

FFY 2027-32

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 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.

[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.

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.

- 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 96.1% of the 1,181 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 $72.8 billion invested in TIP projects, $3.9 billion is being invested in projects that have not identified any potential to influence targets.

[2] Excludes illustrative projects for which specific funding is not identified within the initial five years of the TIP.

Table 1. TIP project count and cost by performance target category, as of August 14, 2026

Performance target category	Number* of projects	% of projects	Total cost* of projects ($ millions)	% of total cost
Highway safety	276	23%	$11,923	16%
Pavement condition	425	35%	$15,527	21%
Bridge condition	211	17%	$10,203	14%
Travel reliability/congestion	66	5%	$2,258	3%
Non-SOV travel	128	11%	$2,817	4%
Emissions reduction**	87	7%	$2,076	3%
Transit asset condition	47	4%	$18,113	25%
Transit safety	23	2%	$8,621	12%
None	46	4%	$3,950	5%

*Approximately 27.1% 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 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

[3] For the purposes of the 2026 RTP, the regional transportation system includes both the National Highway System and the fixed guideway transit system.

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.

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

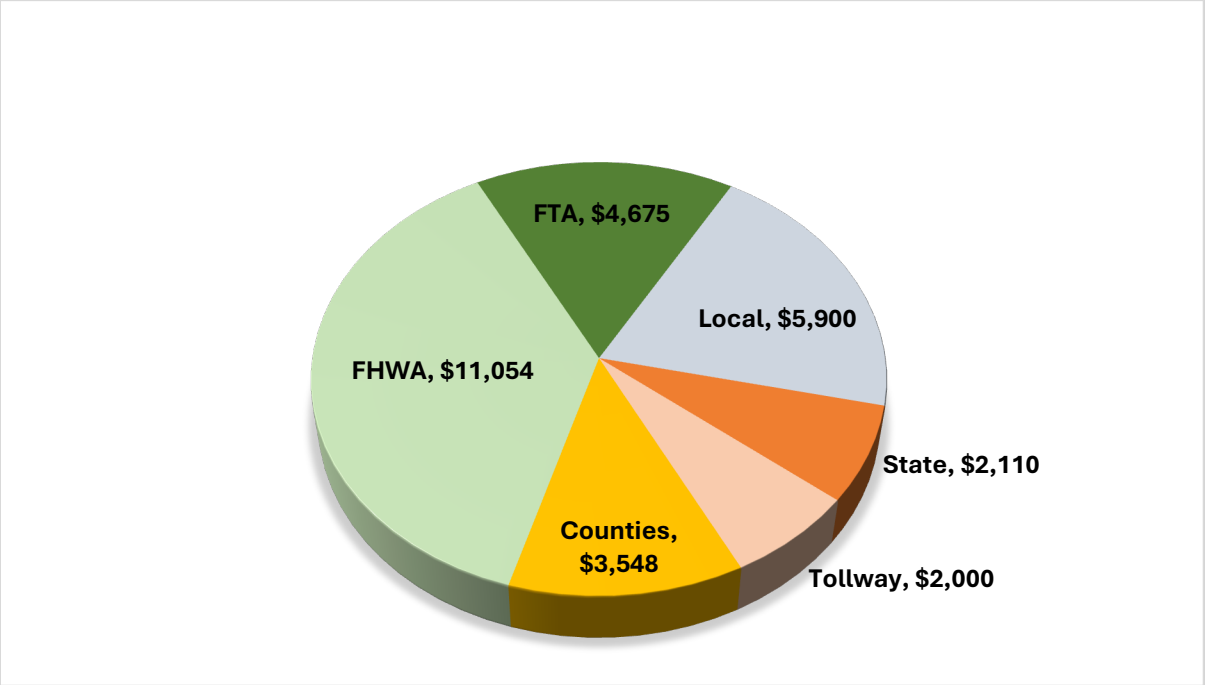
Project programming is a dynamic process. Competition for limited funds arises from demands to maintain the system, make improvements to alleviate congestion, improve air quality and safety, and develop alternatives that respond to shifting travel demands and economic development opportunities. The financial 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 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

[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.

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.

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

[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.

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 Avenue
A2	01-06-0051	Central Avenue 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 Road 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 Road 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)
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 47 from 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 Road to N of IL 176)	30% plans completed
10	13115	10-07-0001	IL 60/IL 83 (IL 176 to Townline Road)	ROW acquisition started
11	13118	11-16-0008	IL 62/Algonquin Road (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 Road (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
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	Construction underway for section between IL

RSP ID	RCP ID(s)	TIP ID(s)	Project	Current Status
			Reconstruction (I-80 to Coal City Road)	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 Avenue)	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
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

RSP ID	RCP ID(s)	TIP ID(s)	Project	Current Status
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 Road 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
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 Road & at IL 126	Project scoping
A4	13110	12-18-0019	I-55 - I-80 to US 52 (Jefferson Street) and at IL 59; US 52 Jefferson Street - River Road to Houbolt Road	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

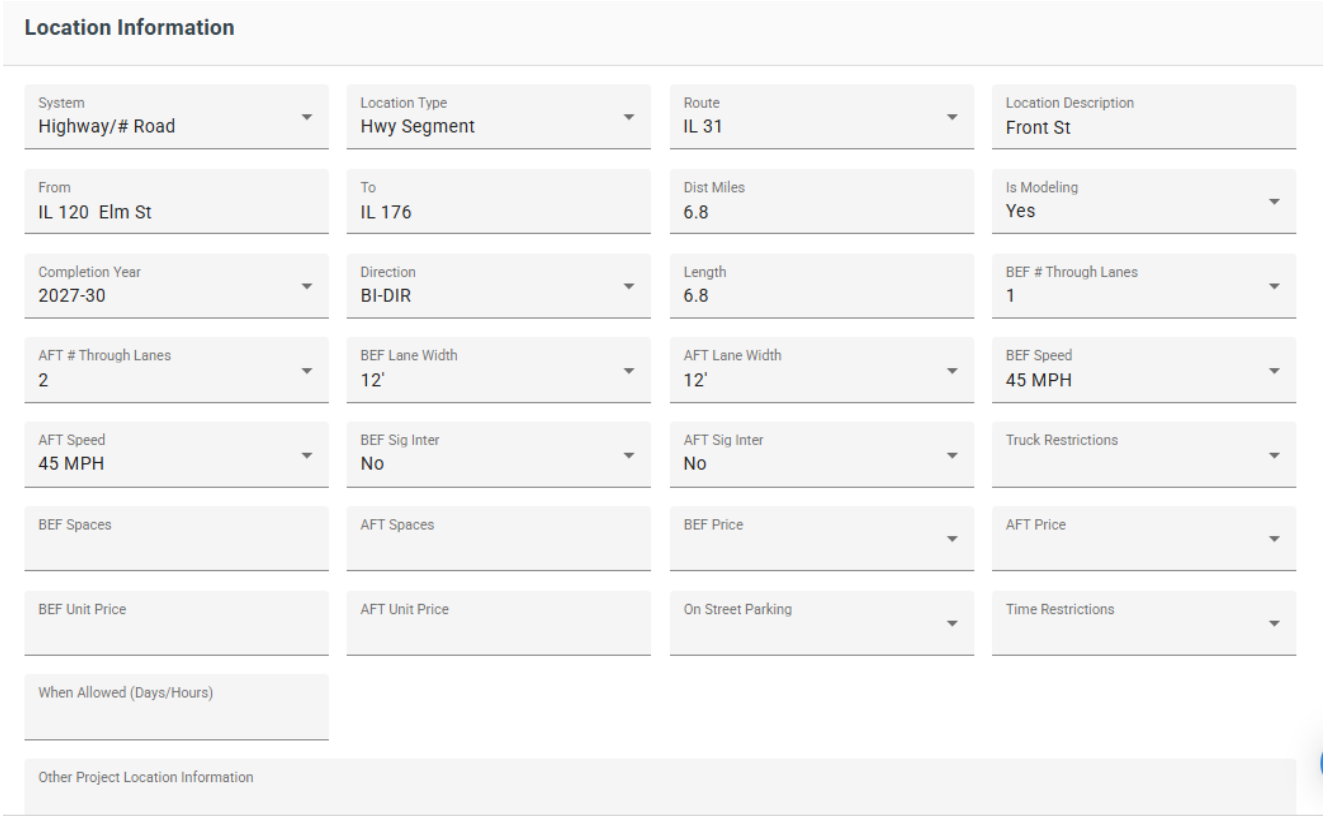
Interagency consultation is required under federal law. Interagency consultation meetings are hosted and facilitated by CMAP to discuss policies, procedures, and requirements that impact or may impact the transportation conformity process at CMAP. The interagency consultation process consists of two 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.

Figure 2. Location and scope information collected in eTIP



[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.

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 evisions 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:

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.

[7] https://www.ilga.gov/Legislation/ILCS/Articles?ActID=84&ChapterID=2

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

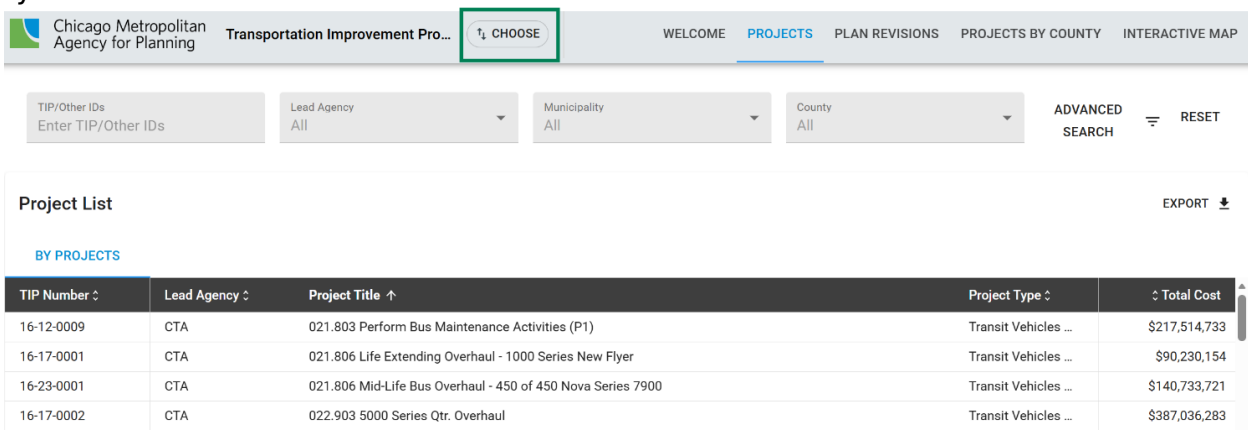
This tab provides a map, list of projects, and summary of the types of projects located within a selected county. Click on the primary project type row to filter the displayed projects by that type. The project list may be exported. Click on individual projects to view project details.

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

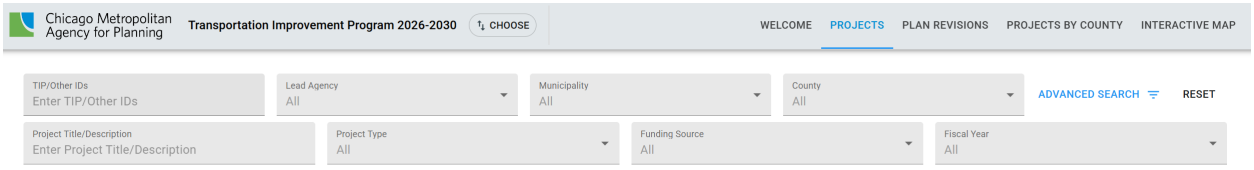
The project type reflects the primary purpose of the project, such as bicycle and pedestrian, safety, road maintenance, and transit operations.

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.

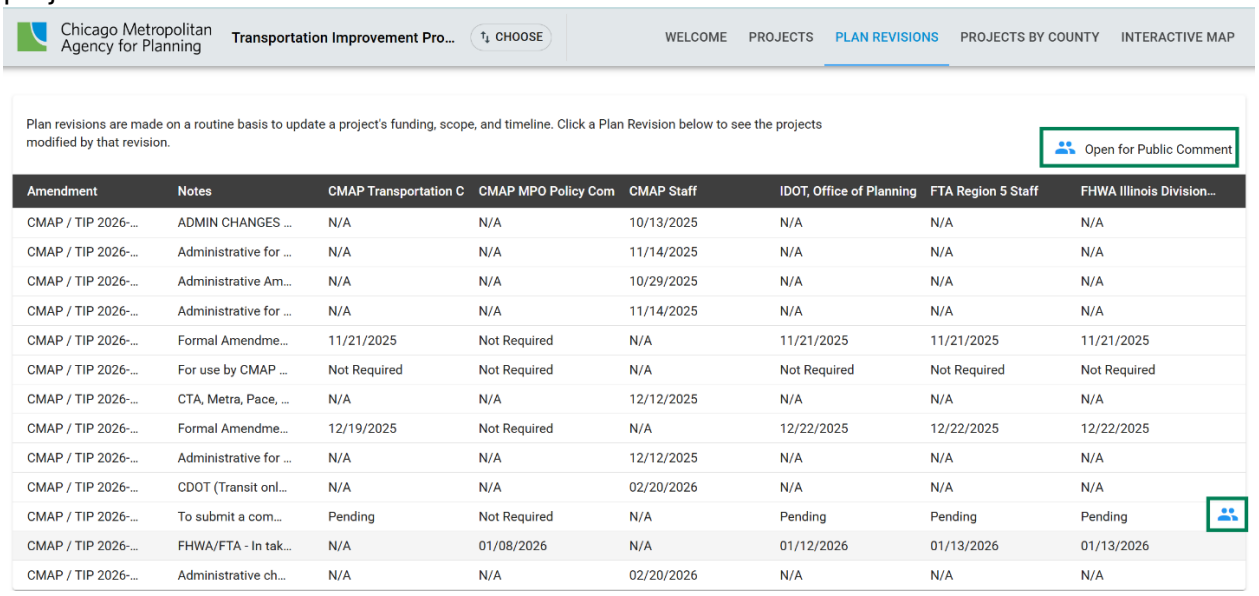
Fiscal year

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

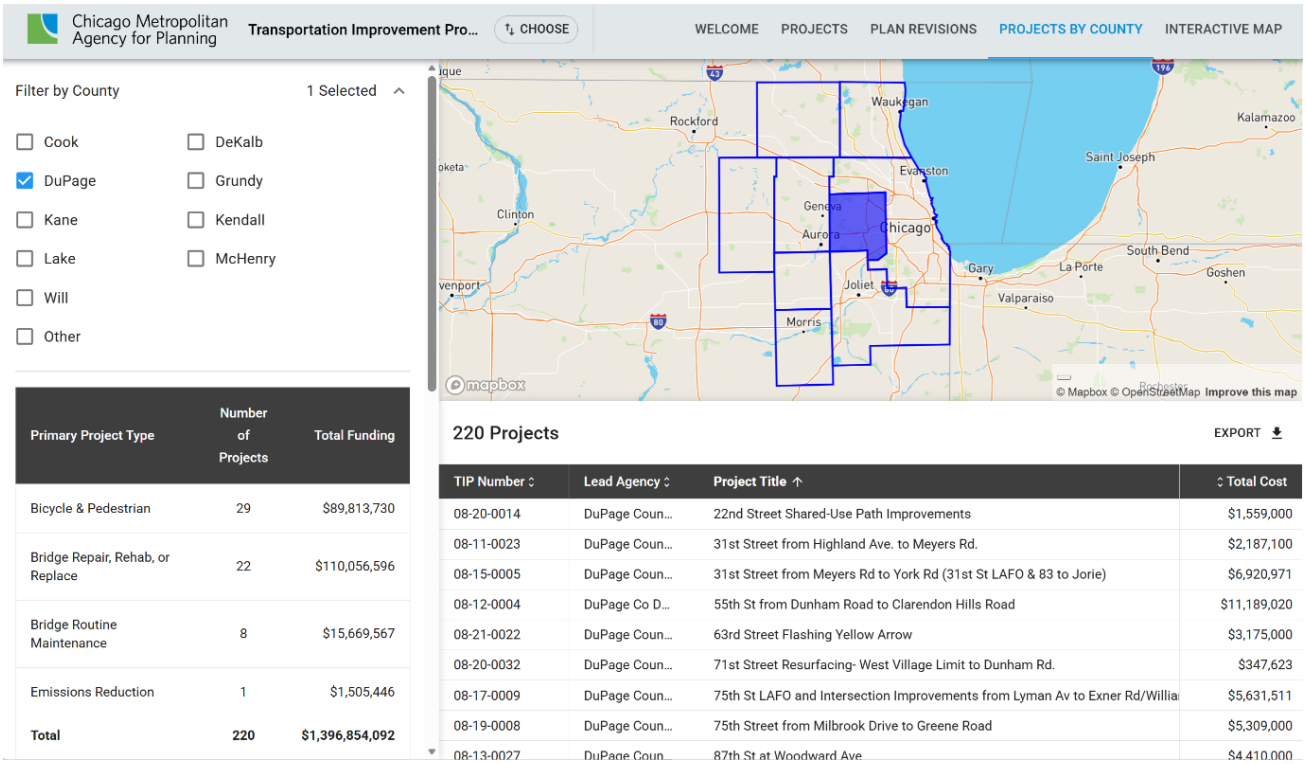
The date on which the revision was approved by the FHWA. N/A or Not Required indicates FHWA approval was not required.

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

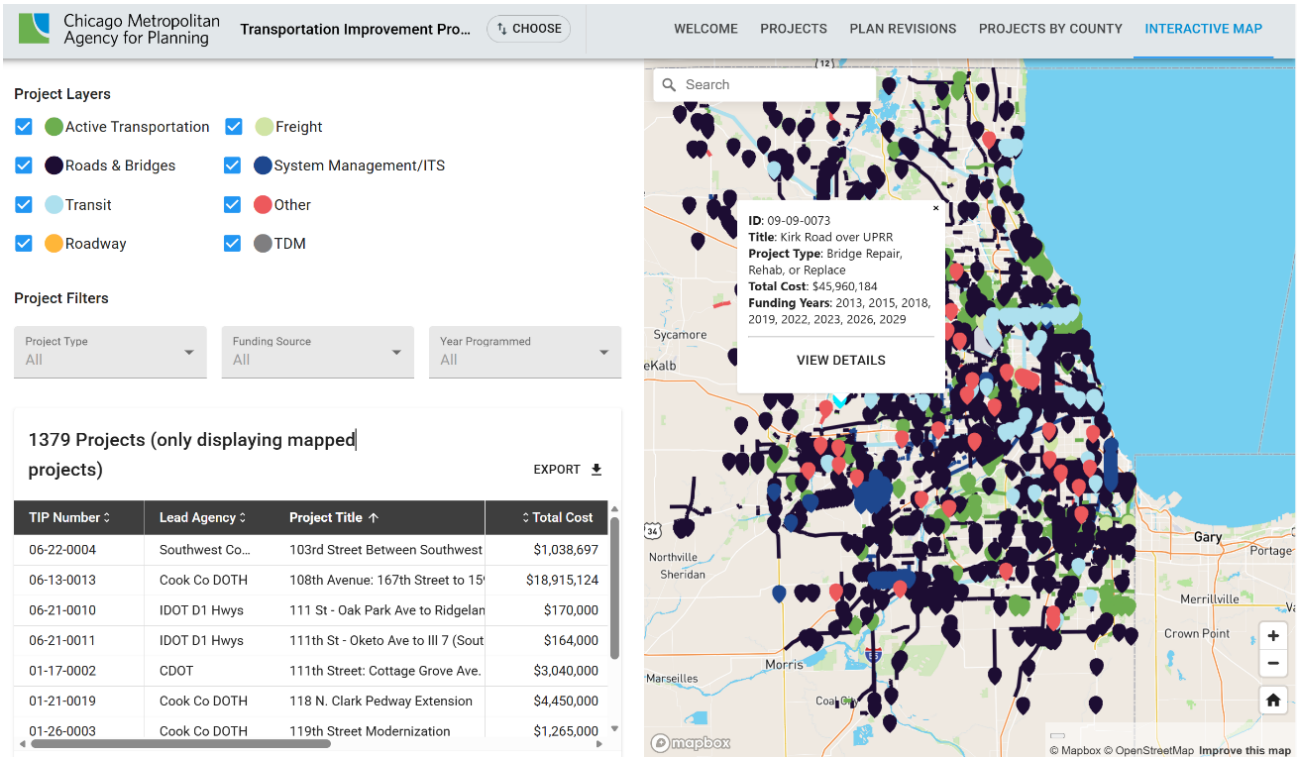
The Projects by County tab allows users to view a regional map, select one or more counties, and view a summary and listing of projects in the selected area. Selected counties are highlighted on the map and a complete list of projects within the selection is displayed below the map. A summary of the 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**

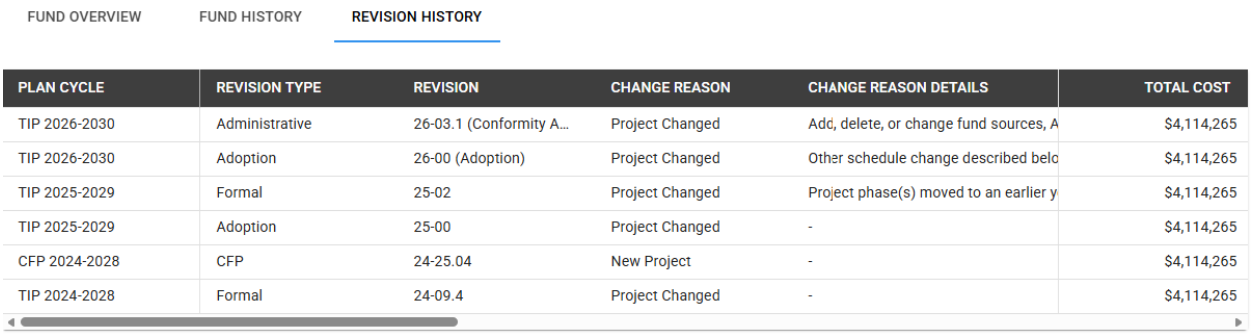
TIP 2025-2029 - 25-00

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 constraine

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.

[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.

FTA 5312 Public Transportation Innovation

Programmed as: FTA 5312 Research

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.

[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.

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 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
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

Work Type Code	Work Type Name	Exempt Status	Description
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			
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)

Work Type Code	Work Type Name	Exempt Status	Description
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.
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			

Work Type Code	Work Type Name	Exempt Status	Description
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
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

Work Type Code	Work Type Name	Exempt Status	Description
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
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



2026 Regional Transportation Plan

FY26-0037

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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