of partner agencies. Programming begins with project selection, and the authority to make those selections varies, primarily by fund source. While all project selection processes consider the regional priorities identified in the RTP, many processes include additional considerations, as described in this chapter. While the authority to select projects varies, the region collaborates on project selection and program development through committees such as CMAP's STP Project Selection Committee and CMAQ and TAP-L Project Selection Committee, and through a variety of cooperative agreements and the implementation of Unified Work Program projects and studies.

Projects selected by CMAP and Subregional Councils

By federal law, certain federal funds are apportioned to urbanized areas and nonattainment areas, and project selection authority is delegated to the MPO. The methodologies used by CMAP to select projects that will utilize these funds are described below.

CMAQ and TAP-L

The federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides funding to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter. Eligible activities include public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles and facilities serving these vehicles, diesel retrofits and replacements, shared micromobility, and other projects likely to contribute to the attainment or maintenance of the NAAQS. The federal Transportation Alternatives Program (TAP) is funded with a set-aside of Surface Transportation Block Grant (STBG) funding for smaller-scale projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The portion of the set-aside that is programmed by the MPO is referred to regionally as TAP–Local or TAP-L.

CMAP uses a competitive process to select projects for inclusion in the CMAQ and TAP-L programs. The program development and management is overseen by the CMAQ and TAP-L Project Selection Committee (PSC). Application requirements, scoring criteria, and other elements of project selection are reviewed by the CMAQ and TAP-L PSC prior to each call for projects, which generally occurs every two years and is documented in a program application booklet. The most recent call for projects occurred in 2024/2025, and the next

call is anticipated in 2026/2027. Information on the most recent call for projects and historic programs is available on the Transportation Call for Projects webpage.

The primary consideration for CMAQ project selection is the cost-effectiveness of projects' emissions reductions. Additional transportation impact criteria are evaluated and used as a secondary scoring measure. Completion of the Regional Greenways and Trail Plan is the primary focus of the TAP-L program.

STP

Federal STBG funding, referred to regionally as Surface Transportation Program (STP) funding, is programmed by CMAP as STP-Local, STP-Shared Fund, and STP-Regional Redistribution, and provides a suballocation of funding to the urbanized area from funds apportioned to the state for a broad range of eligible transportation projects. Due in part to the broad project eligibilities, historic practices, and differing subregional emphasis on priorities identified in the RTP, a portion of the STP programming authority is delegated to the regional Councils of Mayors and City of Chicago by the MPO Policy Committee. The distribution of programming authority and programming procedures are outlined in an agreement between the Council of Mayors and City of Chicago.

Regional Shared Fund (STP-Shared)

The Shared Fund was established to support larger-scale regional projects that address regional performance measures and the goals identified in the RTP. The programming authority distributed to the Shared Fund is derived from a set-aside of the region's annual allotment of STP funds. Project selection is a regionwide competitive process overseen by the STP Project Selection Committee (STP PSC).

Project eligibility is focused on projects of significant cost and multi-jurisdictional projects in nine categories that address federal performance measures and RTP priorities: road reconstructions, transit station rehabilitation or reconstructions, bridge rehabilitation or reconstructions, highway/rail grade crossing improvements, road expansions, bus speed improvements, corridor or small area safety improvements, bicycle and pedestrian barrier elimination, and truck route improvements.

Projects are selected for funding from applications submitted during calls for projects, which generally occur every two years. The most recent call for projects occurred in 2024/2025, and the next call is anticipated in 2026/2027. Applications are evaluated using the criteria set forth by the STP PSC prior to each call for projects. These criteria emphasize the desire to bring projects to completion, address needs with cost effective improvements, and implement planning factors that are an integral part of the RTP, while also considering local preferences at the subregional level. Information on the most recent

call for projects and historic programs is available on the regional transportation call for projects webpage.

Local programs (STP-L)

After the Shared Fund set-aside, the amount of programming authority distributed to each Council of Mayors and the City of Chicago is calculated via a performance-based formula that determines each subregion's proportional share of the following performance measures on the local jurisdiction system of roadways that are federal-aid eligible:

1. Pavement condition: to be measured as lane-miles in poor condition as defined in 23 CFR 490.
2. Bridge condition: to be measured as square feet of deck area in poor condition as defined in 23 CFR 490.
3. Congestion: to be measured as congested centerline miles, until such time as data is available to calculate peak hour excess delay as defined in 23 CFR 490.
4. Safety: to be measured as the number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract.
5. SOV travel: to be measured as the total number of single occupant vehicle (SOV) commuters based on the most recent American Community Survey.

The development of local programs is a transparent, competitive process, subject to public engagement at several steps in the process. Each subregional Council of Mayors issues a call for projects every two years, on a consistent schedule regionwide. The most recent call for projects was conducted in 2025/2026. Each council uses a published points-based methodology to evaluate and select projects for funding. Likewise, while the City of Chicago does not issue a traditional call for projects, projects proposed from within CDOT are evaluated using a points-based methodology. Each individual subregional council and CDOT establishes its own points-based methodology for selecting projects, and a minimum of 25 percent of those points are allocated to regional priorities that support the RTP. Recommended programs of projects are subject to public comment prior to being adopted by each council or CDOT and undergo public comment as part of the TIP approval and revision process.

Projects selected by IDOT

The State of Illinois, through IDOT, directly selects projects for implementation with certain federal fund sources and state fund sources. Some selection processes are competitive and open to local agencies, while others are internal to IDOT.

Competitive programs for local agencies

The IDOT Local Programming Matrix provides a high-level overview of funds available to local agencies. IDOT holds regular calls for projects for the Highway Safety Improvement Program, Safe Routes to School (SRTS), and Illinois Transportation Enhancement Program (ITEP), funded in part with the Transportation Alternatives set-aside of STBG funds, the Economic Development Program, and the Truck Access Route Program. Historically, IDOT has held regular calls for their Rail-Highway Grade Crossing Safety Program, funded with the federal Railway-Highway Crossings Program. See Appendix 2 for the TIP programming codes for these fund sources. The selection criteria for these competitive programs are published in Notices of Funding Opportunities through Illinois' Grant Accountability and Transparency Act (portal and through IDOT issued Circular Letters. CMAP generally has an advisory role in the selection of projects under these IDOT programs.

IDOT is also responsible for programming projects utilizing funding from the Bridge Formula Program, the National Electric Vehicle Infrastructure Formula Program, and the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.

Other IDOT programs

Each year, IDOT develops a multi-year, multimodal program of projects utilizing a variety of state and federal fund sources, known as the Multi-Year Highway Improvement Program. New initiatives in the FY 2026–2031 program include increased transparency, alternative delivery methods, focus on local program funding, and off-system bridge building. IDOT continues to prioritize the maintenance and preservation of existing roads and bridges, with a special emphasis on the NHS and its structurally deficient bridges. IDOT uses a data-driven decision process and policies of the state's Transportation Asset Management Plan to prioritize capacity projects and develop the program. IDOT seeks partner and public input in program development through online surveys, open houses, workshops, and hearings.

Projects selected by transit providers

Guided by Transit is the Answer, the region's strategic plan for transit, the three service boards operate and maintain the transit system using federal, state, and local fund sources. Information on their programming and project selection processes is available on their respective websites (CTA, Metra, and Pace). The RTA[4] also conducts a competitive

[4] On June 1, 2026, the Northern Illinois Transit Authority replaced the RTA in accordance with the NITA Act (Illinois Public Act 104-0457). The RTA has provided a summary of the NITA Act along with a timeline for implementation.

process for funding projects under the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

Projects selected by others

United States Department of Transportation

USDOT conducts several competitive programs and grants nationwide, including the Safe Streets and Roads for All Program, the Bridge Investment Program, the National Infrastructure Project Assistance Program, the Nationally Significant Multimodal Freight & Highway Projects Program, the Congestion Relief Program, the All Stations Accessibility Program, Better Utilizing Investments to Leverage Development Grant, PROTECT Grant Charging and Fueling Infrastructure Grant, Railroad Crossing Elimination Grants, and others. The selection criteria for these programs are established and announced by USDOT. Projects within the CMAP MPA selected to receive these fund sources are included in the TIP.

Illinois Tollway

The Illinois Tollway selects and programs projects to utilize toll revenues on their system within the region. These projects may be included in the TIP.

Counties and townships

IDOT allots some federal fund sources by formula or agreement to other entities for project selection. Township road districts receive an annual allocation of funding for the Township Bridge Program. In northeastern Illinois, STBG funds reserved for rural projects, programmed as STP-Counties (STP-C) are allocated to Lake, McHenry, Kane, and Will counties. The counties work together to identify projects to utilize these funds through the District 1 branch of the Illinois Association of County Engineers. Rural STBG funds allocated to Kendall County and portions of DeKalb and Grundy counties that are within the CMAP MPA are programmed by those counties, in coordination with IDOT, as STP-State Programmed Rural (STP-R). Counties may also program non-federal fund sources, such as Motor Fuel Tax and RTA[5] Sales Tax, in the TIP. The counties rely heavily on the priorities within their long-range transportation plans and capital improvement programs when selecting projects to be funded.

[5] On June 1, 2026, the Northern Illinois Transit Authority replaced the RTA in accordance with the NITA Act (Illinois Public Act 104-0457). The RTA has provided a summary of the NITA Act along with a timeline for implementation.

Municipalities

Although it is rare, projects selected by municipalities to be funded with local fund sources, such as Motor Fuel Tax, may be included in the TIP. Municipalities use a variety of methods to select these projects, including their capital improvement programs.

Changes to major projects from the 2023–28 TIP

Based on recommendations from regional and federal partner agencies, CMAP reviewed, renamed, and updated the major projects portion of the RTP. To avoid confusion with the federal use of the term regionally significant project, the designation assigned to these projects was changed from Regionally Significant Projects (RSPs) to Regional Capital Projects (RCPs). In addition, the definition of a major project, or RCP, was expanded to capture a broader range of projects that impact travel in the region, as described in Chapter 2.

The 2022 ON TO 2050 Update included 70 fiscally constrained RSPs that were included in the 2023-28 TIP. Three of these projects are substantially completed and 43 will continue, either fully or partially, as fiscally constrained RCPs in the RTP and the 2027-2032 TIP. Five of the ON TO 2050 RSPs remain active in the TIP as programmatic investments that no longer qualify as major projects under a new RCP definition (Table 2). The other 19 ON TO 2050 RSPs are no longer active, largely due to limitations in funding and other implementation agency resources and are listed in Table 3.

The three RSPs that are substantially completed are the reconstruction of the Jane Byrne interchange (TIP ID 01-12-0019), the expansion of the I-294 interchange with I-57 (TIP ID 07-94-0008), and phase I of the CTA's Red and Purple Line modernization (TIP ID 16-10-9001).

The five RSPs that do not meet the criteria for an RCP, and remain active in the TIP as programmatic projects, include two intersection improvements, two grade separations, and a major intercity rail capacity project. For the grade separation and intersection improvement projects, a project cost of less than $250 million combined with a minor anticipated impact on capacity contributed to the decision that these projects do not have the potential to impact travel in a manner that warrants designation as an RCP. The fifth project, the West Loop Transportation Center Phase I (also known and the Chicago Hub Improvement Program) is a major improvement to Chicago's intercity rail capacity. Due to the scope that extends beyond transportation within the region and the significant funding need that cannot be met with the funding sources specific to the RTP, CMAP determined that this project did not belong on the RCP list. These five projects remain active in the TIP and are noted as programmatic investments in the RTP.

The 43 RSPs that remain active with full or partial fiscal constraint in the RTP are listed in Table 4 with their current project status. Seven of these projects are under construction with substantial completion anticipated by 2030. Another eight projects are in active engineering or right-of-way acquisition phases in the TIP.

Table 2: ON TO 2050 RSPs that remain active in the TIP as programmatic projects (do not meet the new RCP threshold)

RSP ID	TIP ID	Project
164	01-06-0052	IL 43 (Harlem Avenue) at 65th Street / BRC Railroad
166	01-13-0012	US 12/95th Street at Stony Island Ave
A2	01-06-0051	Central Av at BRC Railroad (CREATE)
57	01-17-0025	South Lakefront Improvements
58a	01-02-9009	West Loop Transportation Center Phase I (Chicago Union Station Master Plan Implementation)

Table 3: ON TO 2050 2022 Update RSPs that are no longer active (unconstrained in the RTP)

RSP ID	TIP ID(s)	Project
13	10-09-0147	IL 83/Barron Boulevard (Petite Lake Rd to IL 120)
37	12-12-0037	I-80 Managed Lanes (US 30 to I-294)
69	18-07-0669	UP West Line Improvements
111	08-95-0024	IL 83/Kingery Highway (31st Street to 55th Street, 63rd Street to Central Avenue)
114	10-02-0013	US 45/Olde Half Day Road (IL 60/Townline Rd to IL 22/Half Day Road)
135	13-19-0016	I-94 Bishop Ford Expressway Reconstruction
137	06-19-0011	I-55 Stevenson/Barack Obama Presidential Expressway Reconstruction (South DuSable Lake Shore Drive to I-80)
138	01-19-0025	I-90 Kennedy Expressway Reconstruction (East River Road to Edens Junction)
139	01-19-0026	I-94 Edens Expressway Reconstruction
140	01-19-0027	I-90/I-94 Kennedy Expressway Reconstruction (Edens Junction to Hubbard Street)

RSP ID	TIP ID(s)	Project
146	12-10-9001	I-55 Managed Lanes (I-355 to I-94/I-90)
147	16-18-0003	Blue Line Core Capacity
160	10-09-0146	US 45 and Milburn By-Pass from IL 173 to IL 132
162	09-22-0063	IL 47from I-90 to Old Plank Road
163	08-22-0046	IL 56 from Kirk Road to IL 59
164	10-22-0010	IL 60 from IL 120 to IL 176
165	16-22-0004	Brown Line Core Capacity
142	13-19-0017	I-57 Reconstruction (I-94 to I-80 and 95th Street to 111th Street)
35	13-19-0017	I-57 Add Lanes (I-80 to Kankakee County border)

Table 4: ON TO 2050 2022 Update RSPs that remain active in the TIP (constrained in the RTP)

RSP ID	RCP ID(s)	TIP ID(s)	Project	Current Status
6	91322	11-00-0001	IL 31 Front St (S of IL 120 Belvidere Rd to N of IL 176)	30% plans completed
10	13115	10-07-0001	IL 60/IL 83 (IL 176 to Townline Rd)	ROW acquisition started
11	13118	11-16-0008	IL 62/Algonquin Rd (IL 25 to IL 68/Dundee Road)	No project activity
14	13167, 13168	10-09-0024	IL 131/Green Bay Road (Russell Road to Sunset Avenue)	Project scoping Sunset Avenue to Wadsworth Road, Russell Road to Wadsworth Road inactive
15	13116 A and B	10-09-0149	IL 173/Rosecrans Rd (IL 59 to US 41/Skokie Hwy)	Project scoping underway for section between I-94 and US 41, IL 59 to I-94 section is inactive

RSP ID	RCP ID(s)	TIP ID(s)	Project	Current Status
20	95315	03-96-0021	Elgin-O'Hare Western Access (I-490)	Construction underway
21	52212	03-18-0017	I-290/IL 53/I-90 Interchange Improvement	No project activity
23	95313	13-16-0009	I-294 Central Tri-State Reconstruction and Mobility Improvements	Construction underway
24	95314	13-18-0005	I-290/I-294 Interchange Improvement	Construction underway
30	13114	04-00-0023	I-290 Eisenhower Reconstruction and Managed Lanes (US 12/45/20 Mannheim Road to Racine Avenue)	Project scoping underway
32	13104	01-98-0114; 03-18-0006	I-190 O'Hare Access Improvements (Bessie Coleman Drive to Cumberland Avenue)	Construction underway
34	13106, 13107	12-02-9034; 12-16-0027	I-55 Barack Obama Presidential Expressway Add-Lanes and Reconstruction (I-80 to Coal City Road)	Construction underway for section between IL 129 and Lorenzo Road; starting Phase I on remaining items
36	91312	09-12-0036	Western I-80 Reconstruction and Mobility Improvements (Ridge Road to US 30)	Construction underway
55	43159	12-13-0004	Laraway Road (US 52 to IL 43/Harlem Ave)	ROW acquisition started
57	92416	01-94-0006	Red Line Extension	Project let
58	23188	16-18-0004	Red Purple Modernization Future Phases	Project scoping
66	33153	18-07-0670	UP NW Line Extension	No project activity
67	12139	01-07-0001	Southwest Service Improvements / 75th Street Corridor Improvement Project	Construction underway
68	33156	18-10-9001	UP North Line Improvements	No project activity

RSP ID	RCP ID(s)	TIP ID(s)	Project	Current Status
70	33147	1/2/9018	Rock Island Improvements	No project activity
72	33150	18-18-0008	BNSF Line Improvements	No project activity
79	33152	18-18-0009	Milwaukee District West Line Improvements	No project activity
89	12120	01-18-0012	North Lake Shore Drive Improvements	Project scoping
93	22185	16-19-0039	Blue Line Forest Park Reconstruction	Engineering underway
98	33157	18-18-0010	A-2 Crossing	No project activity
102	74161, 74163, 74164, 74213, 74214, 74215, 74216, 97434, 97435	17-18-0003, 17-18-0004, 17-18-0005, 17-21-0001	Pulse ART Expansion - Near Term	Halsted Street in engineering and 95th Street and Cermak Road in project development
104	62140	01-18-0011	South Lakefront-Museum Campus Access Improvement	Project scoping
106	22201	16-13-0005	Ashland Avenue Bus Rapid Transit	No project activity
108	74216	16-18-0002	South Halsted Bus Rapid Transit	No project activity
110	13183 A, B, and C	11-06-0018; 11-07-0014	IL 47 (Charles Rd to US 14 and US 14 Northwest Hwy to Reed Road)	Project scoping for section between Conley Road and Ballard Road; remaining pieces inactive
113	13160	09-10-0030	US 20/Lake Street (Randall Road to Shales Parkway)	Final plans, specs and estimates (PS&E) submitted
136	11175	01-19-0024	I-90/I-94 Kennedy and Dan Ryan Expressway Reconstruction (Hubbard Street to 31st Street)	Project scoping

RSP ID	RCP ID(s)	TIP ID(s)	Project	Current Status
141	11180	08-19-0040	I-290/IL-53 Reconstruction (Lake-Cook Road to I-88)	No project activity
152	62141	01-22-0022	Elston-Armitage-Ashland-Cortland Intersection Improvement	Project scoping
153	64143	01-22-0023	Ashland-Ogden Metra Infill Station	Project scoping
155	74166	17-22-0002	I-294 Tri-State Express Bus Stations	Project scoping
157	14138	12-22-0005	I-57 - At Eagle Lake Road	Project scoping
158	13122	12-22-0034	US 6 from I-55 to US 52	Project scoping
159	13123	09-09-0099	US 30 from IL 47 to Albright Road	No project activity
161	13124	06-22-0022	IL 7/143rd Street from Will-Cook Line to IL 7/Southwest Highway)	Project scoping
166	91331	09-09-0040	IL 47 from Cross Street to Kennedy Road	30% plans completed
A3	14109	12-06-0041	I-55 from Weber Road to US 30; I-55 at Airport/Lockport Rd & at IL 126	Project scoping
A4	13110	12-18-0019	I-55 - I-80 to US 52 (Jefferson St) and at IL 59; US 52 Jefferson Street - River Rd to Houbolt Rd	Construction underway

Chapter 5: Conformity analysis

Northeastern Illinois does not attain the NAAQS for ozone. In 2024, the Illinois portion of the nonattainment area was reclassified from a moderate to a serious nonattainment area for the 2015 8-hour ozone NAAQS. As a nonattainment area for ozone, transportation conformity requirements must be met under the federal Clean Air Act. These requirements apply to long-range transportation plans and TIPs. There are specific requirements that relate to the conformity of the TIP:

1. A new TIP must be demonstrated to conform before the TIP is approved by the MPO.
2. A TIP amendment requires a new conformity determination for the entire TIP before the amendment is approved by the MPO.
3. The MPO and state DOT must determine the conformity of the TIP (including a new regional emissions analysis) no less frequently than every four years.

These requirements are met when a regional emissions analysis demonstrates that the TIP conforms to the purpose of the state implementation plan (SIP) for the nonattainment area. Conformity to the purpose of the SIP means FHWA and FTA funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard or any interim milestone.

Included in the ozone SIP is an on-road motor vehicle emissions budget (MVEB). The MVEB is for two ozone precursors: VOCs and NO_x. The conformity analysis must demonstrate that the mobile source emissions resulting from the 2026 RTP and TIP meet the requirements of (i.e., "conform to") the MVEB for the region and that the transportation conformity rules and regulations are being followed.

Ozone nonattainment area and CMAP

Nonattainment areas are established independent of MPO or MPA boundaries and are distinct for each NAAQS. The Chicago-Naperville, IL-IN-WI nonattainment area under the 2008 and 2015 8-hour ozone standard includes Cook, DuPage, Kane, Lake, McHenry, and Will counties, Aux Sable and Goose Lake Townships in Grundy County, and Oswego Township in Kendall County, all in Illinois. The nonattainment area also includes Lake and Porter counties in northwest Indiana and a portion of Kenosha County in southeast Wisconsin. NIRPC and SEWRPC are responsible for implementing the conformity requirements for the areas within their respective states. As the MPO in northeastern Illinois, CMAP is responsible for transportation conformity for the Illinois portion of the nonattainment area. An intergovernmental agreement between the Illinois Environmental Protection Agency (IEPA) and CMAP establishes the responsibilities as they relate to SIP

development and transportation conformity requirements between the IEPA and CMAP. CMAP also has a specific agreement for transportation and air quality planning for Goose Lake Township, in Grundy County. Also, while only Oswego Township in Kendall County is within the nonattainment area, because the entire county is within the CMAP MPA, all projects within the county are subject to CMAP's modeling process.

Conformity process

The conformity appendix of the RTP details the transportation conformity process and procedures used by CMAP in compliance with USEPA Transportation Conformity regulations. Transportation conformity, the TIP, and the National Environmental Policy Act (NEPA) are interrelated. Specifically, if a project is going through the NEPA process the project cannot receive NEPA approval (e.g. Categorical Exclusion, Finding of No Significant Impact, or Environmental Impact Statement approval) unless there is a subsequent implementation phase (Design Engineering (phase II), Land Acquisition, or Construction) beyond Preliminary (Phase I) Engineering that is funded in an active TIP year. Unless a project is exempt from transportation conformity requirements, the project must go through the conformity determination process, including approval by the MPO Policy Committee, for those subsequent phases to be funded in the TIP. Further guidance detailing the relationship between the TIP, conformity, and NEPA processes is available on the CMAP TIP programmer resources webpage.

A project's status as exempt or not exempt from conformity requirements is determined by the exempt status of the work types that describe the project's scope. The list of exempt and not exempt work types is shown in Appendix 3 and on the CMAP TIP programmer resources webpage. Each work type is classified as exempt, exempt tested, or not exempt. Any project that includes at least one not exempt work type is a not exempt project and is required to go through the conformity process before the project can be included in the TIP. Projects that do not have a not exempt work type but contain one of more exempt tested work types are exempt from the conformity process but are making changes that should be captured to update the transportation model such as a change in lane widths or adding bi-directional turn lanes. Projects containing only exempt work types are exempt from the transportation conformity process. Projects with only the traffic signal interconnect (S-TIM) not exempt work type are an exception and may be approved, funded, and implemented without having an initial conformity determination. While these projects do not need to go through the conformity process prior to being included in the TIP, they do need to be included in all subsequent regional emissions analyses and conformity determinations for the TIP. It should also be noted that projects which are determined to be regionally significant but are not using FHWA or FTA funding are still required to be included in conformity analysis and the TIP if they are not exempt.

Interagency consultation

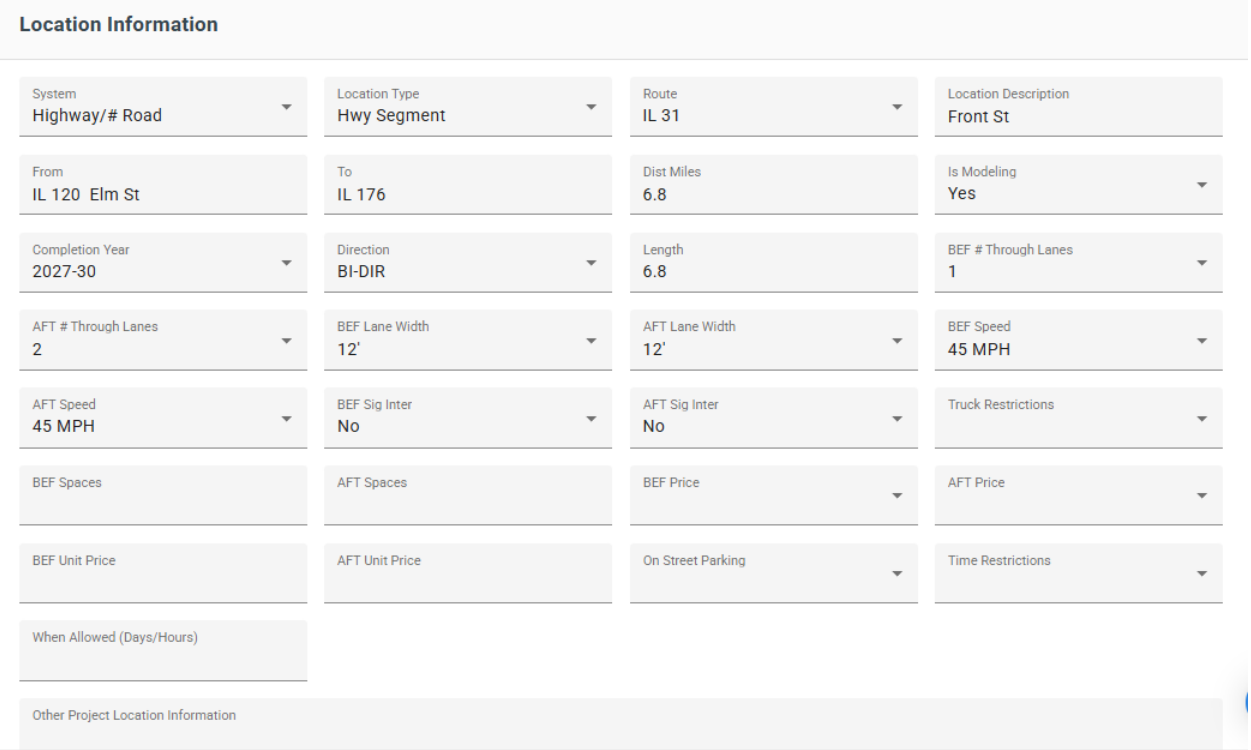
Interagency consultation is required under federal law. Interagency consultation meetings are hosted and facilitated by CMAP to discuss policies, procedures, and requirements that impact or may impact the transportation conformity process at CMAP. The interagency consultation process consists of two tiers. Tier I participants include federal representatives from headquarter offices in Washington, D.C. and state agencies. Tier II participants include federal representatives from the USEPA's Region V office, FTA's Region 5 office, FHWA's Illinois Division Office, IEPA, IDOT, RTA,[6] and CMAP. Tier II interagency consultation meetings have historically negated the need for Tier I meetings. Tier II Interagency Consultation meetings occur as needed, typically no less than twice a year, and generally coinciding with a TIP conformity plan revision. Decisions made through the interagency consultation process guide the MPO in emissions analysis process and inform MPO Policy Committee conformity determinations.

Collection of project information for analysis

The conformity analysis is conducted using CMAP's regional travel demand model. The major changes to the transportation network characteristics due to the scope of each project are included in the model network using project specific information that is collected through the eTIP platform. Implementers provide information on current conditions, that is the condition of facilities associated with the project before the improvement is made, and what the condition will be after the project is completed, as shown in Figure 2.

[6] On June 1, 2026, the Northern Illinois Transit Authority replaced the RTA in accordance with the NITA Act (Illinois Public Act 104-0457). The RTA has provided a summary of the NITA Act along with a timeline for implementation.

Figure 2. Location and scope information collected in eTIP



The project information form includes dropdown selection options and text boxes to enter details. A key field is the completion year — when the fully implemented project is made available for the public to use. To fulfill various SIP and transportation conformity requirements, CMAP groups not exempt projects for modeling by scenario years, based on the completion year indicated below.

Scenario modeling years

2026: All projects with a completion year of 2026.

2030: All projects with a completion year of 2027, 2028, 2029, or 2030.

2035: All projects with a completion year of 2031, 2032, 2033, 2034, or 2035.

2040: All projects with a completion year of 2036, 2037, 2038, 2039, or 2040.

2050: All projects with a completion year after 2040.

If a project has multiple segments with various completion years the locational information (as shown in Figure 2) is entered for each segment, and the changes associated with each segment are incorporated into the model. The ability to differentiate when various segments are completed and model that portion of a project of a completed project is advantageous in modeling the emissions impacts associated with a large project built over several years.

Current conformity analysis

The current conformity analysis for the RTP and the FFY 2027-32 TIP consists of these documents:

2026 RTP Air Quality Conformity Documentation Appendix
2026 RTP Socioeconomic Forecast Appendix
2026 RTP Travel Demand Model Documentation Appendix

Conformity plan revisions

Two conformity-specific TIP revision cycles requiring a conformity determination from the MPO Policy Committee are offered each FFY. In rare circumstances additional cycles requiring a conformity determination may also be processed. During these cycles only, project sponsors can update modeling information for projects that are not exempt or submit new not exempt projects for inclusion in the regional emissions analysis and TIP. CMAP staff member analysis of the requested changes may be reviewed by the Transportation Committee prior to being released for a 30-day public comment period. Any comments received are addressed and reviewed by the Transportation Committee and the MPO Policy Committee. The Transportation Committee also reviews the conformity determination and makes a recommendation to the MPO Policy Committee for final approval. After MPO Policy Committee approval, IDOT, the FTA, and the FHWA provide final approval of the conformed TIP.

All federally funded projects with not exempt work types must be modeled and included in the conformed TIP to receive federal funding. A list of all work types and their associated exempt status can be found in Appendix 3 and on the TIP programmer resources webpage. Fiscally constrained RCPs included in the 2026 RTP are conformed, regardless of their funding type or schedule, due to their regional significance and scope. Projects designated as unconstrained in the 2026 RTP cannot be conformed without a 2026 RTP amendment. Unless they are subject to hot spot analysis, projects are not individually conformed. A project is said to be conformed if that project is included in the most recently conformed TIP. Conformity procedures, documentation, and frequently asked questions are documented and updated as needed on CMAP's TIP Conformity Analysis page.

Chapter 6: TIP revision procedures

The CMAP TIP is regularly revised and amended by updating the details of the approved project list to reflect changes in project scope, schedule, and funding status. Revisions may be administrative or formal, requiring a variety of agency and public review and approval by the MPO Policy Committee, or its designee. Revisions to CMAP's TIP must be approved by IDOT for incorporation into the STIP. The STIP changes must be approved by the FHWA and the FTA, certifying that all federal transportation planning requirements were met. TIP revisions are completed and documented within the eTIP database.

Types of revisions

There are three categories of TIP revisions. The TIP Change Quick Reference is a resource for determining the type of revision that is the result of a particular change to a project's information.

Administrative revisions

Administrative revisions are those that do not require public review and comment, demonstration of fiscal constraint, or a conformity determination. Changes to exempt work types, schedules within active TIP years, and non-federal funding are administrative. Certain financial changes, such as placing a phase in Advance Construction status or changes below the formal revision thresholds described below, may also be administrative. Changes to illustrative projects, except for the constrained RCPs, are administrative. Administrative revisions submitted in eTIP take effect immediately when reviewed and accepted by CMAP.

Transit projects obligated through the FTA are not subject to the same schedule as those obligated by the FHWA through the IDOT process. Therefore, to facilitate transit project phases moving forward in a timely manner, separate administrative revisions may be created for projects obligated through the FTA and those obligated through the FHWA.

Formal revisions

Formal revisions are significant changes to the scope, schedule, or limits of a project, or financial changes within the active years of the TIP that exceed the thresholds described below. The addition of federal funds to a project previously funded with only state and/or local funds or the removal of all federal funds from a project is a formal revision. The introduction or removal of a new project phase within the active years of the TIP is a formal revision when federally funded.

A cost change is a formal revision if the percent change (positive or negative) within the active years of the TIP exceeds the percent shown in the Table 5 below, based on the federal project cost within the active years of the TIP before the change.

Table 5. Federal project costs and percentage and percentage

Federal project cost before change	Percent change (±)
$0 - $999,000	100%
$1,000,000 - $4,999,000	50%
$5,000,000 - $9,999,000	25%
≥ $10,000,000	20%, up to a max. of ± $10,000,000

Formal revisions require seven days public comment and approval by the Transportation Committee. Formal revisions require seven days public comment and approval by the Transportation Committee.

Conformity

Conformity revisions are formal revisions that can affect air quality conformity in the region. Scope and limit changes, project schedule changes, and adding/deleting not exempt work types are the most common conformity revisions. Conformity revisions require transportation and air quality modeling. The modeling results and the details of the TIP changes are subject to a minimum of 30 days of public comment. Following the comment period, the MPO Policy Committee considers approval.

Revision schedule

The majority of highway, bicycle, and pedestrian projects contained in the CMAP TIP are accomplished through the IDOT state letting process. As such, the regular schedule for amending the TIP is derived to meet deadlines associated with the state's letting schedule. The state letting schedule and a master schedule of meetings and due dates for each FFY are available on the TIP programmer resources page of the CMAP website.

Each formal revision period requires the submittal of new TIP projects and changes to existing projects 14 days prior to CMAP's Transportation Committee meeting. Submittals are reviewed by CMAP staff and are posted for public comments on the eTIP website and as part of the Transportation Committee meeting materials. TIP changes associated with the semi-annual conformity determination are due a minimum of three months prior to the MPO Policy Committee meeting at which approval will be sought. Submittals are reviewed by CMAP staff members for travel demand and air quality modeling. The staff analysis is presented for Transportation Committee review and is released for a 30-day public

comment period. Comments are addressed and reviewed by the Transportation Committee and are recommended to the MPO Policy Committee for approval.

Submittal and approval

Project sponsors submit revision requests for CMAP staff member review through the eTIP website. For changes to existing projects, staff confirm the type of revision (administrative or formal) being proposed and verify that the change description is adequate to summarize the action being taken. If the scope of the project is being changed, staff members confirm that there is no change to the exempt status of the project, no change to the project's potential to influence performance targets, and that any accompanying cost changes are reasonable for the revised scope. If the cost of a project is proposed to be changed, staff members verify that changes have been approved by the entities responsible for programming the fund sources that are changing and that the financial change is reasonable based on any other changes, such as scope or schedule, that are proposed. Staff members are not obligated to approve any changes administratively and may elevate any submittal to a formal revision for public comment and committee approval.

When new projects are submitted, a more rigorous review occurs to ensure the project supports RTP implementation; that the information provided is complete, logical, and accurate; and that the proposed funding is available within the region. Specifically, staff members verify that the project location information provided in the project title or description aligns with the project location information, eTIP map, and any attached documents. They also review the project description and attached documents, and if necessary, discuss the project with the programmer to verify that the selected work types accurately reflect the scope of the project and that the programmer's indicated expectations for the project's potential to influence performance targets are reasonable. When reviewing the scope, staff members verify the exempt status of the project, consider if the project meets RCP thresholds, and consider if the project supports the RTP. Except for projects funded with sources programmed directly by CMAP, staff members do not have the authority to force project sponsors to include certain scope elements, such as sidewalks or bicycle accommodations, in projects. Although the RTP encourages a focus on maintenance and modernization of the existing system, it does not explicitly prohibit any project scope or type, therefore staff members do not have the authority to deny implementation of any project that meets the eligibility criteria of the fund source(s) being used for the project. For projects that are entering the TIP prior to the completion of Phase I Engineering Alternatives analysis, the scope may be less developed than for projects that have undergone appropriate NEPA actions to determine a preferred alternative. Finally, staff members confirm that adequate funding is available in the region for the FFYs indicated in the submission; that the implementation and funding schedule is reasonable;

and, if any of the proposed funding sources are competitive, that the project as described in the TIP submission was selected by the appropriate selecting body.

During the change review process, staff members may make minor corrections to information provided by the programmer prior to accepting the change. They may also deny a submittal to allow programmers to provide additional information, make any major corrections, and resubmit their request.

Administrative changes accepted by CMAP staff members immediately become a part of the approved TIP project list, however, their posting to the eTIP website may be held until the revision period is closed. Formal and conformity revisions accepted by CMAP staff members are held until the revision period is closed and are compiled into a draft revision report. The revision report displays the updated project information, the project information for the previously approved version, a current change reason, and the project changes for each project. It is common practice for the revision reports to be made publicly available one week prior to committee consideration, but at a minimum they are available 48 hours in advance in compliance with the Illinois Open Meetings Act[7]. Once reviewed by the public and approved by either the Transportation Committee or MPO Policy Committee, the approval is entered into the eTIP database, and IDOT, the FHWA, and the FTA are notified of the availability of the revision for state review. If satisfied with the revision, IDOT will enter its approval in the eTIP database certifying approval and incorporation of the revisions into the STIP and requesting federal review. Upon FHWA and FTA approval in eTIP, all reviewing parties and CMAP receive this notice:

[7] https://www.ilga.gov/Legislation/ILCS/Articles?ActID=84&ChapterID=2

Figure 3. Sample Formal TIP Revision Email

The following plan revision has been approved:

Plan Owner:	CMAP		
Plan:	TIP		
Plan Cycle:	**TIP 2026-2030**		
Plan Revision:	**26-04 (Formal)** (Formal)		
Completed Approval Step(s):	CMAP Transportation Committee Approval	Russell Pietrowiak (rpietrowiak@cmap.illinois.gov)	02/27/2026
	IDOT, Office of Planning and Programming Approval	Megan Swanson (megan.swanson@illinois.gov)	03/02/2026
	FHWA Illinois Division Approval	Jon Paul Diipla (jonpaul.diipla@dot.gov)	03/09/2026
	FTA Region 5 Staff Approval	Mark Kane (mark.kane@dot.gov)	03/09/2026

Chicago Metropolitan Agency for Planning amendment above and the corresponding amendment to the FY 2024-2027 Statewide Transportation Improvement Program (STIP) has been approved by the approver above. Based on the FHWA, Illinois Division and FTA Region 5 ongoing oversight of the planning activities for the Chicago Metropolitan Agency for Planning MPO-CMAP, the federal agencies find that the transportation planning process of the region substantially meets the planning requirements described in 23 CFR 450. The public transportation projects listed in the TIP amendment report and amended to the STIP are eligible for project authorization requests.

Program and project versions

The eTIP database is workflow based, with each program of projects referred to as a plan cycle. Changes to projects within a plan cycle are referred to as plan revisions. Plan revisions use a naming convention that corresponds to the starting FFY of the plan cycle being revised and the sequential revision number. The terms and definitions below explain the eTIP workflow.

TIP plan cycle

A TIP plan cycle is the program of projects to be implemented within the FFYs of the cycle. A new TIP plan cycle is created each FFY (starting October 1) and is made up of the projects and line items that have funding in the starting FFY, plus the next four years. Illustrative projects, with all funding in prior years and/or future years, may also be

included within the plan cycle; however, illustrative projects cannot receive federal funding authorizations.

CFP plan cycle

When CMAP or a partner agency such as a Council of Mayors or CDOT uses the eTIP database to conduct a call for projects (CFP), a CFP plan cycle is created. Projects included in each CFP plan cycle are those requesting funding through the named CFP. These projects are not part of the approved TIP when included in a CFP plan cycle. If selected for funding through the CFP, these projects will be amended into an appropriate TIP plan cycle according to the TIP revision procedures. The naming convention for CFP plan cycles generally includes the FFYs of the cycle and an indicator of the fund source(s) and/or agency that is conducting the call for projects.

Plan revisions

Changes to projects within a plan cycle are referred to as plan revisions. As described earlier in this chapter, plan revisions may be administrative, formal, or conformity revisions. CMAP generally uses a naming convention for plan revisions that corresponds to the starting FFY of the plan cycle being revised and the sequential revision number. Each revision cycle may contain a group of formal and administrative revisions that are processed together. The naming convention sequentially numbers these groups, adding suffixes to differentiate between formal and administrative revisions, and between revisions to projects processed through the FHWA and the FTA.

Adoption

Each plan cycle begins with an administrative plan revision to carry projects forward into the new TIP plan cycle at the beginning of each FFY that is referred to as an adoption in the eTIP workflow process.

Project versions

Project versions are indicated by the plan revision name and is either the “Approved” version, or is a proposed revision to the approved version, that is in “Draft,” “Denied,” “Pending Review,” or “Accepted” status.

Draft	An eTIP user has saved a revision to a project but has not submitted the change to CMAP for review. Additional changes may be made by the user.
Denied	CMAP reviewed a revision and rejected the revision for corrections to be made by the submitter.

Pending Review: A user has submitted a revision for CMAP review. CMAP has neither accepted nor denied the revision. Only CMAP can make additional changes to a revision pending review, however users can unsubmit the revision to make changes, putting the project back into draft status until it is submitted again.

Accepted: CMAP has accepted a submitted revision. Accepted administrative revisions are posted to the eTIP website at the close of the revision cycle. Accepted formal changes are held for Transportation Committee or MPO Policy Committee approval and are not posted to the eTIP website until approved by the appropriate committee.

Appendix 1: eTIP database overview

The online eTIP database is the official record of federal transportation funding and regionally significant state or locally funded projects and serves as the federally required project listing. The database is a tool for programmers to submit new projects and project changes for consideration by the CMAP Transportation Committee and MPO Policy Committee. The FHWA and the FTA utilize the eTIP database to ensure that projects submitted for federal participation are deemed a priority for the region and can be accomplished using the region's reasonably expected revenues. The eTIP database is also used to collect additional project data beyond federal requirements, to track project delivery status, and to aid with analyzing how funded projects in the region meet performance targets to inform future programming decisions.

The eTIP database has both a public website and a secure portal. This appendix provides details about the public website. The secure portal is documented for users in the eTIP user guide. All documentation is also available on the TIP programmer resources webpage.

Navigating the eTIP website

eTIP has five distinct parts: the Welcome page, Projects, Plan Revisions, Projects by County, and an Interactive Map. The eTIP Welcome Page includes descriptions of each tab, along with additional resources and contact information.

Projects

The Projects tab contains a searchable list of current projects. Filters are available at the top of the page to narrow the list, and the advanced search function can be used for additional fields. Individual project details can be viewed by clicking on any project in the list. The project list can be exported to an Excel file by clicking on export on the filtered list.

Plan Revisions

This tab lists all revisions to the TIP, including administrative, formal, and conformity revisions, the date(s) they were approved, and the approving authority. Click on a row to view or export a list of the individual projects included in that revision. Click on individual projects to view project details.

Projects by County

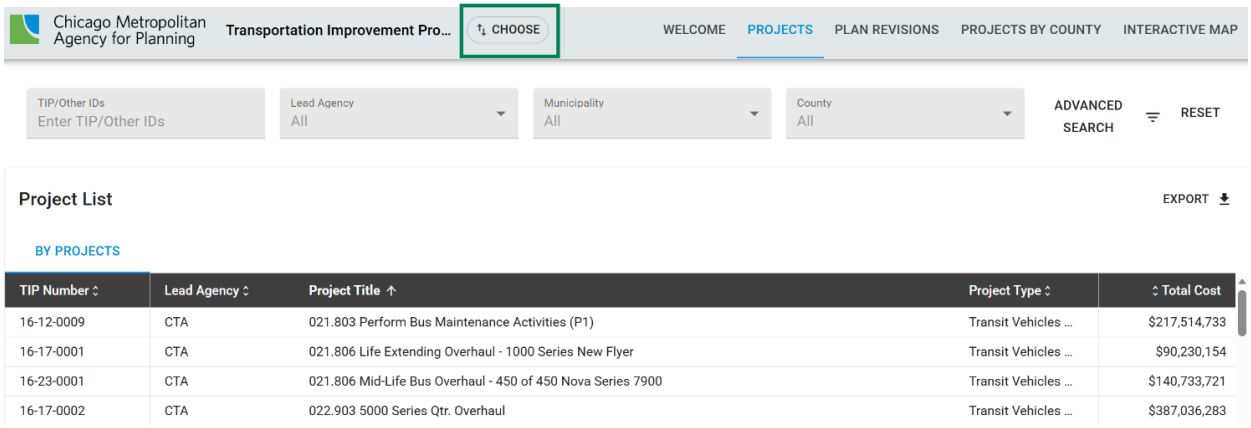
This tab provides a map, list of projects, and summary of the types of projects located within a selected county. Click on the primary project type row to filter the displayed projects by that type. The project list may be exported. Click on individual projects to view project details.

Interactive Map

The map can be used to view the location of projects throughout the region. Filters are available to organize the displayed projects by category, type, funding source, and/or year programmed. The project list may be exported. Individual projects in the list or on the map can be selected to view project details.

Projects tab

The TIP is a five-year program of surface transportation projects throughout northeastern Illinois. Based on federal fiscal years which start on October 1, the TIP includes projects expected to receive federal funding. The TIP also includes regionally significant projects funded by state and local sources. By default, the Projects tab is a sortable list of projects that make up the currently approved TIP. To projects contained in past approved TIPs by clicking on the “CHOOSE” button shown below, then selecting from a list of available plan cycles.



The approved TIP may also include projects that are illustrative, which are included in the multi-year B-list. These projects are planned to be completed when funding becomes available. Most regional capital projects (RCPs) fall into this category. These projects are labeled as “FUTURE PROJECT” in the approved TIP. Projects with funds both in prior and future years, but no funds in the current TIP years are also included as future projects.

Projects with funding in past years may also be included in the projects listing if they are in progress and could still have cost changes. Projects that are not expected to experience any cost changes are designated as “COMPLETED.”

By default, the projects listed are sorted alphabetically by Project Title. Clicking on the column headers will sort the list by that column. Click once to sort in ascending order, and twice to sort descending order. The Projects list contains the following fields:

TIP number (ID)

The TIP number, or TIP ID, is the unique identification number for the project within the database. The ID is based on the lead agency and the location of the project, plus the year in which the project was first included in the eTIP database.

Lead agency

The lead agency is the organization responsible for programming and managing project funding in the CMAP TIP. The lead agency may differ from the agency responsible for implementing the project. For example, projects using state and federal funds that are implemented by municipalities are typically programmed and managed in the TIP by one of the 11 subregional Councils of Mayors.

Project title

Project titles typically include the location of projects and may also describe the type of work being done.

Project type

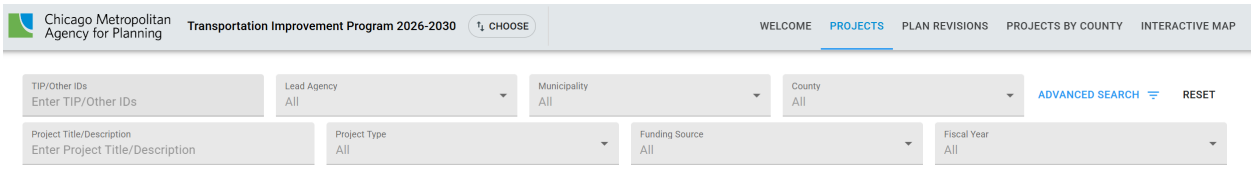
The project type reflects the primary purpose of the project, such as bicycle and pedestrian, safety, road maintenance, and transit operations.

Total cost

Total cost includes the cost for all phases of a project, regardless of the fund source, timing, or availability of funds and includes funding in past, current, and future years.

Searching for projects

The most common search fields are displayed on the Projects tab by default. Additional fields can be searched by clicking on the Advanced Search button. Users can search using one or more fields on the search form. The more fields that are used, the narrower the results will be. For the best results, start with a broad search, using one or two fields, then add other fields to narrow down the results.



Search criteria are grouped into eight categories containing unique criteria described below. Some categories allow for text entry and others contain dropdown lists of values that can be revealed/hidden by clicking on the arrow next to the category name. Criteria can be entered or selected from multiple groups. Hiding a group does not clear the selections within that group. After selecting and entering the desired search criteria, click anywhere on the screen to initiate the search. To modify search results, change the desired criteria and click anywhere again to refresh results. To clear all search criteria, click the Reset button at the top of the page.

TIP/other ID

An advanced search by TIP ID can be completed by entering a full or partial TIP ID, including dashes. If the TIP ID is unknown, users can also use this field to search other project IDs associated with the project, such as state job, federal project, and others

Lead agency

Select one or more lead programming agency from the list by checking the appropriate box(es). The lead agency can be related to the combination of the project's geography, fund sources and work types.

Municipality

Select one of more municipalities, townships, or other agencies from the list by checking the appropriate box(es). Note that selecting "Countywide" or "Regionwide" will not return all projects in the county/region, only those for which the lead agency selected these values for the project.

County

Select one or more counties from the list by checking the appropriate box(es) to search for projects wholly or partially within one, multiple, or all counties.

Project title/description

Enter any keyword that may be contained in the project title or description, such as "resurfacing" or "main" or "red." For best results, avoid entering words like "street" or "route" that are commonly abbreviated in various ways. Keywords entered are searched as phrases. For example, entering "First Street" will not return results for projects on First Av, 1st St., First St., First North Street, etc. Only projects that contain the exact phrase "First Street" will be returned.

Project type

Select one or more project types from the list by checking the appropriate box(es).

Funding source

Select one or more fund sources from the list by checking the appropriate box(es). Projects that contain any financial line (including past or future lines) with any selected fund source will be returned. A description of current fund sources, including how they are distributed, who is responsible for programming and whether they are federal, state or local, is available on the TIP programmer resources webpage.

Fiscal year

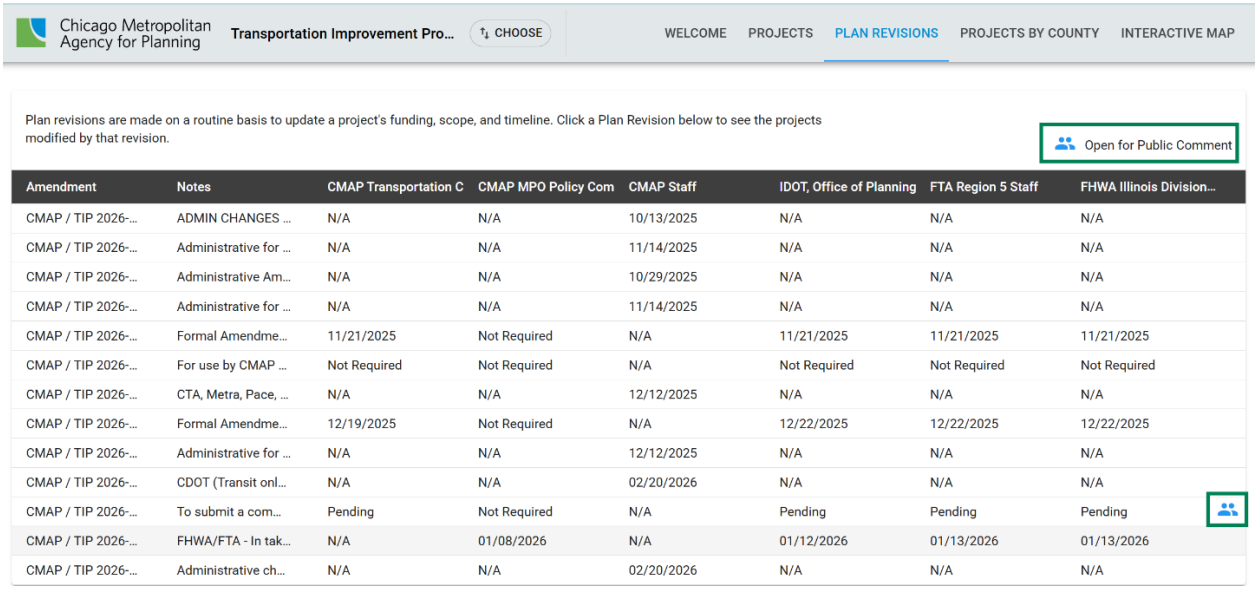
Select one of more federal fiscal years by checking the appropriate box(es). Projects that contain any funding in any selected year will be returned.

When using Advanced Search, it is important to consider that search results depend entirely on the data entered in the TIP database by programmers. For example, if the programmer did not include the marked state route number in the project description, searching by state route will not return any results. Roadway name abbreviations, such as Ave or Av, Blv or Blvd, etc., are inconsistently entered in the TIP database; omitting them from searches will produce better results. Finally, if a programmer misspelled anything when entering the project in the TIP database, the project will not be found unless the misspelling is duplicated in the search criteria.

Plan Revisions tab

Plan revisions are made on a routine basis to update a project's funding, scope, and timeline. The types of amendments and required approvals are described in Chapter 6. The plan revisions tab contains a list of all revisions made in the current plan cycle and the status of approvals, as described below. Viewers can use the choose button to view revisions from other plan cycles. To view the projects included in any amendment, click on that row. Within the list of projects, click on any project row to view the details of the

project.



Amendment	Notes	CMAP Transportation C	CMAP MPO Policy Com	CMAP Staff	IDOT, Office of Planning	FTA Region 5 Staff	FHWA Illinois Division...
CMAP / TIP 2026-...	ADMIN CHANGES ...	N/A	N/A	10/13/2025	N/A	N/A	N/A
CMAP / TIP 2026-...	Administrative for ...	N/A	N/A	11/14/2025	N/A	N/A	N/A
CMAP / TIP 2026-...	Administrative Am...	N/A	N/A	10/29/2025	N/A	N/A	N/A
CMAP / TIP 2026-...	Administrative for ...	N/A	N/A	11/14/2025	N/A	N/A	N/A
CMAP / TIP 2026-...	Formal Amendme...	11/21/2025	Not Required	N/A	11/21/2025	11/21/2025	11/21/2025
CMAP / TIP 2026-...	For use by CMAP ...	Not Required	Not Required	N/A	Not Required	Not Required	Not Required
CMAP / TIP 2026-...	CTA, Metra, Pace, ...	N/A	N/A	12/12/2025	N/A	N/A	N/A
CMAP / TIP 2026-...	Formal Amendme...	12/19/2025	Not Required	N/A	12/22/2025	12/22/2025	12/22/2025
CMAP / TIP 2026-...	Administrative for ...	N/A	N/A	12/12/2025	N/A	N/A	N/A
CMAP / TIP 2026-...	CDOT (Transit onl...	N/A	N/A	02/20/2026	N/A	N/A	N/A
CMAP / TIP 2026-...	To submit a com...	Pending	Not Required	N/A	Pending	Pending	Pending
CMAP / TIP 2026-...	FHWA/FTA - In tak...	N/A	01/08/2026	N/A	01/12/2026	01/13/2026	01/13/2026
CMAP / TIP 2026-...	Administrative ch...	N/A	N/A	02/20/2026	N/A	N/A	N/A

Amendment

The sequential plan cycle, revision number, and type of TIP revision. Hover over the text to reveal the full description.

Notes

Additional description of the changes made under the list revision, including approval date by CMAP's Transportation Committee or MPO Policy Committee. Additional descriptive information about the revision. Hover over the text to reveal the full description.

CMAP Transportation Committee

The date on which the revision was approved by the Transportation Committee. N/A indicates committee approval was not required.

MPO Policy Committee

The date on which the revision was approved by the MPO Policy Committee. N/A indicates committee approval was not required.

CMAP staff

The date on which the revision was approved by CMAP staff (administrative revisions only). N/A indicates staff does not have the authority to approve.

IDOT, Office of Planning and Programming

The date on which the revision was approved by IDOT for incorporation into the STIP. N/A or Not Required indicates IDOT approval was not required.

FTA Region 5 Staff

The date on which the revision was approved by the FTA. N/A or Not Required indicates FTA approval was not required.

FHWA Illinois Division

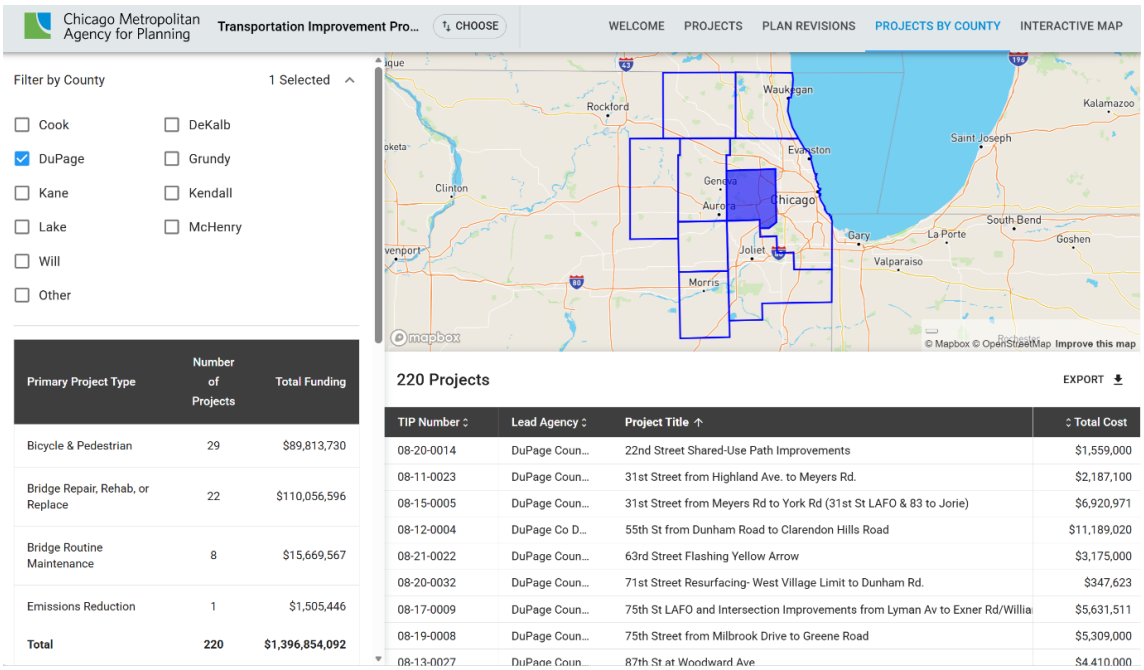
The date on which the revision was approved by the FHWA. N/A or Not Required indicates FHWA approval was not required.

Open for Public Comment

The Open for Public Comment icon denotes plan revisions that are currently accepting public comments for consideration prior to approval.

Projects by County tab

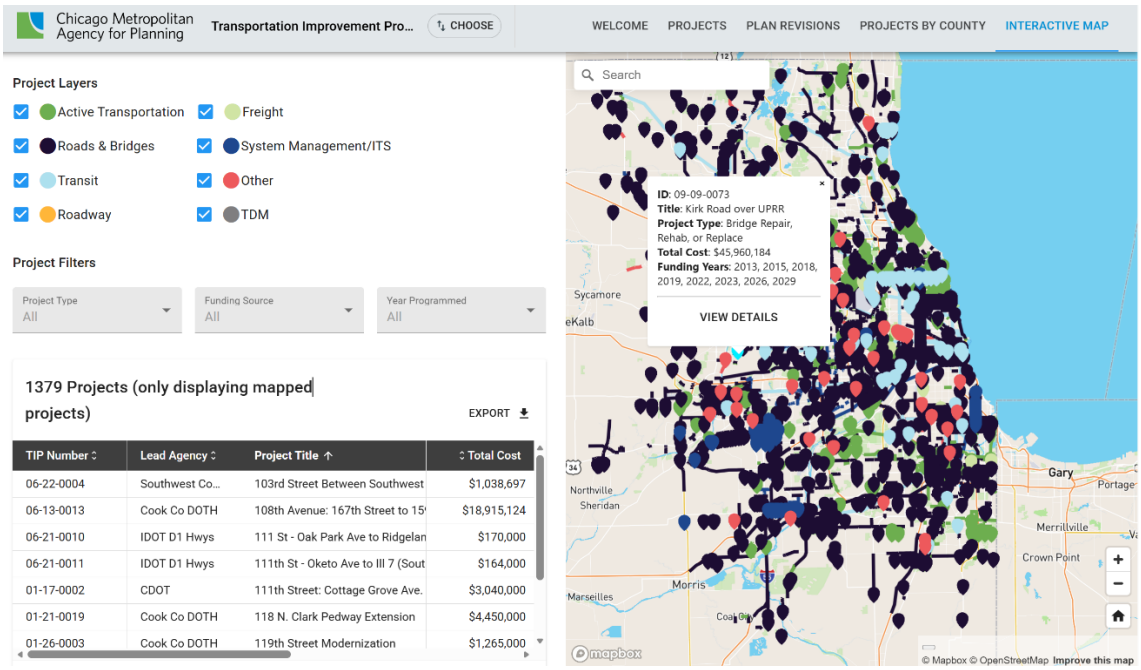
The Projects by County tab allows users to view a regional map, select one or more counties, and view a summary and listing of projects in the selected area. Selected counties are highlighted on the map and a complete list of projects within the selection is displayed below the map. A summary of the number and funding for these projects, by overall project type is also displayed to the left of the map. Projects located in multiple counties or that are not location specific can be displayed by selecting “Other” in the Filter by County section.



The summary by project type for the entire region can be viewed by selecting every county. The list of projects displayed can be exported and can be restricted to a single project type, such as Bicycle and Pedestrian, by clicking on the desired type in the summary table. Clicking on any project in the list will open project details for that project.

Interactive Map tab

Projects that can be represented on a map are included in the Interactive Map. Users may turn project layers on and off by checking or unchecking the appropriate boxes in the top left corner of the map. Users may also apply project filters to narrow results by using the Project Type, Funding Source, and Year Programmed drop-down lists to refine search criteria. A search bar is available on the map to narrow results to a specific address or area.



All projects displayed on the map are listed in the table to the left of the map. Zooming in or out or dragging the map to a different area of the region will modify the list. Once the area of interest is displayed in the map window, the list of projects within that area can be exported by clicking “Export” above the list.

Clicking on any point or line on the map, will display a snapshot of individual project information, as currently approved, including the Project ID, Title, Project Type, Total Cost, and Funding Years. Selecting “View Details” within the snapshot or clicking on any row in the project list to the left of the map will open project details.

Project Details

Clicking on an individual project from any of the tabs will open an overview of the project that contains information about the project status, location, scope of work, schedule, and funding, as described in more detail below.

Chicago Metropolitan Agency for Planning

09-22-0031: Main Street Resurfacing (Cross Street to IL Route 47)

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TIP Document	Project Type	Air Quality	Completion Year
26-00 (Adoption)	Road Maintenance	Not Required	2025
Lead Agency	**Contact**	**Project Website**	**County**
Kane/Kendall Council	Kane/Kendall Council Planning Staff	-	Kane
Municipality	**Major CMAP Programs**		
Sugar Grove	STP - Local		

Work Type

[A-PMRK] Safety - Pavement Marking, [E-ADAMAINT] Maintain/Repair ADA Infrastructure (Roadway), [E-ADANEW] New ADA Infrastructure (Roadway), [E-PEDMAINT] Maintain Pedestrian Facility, [H-C/G] Highway/Road - Curb And Gutter, [H-PATCH] Highway/Road - Pavement Patching, [H-RS] Highway/Road - Resurface (with No Lane Widening)

Project Description

Mill and resurface. Pavement patching (less than 10%), curb and gutter spot repair and sidewalk spot repair is anticipated. Sidewalks will be upgraded as needed for ADA compliance.

FUND OVERVIEW | FUND HISTORY | REVISION HISTORY

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FY2030	FUTURE	TOTAL
Engineering II	Local Funds	$40,360	$0	$0	$0	$0	$0	$0	$40,360
Total Engineering II		$40,360	$0	$0	$0	$0	$0	$0	$40,360
Construction	Local Funds	$106,625	$0	$0	$0	$0	$0	$0	$106,625
Construction	STP - Locally Prgmd	$319,875	$0	$0	$0	$0	$0	$0	$319,875
Total Construction		$426,500	$0	$0	$0	$0	$0	$0	$426,500
Construction Engineering	Local Funds	$14,125	$0	$0	$0	$0	$0	$0	$14,125
Construction Engineering	STP - Locally Prgmd	$42,375	$0	$0	$0	$0	$0	$0	$42,375
Total Construction Engineering		$56,500	$0	$0	$0	$0	$0	$0	$56,500
Total Prior Costs		**$523,360**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$523,360**
Total Programmed		**$523,360**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$523,360**

Fund Overview

The fund overview contains the following information:

TIP ID	The unique identification number for the project within the TIP database
Title	The lead agency's project title, which typically includes the location and/or type of work being accomplished. If a project does not yet have any funding programmed in the TIP, the title indicates that it is a "Future Project." Once a project is substantially complete, and is not expected to experience any cost changes, the title indicates it is "Completed."
TIP Document	The most recently approved adoption or revision in which the project is included.
Project Type	The category of the project, based on the primary type(s) of work being done.
Air Quality	Indicates the exempt status of a project (whether the project and any subsequent changes are subject to air quality conformity analysis) and, if appropriate, the conformity status of the project.
Completion Year	The calendar year in which the project is expected to be substantially complete, and open for public use. Note that most projects do not fully "close" during implementation.
Lead Agency	The organization responsible for programming and managing the project in the CMAP TIP.
Contact	The name and phone number of the lead agency staff member that can answer questions about the project.
Project Website	The URL for the project's website if provided.
County	The county in which the project is located.
Municipality	The municipality in which the project is located.

Major CMAP Programs	The implementation groups assigned by CMAP, including: 2050 RSP, CMAQ, CMAQ – Deferred, CREATE, I-290/Blue Line CDO, STP-Local, STP-Shared, TAP-Local, and TAP-Deferred.
Work Type	The specific modifications, additions, or improvements incorporated into the project. A list by scope is available on the TIP programmer resources webpage.
Project Description	A brief narrative description of the project.
Phase	Indicates the phase funded from listed fund source. Phases are described in more detail below.
Fund Source	The source of funds for the line item. A description of current fund sources, including how they are distributed, who is responsible for programming and whether they are federal, state or local, is available on CMAP's TIP programmer resources page.
FFY	The federal fiscal year in which funds for the line item will be authorized (for federal fund sources) or expended (for state or local fund sources). The federal fiscal year is from October 1 to September 30. "Prior" indicates funds were applied prior to the current TIP years; "Future" indicates funds will be applied after the current TIP years.
Map	If the project can be represented on a map, the map displayed below the project overview presents the project location. Standard Google Maps navigation applies, including zooming in/out, satellite view and street view.

The fund overview can be downloaded as a PDF file, with options to also include the fund history and revision history. A link to the project can be copied by clicking on the share button on this page.

Fund History

The Fund History provides a chronological listing of funding line items that include the federal fiscal year, fund source, project phase, and total funding programmed for the

project in each project version. The most recent programming is shown at the top of the list.

FUND OVERVIEW | FUND HISTORY | REVISION HISTORY

TIP 2026-2030 - 26-00 (Adoption)

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FY2030	FUTURE	TOTAL
Engineering II	Local Funds	$40,360	$0	$0	$0	$0	$0	$0	$40,360
Total Engineering II		$40,360	$0	$0	$0	$0	$0	$0	$40,360
Construction	Local Funds	$106,625	$0	$0	$0	$0	$0	$0	$106,625
Construction	STP - Locally Prgmd	$319,875	$0	$0	$0	$0	$0	$0	$319,875
Total Construction		$426,500	$0	$0	$0	$0	$0	$0	$426,500
Construction Engineering	Local Funds	$14,125	$0	$0	$0	$0	$0	$0	$14,125
Construction Engineering	STP - Locally Prgmd	$42,375	$0	$0	$0	$0	$0	$0	$42,375
Total Construction Engineering		$56,500	$0	$0	$0	$0	$0	$0	$56,500
Total Prior Costs		**$523,360**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$523,360**
Total Programmed		**$523,360**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$523,360**

TIP 2025-2029 - 25-02.1

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering II	Local Funds	$40,360	$0	$0	$0	$0	$0	$0	$40,360
Total Engineering II		$40,360	$0	$0	$0	$0	$0	$0	$40,360
Construction	Local Funds	$0	$106,625	$0	$0	$0	$0	$0	$106,625
Construction	STP - Locally Prgmd	$0	$319,875	$0	$0	$0	$0	$0	$319,875
Total Construction		$0	$426,500	$0	$0	$0	$0	$0	$426,500
Construction Engineering	Local Funds	$0	$14,125	$0	$0	$0	$0	$0	$14,125
Construction Engineering	STP - Locally Prgmd	$0	$42,375	$0	$0	$0	$0	$0	$42,375
Total Construction Engineering		$0	$56,500	$0	$0	$0	$0	$0	$56,500
Total Prior Costs		**$40,360**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$40,360**
Total Programmed		**$40,360**	**$483,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$523,360**

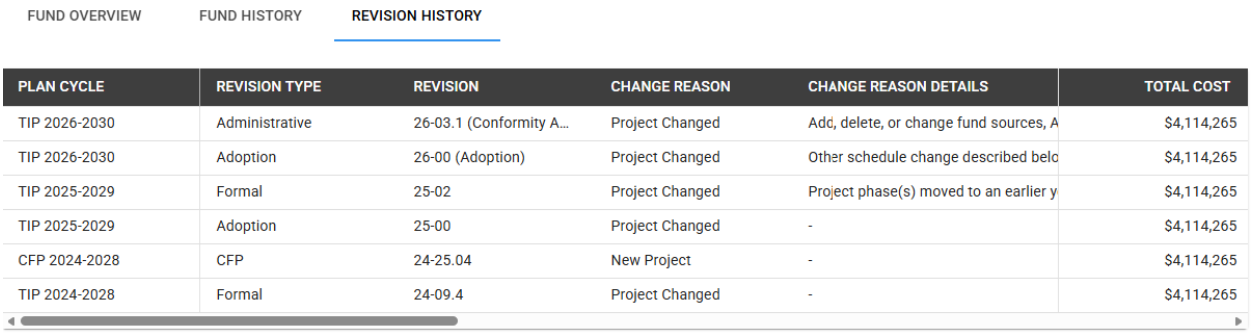
TIP 2025-2029 - 25-00

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering II	Local Funds	$40,360	$0	$0	$0	$0	$0	$0	$40,360
Total Engineering II		$40,360	$0	$0	$0	$0	$0	$0	$40,360
Construction	Local Funds	$106,625	$0	$0	$0	$0	$0	$0	$106,625
Construction	STP - Locally Prgmd	$319,875	$0	$0	$0	$0	$0	$0	$319,875
Total Construction		$426,500	$0	$0	$0	$0	$0	$0	$426,500
Construction Engineering	Local Funds	$14,125	$0	$0	$0	$0	$0	$0	$14,125
Construction Engineering	STP - Locally Prgmd	$42,375	$0	$0	$0	$0	$0	$0	$42,375
Total Construction Engineering		$56,500	$0	$0	$0	$0	$0	$0	$56,500
Total Prior Costs		**$523,360**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$523,360**
Total Programmed		**$523,360**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$523,360**

Plan Revision (header)	The history of changes to projects is controlled and documented by plan revisions. The plan revision header indicates which revision the funding below became effective.
FFY	The federal fiscal year in which the funding was programmed for that version.
Fund Source	The source of funds programmed.
Total	The total amount of funding from the specified source.

Revision History

The Revision History provides a list of each revision that includes the project and a summary of what was revised and what the total cost of the project was at the time of the revision.



PLAN CYCLE	REVISION TYPE	REVISION	CHANGE REASON	CHANGE REASON DETAILS	TOTAL COST
TIP 2026-2030	Administrative	26-03.1 (Conformity A...	Project Changed	Add, delete, or change fund sources, A	$4,114,265
TIP 2026-2030	Adoption	26-00 (Adoption)	Project Changed	Other schedule change described belo	$4,114,265
TIP 2025-2029	Formal	25-02	Project Changed	Project phase(s) moved to an earlier y	$4,114,265
TIP 2025-2029	Adoption	25-00	Project Changed	-	$4,114,265
CFP 2024-2028	CFP	24-25.04	New Project	-	$4,114,265
TIP 2024-2028	Formal	24-09.4	Project Changed	-	$4,114,265

Plan Cycle	The annual cycle in which the revision occurred.
Revision Type	The type of revision: Administrative, Formal, Conformity, Adoption, or Call for Projects.
Revision	The actual revision on which the listed revision occurred.
Change Reason	Indicates if a change occurred, the project was new, or the project was deleted.

Change Reason Details	Additional context for the change being made to the project during the specified plan revision.
Total Cost	The total project cost including all fund sources, phases, and fiscal years (including prior and future years).

eTIP secure portal

The eTIP database is powered by the ProjectTracker Software as a Service developed by EcoInteractive by SOVRA. The secure portal allows CMAP staff, federal and state reviewers, regional programmers and implementers to securely coordinate the details of thousands of transportation projects that are funded and seeking funding within the region. eTIP is a workflow driven system that allows users to take more control over the management of project changes. Users submit administrative, formal, and conformity changes separately, preventing minor changes from being held up awaiting committee approval. Users can validate data entry, receive clear notification of errors, and save changes in progress at any time, with full control over when to make the final submission of saved changes to CMAP. eTIP is also a mechanism for status reporting, tracking funding obligations, and a repository of project-related documents. It is within this portal that revisions to projects are proposed, reviewed, prepared for approval action by CMAP's staff and committees, and finally reviewed and approved by IDOT and USDOT. The portal also summarizes and organizes project information through an extensive menu of reports and provides multiple mechanisms for extracting project data in multiple formats. Key features of the portal are described in this appendix, and full detailed documentation is available in the eTIP User Guide.

Individual projects

Individual project data is organized in ten separate categories:

Programming

Programming information includes the project sponsorship, status, description, location, scope, and funding details.

Obligation

Information about authorizations, obligations, and expenditures from FHWA's Financial Management Information System database is linked to projects utilizing FHWA funding and is summarized within the Obligation tab of each project by federal fiscal year and by federal project.

Map

Contains the project location, drawn using ESRI ArcGIS tools, as points, lines, and polygons.

IDs/Contacts

Various contacts, such as programmers, sponsors, and consultants are collected and updated along with various ID numbers (e.g. state job, federal project, contract numbers, etc.) associated with the project, all of which are searchable.

Attachments

A repository of files and documents associated with each project, such as project information forms, funding agreements and applications, award letters, project photos, design approval letters, media coverage, public involvement notifications, and more.

Revision History

A log of changes to projects going back to 2017 that allows viewing of all details from each revision to the project.

Project Questions

Through a series of project questions, supplemental information is obtained about projects, including their potential to influence federal performance targets, the scope of safety and resilience improvements included in the project, and more.

Schedule Info

General information on the current implementation status and target timeframes for the obligation of federal funds is collected in this section.

Related Projects

The Related Projects tab lists any projects in eTIP that have a relationship with the project. This includes entries from the call for projects, as well as projects that have been split, combined, or linked to the project record.

Delivery

The implementation progress for projects using one of the funding sources allocated by CMAP: STP-Shared Fund, STP-Local, CMAQ, and TAP-Local is tracked quarterly to inform programming decisions.

Reports

The eTIP portal provides a robust menu of customizable reports in three categories: revision reports, summary reports, and delivery reports and provides options for exporting data to spreadsheets and GIS shapefiles.

Project Revision Reports

Revision reports can be configured to show one or multiple versions of projects, and can be used to group, summarize, and compare project data. PDF files and spreadsheet exports can be generated for most reports.

Summary Reports

Summary reports include tables grouped by fund source, fiscal constraint reports, and other summaries. Drilling down into the details of these reports allows the reporting and exporting of subsets of data.

Project Delivery Reports

Delivery reports summarize the implementation status provided quarterly by project sponsors and can be used to monitor reporting compliance and as a look-ahead for implementation milestones that are expected in a selected timeframe, such as projects targeting an upcoming bid letting or expected to receive engineering design approval in the next quarter.

Tools for state and federal partners

In addition to serving the MPO and project implementers, the eTIP portal provides several tools for state and federal partners.

Fiscal constraint

Federal fund sources are subject to fiscal constraint by federal fiscal year. Some sources are constrained region-wide, and others are constrained by programming agency. The sum of all line items of each fund source within each FFY in the TIP database is compared to the funds available for that source, in that FFY and if applicable, by that programming agency. The sum programmed, including any pending TIP changes (increases and decreases in funding), must be less than or equal to the funds available. Funds available can be found by running a fiscal constraint summary report for the fund source in question, with pending TIP actions included. If the balance available is less than the amount programmed on a project that is being changed, other TIP changes must be made to decrease programming for the current change to be accepted.

The fiscal constraint summary report displays the constraint applied to federal fund sources by fund source and year for the entire region when the "FFY 20XX-20XX Programming Marks" revenue scenario is applied. For sources such as locally programmed STP or FTA 5307 funds that are constrained by agency, select the corresponding revenue scenario to view the constraint by agency, fund source, and year.

TIP action approvals

State and federal users designated by their agencies as having the authority to approve CMAP TIP revisions are provided with an approval interface when logging in to eTIP. Any revisions that have been approved by CMAP, through either the Transportation Committee or MPO Policy Committee, are presented for state and federal action.

Reviewers can open a list of projects included in each revision and can view the individual project details by selecting the TIP ID of interest. Reviewers can also view the full revision report that provides the updated project information and a summary of changes included in the revision. When their review is complete, reviewers can open an approval window where they enter the date of approval and select the name of the person approving the revision.

Calls for projects

The eTIP portal is also used for calls for projects for CMAP's funding programs. Basic project and applicant information, including scope, location, contact, and requested funding, is entered directly into the database. Applicants use the eTIP mapping tool to "draw" their project (where applicable), and required and supplemental forms are attached to the project within the database. Projects selected for funding are then easily transferred from the CFP module to the active TIP after public comment periods and committee approvals.

Appendix 2: Fund sources

TIP projects receive federal funding through several sources administered by the U.S. Department of Transportation (USDOT) through the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Multiple non-federal programs, including state and local programs, also provide funding for TIP projects. All TIP fund sources are described below, with abbreviations used in the eTIP database and information about the agencies that select projects, program projects in the TIP, and implement projects. For federal fund sources, information about the level of fiscal constraint applied to the fund source in the TIP is also provided. Historical funds are fund sources that are still tracked in eTIP but are no longer actively being added to projects. The list of fund sources with descriptions is regularly updated and available on the TIP programmer resources webpage. Additional information about federal funding programs are also available in FTA Program Fact Sheets and FHWA Fact Sheets.

Federal Funds

All Stations Accessibility Program (ASAP)

Programmed as: All Stations Accessibility Pgm

Competitive grants to assist transit providers in financing capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities by increasing the number of existing stations or facilities for passenger use that meet or exceed the new construction standards of Title II of the Americans with Disabilities Act (ADA) of 1990. Not fiscally constrained.

Bridge Formula Program

Programmed as: Bridge – State Prgmd and Bridge – Local Prgmd

Formula program under the Infrastructure Investment and Jobs Act to replace, rehabilitate, preserve, protect, and construct highway bridges. Projects are selected by IDOT, then programmed and implemented by the subregional councils, counties, CDOT, and major implementing agencies. Fiscally constrained at the regional level.

Bridge Investment Program

Programmed as: Bridge Investment Pgm – Pln, Bridge Investment Pgm – Proj, and Bridge Investment Pgm – Lg Proj

Discretionary program to improve bridge and culvert condition, safety, efficiency, and reliability. Eligible projects include those to replace, rehabilitate, preserve or protect

bridges on the National Bridge Inventory and those to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species. Projects are selected by U.S. DOT and programmed by implementing agencies. Fiscally constrained at the regional level.

Carbon Reduction Program

Programmed as: Carbon Reduction Pgm

Formula program for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road sources. Projects are selected by IDOT and the MPO Policy Committee, then programmed and implemented by the subregional councils, counties, CDOT, and major implementing agencies. Fiscal constraint is at the regional level.

Congestion Mitigation & Air Quality (CMAQ) Improvement Program

Programmed as: CMAQ and CMAQ PM2.5

Federal formula funds for projects that will contribute to improving air quality and mitigate traffic congestion in areas that do not meet the National Ambient Air Quality Standards. Projects are selected by the MPO Policy Committee, then programmed and implemented by the subregional councils and major implementing agencies. Fiscally constrained at the regional level.

Community Project Funding

Programmed as: Community Project Funding

Federal funds for specific projects earmarked by Congress. Projects were selected by Congress and programmed and implemented by the subregional councils and major implementing agencies. Not fiscally constrained.

Congestion Relief Grant Program

Programmed as: Congestion Relief Grant Pgm

Federal funds to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas. Projects are selected by the FHWA and programmed by implementing agencies. Not fiscally constrained.

Consolidated Rail Infrastructure and Safety Improvements (CRISI)

Programmed as: Consolid Rail Infra and Safety Imps

Federal funds for projects that reduce congestion, improve short-line and regional railroad infrastructure, relocate rail lines, enhance multi-modal connections and facilitate service integration between rail and other modes such as at ports or intermodal facilities. Projects are selected by USDOT and programmed by implementing agencies. Not fiscally constrained.

FTA 5307 Urbanized Formula

Programmed as: FTA 5307 Urban Formula

Federal formula funds for capital improvements to transit systems in all urbanized areas of the country. Funds are allocated to the service boards by the RTA[8], and projects are selected, programmed, and implemented by the service boards. Fiscally constrained at the agency level.

FTA 5309 Capital Investment Grants

Programmed as: FTA 5309 Core Capacity, FTA 5309 (CIG - New Starts), and FTA 5309 (CIG – Small Starts)

Federal funds for projects that are substantial corridor-based capital investments in existing fixed guideway systems, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit, that increase capacity by at least 10 percent in corridors that are at capacity today or will be in five years. Projects are selected by the FTA and programmed and implemented by the service boards. Not fiscally constrained.

FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

Programmed as: FTA 5310 Elderly/Disabled

Federal formula funds to improve the transportation needs of seniors and persons with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects are selected and programmed by IDOT's Office of Intermodal Project Implementation and the RTA.[9]. Not fiscally constrained.

FTA 5312 Public Transportation Innovation

Programmed as: FTA 5312 Research

[8] On June 1, 2026, the Northern Illinois Transit Authority replaced the RTA in accordance with the NITA Act (Illinois Public Act 104-0457). The RTA has provided a summary of the NITA Act along with a timeline for implementation.
[9] On June 1, 2026, the Northern Illinois Transit Authority replaced the RTA in accordance with the NITA Act (Illinois Public Act 104-0457). The RTA has provided a summary of the NITA Act along with a timeline for implementation.

Competitive federal funds to advance innovative public transportation research and development. Projects are selected by the FTA and are programmed and implemented by the recipient service boards. Not fiscally constrained.

FTA 5337 State of Good Repair

Programmed as: FTA 5337 Good Repair

Federal formula funds to provide capital assistance for the maintenance, replacement, and rehabilitation of rail fixed guideway and high-intensity motorbus systems to maintain a state of good repair or to develop and implement Transit Asset Management plans. Funds are allocated to the service boards by the RTA[10] and projects are selected, programmed, and implemented by the service boards. Fiscally constrained at the agency level.

FTA 5337 Rail Vehicle Replacement

Programmed as: FTA 5337 Rail Vehicle Repl (Comp)

Competitive program to provide capital assistance for the preplacement of rail rolling stock. Projects are selected by the FTA and programmed and implemented by the service boards. Not fiscally constrained.

FTA 5339 Bus and Bus Facilities

Programmed as: FTA 5339A Bus (Formula) and FTA 5339B Bus (Comp)

Federal formula and discretionary funds to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Formula-funded projects are selected, programmed, and implemented by the service boards. Discretionary projects are selected by the FTA and are programmed and implemented by the service boards. Formula funds are constrained at the agency level. Competitive funds are not fiscally constrained.

FTA 5339C Low- or No-Emission Bus

Programmed as: FTA 5339C Low or No Emission Bus

Competitive funding for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Projects are selected by the FTA and programmed and implemented by the recipient service boards. Not fiscally constrained.

[10] On June 1, 2026, the Northern Illinois Transit Authority replaced the RTA in accordance with the NITA Act (Illinois Public Act 104-0457). The RTA has provided a summary of the NITA Act along with a timeline for implementation.

High-Speed Intercity Passenger Rail Program

Programmed as: High Speed Rail

Federal funds to build new high-speed rail corridors, upgrade existing intercity passenger rail corridors, and lay the groundwork for future high-speed rail services through corridor and state panning efforts. Projects are selected by USDOT and programmed by implementing agencies. Not fiscally constrained.

Highway Safety Improvement Program

Programmed as: Hwy Safety Improve Pgm

Federal formula funds for highway safety improvement projects on any public road, which includes projects that protect pedestrians and bicyclists. Projects are selected by IDOT and programmed and implemented by the subregional councils and major implementing agencies. Fiscally constrained at the regional level.

Homeland Security

Programmed as: Homeland Security

Federal grant funds for planning, equipment, training, and exercise needs that assist in the preparation, prevention, and response to terrorist attacks and other disasters. Projects are selected by the Department of Homeland Security and programmed by the recipient agency. Not fiscally constrained.

Intelligent Transportation Systems (ITS) Program

Programmed as: Intelligent Transportation Pgm

Federal funds for the research, development, and operational testing ITS aimed at solving congestion and safety problems, improving operating efficiencies in transit and commercial vehicles, and reducing the environmental impact of growing travel demand. Projects are selected by USDOT and programmed by implementing agencies. Not fiscally constrained.

National Electric Vehicle Infrastructure (NEVI) Program

Programmed as: Natl Electric Vehicle Infra, EV Infrastructure – Corridor, EV Infrastructure - Community

Federal formula funds to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collections, access, and reliability along designated alternative fuel corridors identified in the state's Electric Vehicle

Infrastructure Deployment Plan. Projects are selected by IDOT and programmed by implementing agencies. Not fiscally constrained.

National Highway Performance (NHPP) Program

Programmed as: NHPP and NHPP – Bridge Penalty

Federal formula funds for projects on National Highway System (NHS) bridges and roadways. These consist of interstate highways and other principal arterials that support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS system. Projects are selected and programmed by IDOT. Fiscally constrained at the regional level.

National Highway Freight Program

Programmed as: Natl Hwy Freight Pgm

Federal formula funds for states to improve the efficient movement of freight on the National Highway Freight Network. Projects are selected by IDOT through a competitive annual program and programmed by implementing agencies. Fiscally constrained at the regional level.

National Infrastructure Project Assistance Program (Mega)

Programmed as: Mega Grant Prgm

Federal funds to support large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits, including highway and bridge projects on the National Multimodal Freight Network, the National Highway Freight Network, or the National Highway System, freight intermodal or rail projects that provide a public benefit, rail-highway grade separation or elimination, and intercity passenger rail projects. Projects are selected by USDOT and programmed and implemented by subregional councils and major implementing agencies Not fiscally constrained.

Nationally Significant Multimodal Freight & Highway Projects (INFRA)

Programmed as: INFRA

Federal funding for multimodal freight and highway projects of national and regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Other – Federal

Programmed as: Other - Federal

Other federal funds that are not frequently utilized in northeastern Illinois. Not fiscally constrained.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

Programmed as: PROTECT (Formula) and PROTECT (Discretionary)

Federal formula and discretionary funds to increase the resilience of the transportation system. Projects are selected by USDOT and programmed and implemented by subregional councils and major implementing agencies.

Rail-Highway Safety

Programmed as: Rail-Hwy Safety

Federal formula funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Projects are selected by IDOT and programmed and implemented by IDOT, subregional councils and major implementing agencies. Not fiscally constrained.

Railroad Crossing Elimination Program

Programmed As: Railroad Xing Elim Pgm

Federal funds for projects that create grade separations — such as overpasses and underpasses – as well as closures, track relocations, and improvement or installation of warning devices at crossings if related to a separation or relocation project. Projects are selected by the Federal Railroad Administration and programmed by implementing agencies. Not fiscally constrained.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Programmed as: RAISE

Federal funds to support projects that will have a significant impact on the nation, a metropolitan area, or a region. Projects are selected by USDOT and programmed and implemented by subregional councils and major implementing agencies. Not fiscally constrained.

Recreational Trails Program

Programmed as: Rec Trails

Federal formula funds set-aside from the Transportation Alternatives Set-Aside for the development and maintenance of recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Projects are selected by the Illinois Department of Natural Resources (IDNR) and programmed by the subregional councils and major implementing agencies. Not fiscally constrained.

Reduction of Truck Emissions at Ports

Programmed As: Reduction of Truck Emissions at Ports

Federal funds to reduce truck idling and emissions at ports, including through the advancement of port electrification. Projects are selected by USDOT. Not fiscally constrained.

Safe Routes to School

Programmed as: Safe Routes to School

Federal formula funds for projects that enable and encourage primary and secondary school children to walk and bicycle to school. Projects are selected by IDOT and programmed and implemented by the subregional councils and major implementing agencies. New allotments of these funds were discontinued in MAP-21. However, these projects and programs remain eligible under the Surface Transportation Block Grant and the Transportation Alternatives Set-Aside and will continue to be selected and programmed under this heading. Fiscally constrained at the regional level.

Safe Streets and Roads for All

Programmed as: Safe Streets and Roads for All

Federal funds to develop and implement Comprehensive Safety Action Plans to prevent roadway deaths and serious injuries. Projects are selected by USDOT and programmed and implemented by subregional councils and major implementing agencies Not fiscally constrained.

Surface Transportation Block Grant

Programmed as: STP-County, STP-Locally Prgmd, STP-Shared Fund, STP-Regional Redistribution, STP-State Prgmd Rural, STP-State Prgmd Urban

Federal formula funds to preserve and improve the condition and performance of federal-aid eligible highways, public bridges, tunnels, pedestrian and bicycle infrastructure, and transit capital projects. Projects are selected and programmed by CMAP (STP-Shared Fund), subregional councils (STP-Locally Prgmd), local governments (STP-County), and IDOT (STP-State Prgmd Rural, STP-State Prgmd Urban). Fiscally constrained at the subregional level (STP-County and STP-Locally Prgmd) and regional level.

Transportation Alternatives (TAP) Set-Aside

Programmed as: TAP – Locally Prgmd, TAP – State ITEP (Fed)

Federal formula funds set-aside from the Surface Transportation Block Grant (STBG) program for the development and maintenance of smaller scale but critically important multimodal projects such as pedestrian and bicycle facilities, historic preservation, vegetation management, environmental mitigation related to stormwater and habitat connectivity, recreational trails, safe routes to school, and vulnerable road user safety assessments. Project selection is by IDOT (TAP – State ITEP (Fed)) under the Illinois Transportation Enhancement Program (ITEP) and CMAP (TAP – Locally Prgmd). Projects are programmed and implemented by subregional councils and major implementing agencies. Fiscally constrained at the regional level.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Not a federal fund source per se, TIFIA provides federal credit assistance to public agencies for transportation projects of national and regional significance. Projects are selected by USDOT and programmed by the recipient agency. Not fiscally constrained.

State Funds

Economic Development

Programmed as: Econ Dev Pgm

State funds used to provide assistance for improving highway access to new or expanding industrial, distribution, or tourism developments with a focus on the retention and creation of permanent full-time jobs. Projects are selected by IDOT and programmed by the implementing agency.

Grade Crossing Protection Fund

Programmed as: Grade Xing Protection

State discretionary funds for safety improvements at rail-highway crossings. Projects are selected by IDOT and programmed by the subregional councils and major implementing agencies.

Illinois Commerce Commission Grade Crossing Protection Fund

Programmed as: ICC- RR Safety

State funds to assist local highway agencies and railroads with the cost of making safety improvements at public highway-rail crossings on local roads and streets. Projects are selected and programmed by IDOT.

Illinois Funds

Programmed as: IL Funds and IL Funds – Transit

State funds used for highway and/or transit projects. Projects are selected and programmed by IDOT.

Illinois Transportation Enhancement Program (ITEP-IL Funds)

Programmed as: ITEP (IL Funds)

State funds for the development and maintenance of smaller scale but critically important multimodal projects such as pedestrian and bicycle facilities, historic preservation, vegetation management, environmental mitigation related to stormwater and habitat connectivity, recreational trails, safe routes to school, and vulnerable road user safety assessments. Project selection is by IDOT under ITEP. Projects are programmed and implemented by subregional councils and major implementing agencies.

Local Project Funding

Programmed as: Local Project Funding

State funding for local transportation priorities related to enhancing local assets, enhancing complete street initiatives, and improving safety. Project selection is by IDOT. Projects are programmed and implemented by subregional councils and major implementing agencies.

Rebuild Illinois

Programmed as: Rebuild Illinois

State funds generated from the sale of bonds for infrastructure improvements that include investments in roads, bridges, public transit, and railroads. A portion of the funds are

distributed to municipalities for projects they select, with IDOT approval, and are programmed by the subregional councils. Another portion is distributed to the transit service boards for projects they select and program. IDOT may also select and program projects to utilize a portion of the funds not distributed to other entities.

State Match – Chicago

Programmed as: *State Match – Chicago*

State funds used to match federal funds for projects in the City of Chicago. Projects selected and programmed by CDOT are reviewed by IDOT for state participation.

State Matching Assistance

Programmed as: *State Matching Assistance*

State funds used to assist counties in matching federal funds. Projects selected and programmed by counties are reviewed by IDOT for state participation.

Township Bridge Program

Programmed as: *Township Bridge Prgm*

State formula funds distributed to townships and road districts for the construction of bridges. Projects are selected and programmed by the subregional councils and major implementing agencies.

Truck Access Route Program

Programmed as: *Truck Access Rt Prgm*

Competitive program to assist local governments with upgrading roads to accommodate 80,000-pound truck loads. Projects are selected by IDOT and programmed by the subregional councils and major implementing agencies.

Local Funds

Chicago Transit Tax Increment Financing (TIF)

Programmed as: *Transit TIF – Chicago*

The City of Chicago's TIF district funds used to match federal funds used for transit projects. Projects are selected by the City of Chicago and programmed by the CTA.

Federal Flexible Match

Programmed as: *Fed Flex Match*

Matching funds through the Federal Flexible Match Program that allows a variety of public and private contributions to be counted toward the non-federal match (local match) for federally funded projects. Projects selected and programmed by implementing agencies are reviewed by IDOT for eligibility and use of flexible match.

Ground Transportation Tax

Programmed as: Ground Transportation Tax

Funds generated through fees imposed by the City of Chicago on businesses providing vehicles for hire in Chicago. Projects selected and programmed by CDOT.

Invest in Cook

Programmed as: *Invest in Cook*

Cook County discretionary Motor Fuel Tax funds used for projects that implement Cook County's long-range transportation plan, Connecting Cook County. Projects are selected by Cook County and programmed by the subregional councils and major implementing agencies.

Local Funds

Programmed as: *Local Funds*

Funds from local jurisdictions' general revenue. Projects are selected and programmed by the implementing agency.

Motor Fuel Tax (MFT)

Programmed as: *MFT-Local, MFT-State Allocation*

Funds from taxes on fuel collected either by local jurisdictions (MFT-Local) or by the state and allocated to local jurisdictions (MFT-State Allocation) for the purpose of improving, maintaining, repairing, and constructing highways. Projects are selected and programmed by the implementing agency.

Regional Transportation Authority (RTA) Bonds

Programmed as: *RTA Bonds*

Revenue bonds issued by the RTA[11] with debt service paid using RTA revenues. Projects are selected and programmed by the implementing agency.

RTA Sales Tax

Programmed as: *RTA Sales Tax and RTA Tax – Collar Counties*

Funds collected through sales tax in the six-county RTA[12] service area, distributed to the counties and service boards. Projects are selected and programmed by the implementing agency.

Service Board Funds

Programmed as: *Service Board Funds*

State formula funds from the Illinois state sales tax collected in the six-county RTA[13] service area distributed to CTA, Metra and Pace. Projects are selected and programmed by the service boards.

Tollway Funds

Programmed as: *Tollway Funds*

Funds collected by the Illinois State Toll Highway Authority (Tollway) for exclusive use on the tollway system. Projects are selected and programmed by the Tollway.

Tollway - Move Illinois

Programmed as: Tollway – Move IL

Illinois Tollway capital program funds. Projects are selected and programmed by the Tollway.

Transportation Development Credits

Programmed as: Trans Credit – Local/State Hwy, Trans Credit – Transit)

Toll revenue capital expenditures used as credit toward the non-federal matching share of eligible highway programs and transit projects. Projects are selected and programmed by

[11] On June 1, 2026, the Northern Illinois Transit Authority replaced the RTA in accordance with the NITA Act (Illinois Public Act 104-0457). The RTA has provided a summary of the NITA Act along with a timeline for implementation.
[12] On June 1, 2026, the Northern Illinois Transit Authority replaced the RTA in accordance with the NITA Act (Illinois Public Act 104-0457). The RTA has provided a summary of the NITA Act along with a timeline for implementation.
[13] On June 1, 2026, the Northern Illinois Transit Authority replaced the RTA in accordance with the NITA Act (Illinois Public Act 104-0457). The RTA has provided a summary of the NITA Act along with a timeline for implementation.

the implementing agency after requesting and receiving approval from IDOT for the use of credits.

Other Funds

Local

Programmed as: *Other - Local*

Other local funds such as special assessments over and above the standard property tax rate and/or special taxing districts designed to finance local governments' infrastructure improvements. Projects are selected and programmed by the implementing agency.

Private Funds

Funds from private entities. Projects are selected and programmed by the implementing agency.

U.S. Environmental Protection Agency (USEPA) Clean Diesel

USEPA discretionary funding for projects that reduce diesel emissions from existing engines. Projects are selected by USEPA and programmed by implementing agencies.

Historic Funds

American Recovery and Reinvestment Act (ARRA)

Programmed as: ARRA – Local, ARRA – State/Highway

Federal formula funds through the American Recovery and Reinvestment Act of 2009. Projects selected by subregional councils (ARRA-Local) and IDOT (ARRA-State/Highway). Projects were programmed and implemented by the subregional councils and major implementing agencies.

Bridge Discretionary Program

Programmed as: Bridge Discretionary Program

Federal discretionary program in FFY 2005 to improve the condition of highway bridges through replacement, rehabilitation, and system preventative maintenance. Projects were selected by USDOT and programmed and implemented by major implementing agencies.

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funds

Programmed as: CRRSAA-Bridge, CRRSAA-County, CRRSAA-Local, CRRSAA-Shared Fund, CRRSAA-State, and CRRSSA-5307

Federal formula funds through Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021. Projects selected by CMAP's STP Project Selection Committee (CRRSAA-Shared Fund), subregional councils (CRRSAA-Local), local governments (CRRSAA-County), IDOT (CRRSAA-State and CRRSAA-Bridge), and the transit service boards (CRRSAA-5307). CRRSAA-Shared Fund and CRRSAA-Local projects were selected from the five-year STP-Shared Fund and STP-Local active and contingency programs. Projects that promote innovation, equity, and/or safety that were ready for implementation within the current federal fiscal year were targeted for these funds. Projects are programmed and implemented by the subregional councils and major implementing agencies. Fiscally constrained at the regional, subregional (CRRSAA-Local), and implementing agency (CRRSAA-5307) level.

Equity Bonus

Programmed as: Equity Bonus

Funding utilized to ensure each state's annual federal apportionment will be at least a specified percentage of that state's contributions to the Account of the Highway Trust Fund. Assigned to projects by IDOT in coordination with the FHWA.

FTA 5316 Job Access and Reverse Commute (JARC) Program

Programmed as: FTA 5316 JARC

Federal formula funds for capital, planning, and operating expenses for projects that transport low-income individuals to and from jobs and activities related to employment, and for reverse commute projects. Projects were selected, programmed, and implemented by the service boards.

FTA 5317 New Freedom

Programmed as: FTA 5317 New Freedom

Federal formula funds to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA of 1990. Projects were selected, programmed, and implemented by the service boards.

High Priority Projects (HPP)

Programmed as: HPP, HPP SAFETEA-LU, HPP TEA-21, Sec 117 Earmark, and Sec 125 Earmark

Federal funds for specific HPP earmarked by Congress. Projects were selected by Congress and programmed and implemented by the subregional councils and major implementing agencies.

High-Speed Rail Hazard Elimination

Programmed as: HSR Hazard Elim

Federal discretionary funding for safety improvements at highway-rail grade crossings along federally designated high-speed rail corridors. Projects were selected by the Federal Railroad Administration and the FHWA and programmed and implemented by major implementing agencies.

Illinois Jobs Now!

Programmed as: Illinois Jobs Now

State funds from the 2014 state capital construction program, Illinois Jobs Now! Projects are selected and programmed by IDOT.

Interstate Maintenance

Programmed as: Interstate Maintenance

Federal formula and discretionary funding for resurfacing, restoring, rehabilitating and reconstructing routes on the Interstate System. Projects were selected by IDOT (formula) and USDOT (discretionary) and programmed and implemented by IDOT.

National Corridor Infrastructure Improvement Program

Programmed as: Natl Corridor Inf. Imp

Provided competitive funding for highway projects in corridors of national significance to promote economic growth and international or interregional trade. Projects were selected by the USDOT and programmed and implemented by IDOT.

National Highway System (NHS) Program

Programmed as: NHS

Federal formula funds for projects on the NHS. Projects were selected and programmed by IDOT. MAP-21 replaced the NHS program with the NHPP program.

Projects of National and Regional Significance

Programmed as: Natl/Reg Significance

Competitive program under MAP-21 to improve the safe, secure, and efficient movement of people and goods to improve the national economy. Projects were selected by USDOT and programmed by IDOT. Not fiscally constrained.

Rail Line Relocation and Improvement Capital Grant Program

Programmed as: Rail Reloc & Imp

Federal funds for local rail line relocation and improvement projects that improve rail traffic safety, motor vehicle traffic flow, community quality of life, or economic development, or involve relocation of any portion of the rail line. Projects were selected and programmed by IDOT.

Repurposed Earmarks

Programmed as: Repurposed Earmarks

Reprogrammed funds that were originally earmarked for specific projects and were not obligated for those projects. Projects receiving repurposed earmarks were selected by IDOT, in consultation with affected programmers and implementers. Not fiscally constrained.

Surface Transportation Program (STP) Bridge

Programmed as: STP-Bridge

Federal formula funds set-aside from Surface Transportation Block Grants for the rehabilitation, replacement, preservation, and protection of bridges and tunnels. Projects were selected by IDOT and programmed and implemented by subregional councils and major implementing agencies. This fund source was replaced by the Bridge Formula Program; however, a balance of funds remains available for programming and this fund code (STP-Bridge) may be utilized for programming FFY 2022 and FFY 2023 Bridge Formula Program and Bridge Investment Program funds. Fiscally constrained at the regional level.

Surface Transportation Program (STP) – Enhancements

Programmed as: STP-Enhancements

Federal formula funds for projects such as bicycle and pedestrian facilities, historic preservation and others that enhance the transportation system. Projects were selected by

IDOT and programmed by subregional councils, CMAP and IDOT. This fund source was replaced by the Transportation Alternatives Program under MAP-21.

Transportation Investment Generation Economic Recovery (TIGER)

Programmed as: TIGER

Federal funds to support projects that will have a significant impact on the nation, a metropolitan area, or a region. Projects were selected by USDOT and programmed by subregional councils and major implementing agencies. Not fiscally constrained.

Transportation, Community, and System Preservation (TCSP) Program

Programmed as: TCSP

Federal discretionary planning, implementation, and research grants to investigate and address the relationships among transportation, community, and system preservation plans and practices.

Transit Investment in Greenhouse Gas and Energy Reduction (Tigger)

Programmed as: Tigger

Federal discretionary program for capital investments that assist in reducing the energy consumption or greenhouse gas emissions of a transit agency. Projects were selected by the FTA and programmed and implemented by the service boards.

Appendix 3: Work types

All work types are listed below, with codes and names used in the eTIP database, exempt status, and descriptions. This listing is grouped by project type and classification.

Work types included in the scope of a project determine whether the project is subject to travel demand modeling or air quality conformity. If any not exempt work type is included in the project scope, the overall project is not exempt, and the project must be included in the travel demand model and conformed. If no not exempt work types are included in the project scope, but any exempt tested work types are, the overall project is exempt tested. Exempt tested projects are included in the travel demand model, but do not require conformity analysis. Projects that do not include any not exempt or exempt tested work types in their scope are considered exempt and are not included in the travel demand model and are not subject to conformity analysis.

Work types also determine if a project is classified as maintenance, modernization, or expansion. If a project includes any expansion work types, the overall project is typically considered to be an expansion project. Projects that are not expansion projects but include any modernization work type are typically considered to be modernization projects. Projects that contain only maintenance work types are maintenance projects. Some exceptions to these typical classifications exist. For example, when expanding or modernizing bicycle, pedestrian, or ADA facilities as part of a roadway maintenance project, the overall project will be classified as modernization.

CMAP may update the work types in eTIP from time to time. The most current list of work types can always be found on the TIP programmer resources webpage.

Work Type Code	Work Type Name	Exempt Status	Description
Bicycle and Pedestrian - Maintenance			
E-SharedMaint	Maintain Shared Path Facility	Exempt	Maintain Existing Shared Path Facility
E-ADAMAINT	Maintain/Repair ADA Infrastructure	Exempt	Maintain or Repair Existing ADA Infrastructure (Roadways)
E-BIKEMAINT	Maintain Bicycle Facility	Exempt	Maintain Existing Bicycle Facility
E-PEDMAINT	Maintain Pedestrian Facility	Exempt	Maintain Existing Pedestrian Facility
Bicycle and Pedestrian - Modernization			
E-ADAIMP	Improve ADA Infrastructure	Exempt	Improve Existing ADA Infrastructure (Roadways)
E-ADANEW	New ADA Infrastructure	Exempt	Install New ADA Infrastructure (Roadways)
E-BIKEIMP	Improve Bicycle Facility	Exempt	Improve Existing Bicycle Facility
E-BIKEPARK	Bicycle Parking	Exempt	Install New Bicycle Parking
E-PEDIMP	Improve Pedestrian Facility	Exempt	Improve Existing Pedestrian Facility
E-SharedModern	Improve Shared Path Facility	Exempt	Improve Existing Shared Path Facility

Work Type Code	Work Type Name	Exempt Status	Description
E-SRTS	Safe Routes to School	Exempt	Provide Safe Routes to School
Bicycle and Pedestrian - Expansion			
E-BIKENEW	New Bicycle Facility	Exempt	Build New Bicycle Facility
E-PEDNEW	New Pedestrian Facility	Exempt	Build New Pedestrian Facility
E-SharedNew	New Shared Use Path	Exempt	Build New Shared Use Path
Bridge - Maintenance			
B-DECK	Bridge Deck - Repair/Rehab	Exempt	Repair or Rehabilitate Bridge Deck
B-HYD	Bridge Deck - Hydro-Demolition	Exempt	Rehabilitate Bridge Deck Using Hydro-Demolition
B-OVR	Bridge Deck - Overlay	Exempt	Overlay Bridge Deck
B-PCHF	Bridge Deck - Full Depth Patching	Exempt	Complete Full Depth Patching on Bridge Deck
B-PCHP	Bridge Deck - Partial Depth Patching	Exempt	Complete Partial Depth Patching on Bridge Deck
B-PNT	Bridge/Structure - Paint	Exempt	Paint Bridge
B-REPAIR	Bridge/Structure - Reconst/Rehab No Chng In #, Width of Lane	Exempt	Reconstruct/Repair Bridge
B-SUB	Bridge Substructure - Repair/Rehab	Exempt	Repair or Rehabilitate Bridge Substructure
B-SUP	Bridge Superstructure - Repair/Rehab	Exempt	Repair or Rehabilitate Bridge Superstructure
Bridge - Modernization			
B-RECNFG	Bridge/Structure - Reconst/Rehab Chng in Lane Use/Widths	Exempt Tested	Reconfigure Bridge
B-REPLACE	Bridge/Structure - Replace	Exempt	Replace Bridge
Bridge - Expansion			
B-NEW	Bridge/Structure - New	Not Exempt	Build New Bridge
Highway - Maintenance			
H-C/G	Highway/Road - Curb and Gutter	Exempt	Work On Curb and Gutters
H-CLVT	Highway/Road - Repair/Replace Culvert	Exempt	Repair or Replace Culvert
H-INTRC	Highway/Road - Intersection Reconstruction	Exempt	Reconstruct Intersection (Within Current Footprint)
H-IRS	Highway/Road - Intermittent Resurfacing	Exempt	Resurface Part of Road
H-PATCH	Highway/Road - Pavement Patching	Exempt	Patch Pavement
H-RCINKND	Highway/Road - Reconstruct in Kind	Exempt	Reconstruct Road with No Change to Number of Lanes or Pavement Width
H-RS	Highway/Road - Resurface (With No Lane Widening)	Exempt	Resurface Road with No Change to Lane Widths
Highway - Modernization			

Work Type Code	Work Type Name	Exempt Status	Description
E-NOIS	Noise Attenuation	Exempt	Reduce Noise by Road
H-ALIGN	Highway/Road - Vertical/Horizontal Alignment (e.g. Clearance)	Exempt	Adjust Alignment of Road
H-CLTL	Highway/Road - Continuous Bi-Directional Turn Lanes	Exempt Tested	Add Bi-Directional Turn Lane
H-HOT3	Highway/Road - HOT 3-Plus Lanes	Not Exempt	Add High Occupancy Toll Lane
H-HOV	Highway/Road - HOV Lanes	Not Exempt	Add High Occupancy Vehicle Lane
H-INFO	Highway/Road - Directional/Informational Signs	Exempt	Install Informational Signs
H-INTIMP	Highway/Road - Intersection Improvement	Exempt	Improve Intersection (Add/Change/Remove Turn Lanes or Otherwise Alter Current Footprint)
H-IPASS	Highway/Road - I-Pass Improvement	Exempt Tested	Improve tollway I-Pass System
H-RAB	Highway/Road - Roundabout	Exempt	Build Roundabout
H-RCNST	Highway/Road - Reconst with Change In Use Or Width Of Lane	Exempt Tested	Reconstruct and Widen Road with No Change to Number of Lanes
H-RL	Highway/Road - Remove Lanes	Not Exempt	Remove Through Lanes from Road
H-RRGS	Highway/Road - Railroad Grade Separation	Not Exempt	Highway-Railroad Grade Separation
H-WRS	Highway/Road - Widen Lanes and Resurface	Exempt Tested	Resurface and Widen Road with Change in Lane Width (No Change to Number Of Through Lanes)
I-RCNST	Interchange - Reconstruction	Exempt	Reconstruct Interchange with No Change to Movements
Highway - Expansion			
H-AL	Highway/Road - Add Lanes	Not Exempt	Add New Through Lanes to Road
H-EXT	Highway/Road - Extend Road	Not Exempt	Extend Road
H-NEW	Highway/Road - New Road	Not Exempt	Build New Road
I-EXP	Interchange - Expand (New Movements Added to Interchange)	Not Exempt	Add New Ramps/Movements to Interchange
I-NEW	Interchange - New	Not Exempt	Build New Interchange
Highway - Other			
E-LS	Enhancement – Landscaping	Exempt	Conduct Landscaping
H-COR	Highway/Road - Corridor Improvement	Not Exempt	Improve Overall Road Corridor (Added Capacity)
H-EV	Highway/Road – Electric Vehicles	Exempt	Electric Vehicles
H-EVINF	Highway/Road – EV Infrastructure	Exempt	Infrastructure to charge electric vehicles
H-GRNINF	Highway/Road – Green Infrastructure	Exempt	Install green infrastructure treatments, such as bioswales, permeable pavers, etc.

Work Type Code	Work Type Name	Exempt Status	Description
H-STWATR	Highway/Road – Stormwater Infrastructure	Exempt	Install Stormwater Infrastructure
H-UTIL	Highway/Road - Utility Relocation	Exempt	Relocation Of Utilities
Safety			
A-BAR	Safety - Barriers	Exempt	Install Safety Barriers
A-BEA	Safety - Beacons	Exempt	Install Safety Beacons
A-FNC	Safety - Fencing	Exempt	Erect Safety Fencing
A-GRD	Safety - Guardrails	Exempt	Erect Safety Guardrails
A-LTS	Safety - Lighting	Exempt	Install Safety Lighting
A-MED	Safety - Median Projects	Exempt	Work On Road Median to Improve Safety
A-OPT	Safety - Opticom Equipment	Exempt	Install Opticom Safety Equipment
A-OTH	Safety - Other	Exempt	Safety Improvement
A-PMRK	Safety - Pavement Marking	Exempt	Install Safety Pavement Marking
A-RDIET	Safety - Road Diet	Exempt Tested	Convert Lane to Bicycle Facility to Improve Safety
A-RRXING	Safety - Railroad Crossing Improvements	Exempt	Install Railroad Crossing Safety Improvements
A-SHDR	Safety - Shoulder Improvements	Exempt	Improve Shoulder Safety
A-SKIDT	Safety - Skid Treatments	Exempt	Install Safety Skid Treatment
Signals			
S-ASNG	Signals - Add Signals at Single Intersection	Exempt	Add Traffic Signals to An Intersection
S-MOD	Signals - Modernization	Exempt	Upgrade Traffic Signals
S-NEW	Signals - New Signals for Multiple Intersections	Not Exempt	Add Traffic Signals to Several Intersections
S-REM	Signals – Remove Signals from Multiple Intersections	Not Exempt	Remove Traffic Signals from Several Intersections
S-RSNG	Signals – Remove Signals at Single Intersection	Exempt	Remove Traffic Signals from an Intersection
S-TIM	Signals - Interconnects and Timing	Not Exempt	Coordinate Traffic Signal Timing
Transit - Maintenance			
C-MAINT	Rail Stations - Maintain, Rehabilitate, Replace	Exempt	Maintain Rail Station
F-YRDS	Facility - Towers and Yards	Exempt	Work On Rail tower or Yard
J-REHAB	Rolling Stock - Rehabilitate Vehicles	Exempt	Rehabilitate Buses/Trains
J-REP	Rolling Stock - Replace Existing Vehicles	Exempt Tested	Replace Buses/Trains
M-MAINT	Multi-Modal Center - Maintain, Rehabilitate, Replace	Exempt	Maintain Multi-Modal Center
M-RELOC	Multi-Modal Center - Relocate	Exempt Tested	Move Multi-Modal Center

Work Type Code	Work Type Name	Exempt Status	Description
O-OPS	Operations - Transit Operating Assistance	Exempt	Fund Transit Operating Assistance
P-MAINT	Parking - Maintain, Rehabilitate, Replace	Exempt	Maintain Commuter Parking Lot
R-MAINT	Rail Line - Maintain, Rehabilitate, Replace	Exempt	Maintain Rail Line
U-CPSMAINT	CPS - Maintenance	Exempt	Maintain Transit Communications, Power and Signal Equipment
V-MAINSTOR	Vehicle Facility - Maintenance/Storage	Exempt	Work On Vehicle Maintenance or Storage Facility
V-MAINT	Vehicle Facility - Maintenance	Exempt	Work On Vehicle Maintenance Facility
V-STOR	Vehicle Facility - Storage	Exempt	Work On Vehicle Storage Facility
X-MAINT	Transfer Facility - Maintain, Rehabilitate, Replace	Exempt	Maintain Transfer Facility
Transit - Modernization			
C-IMP	Station - Improve with Change In Service	Exempt Tested	Improve Rail Station
C-MOD	Rail Stations - Modernize, Replace	Exempt	Modernize Rail Station
C-RELOC	Station - Relocate	Exempt Tested	Move Rail Station
D-FAC	ADA - Transit Facility Improvements	Exempt	Improve Disability Access to Transit Facility
D-VEH	ADA - Transit Vehicle Improvements	Exempt	Improve Disability Access to Transit Vehicle
F-OFC	Facility - Office Facilities/Equipment	Exempt	Acquire Office Facility and/or Equipment
F-REV	Facility - Revenue Collection Equipment	Exempt	Acquire Revenue Collection Equipment
F-SHOP	Facility - Shop Facilities/Equipment	Exempt	Acquire Shop Facility and/or Equipment
F-SPTV	Facility - Signal Priority for Transit	Exempt	Install Transit Signal Priority System
F-TRN	Facility - Bus Turnaround	Exempt	Install Bus Turnaround
J-FUEL	Rolling Stock - Alternate Fuels	Exempt	Acquire Alternative Fuel Buses/Trains
J-INF	Alternative Fuel Infrastructure	Exempt	Install Alternative Fuel Infrastructure
J-RETRO	Rolling Stock - Retrofit Engine	Exempt	Retrofit Bus/Train Engines
M-IMP	Multi-Modal Center - Improve with Change In Service	Exempt Tested	Improve Multi-Modal Center
P-RELOC	Parking - Relocate Lot or Garage	Exempt Tested	Move Commuter Parking Lot
R-IMP	Rail Line - Improve Line	Exempt Tested	Improve Rail Line
T-IMP	Bus Routes - Major Service Improvement	Not Exempt	Make A Major Improvement to Bus Routes
T-IMPSVC	Bus Routes - Improve Service	Exempt	Improve Bus Service
U-COM	CPS - Communications	Exempt	Work On Transit Communications

Work Type Code	Work Type Name	Exempt Status	Description
U-CPSIMP	CPS - Improvement	Exempt	Modernize Transit Communications, Power and Signal Equipment
U-POW	CPS - Power	Exempt	Work On Transit Power
U-SIGS	CPS - Signals	Exempt	Work On Transit Signals
X-IMP	Transfer Facility - Improve with Change In Service	Exempt Tested	Improve Transfer Facility
X-MOD	Transfer Facility - Modernize, Replace	Exempt	Modernize Transfer Facility
X-RELOC	Transfer Facility - Relocate	Exempt Tested	Move Transfer Facility
C-NEW	Station - New	Not Exempt	Build New Rail Station
J-EXP	Rolling Stock - Expand Fleet	Not Exempt	Expand Bus/Train Fleet
M-NEW	Multi-Modal Center - New	Exempt Tested	Build New Multi-Modal Center
P-EXP	Parking - Expand Number of Spaces	Exempt Tested	Add Spaces to Commuter Parking Lot
P-NEW	Parking - New Lot or Garage	Exempt Tested	Build New Commuter Parking Lot
R-EXP	Rail Line - Expand Line	Not Exempt	Extend Rail Line or Expand Line Capacity
R-NEW	Rail Line - New Line	Not Exempt	Build New Rail Line
T-EXP	Bus Routes - Major Expansion	Not Exempt	Expand Bus Routes Significantly
T-NEWSVC	Bus Routes - New Service	Exempt	Introduce New Bus Service
X-NEW	Transfer Facility - New	Exempt Tested	Build New Transfer Facility
Transit - Other			
O-C&A	Operations - Contingency and Administration	Exempt	Fund Contingency and Administration
Other Work Types			
E-HIS	Historic Preservation	Exempt	Preserve Historic Facility
Z-Museum	Miscellaneous - Transportation Museum	Exempt	Transportation Museum
E-MODE	Travel Demand Management	Exempt	Implement Travel Demand Management
Z-OTH	Miscellaneous - Project Types Not Listed	Not Exempt	Work On Miscellaneous Project Requiring Air Quality Analysis
Z-OTHEX	Miscellaneous - Exempt Projects	Exempt	Work On Miscellaneous Project Not Used in Air Quality Analysis
Z-OTHXTST	Miscellaneous - Exempt Tested Projects	Exempt Tested	Work On Miscellaneous Project Type Included in The Travel Demand Model



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

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MEMORANDUM

To: MPO Policy Committee

From: Erin Aleman, Executive Director

Date: June 11, 2026

Subject: Appointment of a subcommittee for nominating the vice chair of the MPO Policy Committee

Action Requested: Information

The MPO Policy Committee's Bylaws state that "each year during June, after notice to the membership in the call and agenda of a particular meeting, the Chairman shall appoint a subcommittee of five members of the Policy Committee to nominate at a meeting in October, the name or names of candidates for election to the office of Vice Chair of the Policy Committee for the following year."

The members of the Nominating Committee, so appointed, shall be as follows:

- One member representing a municipal government or municipal corporation;
- One member representing a highway or roads administration;
- One member representing a public transportation agency or other transportation provider;
- One member representing the regional planning agency;
- One member representing county government.

ACTION REQUESTED: Information

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: MPO Policy Committee

From: Erin Aleman, Executive Director

Date: June 11, 2026

Subject: Amendments to the MPO Policy Committee Bylaws

Action Requested: Information

Purpose
This memo outlines proposed amendments to the MPO Policy Committee Bylaws for the Committee's consideration.

Summary of Proposed Amendments
As detailed in the attached, red-lined version of the existing MPO Policy Committee Bylaws, the proposed amendments update the names of Committee members to reflect the creation of the Northern Illinois Transit Agency (NITA), shift the Vice-Chair election from an annual to a biennial cycle with corresponding changes to the nominating committee schedule, apply gender-neutral language for officer roles, introduce a consent agenda process to improve meeting efficiency, and formally designate the NITA Executive Director (or designee) as the Committee's non-voting representative on the CMAP Board. Collectively, these updates improve clarity, align the bylaws with current organizational structures and practices, and enhance procedural efficiency.

The specific changes proposed are as follows:

1. Organization and Membership
Bylaw Section: Organization and Membership; Voting Members
Proposed Change: Replacement of all references to "Regional Transportation Authority (RTA)" and its divisions with "Northern Illinois Transit Authority (NITA)" and its divisions, including changes such as:

- "Regional Transportation Authority (RTA)" to "Northern Illinois Transit Authority (NITA)"
- "Commuter Rail Division of the RTA (Metra)" to "Commuter Rail Division of the NITA (Metra)"
- "Chicago Transit Authority (CTA)" to "Urban Transit Division of NITA (Chicago Transit Authority)"

Justification: Reflects updated statutory terminology for regional transit governance and aligns the bylaws with current organizational nomenclature.

2. Officers – Vice-Chair Election Cycle Update
Bylaw Section: Officers
Proposed Change: Election cycle modified from "elected annually in October" to "elected biennially in October … for a two-year term."

Justification: Enhances leadership stability, aligns officer terms with best practices, and reduces administrative burden.

3. Officers – Nominating Committee Appointment Cycle
Bylaw Section: Officers – Nominating Committee
Proposed Change: Nominating Committee convened "each second year during June" in the updated bylaws, rather than annually.

Justification: Synchronizes the nominating cycle with the proposed biennial Vice-Chair election cycle.

4. Voting Membership – Gender-Neutral Language
Bylaw Section: Voting Membership
Proposed Change: "The Chairman, or his alternate…" replaced by "The Chairman, or their alternate…"

Justification: Updates terminology to gender-neutral language consistent with modern organizational standards.

5. Meetings – New Consent Agenda Authority
Bylaw Section: Meetings
Proposed Change: Addition of a new Consent Agenda process authorizing:

- Chair discretion to introduce a consent agenda
- Inclusion of noncontroversial items or items with preliminary favorable recommendations
- Removal of any item at the request of a member
- A single vote covering all consent items with full legal effect

Justification: Streamlines meeting operations and focuses committee time on core policy matters.

6. Committees – CMAP Board Membership
Bylaw Section: Committees
Proposed Change: Establishes that the MPO Policy Committee's non-voting representative to the CMAP Board is the Executive Director of NITA, or their designee.

Justification: Codifies existing practice in alignment with the CMAP–MPO Memorandum of Understanding and ensures transparency of representation.

ACTION REQUESTED: Information
ATTACHMENT: MPO Policy Committee Bylaws with amendments

BYLAWS OF THE METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

October 11, 2017

Revised _____, 2027

BYLAWS OF THE METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

The Metropolitan Planning Organization (MPO) Policy Committee is an entity whose principal interests and activities concern themselves with transportation planning in the seven northeastern counties of Illinois, namely, Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties; Aux Sable township in Grundy County; and Sandwich and Somonauk townships in DeKalb County. The MPO Policy Committee aspires to achieve consensus on regional transportation planning decisions and commits to an open, transparent process in conducting its work. The following are its bylaws:

Organization and Membership

The MPO Policy Committee shall be made up of one member each from the following named agencies, or groups, except for the Chicago Metropolitan Agency for Planning (CMAP) which shall have two members, plus such other parties as the MPO Policy Committee may from time to time elect to membership under the provisions of these bylaws.

Voting Members

Council of Mayors	Will County
Northern Illinois Transit Authority (NITA)~~Regional Transportation Authority (RTA)~~	Kane County
Chicago Department of Transportation (CDOT)	Illinois Department of Transportation (IDOT)
Commuter Rail Division of the NITA~~RTA~~ (Metra)	Chicago Transit Authority (CTA)
Illinois State Toll Highway Authority	Cook County
DuPage County	Lake County
Suburban Bus Division of the NITA~~RTA~~ (Pace)	McHenry County
Kendall County	Chicago Metropolitan Agency for Planning (CMAP)

The Federal Highway Administration, the Federal Transit Administration, and the Railroad Companies (Class I) participate as members in an advisory and non-voting capacity.

New members may be admitted to membership upon written application to the Chairman of the MPO Policy Committee, and the affirmative vote of 11 members thereof taken at a regular meeting of the MPO Policy Committee.

Function of the MPO Policy Committee

The MPO Policy Committee shall appoint such standing or special committees as it may, from time to time, deem necessary or expedient.

The MPO Policy Committee shall consider and act upon transportation matters presented by the Chicago Metropolitan Agency for Planning, any agency of the State of Illinois, the federal government, any county, the Council of Mayors, any unit of local government, any planning agency, the NITA~~RTA~~ or any operator, public or private.

Bylaws

The MPO Policy Committee shall function under and pursuant to these bylaws.

These bylaws may be amended, by an affirmative vote of 11 members of the MPO Policy Committee, after 30 days written notice thereof to the MPO Policy Committee membership.

The written notice of any such amendments shall incorporate an exact statement of changes proposed in existing bylaws, and shall specifically identify the bylaw to be amended.

These bylaws must be reviewed after each decennial U.S. Census, but the MPO Policy Committee may also choose to review these bylaws more frequently.

Officers

The MPO Policy Committee shall have three officers - a Chairman, Vice-Chairman and Secretary.

The Illinois Secretary of Transportation shall be permanent Chairman of the MPO Policy Committee.

The MPO Policy Committee shall designate a member of the CMAP staff as Secretary of the MPO Policy Committee.

The Vice-Chairman shall be elected ~~annually~~ biennially in October of each year by those members, or alternates, of the MPO Policy Committee in attendance at any meeting that month whose call and agenda shall have given notice to the full membership that an election of officers would be held at that time and place. The term of the Vice-Chairman shall commence on January 1 of the year following that election, and shall terminate on ~~the following~~ December 31 of the second year thereafter. The Vice-Chairman shall hold office until a successor is elected.

If the office of the Vice-Chairman shall become vacant during the year, a special election shall be held to fill any vacancy at the next meeting of the MPO Policy Committee. The call and agenda of any meeting which shall include a special election shall give due notice to all the membership that a special

election would be held at that time and place. The election shall be by those members, or alternates, in attendance at that meeting.

Each second year during June, after notice to the membership in the call and agenda of a particular meeting, the Chairman shall appoint a subcommittee of five members of the MPO Policy Committee to nominate at a meeting in October of that year, the name or names of candidates for election to the office of Vice- Chairman of the MPO Policy Committee for the upcoming two year term~~following year~~.

The members of the Nominating Committee, so appointed, shall be as follows:

(1) One member representing a municipal government or municipal corporation;
(2) One member representing a highway or roads administration;
(3) One member representing a public transportation agency or other transportation provider;
(4) One member representing the regional planning agency.
(5) One member representing county government

The Chairman, Vice-Chairman and Secretary shall have and exercise all powers customary to those offices. The Vice-Chairman shall chair meetings of the MPO Policy Committee in the absence of the Chairman, and shall exercise the powers of the Chairman during any times that the office of Secretary of Transportation is temporarily vacant.

By whatever means are convenient, the Chairman and Vice-Chairman shall regularly consult with each other prior to any meetings of the MPO Policy Committee. Acting through CMAP staff, they shall jointly be responsible for the preparation and distribution of meeting notices and agendas.

In any case where the Chairman is called upon to sign documents in both his official capacity as Secretary of Transportation, and as Chairman of the MPO Policy Committee, the Vice-Chairman shall sign on behalf of the MPO Policy Committee.

Meetings

The MPO Policy Committee shall meet four times a year on the second Thursday of January, March, June and October.

Special meetings may be called by the Chairman, or by three members of the MPO Policy Committee, upon written notice in either case to all members of the MPO Policy Committee.

Written notices of regular and special meetings must specify the time, date and place of any such meetings, and must be delivered to the voting membership of the MPO Policy Committee at least seven days before any meeting. Copies of agendas for any meeting, together with supporting papers, must be delivered to voting members at least three working days before any meeting.

Bonafide emergency meetings may be required. They shall be convened at the call of the Chairman. Public notice of such meetings shall be given as soon as practicable, but in any event, prior to the meeting.

The Chairman, in consultation with the Vice-Chairman, may postpone a regularly scheduled meeting of the MPO Policy Committee for up to 30 days.

Robert's Rules of Order shall prevail at all meetings of the MPO Policy Committee.

Consent Agenda

A. At any meeting, the MPO Policy Committee may, by unanimous consent, take a single vote on the several questions of the passage of any two or more of the designated ordinances, orders, resolutions, or motions placed together for voting purposes in a single group (the "Consent Agenda"). The Chairman may, but is not required to, submit a Consent Agenda to be considered by the MPO Policy Committee at each MPO Policy Committee meeting. The Consent Agenda may contain (1) all matters deemed by the Chairman to be of a noncontroversial nature and (2) all matters on which the MPO Policy Committee has previously issued a preliminary favorable vote or recommendation.

B. Any item may be removed from the Consent Agenda at the MPO Policy Committee meeting by the request of any one member. Upon removal, the item will be considered and voted upon separately.

C. A single vote on the Consent Agenda shall be deemed in compliance with all requirements of law for all intents and purposes as if the vote in each case had been taken separately for each individual item on the Consent Agenda. Members voting on the Consent Agenda may state those specific items for which they vote nay, or abstain.

Quorum

A quorum of the MPO Policy Committee shall be 10 persons.

Voting Membership

Each agency or group having MPO Policy Committee membership shall have one vote, except for the Chicago Metropolitan Agency for Planning, which shall have two votes. The interests of each agency, or group, shall be voted by the person(s), or alternate(s), designated to vote the interests of that agency or group. The Chairman, or ~~his~~ their alternate, shall vote the interest of Illinois Department of Transportation (IDOT).

Prior to January 1 of each year, all agencies or groups having MPO Policy Committee membership shall designate, in writing, the name of the member, and alternates, who shall be empowered to cast its vote at MPO Policy Committee during the ensuing calendar year. Only those persons so designated, or such persons who may be appointed to fill membership or alternate positions made vacant during the year, may cast a vote on behalf of their respective agency or group. When necessary an MPO Policy Committee member agency may designate, for a specific meeting a representative upon written authorization of the member.

Committees

Committees, subcommittees, task forces, or other advisory bodies of the MPO Policy Committee shall be formed, and their membership established, by a simple majority vote of the MPO Policy Committee.

At the time any such body is established, the MPO Policy Committee shall establish the number of members thereof and the lengths of their terms, and shall define their duties and responsibilities in writing.

The Transportation Committee is established as a standing committee of the MPO Policy Committee. It shall review recommendations and policy decisions intended for MPO Policy Committee review, approval, or other action. In reviewing all such matters, the Transportation Committee shall act with reasonable dispatch, and shall, in each case, report to the MPO Policy Committee whatever actions, if any, it has taken in respect to such matters, and report any recommendations for approval. The MPO Policy Committee shall jointly determine the structure and member organizations of the Transportation Committee with the CMAP Board. The Transportation Committee shall fulfill duties outlined in the Memorandum of Understanding (MOU) between CMAP and the MPO Policy Committee.

Unless otherwise directed by the MPO Policy Committee, all recommendations and policy decisions of any committee, subcommittee, task forces, or other advisory body intended for MPO Policy Committee review, approval, or other action shall be referred to the Transportation Committee for consideration and such other action as the Transportation Committee may determine. In reviewing all such matters, the Transportation Committee shall act with reasonable dispatch, and shall, in each case, report to

the MPO Policy Committee whatever actions, if any, it has taken in respect to such matters, and report any recommendations for approval. None of the provisions in this paragraph shall be construed to restrict the ability of the MPO Policy Committee to approve, disapprove, or take any other action independent of prior consideration by the Transportation Committee or any other committee, subcommittee, task force, or other advisory body.

Membership on Chicago Metropolitan Agency of Planning Board

Pursuant to the Memorandum of Understanding between the MPO Policy Committee and the Chicago Metropolitan Agency for Planning (CMAP), re-affirmed on October 9, 2024, the MPO Policy Committee hereby appoints the Executive Director of the NITA, or their designee, as the MPO Policy Committee's non-voting representative to the CMAP Board.

As revised by the MPO Policy Committee
~~October~~ January ~~11~~ __, ~~2017~~_____, 2027~~6~~

BYLAWS:

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: MPO Policy Committee

From: Kate Evasic, Program Lead

Date: June 11, 2026

Subject: Transportation Resilience Improvement Plan (TRIP) update

Action Requested: Information

The MPO Policy Committee will receive an overview of the *Transportation Resilience Improvement Plan* (TRIP) for northeastern Illinois. Published in March, TRIP identifies where the regional transportation system is vulnerable to extreme weather and climate change and how to make it more resilient.

TRIP provides a roadmap to inform and prioritize transportation planning and decision making throughout the region. It meets the Federal Highway Administration's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program requirements for a resilience improvement plan — and will help position northeastern Illinois to compete for PROTECT funds as well as other resilience funds.

At the June meeting, the project team will provide an overview of the planning process, highlight key plan recommendations, and discuss opportunities for implementation.

How was TRIP developed?

Through data analysis and flood modeling, literature reviews, partner interviews, workshops, and other approaches, CMAP first sought to understand the region's risks and to determine ways to reduce those risks. The TRIP vulnerability assessment found that flooding is the biggest climate-related risk to the transportation system. It impacts all transportation modes and can damage physical assets, disrupt operations, and threaten user safety. Extreme heat is also a major climate concern for not only infrastructure, electrical services, and backup power, but especially for transportation users and outdoor workers. Both flooding and extreme heat events are expected to worsen in the future, making it essential for our region to prepare.

Over a three-year period, CMAP engaged a wide range of state, county, and municipal partners and stakeholders through a project steering committee, workshops, focus groups, interviews,

and CMAP's public bodies. These engagement efforts helped verify findings and ensure that the plan aligns with the resilience needs and priorities of regional partners and stakeholders.

How can we make the system more resilient?

TRIP identifies **21 project resilience strategies** — a collection of structural, nature-based, and hybrid tactics that can increase flood or heat resilience. Many strategies can also improve air and water quality, support habitat and biodiversity, deliver cost savings, foster economic development, and improve quality of life. This is particularly true for nature-based solutions, like green infrastructure.

Additionally, TRIP highlights **25 organizational resilience** strategies that CMAP, partner agencies, and stakeholders can adopt to facilitate the implementation of resilience strategies, consideration of climate projections and resilience concepts into both long range plans and project development/design and informing the update of design and development standards.

Where can we make the system more resilient?

TRIP highlights **64 projects** identified by partner agencies and evaluated by CMAP where prioritized investments can increase the transportation system's resilience. Through TRIP identification, these projects are more competitive for national PROTECT grants and eligible for a reduced cost-share. CMAP further refined the project list to identify the **20 highest priority projects** to help the agency and the region focus their support for potential funding and coordination.

Implementation and next steps

CMAP plays a lead role in coordinating plan implementation, along with key partners in the transportation, stormwater, and emergency management sectors. In the near-term, CMAP will continue to collaborate with implementers to identify priority strategies, improve access to TRIP's vulnerability assessment data, and assess opportunities to integrate resilience strategies into the agency's work. Currently, CMAP is incorporating TRIP's recommendations into the 2026 Regional Transportation Plan and the Surface Transportation Program Shared Fund FFY2028-32 project selection cycle.

ACTION REQUESTED: Information

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: MPO Policy Committee

From: The Century Plan project team

Date: June 11, 2026

Subject: The Century Plan update

Action Requested: Information

Throughout 2026, CMAP has made substantial progress toward developing The Century Plan, a new, long-term vision for northeastern Illinois. Activities include four Catalyst Series events focused on key regional topics, six Local Insights workshops with municipal leaders, and strategic foresight planning exercises to ensure The Century Plan is forward-looking, actionable, and relevant long-term.

CMAP will continue to facilitate more of these conversations across the region over the next several months as the region defines its vision for the future. At these convenings, leaders representing government, business, and civic spheres are developing a collective understanding of the challenges northeastern Illinois is facing and the commitments needed to orient ourselves toward a shared vision for the future.

CMAP is beginning to synthesize findings and narrow in on priorities for The Century Plan. The MPO Policy Committee will hear about notable challenges and opportunities that are emerging as priorities for regional coordination: infrastructure, drinking water, the electric grid, housing supply, and open space.

The MPO Policy Committee will also hear about next steps in The Century Plan development.

ACTION REQUESTED: Information

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP MPO Policy Committee

From: CMAP Intergovernmental Affairs division

Date: June 11, 2026

Subject: Legislative update

Action Requested: Information

FEDERAL

Surface transportation reauthorization

Bipartisan surface transportation reauthorization legislation was recently introduced in the House (the BUILD America 250 Act). This legislation would authorize $580 billion for surface transportation programs over the next five fiscal years (FY27-31), covering funding for federal highways, bridges, transit. This legislation would serve as the successor to the Infrastructure Investment and Jobs Act (IIJA), which is set to expire at the end of FY26 (September 30).

The bill includes guaranteed funding for crucial programs like Safe Streets for All and provides a significant increase in funding for bridge repair and replacement. The bill also repeals several discretionary funding programs, including the Carbon Reduction Program and PROTECT. However, expanded CMAQ eligibilities may provide funding for some of these projects.

As currently proposed, CMAP would be eligible to become a direct recipient of Metropolitan Planning (PL) funding. The federal share of PL funds would increase to 90%, and PL eligibility would expand to include preliminary design, local technical assistance, fiscal administration of local projects, transportation studies, and critical data procurement.

It is still very early in the process, and staff are in communication with the delegation to share CMAP's perspective on the bill. The Senate must also draft and consider reauthorization legislation, and the appropriations committees in both chambers must debate and pass funding bills. As IIJA funds are set to expire on September 30, it is increasingly likely Congress will pursue a continuing resolution (CR) while both chambers continue to debate reauthorization legislation. If a CR is passed, then the increased resources available under IIJA via advance appropriations will no longer be available, and funding levels will fall to the level appropriated specifically for FY26.

STATE

FY27 budget, BIMP, and revenue omnibus

Early in the morning on June 1st, the General Assembly passed a $55.9 billion FY27 budget (HB111) alongside the budget implementation bill (HB2949). The General Assembly also passed a revenue omnibus bill (SB3019) that includes a new digital ad tax, a new social media platform fee, and a 6-month suspension of the state motor fuel tax collection. Staff are continuing to review these bills for their impacts to the region.

Several priority bills, including the megaprojects legislation and the Governor's BUILD initiative, did not advance prior to adjournment. The General Assembly is next expected to convene during veto session, following elections in November.

NITA clean-up

The General Assembly passed HB2335, the NITA trailer bill, which addresses technical errors, extends deadlines for required reports and the completion of reconsecration for certain transit stations. The legislation also ensures that board representation remains in place from June 1, 2026, when NITA takes effect, through September 1, 2026, when the terms of current RTA, CTA, Metra, and Pace board members expire.

General legislative activity

In addition to the measures identified above, 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 that are still active in the legislative process and may be of interest to the CMAP MPO Policy Committee.

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

Bike and Pedestrian

SB3336 HA2 & 3 – **LOW-SPEED ELECTRIC BICYCLE** (Rep. B. Hernandez/Sen. Villivalam)
Description: Amends the Illinois Vehicle Code. Provides for the operation of toy vehicles, motor driven cycles, and electric micromobility devices within the State, including provisions regarding certificate of title requirements, prohibition signage, licensing requirements, age requirements, equipment requirements, sale requirements, violations, and home rule limitations. Authorizes the Department of Natural Resources to adopt administrative rules for the regulation of low-speed electric bicycles on any and all properties owned, managed, or leased by the Department of Natural Resources. Allows a person to operate a Class 1 or Class 2 low-speed electric bicycle only if he or she is 15 years of age or older. Provides that a low-speed electric bicycle that is manufactured to accommodate passengers may not be operated by a person under the age of 18 with a passenger unless the passenger is a sibling, stepsibling, child, or stepchild of the operator. Repeals a provision regarding low-speed electric scooters. HA2 establishes titling and registration requirements and exemptions for electric-powered motor driven cycles or gas-powered bicycles. Provides that the Bicycle Article of the Rules of the Road Chapter applies to adaptive electric bicycles when operated by a person with a mobility disability. HA3 Provides that the requirements of driving while under the influence of alcohol, other drug or drugs, intoxicating compound or compounds, or any combination thereof do not apply to low-speed electric bicycles and low-speed gas bicycles. Provides that to the extent that a low-speed electric bicycle or low-speed gas bicycle is capable of and operating in excess of 28 miles per hour, that vehicle is considered a motor driven cycle under the Code, and is subject to the requirements of this provision. Effective July 1, 2027.

Status: Placed on Senate Calendar Order of Concurrence on 5/28/2026

SB3484 HA1 – **MICROMOBILITY/E-BIKE SAFETY** (Sen. Villivalam/Rep. B. Hernandez)
Description: HA1 Amends the Illinois Vehicle Code. Sets forth titling requirements for (i) a motor driven cycle that is powered by an electric motor with a nominal power rating of greater than 750 watts but less than or equal to 8,000 watts and (ii) a gas-powered bicycle capable of operating at speeds greater than 28 miles per hour. Excludes electric micromobility devices from titling, registration, license or permit, and liability insurance policy requirements. Establishes signage requirements notifying users of areas where the operation of motor driven cycles is strictly prohibited. Sets forth the operation of toy vehicles, motor driven cycles, and electric micromobility devices in the State. Prohibits low-speed gas bicycles and low-speed electric bicycles from being operated by a person under the age of 18 with a passenger unless the passenger is a sibling, stepsibling, child, or stepchild of the operator. Establishes where a low-speed gas bicycle may be operated. Allows the Department of Natural Resources and park districts, forest preserve districts, conservation districts, and transit districts to regulate the use of low-speed electric bicycles on their properties. Defines terms. Makes other changes. Makes conforming changes in the Micromobility Fire Safety Act and the Consumer Fraud and Deceptive Business Practices Act. Effective January 1, 2027.
Status: Held on 2nd Reading in House

Climate Mitigation & Resilience

SB41 SA2 – **CLEAN TRANSPORTATION STANDARD** (Sen. Koehler)
Description: SA2 creates the Clean Transportation Standard Act. Establishes the 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. Provides that the Agency must develop a periodic fuel supply forecast. Establishes findings. Defines terms. Contains other provisions. Effective January 1, 2027.
Status: Assigned to Senate Energy and Public Utilities; committee/3rd reading deadline established as 5/31/2026

Freight & Rail

HB4442– **HIGH SPEED RAIL COMM REPEAL** (Rep. Cochran/Sen. Stadelman)
Description: Amends the High Speed Rail Commission Act. Extends the duration of the Commission to January 1, 2030 (rather than January 1, 2027). Effective immediately.
Status: Passed both Houses on 5/19/2026

Transit Improvement

HB2335 SA3 & 4 – **NITA CLEAN-UP** (Rep. Delgado/Sen. Villivalam)
Description: SA3 amends the State Officials and Employees Ethics Act. Deletes a provision that prohibits a Regional Transit Board or Regional Development Authority from creating or retaining an investigative body that investigates matters under the Executive Inspector General's jurisdiction. Authorizes complaints or allegations of violations of the Act to be received and reviewed by a Regional Transit Board. Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Provides that the Department of Transportation's statewide multi-modal transportation improvement

program shall evaluate project potential for mode shift away from single-occupancy vehicles and commercial motor vehicles. Specifies that the Transit Integration Policy Development Committee shall also coordinate with local transit authorities, intercity bus operators, and local governments on the delivery of bus rapid transit. Requires the Department of Transportation to complete its planning study on improvements to the Joliet train station by January 1, 2028. Amends the State Finance Act. In provisions concerning the State Construction Account Fund and Road Fund, specifies that 90% (rather than 85%) of the investment income in those funds shall be deposited into the Northern Illinois Transit Authority Capital Improvement Fund and 10% (rather than 15%) shall be deposited into the Downstate Mass Transportation Capital Improvement Fund. Amends the Downstate Public Transportation Act. Makes changes in provisions concerning residual fund balances and definitions. Amends the Regional Transportation Authority Act. Provides that the Regional Transportation Authority shall remodel, renovate, or construct a new station at or near the Central Avenue Station and the western entrance at the Lavergne Avenue location on the Blue Line. Provides that the renovated or newly constructed station shall be completed and open for public operation no later than January 1, 2029. Amends the Illinois Procurement Code, the Downstate Public Transportation Act, the People Over Parking Act, the Metropolitan Transit Authority Act, the Local Mass Transit District Act, and the Regional Transportation Authority Act. Makes changes in provisions concerning the installation of bus shields on fixed-route buses; the threshold at which employment contracts must be approved by the authority and the compensation paid to members for service on the Commuter Rail Board, the Chicago Transit Board, or the Suburban Bus Board; renovations to terminals; transit-related taxes; the management of contracts entered into on or before January 1, 2027; the Board of the Northern Illinois Transit Authority and the terms of its members; and other matters. Makes various technical changes. Further amends the Metropolitan Transit Authority Act and the Regional Transportation Authority Act to repeal provisions concerning visitor paratransit service. Effective June 1, 2026. SA4 provies that in the Downstate Public Transportation Act, with regard to quarterly reports and annual audits, provides that: beginning July 1, 2026, the participant's appropriation shall increase by an amount equal to the year-over-year percentage increase in revenue deposited into the Downstate Public Transportation Fund; and beginning July 1, 2032, and every fiscal year thereafter, if the participant's expenditures in the immediately preceding fiscal year are equal to or greater than 85% of the amounts appropriated to the participant in the immediately preceding fiscal year, then the participant's appropriation shall increase by an amount equal to the year-over-year percentage increase in revenue deposited into the Downstate Public Transportation Fund. Further amends the Regional Transportation Authority Act. With regard to renovations and terminals, provides that the renovated or newly constructed station along the Green Line within the Englewood community area shall be completed and open for public operation no later than January 1, 2031 (rather than 2029). With regard to the Suburban Bus Board, provides that the director appointed by the County Executive of the Will County Board shall have an initial term of 3 (rather than 5) years. With regard to the Commuter Rail Board, provides that the director appointed by the County Executive of Will County shall have an initial term of 5 (rather than 3) years. With regard to the Board of Directors, provides that, until September 1, 2030: the Chair of the Board must be confirmed by the Senate; if the Directors elect a Chair of the Board, then the elected Chair of the Board may serve as the acting Chair of the Board until confirmation; and if the Senate votes against confirming the acting Chair of the Board, then the acting Chair of the Board must resign and the Directors must elect a new Chair of Board.
Status: Placed on House Calendar Order of Concurrence on 5/29/2029

Transportation Safety

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. HA2 allows the ILSOS to offer the ISA program to first-time super speeders (26 mph in excess) for a total of 6 months to terminate a 12-month license suspension. It requires individuals with a second violation to enroll in the program for 12 months, and those with additional violations to enroll for 24 months.
Status: Passed both Houses on 5/20/2026

HB5081 – **VEH CD-ALTER SPEED LIMITS** (Rep. Hanson/Sen. Porfirio)
Description: HB5081 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. Provides that where any highway under the Department of Transportation's jurisdiction lies within the jurisdictional boundary of a local authority, the Department may, at the local authority's request, set a reduced maximum speed limit upon the basis of an engineering and traffic investigation. Allows a county, municipality, or township to request that the Department perform an engineering and traffic investigation concerning any portion of highway for which the Department has jurisdiction, which lies within the geographic boundary of the requesting local authority, to determine a reasonable or safe absolute maximum speed limit for that portion of highway. Defines "target speed". Effective immediately, except for provisions allowing the Department to set a reduced maximum speed limit upon the basis of an engineering and traffic investigation which take effect January 1, 2027.
Status: Passed both Houses on 5/20/2026

SB3275 SA1 – **IDOT-INTERSECTION REVIEW** (Sen. Joyce)
Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to conduct a road safety assessment for the 10 most hazardous intersections under State jurisdiction in Will County south of Interstate 80. Provides that the Department shall submit the road safety assessment to the General Assembly by January 1, 2028. Repeals the provision on July 1, 2028.
Status: Passed both Houses on 5/21/2026

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