APPENDIX C

Financial Plan for Transportation

RTP

2026
Regional Transportation Plan

Chicago Metropolitan Agency for Planning

Table of contents

Introduction 1
Revenues 4
Baseline revenues 4
State programmed federal highway revenue 5
Locally programmed federal revenue 5
Federal transit revenue 6
Federal revenue from competitive programs 6
State motor fuel tax 6
Sales tax on motor fuel 8
State motor vehicle registration and other state fees 8
Interest on the Road Fund and State Construction Account 9
State capital program 9
Tollway revenue 9
Regional Transportation Authority sales tax 10
Chicago real estate transfer tax 11
State Public Transportation Fund 11
Other state transit 11
Transit passenger fares and other transit operating revenue 11
Other local revenues 12
Reasonably expected revenues 13
Replace the state motor fuel tax with a road usage charge 14
Expand the sales tax base to additional services 14
Implement a freight delivery fee 14
Levy regional transportation surcharges 15
Toll major highway reconstructions and new highway capacity 15
Expenditures 16
Operations and administration 17
Roadway operating expenditures 17
Transit operating expenditures 17
Capital maintenance to maintain current asset conditions 18
Roadway capital expenditures 18
Transit capital expenditures 20
Improve system condition 21
System enhancements 21
System expansion 22
Risk assessment 23
Supplement: Regional Capital Projects 24
Acknowledgments 34

Introduction

Federal law requires metropolitan planning organizations to demonstrate fiscal constraint by showing that sufficient funding resources are expected to be available to support the transportation system recommended in the long-range transportation plan. Specifically, federal regulations require that, for transportation system operations and maintenance, the financial plan include system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation (23 CFR § 450.324(f)(11)).

To meet these requirements, the Chicago Metropolitan Agency for Planning (CMAP) must assess the anticipated expenditures and revenue sources needed to support the operation, maintenance, improvement, enhancement, and expansion of the region's surface transportation system over the planning period of 2027 to 2050. Long-range financial forecasting requires establishing a base set of assumptions for revenue and expenditure trends; understanding the long-term implications of current policies; and developing a robust, accurate, and straightforward methodology that is appropriate for a planning-level forecast. This appendix to the 2026 Regional Transportation Plan (RTP) describes the methodology used to develop the transportation financial forecast. Table 1 and Figure 1 summarize forecast revenues and the allocations of those funds to planned investments.

The forecast shows that baseline revenues projected to be available over the planning period are insufficient to meet the full needs of the existing regional transportation system, including operations, maintenance, and improvement. Baseline revenues are also insufficient to support the region's priorities for system enhancement and expansion. To advance these investments while meeting asset condition targets, the region will need to adopt new revenue sources and modernize existing ones as major policy priorities. The RTP describes how these revenue sources would help address funding challenges that affect the region's ability to maintain existing assets and deliver enhancements.

Adding reasonably expected revenue sources to the forecast would make $572.7 billion available in total funding over the planning period. Of that total, 89.0 percent (or $509.8 billion) is needed to operate, administer, maintain, and improve the system in its current condition. The remaining 11.0 percent (or $62.9 billion) would enhance and expand the system over the 2027-2050 planning period.

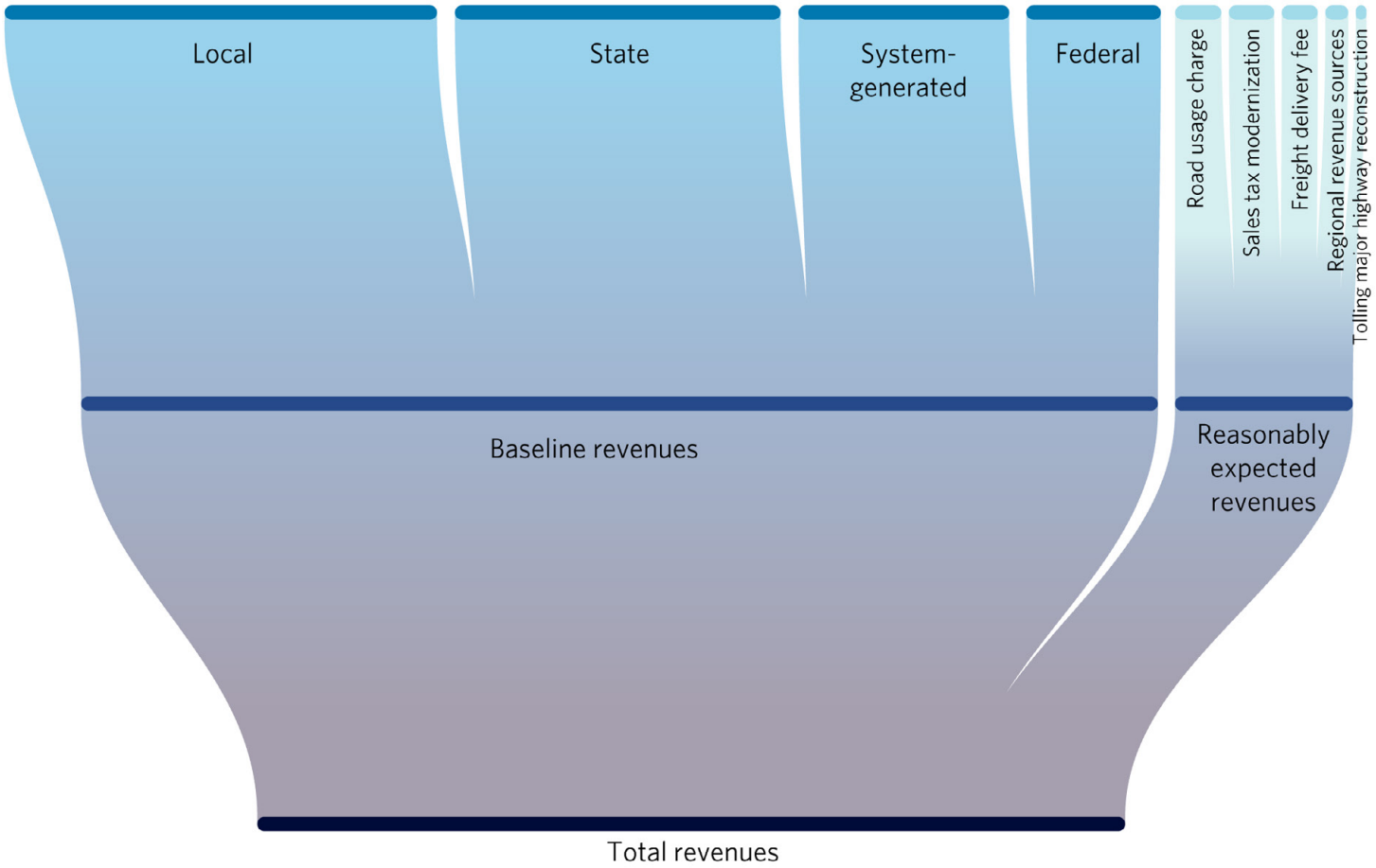
As required by federal regulations, revenues and expenditures are forecast in year-of-expenditure dollars rather than real or constant dollars, meaning the forecasts incorporate inflation.

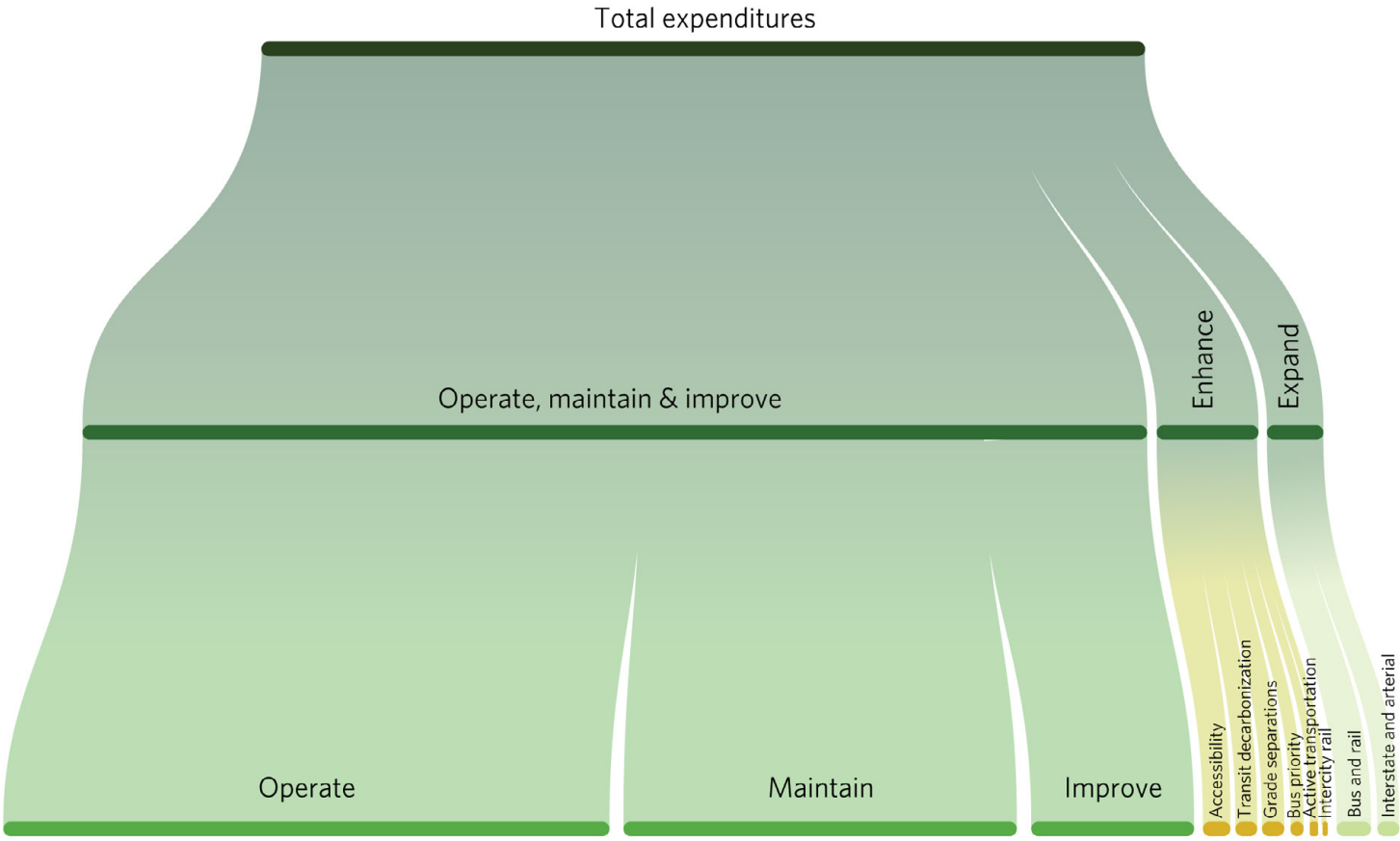
Table 1: Forecasted transportation revenues and expenditure allocations, 2027-2050 (year-of-expenditure dollars)

Revenues	
Federal revenues	$65.7B
State revenues	$146.9B
Local revenues	$193.6B
System-generated revenues	$96.3B
Subtotal baseline revenues	**$502.5B**
Replace state motor fuel tax with a road usage charge	$20.1B
Expand the sales tax base to additional services	$19.8B
Institute a freight delivery fee	$15.7B
Implement regional revenue sources	$10.0B
Toll major highway reconstructions and new highway capacity	$4.6B
Subtotal reasonably expected revenues	**$70.2B**
Total revenues	**$572.7B**

Expenditures	
Operate and administer roadway system	$102.5B
Operate and administer transit system	$161.3B
Subtotal cost to administer and operate the system	**$263.9B**
Maintain current roadway condition	$82.0B
Maintain current transit asset condition	$90.5B
Subtotal cost to maintain current system condition	**$172.6B**
Improve roadway system condition	$32.4B
Improve transit system condition	$41.0B
Subtotal cost to improve system condition	**$73.4B**
Enhance active transportation system	$3.5B
Improve transit accessibility	$11.8B
Decarbonize transit fleet	$9.3B
Enhance bus priority	$5.6B
Enhance intercity rail	$0.2B
Enhance grade separations	$8.3B
Subtotal cost to enhance the system	**$38.6B**
Expand interstate & arterial capacity	$9.4B
New operating & maintenance costs associated with new roadway capacity	$0.1B
Expand bus & rail capacity	$18.9B
Offsetting revenues from value capture associated with new transit capacity	-$4.1B
Subtotal cost to expand the system	**$24.3B**
Total expenditures	**$572.7B**

Figure 1: Fiscal constraint, 2027-2050 (year-of-expenditure dollars)





Revenues

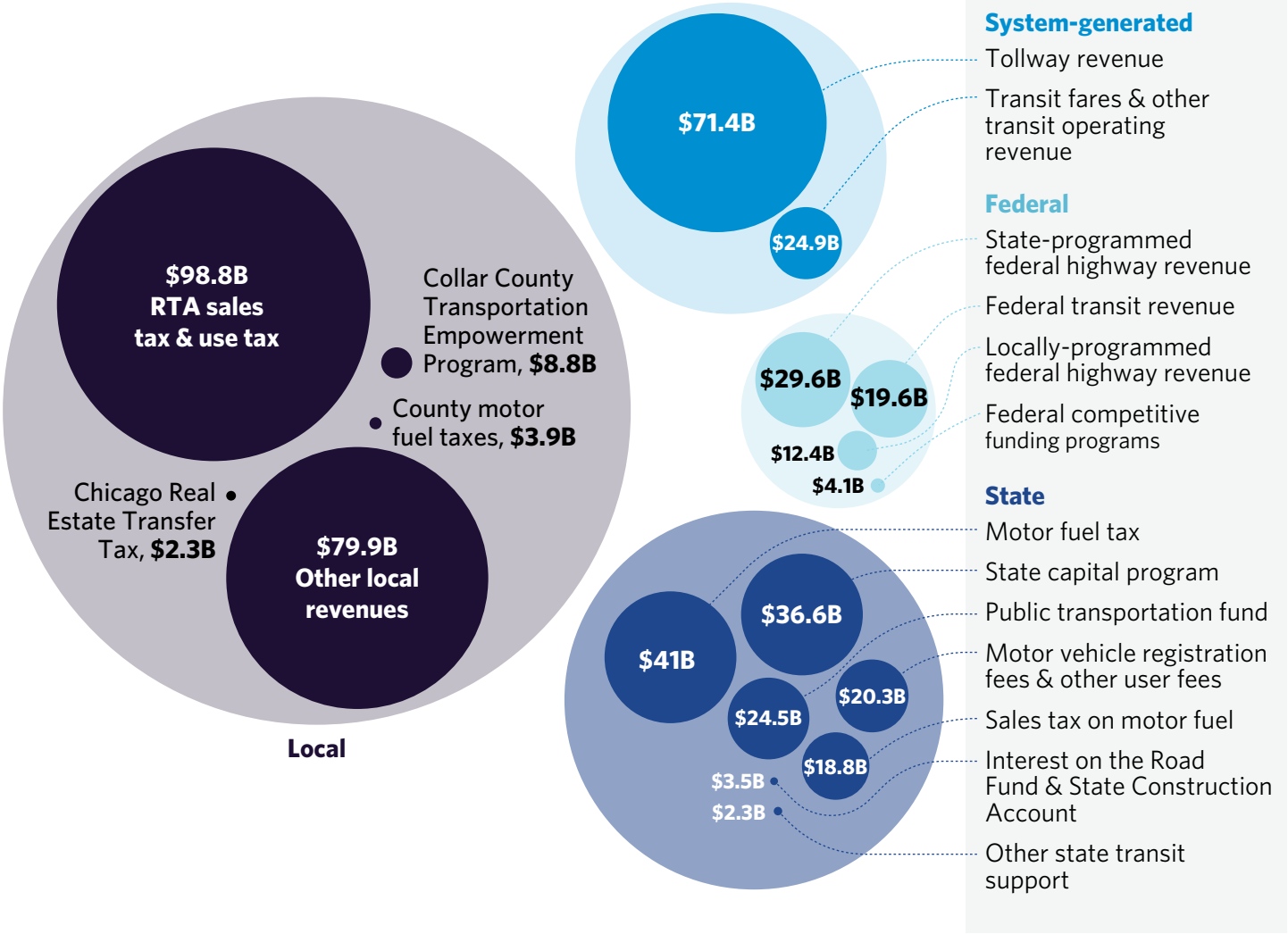
Revenue forecasts account for all funding resources expected to be available to administer, operate, maintain, improve, enhance, and expand the transportation system. For purposes of fiscal constraint, all revenue sources are aggregated before allocation to expenditure categories. Unlike the Transportation Improvement Program — which identifies and confirms funding availability for an approved list of projects over the next four years — this approach supports a long-range planning process focused on determining regional investment priorities.

Baseline revenues

The baseline revenue forecast totals $502.5 billion over the 24-year planning period. Baseline revenues include all existing revenue sources available to the region for transportation purposes and do not include any new sources. The forecasts assume that northeastern Illinois will continue to receive revenues from federal, state, and local sources to construct, operate, administer, and maintain the existing roadway and transit system.

This forecast also assumes periodic increases in transit fares and toll rates over the planning period, which will be necessary to maintain sufficient funding to support these systems. Figure 2 provides forecasts for revenue sources, followed by a description of the methodology and assumptions used to develop the projections.

Figure 2: Baseline revenue forecast by category, 2027-50 (year-of-expenditure dollars)



State programmed federal highway revenue: $29.6 billion

The Illinois Department of Transportation (IDOT) programs funding from the state's annual federal highway apportionment across nine highway districts. These federal sources include the National Highway Performance Program, Surface Transportation Program, National Highway Freight Program, Highway Safety Improvement Program, Transportation Alternatives Program, Recreational Trails, the Bridge Investment Program, National Electric Vehicle Formula Program, and the PROTECT program.

Between 2027 and 2050, the federal highway apportionment for Illinois is forecast to grow 1.4 percent annually, based on a trend analysis of apportionments programmed after the passage of the Infrastructure Investment and Jobs Act (IIJA) and expected funding from the State/Regional Resources Table for Federal Fiscal Years (FFYs) 2026-2030. Throughout the planning period, a portion of these funds will be programmed by IDOT for projects in northeastern Illinois through District 1 (which covers Cook, DuPage, Kane, Lake, McHenry, and Will counties) and District 3 (which includes Kendall County).

CMAP estimated a performance-based, long-term share of state funding that could reasonably be allocated to the region by averaging the region's share of capital obligations, capital apportionments, lane miles, pavement and bridge condition, vehicle miles traveled (VMT), and operating expenditures relative to statewide totals. These calculations result in a regional share of 38.25 percent (see Table 2).

Table 2: Northeastern Illinois's regional share of transportation system factors used to calculate regional share of state apportionments

Transportation system factors	Regional total	Statewide total	Regional share
IDOT Fiscal Year (FY) 2024 capital obligations	$0.8 billion	$1.8 billion	45.1%
IDOT Multi-Year Program FY2025-2030 capital apportionments	$12.3 billion	$41.4 billion	29.7%
2023 mileage statistics (lane miles)	30,015	147,105	20.4%
2023 pavement in poor or fair condition (lane miles)	6,286	14,725	42.7%
2023 bridges in poor or fair condition (square feet)	25.4 million	58.5 million	43.4%
2022 vehicle miles traveled	57.4 billion	103.1 billion	55.7%
Historic IDOT operating expenditures (2007-2016)	$1.9 billion	$6.1 billion	30.5%
Average regional share			**38.25%**

Source: CMAP analysis of data from the FHWA's National Bridge Inventory, IDOT, and the Illinois State Comptroller.

In the near-term, the State/Regional Resources Table assumes the region will receive approximately 75 percent of the state apportionment through 2030 based on current programming. Over the long term, to represent funding levels that could reasonably be anticipated under current state procedures, the forecast applies a long-term normalization that gradually reduces the region's share from 75 percent to 38.25 percent by 2050.

This approach results in $29.6 billion allocated to northeastern Illinois over the planning period, or an annual average of $1.2 billion.

Locally programmed federal revenue: $12.4 billion

Annual federal funding apportioned by the U.S. Department of Transportation (USDOT) to the Chicago metropolitan region include funding for the Congestion Mitigation and Air Quality Improvement Program, Transportation Alternatives Program-Local, Carbon Reduction Program, Surface Transportation Program-Local, Surface Transportation Program-Counties, and Surface Transportation Program-Shared Fund.

Although these revenues grew 1.3 percent annually between 2013 and 2021, the IIJA increased funding levels to the region beginning in 2022.

To forecast this revenue, CMAP conducted a trend analysis based on IIJA funding levels and estimates of expected funding between 2026 and 2030 from the FFY2026-2030 State/Regional Resources Table, producing a forecast with an annual growth rate of 1.7 percent between 2027 and 2050.

Federal transit revenue: $19.6 billion

The Federal Transit Administration (FTA) distributes federal transit formula funds through programs such as the Urbanized Area Formula Grants and State of Good Repair Program, among others.

The forecast is based on a trend analysis of funding received after the implementation of the IIJA and CMAP estimates of expected funding between 2026 and 2030 from the FFY2026-2030 State/Regional Resources Table.

Between 2027 and 2050, federal transit formula funds are expected to average 0.7 percent growth annually.

Federal revenue from competitive programs: $4.1 billion

USDOT also allocates federal funding through competitive grant programs that support a broad range of transportation investments. Competitive grant awards can vary over time depending on USDOT priorities.

Because these funding levels are uncertain and are not guaranteed, this forecast represents a conservative planning-level estimate.

CMAP staff created annual average funding amounts based on pre- and post-IIJA trends for the following programs: FTA Section 5309, FTA Section 5337, FTA Section 5339, FHWA MEGA, FHWA INFRA, and BUILD (formerly RAISE).

Based on these trends, CMAP estimates that the region could receive a total of approximately $4.1 billion from federal competitive programs during the planning period.

State motor fuel tax: $41.0 billion

In 2019, the Rebuild Illinois capital program doubled the state motor fuel tax (MFT) to 38 cents per gallon and indexed the rate to inflation. As of July 2025, the composite state MFT rate was 48.3 cents per gallon for gasoline and 55.8 cents per gallon for diesel.

CMAP forecasts that inflation trends will increase the rate by 2.5 percent annually in 2027 and 2028, reflecting a near-term inflationary environment. Beginning in 2029, the rate is assumed to increase 2.25 percent annually, consistent with long-term inflation trends.

To estimate revenues, CMAP used forecasts of annual vehicle miles traveled (AVMT) and average miles per gallon. For AVMT, CMAP adapted IDOT forecasts developed for 2045 which are based on estimates from CMAP's regional travel demand model and regional population forecasts. These projections were then extended to 2050. Between 2027 and 2050, statewide AVMT is projected to grow annually by 0.71 percent for passenger vehicles and 0.66 percent for other vehicles.

Passenger vehicle fuel economy projections were based on historical rules from the National Highway Traffic Safety Administration (NHTSA) for Corporate Average Fuel Economy (CAFE) standards. The most recent rule used in the analysis, issued in June 2024, establishes standards for passenger vehicles and light trucks through the 2031 model year. CMAP also used vehicle fleet data from the FHWA's 2022 National Household Travel Survey.[1]

Based on these inputs, CMAP estimates that passenger vehicle fuel economy statewide will reach a fleet average of

1 Federal Highway Administration, "National Household Travel Survey 2022," https://nhts.ornl.gov/.

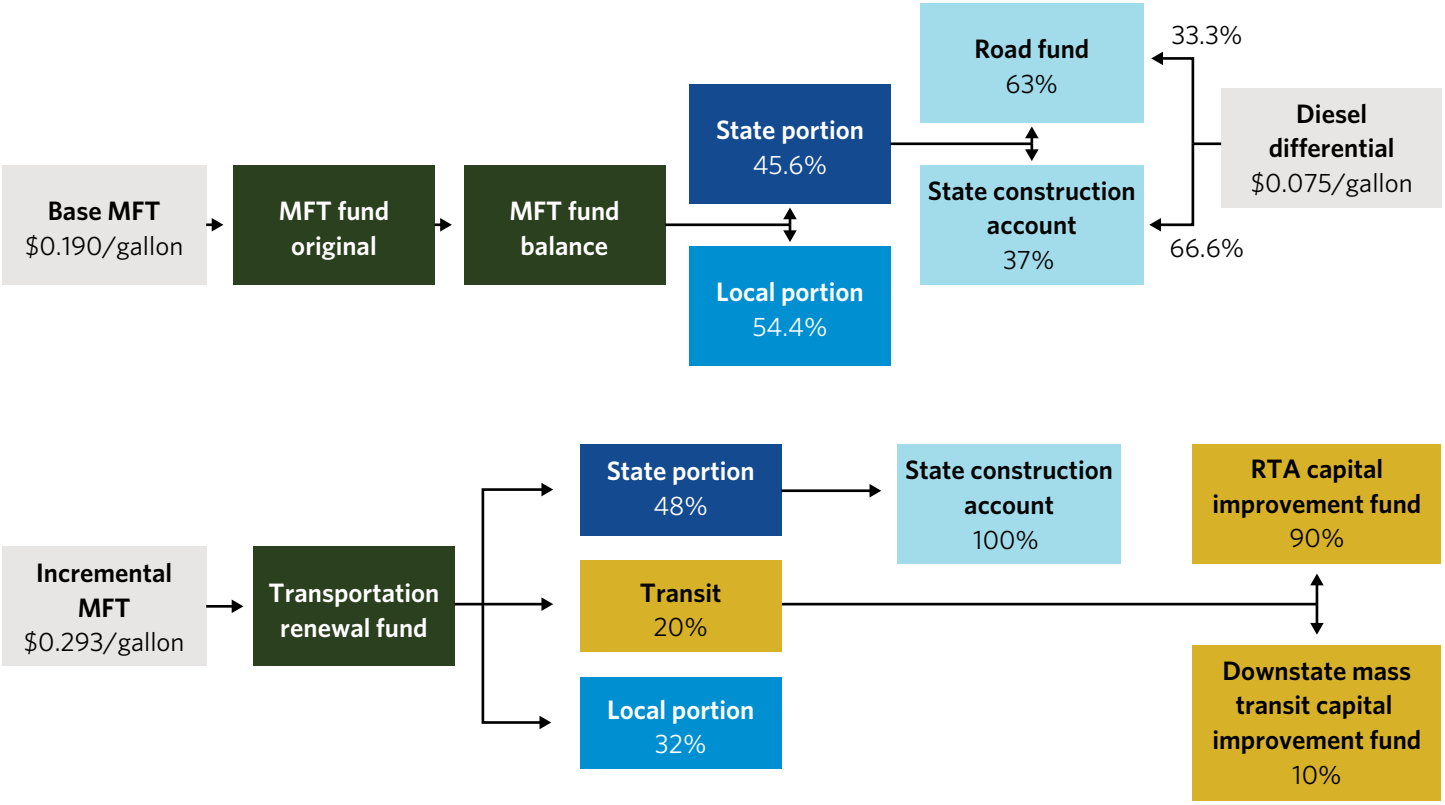
31.9 miles per gallon by 2050. Since the analysis, regulatory decisions reduced fuel economy standards and eliminated penalties for noncompliance. While CAFE standards and compliance may evolve, overall fleet fuel economy is expected to improve over time as older vehicles are replaced with newer and more fuel-efficient models, including electric vehicles.

Fuel economy for non-passenger vehicles was assumed to improve according to NHTSA fuel-efficiency standards for medium- and heavy-duty vehicles.

Using projected AVMT and fuel economy, CMAP estimated statewide fuel consumption and calculated gross statewide MFT receipts by multiplying the forecasted gallonage by projected MFT rates.

After estimating statewide receipts, CMAP allocated revenues using current statutory distribution formulas to estimate the annual funding for northeastern Illinois (Figure 3).

Figure 3: Statutory state motor fuel tax distribution formula, 2025



As a result, the forecast distributes state MFT revenue in three primary ways:

- **State:** MFT receipts are distributed to the Road Fund and State Construction Account for IDOT projects across the state. CMAP assumed that northeastern Illinois receives 38.25 percent of these funds (see Table 2), which totals $15.0 billion over the planning period.

- **Local:** Jurisdictions at the local level also receive distributions from the state MFT. The forecast is based on applying a historical share of funding that counties, townships, and municipalities in northeastern Illinois have received relative to statewide distributions to local jurisdictions. The forecast estimates $16.2 billion to local jurisdictions in northeastern Illinois over the planning period.

- **Transit:** Rebuild Illinois included an annual statutory distribution from the incremental portion of the state MFT to fund transit capital investments. The Regional Transportation Authority (RTA) receives 90 percent of this funding, and the forecast is $9.8 billion over the planning period.

Sales tax on motor fuel: $18.8 billion

Beginning in July 2026, Public Act 104-0457 — the Northern Illinois Transit Authority (NITA) Act — dedicates the state's portion of the retailer's occupation tax generated from the sale of motor fuel to transit operations. Previously, these revenues were deposited into the Road Fund under the Rebuild Illinois program. Northeastern Illinois receives 85 percent of these revenues, which are calculated annually during the state budget cycle by the Illinois Commission on Government Forecasting and Accountability (COGFA) using statewide fuel price data and fuel consumption statistics.

CMAP's forecast uses average Midwest gasoline and diesel prices reported by the U.S. Energy Information Administration[2] between July 2024 and June 2025: $3.13 per gallon for gasoline and $3.56 per gallon for diesel.

Throughout the planning period, gasoline prices are assumed to grow 2.4 percent annually, while diesel prices are assumed to grow 3.1 percent annually.

CMAP then estimated the average sales tax paid per gallon of fuel relative to fuel prices based on historical data from 2017 to 2022 and analysis published by the COGFA.[3] This ratio was applied to forecast fuel consumption and projected fuel prices to estimate total revenues from the sales tax on motor fuel. This forecast relies on the same fuel consumption projections used in the state motor fuel tax forecast.

State motor vehicle registration and other state fees: $20.3 billion

Transportation user fees — including motor vehicle registrations, certificate of title fees, operator's licenses fees, permit fees, and transfer of registration fees — represent another primary source of state transportation funding.

The Rebuild Illinois program added a new $100 electric vehicle surcharge, intended to offset lost motor fuel tax revenue, and increased several existing user fees in 2019, including:

- Passenger vehicle registration fees, which increased by $50 to $151
- Commercial truck registration fees, which increased by $100 across all weight classes
- Standard certificate of title fees, which increased by $55 to $150

The forecasts for motor vehicle registration and other state fees do not assume additional fee increases during the planning period. Like with Rebuild Illinois, fee increases have historically been used to support state capital programs, and potential future increases are therefore reflected separately in the forecast of future capital programs below.

Even without additional increases, revenues from existing user fees are expected to grow modestly based on population growth assumptions and historical revenue trends.

The forecast assumes that motor vehicle registration revenues grow 0.2 percent on average annually, reflecting the region's population forecast, and other state fee revenues grow 1.2 percent on average annually based on historical revenue trends.

To estimate the portion of statewide revenues that would accrue to northeastern Illinois, CMAP applied the 38.25 percent regional share calculated in Table 2.

2 United States Energy Information Administration, "Weekly Retail Gasoline and Diesel Prices," https://www.eia.gov/dnav/pet/pet_pri_gnd_dcus_r20_m.htm.

3 Commission on Government Forecasting and Accountability, "Monthly Briefing for the Month Ended: October 2022," October 2022, accessed March 30, 2026, https://cgfa.ilga.gov/Upload/1022.pdf.

Interest on the Road Fund and State Construction Account: $3.5 billion

Beginning in 2026, the NITA Act dedicates interest earned on the Road Fund and State Construction Account to transit agencies for capital improvements. Northeastern Illinois receives 90 percent of these revenues.

Interest revenues were estimated using forecasted balances of both funds and projected interest rates.

Interest rates were estimated using historical trends in the federal funds rate, which is closely related to yields on U.S. Treasury securities, where Illinois invests state funds. The forecast assumes a long-term average interest rate of 1.76 percent, based on historical trends from 2003 to 2025.

Fund balances are projected using historical revenue growth trends. The Road Fund balance was assumed to grow 5.1 percent annually. The State Construction Account balance was assumed to grow by 1.3 percent annually.

Interest revenue was estimated by applying the projected federal funds rate to forecast fund balances. Together, the Road Fund and State Construction Account are projected to generate $3.5 billion in interest revenues over the planning period.

State capital program: $36.6 billion

Rebuild Illinois, enacted in 2019, authorized $33.2 billion for transportation capital projects statewide. As discussed above, state capital programs have historically been funded in part through increases in transportation user fees, such as higher vehicle registration fees and certificates of title fees.

The forecast assumes the state will continue to spend the remaining funds from Rebuild Illinois through 2029 and will enact two additional statewide capital programs during the planning period. The first program, assumed to begin in 2030, is forecast to grow 3.4 percent annually relative to baseline Rebuild Illinois levels. This higher growth rate reflects the elevated construction cost environment experienced in recent years.

The second program, assumed to begin in 2040, is forecast to grow 2.25 percent annually relative to the first program, reflecting a return to long-term inflation trends.

Tollway revenue: $71.4 billion

The Illinois State Toll Highway Authority (Illinois Tollway) collects toll revenues and generates other operating revenues that support its transportation investments. Toll revenue projections were derived from estimates published in the Illinois Tollway's Senior Revenue Bonds Series 2024A Official Statement.[4]

Using the toll rate structure reflected in that document, passenger vehicle toll rates remain fixed. Commercial vehicle toll rates increase 2.0 percent annually, because commercial tolls are indexed to inflation.

Other operational revenues, including concessions and miscellaneous income, were forecast to grow at 0.9 percent annually, based on historical trends.

The Tollway revenue forecast does not incorporate the financial impacts of the NITA Act, which increased passenger and commercial tolls and indexed passenger tolls to inflation.

While the forecast does include two passenger toll rate adjustments during the planning period, the full long-term effects of the NITA Act remain uncertain because the Illinois Tollway has not yet adopted a corresponding long-term capital program to offset these revenues in the long-term forecast.

4 Illinois State Toll Highway Authority, "Toll Highway Senior Revenue Bonds, 2024 Series A (Refunding) Official Statement," December 14, 2023, accessed January 15, 2025, https://agency.illinoistollway.com/documents/20184/1420801/ISTHA%20Series%202024A%20Official%20Statement.pdf.

Regional Transportation Authority sales tax: $107.6 billion

The RTA sales tax is the primary public funding source for transit operations in northeastern Illinois. The composite RTA sales tax rate is currently 1.5 percent in Cook County and 1 percent in the collar counties (DuPage, Kane, Lake, McHenry, and Will) (Figure 4).

- **RTA sales tax I**: In 1979, the RTA sales tax was established at 0.75 percent in Cook County and 0.25 percent in the collar counties.

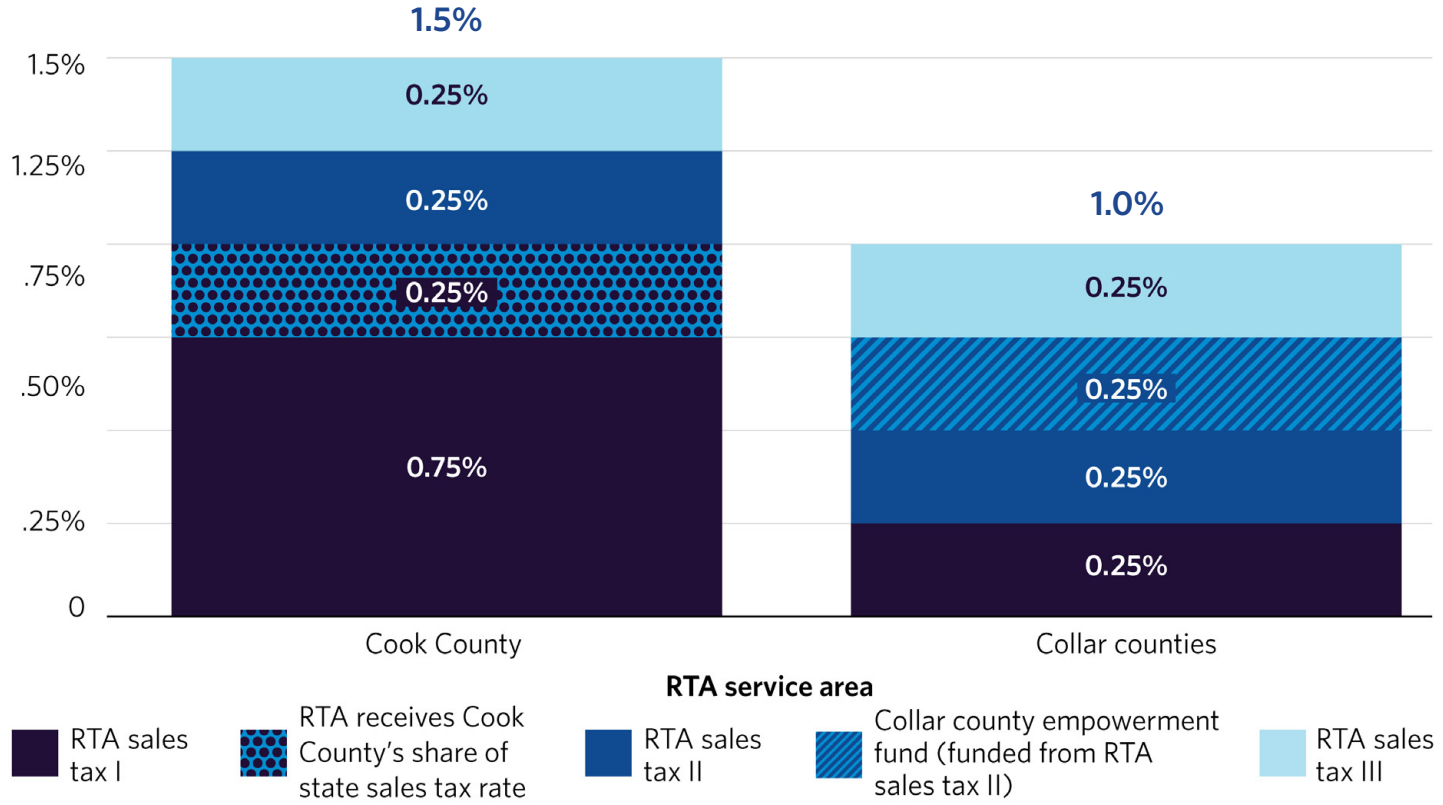
  In addition, the RTA receives 0.25 percent of the state's 6.25 percent sales tax in Cook County. Together, these revenues are referred to as RTA sales tax I (ST I).

- **RTA sales tax II:** In 2008, legislation created RTA sales tax II (ST II), which added 0.25 percent in Cook County and 0.50 percent in the collar counties.

  Half of the ST II revenue collected in the collar counties (0.25 percent) is returned to those counties rather than distributed to the RTA. These funds are deposited into the Collar County Transportation Empowerment Fund to support local transportation and public safety projects.

- **RTA sales tax III:** In 2025, the NITA Act authorized an additional 0.25 percent regional sales tax increase (RTA sales tax III, or ST III), which CMAP anticipates the RTA Board will adopt in June 2026.

Figure 4: RTA composite sales tax by components and geography



Sales tax revenues dedicated to the RTA were forecast by projecting sales tax growth in each county, producing a regional average annual growth rate of 3.6 percent. The RTA also receives revenue from the state use tax, which is forecast to grow 4.9 percent annually.

Consistent with statutory requirements, the forecast assumes that 0.25 percent of the RTA sales tax revenue

generated in DuPage, Kane, Lake, McHenry, and Will counties is returned to those counties through the Collar County Transportation Empowerment Fund. Over the planning period, revenues returned to the collar counties are estimated to total $8.8 billion, growing 3.6 percent annually.

Chicago real estate transfer tax: $2.3 billion

The City of Chicago imposes a real estate transfer tax (RETT) on property transfers at a total rate of $5.25 per $500 of the transfer price. A portion of this tax — $1.50 per $500 of transfer price — is dedicated to the Chicago Transit Authority (CTA).

RETT revenues were forecast to grow at an average annual rate of 1.9 percent, based on historical revenue trends.

State Public Transportation Fund: $24.5 billion

The RTA and service boards receive a state match equal to 30 percent of certain transit-related revenues. Specifically, the match applies to:

- RTA sales tax I and II revenues dedicated to the RTA
- The state use tax disbursed to the RTA
- Chicago real estate transfer tax revenues dedicated CTA

These state matching funds are deposited into the Public Transportation Fund (PTF).

Over the planning period, 97.2 percent of PTF revenues ($23.8 billion) are generated by the match on state use tax and RTA sales tax revenues. The remaining 2.8 percent ($685 million) results from the match on Chicago RETT revenues.

Other state transit: $2.3 billion

The RTA and service boards also receive additional state support beyond the Public Transportation Fund.

First, the state contributes funding for Regional Transportation Authority debt service, which is estimated to total $1.3 billion during the plan period.

Second, the state has provided an annual appropriation since 2010 to support Pace's Americans with Disabilities Act (ADA) paratransit service. This appropriation is assumed to grow 1.0 percent annually through 2050.

Finally, the state reimburses service boards for some lost fare revenue due to free and reduced fare mandates. These reimbursements are assumed to grow at 2.2 percent annually.

Transit passenger fares and other transit operating revenue: $24.9 billion

Passenger fares for the CTA, Metra, Pace, and Pace ADA services represent the primary system-generated revenue source for transit operations in northeastern Illinois.

The transit agencies, including the RTA, also generate other system-generated revenue from sources such as advertising and concessions, investment income, and miscellaneous operating sources.

Passenger fare revenues for the CTA, Metra, and Pace were forecast to grow 2.9 percent annually on average during the planning period, based on projected service levels and ridership trends. Average fares are assumed to increase periodically throughout the planning period, consistent with long-term trends.

Passenger fare revenue for Pace ADA services was forecast separately and is projected to grow at an annual average rate of 3.8 percent, based on historical relationships between fares and ridership.

Other system-generated revenues for the CTA, Metra, and Pace — which include income from concessions, advertising, leases, and other miscellaneous sources — were forecast by extending historical revenue trends over the planning period. Annual average growth rates are 1.0 percent for the CTA, 1.9 percent for Metra, and 1.7 percent for Pace.

Given revenue trends for Pace ADA and the RTA differ from those of the service boards, forecasts for these agencies assume constant annual revenues based on recent budget averages.

Overall, system-generated revenues for the CTA, Metra, Pace, Pace ADA, and the RTA are projected to grow 1.4 percent annually on average between 2027 and 2050.

Other local revenues: $83.7 billion

Counties, townships, and municipalities depend on a variety of revenue sources to fund local transportation infrastructure.

County revenue estimates were based on recent county budget documents. Municipal and township revenues were estimated using 2022 U.S. Census of Governments data, adjusted to the current year based on inflation and population growth.

Future revenues were forecasted through 2050 using composite growth rates that incorporate both the regional population forecasts and long-term inflation assumptions.

The forecast assumes inflation rates of 2.5 percent from 2027 to 2028 and 2.25 percent from 2029 to 2050.

Together, these assumptions produce an average annual growth rate of 2.3 percent for local transportation revenues. The Rebuild Illinois legislation authorized non-home rule counties to adopt new local MFT or increase existing rates to support local transportation investments.

Under the legislation, newly adopted or increased county MFT rates could not exceed 8 cents per gallon initially, and are indexed to inflation thereafter.

County motor fuel taxes in DuPage, Kane, Lake, McHenry, and Will counties were forecast individually using the same methodology used for the state motor fuel tax.

Baseline rates for 2027, the base year of the financial plan, are shown in Table 3. These rates are assumed to grow 2.5 percent annually in 2027 and 2028, followed by 2.25 percent annually beginning in 2029.

The Cook County MFT is assumed to remain at 6 cents per gallon throughout the planning period, reflecting the fact that the rate has remained unchanged since 1989. Fuel economy assumptions were developed for each county, and growth in the AVMT was estimated using modeled VMT outputs from regional air quality conformity analysis. County MFT revenues are projected to total $3.9 billion over the planning period.

Table 3: County motor fuel tax rates assumed for 2027

County	MFT rate per gallon
Cook	$0.060
DuPage	$0.099
Kane	$0.052
Lake	$0.050
McHenry	$0.088
Will	$0.052

Reasonably expected revenues

Taken together, baseline revenues are sufficient to operate and maintain the transportation system in its current condition, but they are insufficient to improve asset conditions or support new regional investments. New and modernized revenue sources are needed to fully fund regional transportation priorities.

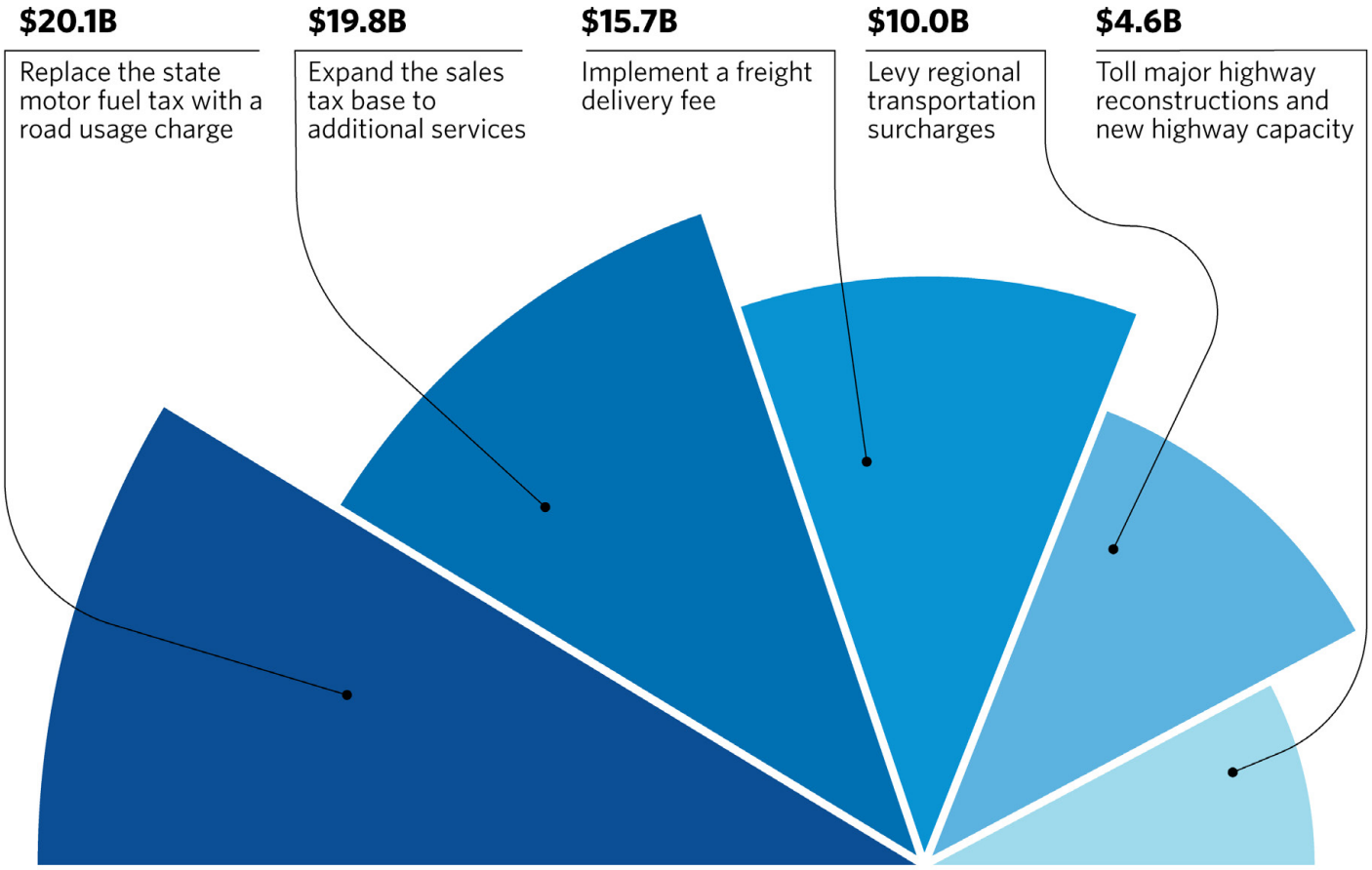
Federal guidance permits the inclusion of revenue sources that are reasonably expected to become available during the planning period to support the transportation plan.

Accordingly, the financial plan includes $70.2 billion in reasonably expected revenues across five categories (Figure 5).

Each category represents a policy change that would require action at the state and local levels. However, precedent within the region and across the country indicates that these types of revenues could reasonably be implemented during the planning horizon.

The Government and Funding chapter of the RTP provides additional discussion of these policy recommendations. The following sections describe the methodologies used to estimate revenues from each category. The methodologies are intended to be consistent with CMAP policy recommendations, although the assumptions used in the forecasts should not be interpreted as detailed implementation proposals.

Figure 5: Reasonably expected revenue forecast by category, 2027-2050 (year-of-expenditure dollars)



Replace the state motor fuel tax with a road usage charge: $20.1 billion

As the vehicle fleet becomes more fuel-efficient, revenues based on fuel consumption are expected to become less reliable over time. Replacing the state MFT with a road usage charge (RUC) would provide a more durable revenue source for transportation funding.

This forecast assumes that a statewide RUC would be implemented in 2035 at a rate of 4 cents per mile traveled, with an additional 1 cent per mile surcharge for diesel-powered vehicles. Similar to the current state MFT, the RUC rate is assumed to be indexed to inflation. For purposes of this forecast, the rate is assumed to increase 2.5 percent annually. The forecast also assumes that RUC revenues would be distributed to northeastern Illinois using the same statutory formulas currently used to distribute state motor fuel tax revenues.

Actual RUC revenues could vary depending on program design, implementation considerations, tax rates, and future travel behavior. Additional information on RUC policy considerations is available in *Advancing a road usage charge in Illinois*.

Expand the sales tax base to additional services: $19.8 billion

Illinois' sales tax system was originally designed in the 1930s and continues to apply primarily to goods rather than services. Because services now represent a large share of the modern economy, expanding the sales tax base to include additional services could provide a significant source for transportation funding.

Expanding the sales tax base would increase the RTA's sales tax revenues and also increase the state sales tax match deposited into the Public Transportation Fund.

The forecast assumes that additional consumer services would be added to the sales tax base beginning in 2030. Between 2030 and 2032, revenues are assumed to grow 3.8 percent annually, based on analysis of Bureau of Economic Analysis (BEA) data measuring growth in personal consumption expenditures for transportation, recreation, financial and insurance services, and other services between 1997 and 2023.

For the remainder of the planning period, the forecast assumes a 4.0 percent growth rate, based on a weighted average of long-term historical growth rates from the same data source.

This forecast includes additional Public Transportation Fund revenues resulting from the state match applied to increased RTA sales tax revenues. However, it does not include revenues that would accrue to the state or other local governments as a result of expanding the sales tax base.

More information on this policy option is available in *Modernizing Illinois' sales tax: A pathway to sustainable funding*.

Implement a freight delivery fee: $15.7 billion

Growth in e-commerce activity has increased the frequency and weight of freight deliveries occurring throughout the region, placing additional demands on transportation infrastructure. A freight delivery fee would help offset these impacts and provide funding for transportation system maintenance and reconstruction.

Freight delivery fees apply when a sale transaction results in a delivery of goods, accounting for the impacts of freight and last-mile delivery activity on congestion and roadway infrastructure.

The forecast assumes that a freight delivery fee would be implemented in 2035 and applied to online transactions resulting in the delivery of goods.

The fee is assumed to be $0.90 per delivery, indexed to inflation over time.

Additional information on freight delivery fee policy options is available in *Transportation funding strategies: Revenue options for consideration*.

Levy regional transportation surcharges: $10.0 billion

Because northeastern Illinois faces unique transportation investment needs, regional revenue sources could help support regional transportation priorities, match federal funds, and advance system modernization initiatives.

This forecast assumes the implementation of two regional revenue sources:

- A transportation network company (TNC) trip surcharge
- A regional motor vehicle registration surcharge

The forecast assumes a 10 percent surcharge on TNC trips, implemented in 2030. This surcharge is projected to generate approximately $5.3 billion between 2030 and 2050.

The forecast also assumes implementation of a regional motor vehicle registration surcharge beginning in 2030. The surcharge is structured as an annual fee indexed to inflation, with fee levels determined by vehicle type to approximate a weight-based fee (Table 4).

Additional vehicle classes would be assigned comparable fees.

Between 2030 and 2050, the regional motor vehicle registration surcharge is projected to generate approximately $4.7 billion.

Table 4: Base fee levels by vehicle type assumed for 2030

Vehicle type	Fee surcharge amount
Passenger cars	$20
Passenger trucks	$25
Short- and long-haul combination trucks	$40

Toll major highway reconstructions and new highway capacity: $4.6 billion

Much of the region's expressway system will require major reconstruction during the planning period. Implementing tolling on currently untolled facilities as part of their planned reconstruction could help finance these investments and free other revenue sources for additional transportation priorities.

There are multiple approaches to implementing tolling and road pricing strategies, depending on policy goals and implementation design. Additional information on these options is available in *Tolling and pricing strategies: Revenue options for consideration*.

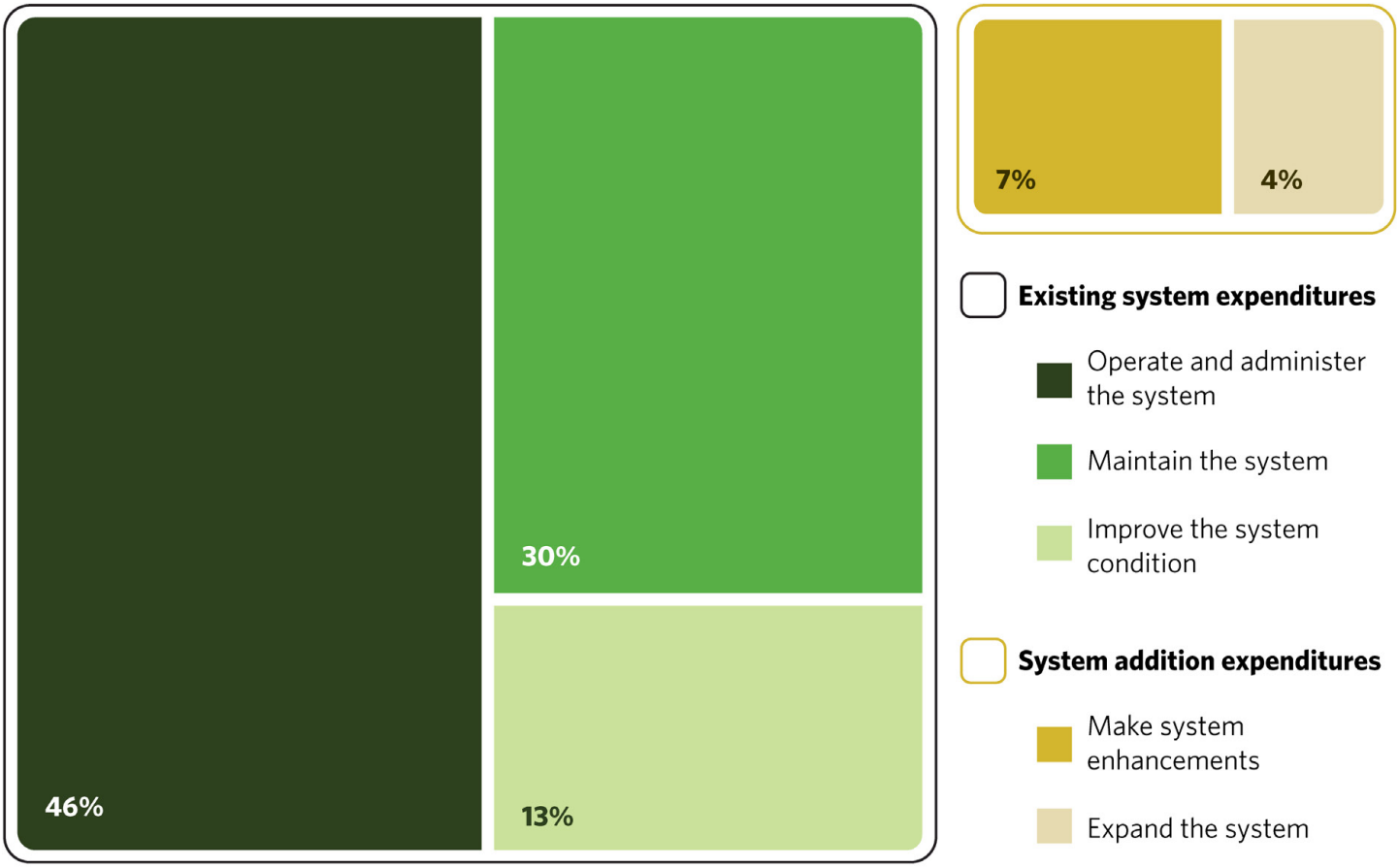
The forecast assumes that project-specific toll revenues would grow at a rate of 0.7 percent annually following the year of construction. This rate reflects the compound annual growth rate for toll revenues between 2019 and 2050 estimated through CMAP's regional capital project evaluation modeling.

Expenditures

The financial plan for transportation allocates forecast revenue across categories of expenditures needed to administer, operate, maintain, improve, enhance, and expand northeastern Illinois' transportation system during the planning period.

These expenditure categories reflect the range of investments required to sustain and improve the region's transportation infrastructure.

Figure 6: Expenditure forecast by category, 2027-50 (year-of-expenditure dollars)



Regional capital projects

Some expenditures included in the financial plan are derived from regional capital projects (RCPs). RCPs are large transportation investments that have regional impacts and therefore warrant additional analysis through the regional planning process.

To identify potential RCPs, CMAP solicited project proposals from partner agencies and conducted a comprehensive evaluation of project benefits. Results of that evaluation are documented in the RCP Benefits Report.

Costs associated with constrained RCPs are incorporated into multiple expenditure categories, depending on the purpose of each investment. Portions of RCP costs may contribute to maintaining existing assets, improving asset conditions, and expanding system capacity.

Additional information about constrained and unconstrained RCPs is provided in the Supplement.

Operations and administration

Administering, operating, and servicing debt for the region's extensive roadway and transit system represents a substantial portion of total transportation expenditures in the financial plan.

This expenditure category assumes continued operation of the existing transportation system without operational enhancements. Costs in this category include employee compensation, facility costs such as rent and utilities, routine noncapital repairs, fuel and energy costs, debt service, and other administrative costs required to support daily transportation system operations.

Roadway operating expenditures: $102.5 billion

Roadway operating expenditures include the operational and administrative costs incurred by IDOT District 1, Illinois Tollway, and local governments. These costs also include Illinois Tollway debt service and state debt service on general obligation bonds supported by the Road Fund.

IDOT District 1 expenditures were estimated to represent 31.5 percent of statewide IDOT operating expenditures, based on historical averages. Operating and administrative expenditures for District 1 are forecast to grow 2.3 percent annually, consistent with historical trends.

IDOT District 1 debt service was forecast based on historical transfers from the Road Fund to the General Obligation Bond Retirement and Interest Fund. The forecast assumes annual growth of 2.3 percent, with 31.5 percent of statewide costs attributed to northeastern Illinois.

Illinois Tollway operating expenditures were forecast using historical expense trends reported by the Illinois Office of the Comptroller for 2017 to 2025, as well as state budget data for FY2026.[5] These expenditures are projected to grow 2.5 percent annually.

Illinois Tollway debt service reflects the official debt service schedule provided in the Tollway's Series 2024A Official Statement, covering 2027 to 2046.[6]

County roadway expenditures were derived from recent county budget documents. Municipal and township expenditures were estimated using data reported to the U.S. Census of Governments in 2022, adjusted to the current dollars using inflation and population growth.[7] County, township, and municipal expenditures are assumed to grow 2.3 percent on average annually, reflecting regional population forecasts and long-term inflation assumptions.

Transit operating expenditures: $161.3 billion

Transit operating expenditures include operating, administration, and debt service costs for the RTA, CTA, Metra, Pace, and Pace ADA. Transit operating and administrative expenses are assumed to equal forecast operating revenues. This assumption reflects the requirement that transit operating budgets remain balanced.

Transit operating and administrative expenditures are forecast to grow 3.3 percent annually on average during the planning period, based on expected growth in operating revenues and service levels.

The interest portion of transit debt service is forecast to grow on average 0.7 percent annually on average.

5 Illinois Office of Comptroller, "Detailed Annual Report of Revenues and Expenditures," https://illinoiscomptroller.gov/financial-reports-data/find-a-report/comprehensive-reporting/detailed-annual-report-of-revenues-and-expenditures.
6 Illinois State Toll Highway Authority, "Toll Highway Senior Revenue Bonds, 2024 Series A (Refunding) Official Statement."
7 United States Census Bureau, "Census of Governments 2022," https://www.census.gov/programs-surveys/cog.html.

Capital maintenance to maintain current asset conditions

The financial plan includes capital maintenance costs needed to maintain the current condition of roadway and transit assets throughout the planning period. These costs represent the level of funding required to prevent the backlog of assets in fair or poor condition from increasing.

Additionally, the forecasts include capital maintenance expenditures completed in tandem with RCPs but do not include any costs that would address a need for increased capacity on the transportation system. To develop these forecasts, CMAP coordinated closely with transportation agencies to review asset condition data, cost assumptions, and long-term maintenance needs during the planning period.

Different methodologies were applied for roadway and transit assets to reflect differences in asset inventories and cost trends.

For roadway assets, CMAP relied on the National Highway Construction Cost Index to estimate construction cost growth. For transit assets, CMAP used a composite construction cost index derived from BEA data, which better reflects the cost trends of transit infrastructure.

Roadway capital expenditures: $82.0 billion

Roadway capital maintenance includes investments required to maintain the region's expressways, arterial roads, collector streets, local roads, bridges, and traffic signal infrastructure. The forecasts assume that existing roadway asset conditions are maintained throughout the planning period.

Transportation agencies provided data and technical input regarding unit costs, asset lifecycles, and current asset condition.

A primary source for these estimates was dTIMS, IDOT's enterprise asset management system used for managing pavements and bridge conditions.

dTIMS follows a "preservation first" approach, which prioritizes preventative maintenance treatments that extend the useful life of roadways and bridge assets. This approach seeks to maintain assets in acceptable condition before they deteriorate significantly, thereby reducing long-term lifecycle costs.

The system uses pavement condition data derived from the Condition Rating Survey to determine appropriate maintenance treatments.

Planned pavement improvement projects included in IDOT's FY2026–2031 Multi-Year Program were incorporated into the forecast.[8]

To estimate long-term costs, maintenance expenditures were inflated using trends observed in the National Highway Construction Cost Index.

The forecast assumes the following cost growth rates:

- 7 percent annually from 2027 to 2029, reflecting recent elevated construction cost trends
- 5.5 percent annually from 2030 to 2034, representing a transition period
- 4.15 percent annually from 2035 to 2050, reflecting long-term historical cost trends

8 Illinois Department of Transportation, "FY2026-2031 Proposed Highway and Multimodal Improvement Program," October 2025, https://public.powerdms.com/IDOT/documents/3193195.

Pavement

Roadways pavement assets are divided into three categories: interstates, non-interstate roads on the National Highway System (NHS), and non-NHS roadways. Using dTIMS, IDOT provided cost estimates for interstates and non-interstate roads on the NHS through 2035. For years beyond 2035, CMAP projected costs based on annual average expenditures generated by optimizing scenarios designed to maintain the existing share of pavement in poor condition (as opposed to the share of pavement in good condition). Existing NHS pavement conditions used in the forecast are shown in Table 5.

Maintenance expenditures for non-NHS roads were estimated by extrapolating dTIMS estimates using a ratio of the condition and square footage of non-NHS roads relative to NHS roads. County pavement condition data were obtained from county transportation departments, and roadway inventory data were obtained from the Illinois Roadway Information System.

Table 5. Existing NHS pavement conditions, 2024

Pavement type	Interstate	Non-interstate
Percent in *good* condition	55.6%	19.9%
Percent in *poor* condition	0.9%	12.3%

Bridge

Bridge maintenance costs were also estimated using dTIMS outputs, which optimize maintenance investments based on bridge condition. These estimates were supplemented with condition data from the National Bridge Inventory. For years after 2035, annual bridge maintenance costs were projected based on average costs estimated by dTIMS for NHS bridges. Existing NHS bridge conditions used in the analysis are in Table 6.

Maintenance costs for non-NHS bridges were estimated using a ratio based on the relative bridge area and condition of non-NHS bridges compared with NHS bridges.

Table 6: Existing bridge conditions, 2024

Bridge type	NHS	Non-NHS
Percent in *good* condition	24.6%	26.8%
Percent in *poor* condition	11.2%	20.3%

RCP maintenance costs

Although IDOT's preservation-first strategy used by dTIMS is widely considered best practice, the treatments included in dTIMS do not capture all types of maintenance activities, particularly full asset reconstructions that may occur at the end of an asset's lifecycle.

To account for these additional costs, CMAP estimated the portion of regional capital project costs attributable to asset maintenance. Using treatment cost data from IDOT's Transportation Asset Management Plan (TAMP), CMAP calculated maintenance cost ratios for different project types (Table 7).[9] These ratios were applied to the non-capacity portion of regional capital project costs to estimate maintenance-related expenditures.

Maintenance costs will occur regardless of whether the associated regional capital project is fiscally constrained. Therefore, maintenance costs associated with both constrained and unconstrained roadway and bridge projects are included in the financial plan.

9 Illinois Department of Transportation, "Transportation Asset Management Plan," https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/transit/idot-2022-tamp-fhwa-certified-01-24-23.pdf.

Table 7: Share of RCP non-capacity costs included as maintenance costs in fiscal constraint

Project type	Share of project cost attributed to maintenance
Bridge reconstruction	7.75%
Intersection improvement, corridor improvement, interstate reconstruction, interchange improvement	0.9%

Signals

Maintenance costs for traffic signal infrastructure were estimated using assumptions about typical signal replacement cycles. These assumptions were applied to a regional inventory of traffic signal assets to estimate long-term maintenance needs.

Transit capital expenditures: $90.5 billion

Transit capital maintenance includes investments required to maintain a wide range of assets owned by regional transit agencies, including vehicles (buses and railcars), maintenance and storage facilities, rail tracks and right-of-way infrastructure, and maintenance equipment and support vehicles.

These assets are maintained by the CTA, Metra, Pace, and Pace ADA Paratransit. The forecast assumes current asset conditions will be maintained during the planning period. Transit agencies provided data and feedback on modeling assumptions, unit costs, and state of good repair.

The analysis relied heavily on the RTA's Capital Optimization Support Tool (COST), which is designed to estimate future asset condition and investment needs over time. COST outputs for the 2027-2050 time horizon were adjusted for inflation using a composite construction cost index developed from data published by the BEA.

The BEA index combines several indicators, including the Producer Price Index for highways and streets, Employment Cost Index, and Bureau of Reclamation construction cost index.

Based on these indicators, transit construction costs are assumed to grow:

- 3.7 percent annually from 2027 to 2034
- 3.1 percent annually from 2035 to 2050

Current transit asset conditions are summarized in Table 8.

Table 8: Transit asset condition in northeastern Illinois by federal performance measure category, 2024

Category	Percent
Buses beyond useful life	21.5%
Rail vehicles beyond useful life	31.1%
Non-fixed route vehicles beyond useful life	67.9%
Track with performance restrictions	3.6%
Facilities in marginal or fair condition	7.4%
Non-revenue vehicles beyond useful life	30.9%
Rail equipment beyond useful life	59.8%

Source: National Transit Database.

Improve system condition: $73.4 billion

In addition to maintaining assets in their current condition, investments are required to improve asset conditions across the existing roadway and transit system.

Federal transportation law requires that metropolitan transportation plans incorporate performance measures for infrastructure condition, among other factors. These estimates were developed using the same general methodology as the capital maintenance expenditures — relying on dTIMS and COST outputs for roadway and transit expenditures, respectively — but they rely on target condition scenarios for improving asset conditions.

CMAP developed and set asset condition targets in consultation with the region's transportation agencies. As with maintenance expenditure estimates, the analysis reflects scenarios that optimize the share of pavement and bridges in poor condition.

Following the approach for capturing maintenance costs unaccounted for in dTIMS outputs, roadway and bridge improvement expenditures include additional costs based on the share of RCP non-capacity costs attributable to system improvement. CMAP identified improvement ratios using TAMP unit cost data and applied the ratios to applicable constrained RCP project types (Table 9).

Table 10 provides an overview of how the financial plan allocates funds towards system improvement.

Table 9: Share of RCP non-capacity costs included as improvement costs in fiscal constraint

Project type	Share of project cost attributed to improvement
Bridge reconstruction	79.50%
Intersection improvement, corridor improvement, interstate reconstruction, interchange improvement	72.75%

Table 10: Allocation towards system improvement, 2027-2050 (year-of-expenditure dollars)

System improvement allocation	Cost
Bring transit assets in good repair	$41.0B
Reduce roadways in poor condition	$6.3B
Reduce bridges in poor condition	$3.1B
Subtotal allocation for meeting asset condition goals	$50.4B
RCP non-capacity improvement	$23.0B
Total allocation for improving system condition	**$73.4B**

System enhancements: $38.6 billion

System enhancements represent the costs of capital investments not constrained or captured in other categories of the financial plan.

These investments were identified as regional priorities through engagement with transportation agencies and regional stakeholders. They support regional goals related to mobility, accessibility, and safety.

Estimated investments across system enhancement categories total $38.6 billion.

Table 11: Allocation toward system enhancements by category, 2027-2050 (year-of-expenditure dollars)

System enhancement categories	Cost
Active transportation	$3.5B
Transit decarbonization	$9.3B
Grade separations	$8.3B
Transit station accessibility	$11.8B
Bus priority	$5.6B
Intercity rail	$0.2B
Total	**$38.6B**

Cost estimate methodologies vary across system enhancement categories.

- **Active transportation** investments include targeted expansion and improvement of regional bicycle and pedestrian infrastructure. Cost estimates were developed using planned facilities identified in the Northeastern Illinois Greenways and Trails Plan — including bike paths and shared street lanes — and sidewalks within a half-mile of transit rail stations, supplemented by project costs from county bike plans.

- **Transit decarbonization** investments reflect efforts by regional transit agencies to replace fossil fuel-powered vehicles with electric alternatives. Cost estimates are based on bus replacement costs derived from the COST model and asset data from the CTA, Metra, and Pace.

- **Grade separations** investments were estimated based on the historical number of projects per year and a sample of programmed projects included in the Transportation Improvement Program. Estimates include several priority grade crossing projects identified by regional stakeholders to improve safety and reduce congestion.

- **Transit station accessibility** investments reflect the cost of bringing transit stations into full compliance with the ADA. Cost estimates were based on accessibility improvement programs developed by Metra and the CTA.

- **Bus priority** investments include infrastructure improvements designed to enhance bus service reliability, such as bus rapid transit development, transit signal priority systems, and dedicated bus lanes. Systemwide costs are derived from project estimates provided by the CTA.

- **Intercity rail** investments support improvements to travel reliability, accessibility, and safety for rail service connections to Chicago. Cost estimates were based on project data provided by IDOT.

System expansion: $24.3 billion

The system expansion category includes investments that increase transportation system capacity, including new infrastructure and major capacity expansions associated with RCPs. Capacity related expenditures for constrained RCPs total $28.4 billion, including:

- $28.3 billion in capital construction costs

- $90 million in incremental operating costs associated with added capacity

Some transit projects can generate revenue that can be used to offset their costs. Transit Facility Improvement Areas (TFIA), which is a form of value capture, can be used to fund capital investments for eligible transit projects. The financial plan assumes that TFIA financing could generate $4.1 billion in bond proceeds to support eligible transit capital projects.

CMAP estimated potential value capture by examining existing TFIA bond issuances and calculating the average share of project costs supported by value capture financing. Based on this analysis, value capture is assumed to offset approximately one-third of eligible transit project costs. As a result, net constrained capital costs for new capacity are $24.2 billion.

Consistent with federal requirements, project cost estimates were converted to year-of-expenditure dollars using data provided by project implementers.

A detailed list of constrained RCPs is provided in the Supplement.

Risk assessment

Long-range financial planning requires reasonable assumptions that can account for and balance several financial conditions. Over a planning horizon of more than 20 years, both revenue and expenditure forecasts are subject to economic, policy, and implementation uncertainties.

To assess the robustness of the financial plan, CMAP conducted a Financial Plan Risk Assessment examining potential risks that could affect fiscal constraint. CMAP also convened internal workshops with subject matter experts and consulted with the Financial Plan Resource Group, which includes regional transportation implementers and stakeholders involved in the development of the financial plan, to identify and prioritize the most relevant risks.

The analysis included research on historical trends and future uncertainties, sensitivity testing of key financial assumptions, and scenario analysis examining multiple risks occurring simultaneously

In total, 16 risks were evaluated across both revenue and expenditures forecasts (Table 12).

Sensitivity tests examined how changes in key assumptions would affect fiscal constraint. Examples include scenarios in which vehicle miles traveled grow more slowly than projected, federal funding levels decline relative to current levels, and RCPs experience implementation delays.

Results indicate that revenue-related risks could reduce baseline revenues by 0.4 percent to 4.5 percent over the planning period. Expenditure-related risks could increase total costs by 0.2 percent to 7.4 percent.

Table 12: List of identified risks

Revenue	Expenditures
Decreased federal funding	Increased material and labor costs
Decreased state funding	Increased financing costs
Increased fuel efficiency	Project delays
Lower VMT growth	Lack of coordination
Reduced population forecast	Operating inefficiencies
Economic downturns	Disruptive technological changes
Reduced transit fare revenue	Escalated weather-related impacts
Inadequate public subsidy of transit	Increased roadway wear

Supplement: Regional Capital Projects

Table 13: Costs of fiscally constrained regional capital projects

Project information						Capital cost, 2027-2050 (*YOE$ in billions*)	
Map	Project	RCP ID	Project sponsor	Percent of cost for new capacity	Total cost, (2025 $ in billions)	Total constrained cost	New capacity cost
Interstate							
A	I-90 / I-94 Kennedy and Dan Ryan Expressway Reconstruction (Hubbard Street to 31st Street)	11175	IDOT	0%	$3.72	$6.37	$-
B	I-290/IL-53 Reconstruction (Lake Cook Road to I-88)	11180	IDOT	0%	$5.85	$12.79	$-
C	I-355 at I-290 Interchange project - bridge replacements	11182	IDOT	0%	$0.60	$1.31	$-
D	I-190 O'Hare Access Roads from Bessie Coleman Drive to Cumberland Avenue (I-190 Access Improvements)	13104	IDOT	20%	$1.01	$0.84	$0.17
E	I-55 from I-80 to Coal City Road	13106	IDOT	66%	$1.00	$2.19	$1.44
F	I-55 from I-80 to US 52 (Jefferson Street); US 52 from River Road to Houbolt Road[b]	13110	IDOT	66%	$0.22	$0.13	$0.09
G	I-55 from I-355 to IL 53 (Bolingbrook Drive)	13111	IDOT	66%	$0.04	$0.05	$0.03
H	I-290 Eisenhower Expressway from US 12/45/20 Mannheim Road to Racine Avenue	13114	IDOT	20%	$3.66	$5.94	$1.19
I	I-55 from Weber Road to US 30, at Airport/Lockport Road and at IL 126	14109	IDOT	100%	$0.22	$0.34	$0.34
J	I-57 - At Eagle Lake Rd	14138	IDOT	100%	$0.21	$0.34	$0.34
K	South Tristate (I-294/80) Bridging Investment	51172	Tollway	0%	$0.39	$0.52	$-
L	I-290/IL 53/I-90 Interchange Improvement	52212	CMAP	25%	$2.00	$4.94	$1.23
M	I-88 York Road Interchange Expansion	54105	Tollway	100%	$0.02	$0.03	$0.03
N	I-80 Reconstruction from Ridge Road to US 30 Lincoln Highway[b]	91312	IDOT	100%	$1.63	$0.20	$0.20

Project information						Capital cost, 2027-2050 (*YOE$ in billions*)	
Map	Project	RCP ID	Project sponsor	Percent of cost for new capacity	Total cost, (2025 $ in billions)	Total constrained cost	New capacity cost
O	I-80 from I-294 (Tri-State Tollway) to State Line (Flex Road - ITS)[b]	91336	IDOT	90%	$0.04	$0.00	$0.00
P	I-55 at IL 129, IL 129 to Lorenzo Road, I-55 Frontage Roads: Kavanaugh Road to Lorenzo Road and at Lorenzo Road[b]	91337	IDOT	20%	$0.21	$0.25	$0.05
Q	I-294 Central Tri-State Mobility Improvements[b]	95313	Tollway	100%	$3.64	$0.02	$0.02
R	I-290/I-88/I-294 Interchange Improvement[b]	95314	Tollway	0%	$0.56	$0.01	$-
S	Elgin O'Hare Western Access (I-490)[b]	95315	Tollway	100%	$4.81	$0.29	$0.29
Arterial							
T	North DuSable Lake Shore Drive Improvements	12120	IDOT	10%	$2.40	$4.09	$0.41
U	IL 60/IL 83 from IL 176 to IL 60(Townline Road)	13115	IDOT	100%	$0.35	$0.45	$0.45
V	IL 173 Rosecrans Rd from I-94 to US 41[a]	13116A	IDOT	100%	$0.12	$0.20	$0.20
W	IL 62 (Algonquin Road), IL 25 (JF Kennedy Memorial Drive) to IL 68 (Dundee Road)	13118	IDOT	100%	$0.16	$0.28	$0.28
X	US 6 from I-55 to US 52	13122	IDOT	100%	$0.19	$0.37	$0.37
Y	US 30 from IL 47 to Albright Road	13123	IDOT	100%	$0.11	$0.19	$0.19
Z	IL 7/143rd from Will-Cook Road to IL7/Southwest Highway	13124	IDOT	100%	$0.17	$0.38	$0.38
AA	Willow Rd from east of Des Plaines River to Waterview Drive/ Protection Parkway	13129	IDOT	90%	$0.04	$0.05	$0.04
AB	IL 53 from south of IL 56 (Butterfield Road) to Park Boulevard	13130	IDOT	66%	$0.05	$0.08	$0.05
AC	IL 22 (Lake Zurich Road) from Quentin Road to west of IL 83[b]	13131	IDOT	66%	$0.13	$0.13	$0.09
AD	US 41 (Skokie Highway) from Quassey Avenue to south of IL 176[b]	13132	IDOT	50%	$0.14	$0.13	$0.07
AE	IL 137 (Buckley Road) from IL 83 to Petersen Road	13133	IDOT	100%	$0.08	$0.13	$0.13

Project information						Capital cost, 2027-2050 (*YOE$ in billions*)	
Map	Project	RCP ID	Project sponsor	Percent of cost for new capacity	Total cost, (2025 $ in billions)	Total constrained cost	New capacity cost
AF	IL 120 (Belvidere Road) from Ashford Lane to US 45	13134	IDOT	66%	$0.03	$0.04	$0.03
AG	US 45 (Lake Avenue) from Rollins Road to Washington St and US 45 from Washington St to north of IL 120	13135	IDOT	100%	$0.04	$0.06	$0.06
AH	US 20 (Lake Street) from Randall Road to Shales Parkway[b]	13160	IDOT	5%	$0.21	$0.05	$0.00
AI	IL 131 (Green Bay Road) from Sunset Avenue to Wadsworth Road	13167	IDOT	66%	$0.09	$0.10	$0.06
AJ	IL 47 from Conley Road to Ballard Road[b]	13183A	IDOT	50%	$0.06	$0.09	$0.05
AK	Willow Road from east of I-294 to east of IL 43	13184	IDOT	90%	$0.14	$0.14	$0.12
AL	IL 83 (Barron Boulevard), IL 120 (Belvidere Road) to IL 137 and at Atkinson Road	14136	IDOT	100%	$0.10	$0.09	$0.09
AM	Wilmington-Peotone Road from US 45 to Center Road[a]	43158A	IDOT	0%	$0.03	$0.05	$-
AN	Laraway Road (CH 74) from US 45 to IL 43 (Harlem Avenue)	43159	IDOT	100%	$0.01	$0.01	$0.01
AO	Randall Road from north of Stearns Road to south of Longmeadow Parkway	43208	IDOT	100%	$0.13	$0.29	$0.29
AP	Randall Road at I-90	43211	IDOT	100%	$0.10	$0.12	$0.12
AQ	IL 390 Interchange at County Farm Road	54103	Tollway	100%	$0.08	$0.09	$0.09
AR	Elston-Armitage-Ashland-Cortland Intersection Improvement	62141	CDOT	0%	$0.33	$0.55	$-
AS	Devon-Caldwell-Central-Lehigh Intersection Improvements	62142	CDOT	0%	$0.35	$0.65	$-
AT	79th/Stony Island/South Chicago Intersection Improvements	62211	CDOT	0%	$0.35	$0.71	$-
AU	143rd Street from Wolf Road to US 45 (La Grange Road)	83209	Orland Park	100%	$0.07	$0.08	$0.08
AV	143rd Street from Will-Cook Road to IL 7 (Wolf Road)	83210	Orland Park	100%	$0.02	$0.02	$0.02
AW	Randall Road from Ackman Road to Polaris Drive/Acorn Lane[b]	91317	McHenry	100%	$-	$-	$-

Project information						Capital cost, 2027-2050 (*YOE$ in billions*)	
Map	Project	RCP ID	Project sponsor	Percent of cost for new capacity	Total cost, (2025 $ in billions)	Total constrained cost	New capacity cost
AX	Barrington Road from IL 62 to Central Road[b]	91318	IDOT	100%	$0.04	$0.04	$0.04
AY	IL 56 (Butterfield Road) from IL 53 to I-355[b]	91319	IDOT	100%	$0.07	$-	$-
AZ	IL 47 from IL 71 (Stagecoach Trail) to Caton Farm Road (CH 23)[b]	91321	IDOT	100%	$0.05	$0.05	$0.05
BA	IL 31 Front Street from IL 120 Belvidere Road to IL 176 (Terra Cotta Ave)[b]	91322	IDOT	100%	$0.32	$0.02	$0.02
BB	IL 47 from IL 120 to US 14[b]	91329	IDOT	100%	$0.11	$-	$-
BC	IL 47 from IL 176 to IL 176[b]	91330	IDOT	100%	$0.09	$-	$-
BD	IL 47 from Cross Street to Kennedy Road (FAU 3793)[b]	91331	IDOT	100%	$0.24	$-	$-
BE	Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road)[b]	94320	Will	100%	$0.05	$0.05	$0.05
BF	Laraway Road (CH 74) from US 52 to US 45[b]	94323	Will	100%	$0.08	$0.06	$0.06
BG	143rd Street (CH37) from State Street (Lemont Road) to Bell Road (CH 16)[b]	94325	Will	100%	$0.00	$0.01	$0.01
BH	Gougar Road: Laraway Road to Francis Road[b]	94327	Will	100%	$0.14	$0.17	$0.17
BI	Bell Road Corridor from 159th Street to Glengary Drive[b]	94333	Will	100%	$0.05	$0.01	$0.01
BJ	Randall Road Grade Separation and Intersection Safety Improvements at Hopps Road[b]	94338	Kane	50%	$0.13	$0.00	$0.00
BK	Calumet River Bridges[b]	96111	CDOT	0%	$0.50	$0.27	$-
CTA "L" rail							
BL	"Better Brown": Brown Line Modernization Program	21189	CTA	0%	$0.85	$1.33	$-
BM	"Greater Green": Green Line Modernization Program	21190	CTA	0%	$1.96	$3.06	$-
BN	Blue Line Forest Park Branch Track and Station Reconstruction[c]	22185	CTA	33%	$2.92	$2.03	$0.67
BO	Red and Purple Modernization (RPM) Next Phases[c]	23188	CTA	10%	$4.28	$3.43	$0.34

Project information						Capital cost, 2027-2050 (*YOE$ in billions*)	
Map	Project	RCP ID	Project sponsor	Percent of cost for new capacity	Total cost, (2025 $ in billions)	Total constrained cost	New capacity cost
BP	New Madison Station — CTA Pink Line	64144	CDOT	100%	$0.10	$0.12	$0.12
BQ	New Division Station — CTA Brown/Purple Line	64145	CDOT	100%	$0.10	$0.13	$0.13
BR	Red Line Extension (US 12/20/95th Street to 130th Street)[b, c]	92416	CTA	100%	$5.41	$2.30	$2.30
BS	State/Lake Station - Loop El[b]	96132	CDOT	0%	$0.48	$-	$-
Commuter/freight rail							
BT	75th Street Corridor Improvement Project (CIP)	12139	IDOT	25%	$1.37	$1.13	$0.28
BU	Metra Electric Line Improvements	33146	Metra	75%	$1.14	$2.08	$1.56
BV	Rock Island Improvements	33147	Metra	25%	$0.81	$1.44	$0.36
BW	Southwest Service Line Improvements	33148	Metra	25%	$0.78	$1.29	$0.32
BX	Burlington Northern Santa Fe Line Improvements	33150	Metra	25%	$0.33	$0.60	$0.15
BY	Milwaukee District West Line Improvements	33152	Metra	25%	$0.77	$1.40	$0.35
BZ	Union Pacific Northwest Line Improvements and Extension	33153	Metra	50%	$0.86	$1.56	$0.78
CA	O'Hare Express and North Central Service Line Improvements	33155	Metra	75%	$1.25	$2.28	$1.71
CB	Union Pacific North Line Improvements	33156	Metra	25%	$1.17	$2.14	$0.53
CC	A2 Crossing Modernization	33157	Metra	25%	$1.10	$2.33	$0.58
CD	Milwaukee District West Extension to Huntley and Marengo	44218	Metra	100%	$0.50	$1.12	$1.12
CE	Ashland-Ogden-Kinzie (AOK) New Metra Station	64143	CDOT	100%	$0.30	$0.43	$0.43
CF	Auburn Park New Station[b]	93310	Metra	100%	$0.08	$0.04	$0.04
Bus							
CG	Ashland Bus Rapid Transit (BRT)	22201	CTA	100%	$0.17	$0.28	$0.28
CH	Bus Priority Corridor: Western Avenue	22202	CTA	100%	$0.34	$0.56	$0.56
CI	Bus Priority Corridor: Pulaski Road	22203	CTA	100%	$0.32	$0.54	$0.54

Project information						Capital cost, 2027-2050 (*YOE$ in billions*)	
Map	Project	RCP ID	Project sponsor	Percent of cost for new capacity	Total cost, (2025 $ in billions)	Total constrained cost	New capacity cost
CJ	Bus Priority Corridor: Garfield Boulevard	22204	CTA	100%	$0.15	$0.25	$0.25
CK	Bus Priority Corridor: Fullerton Avenue	22205	CTA	100%	$0.15	$0.24	$0.24
CL	Bus Priority Corridor: Cottage Grove Avenue	22206	CTA	100%	$0.18	$0.30	$0.30
CM	South Lakefront Busway	62140	CDOT	100%	$0.20	$0.26	$0.26
CN	IL 58/Golf Road from Meacham Road to Davis Street Pulse Golf Line	74161	Pace	100%	$0.06	$0.09	$0.09
CO	Pulse Harlem Avenue	74163	Pace	100%	$0.05	$0.06	$0.06
CP	Pulse Cermak Road	74164	Pace	100%	$0.04	$0.05	$0.05
CQ	I-294 Tri-State Express Bus Stations	74166	Pace	100%	$0.13	$0.19	$0.19
CR	Pulse Touhy Avenue	74213	Pace	100%	$0.03	$0.04	$0.04
CS	Pulse North Avenue	74214	Pace	100%	$0.02	$0.04	$0.04
CT	Pulse Western Avenue	74215	Pace	100%	$0.03	$0.04	$0.04
CU	Pulse South Halsted Street Extension	74216	Pace	100%	$0.03	$0.04	$0.04
CV	Pulse Halsted Street[b]	97434	Pace	100%	$0.03	$-	$-
CW	Pulse 95th Street[b]	97435	Pace	100%	$0.02	$0.00	$0.00

Notes:

a. Partially constrained RCP: One or more project components have been included in the fiscally constrained list, and the project has been split into one or more sub-RCPs. Other project components are unconstrained.

b. Committed RCP: Project met RCP criteria but already has committed funding and thus is included in the fiscally constrained list without evaluation. Year of expenditure costs beginning in 2027 may be less than total project costs in 2025 dollars.

c. Value capture reductions have been incorporated into RCP final cost.

Figure 7: Fiscally constrained regional capital projects

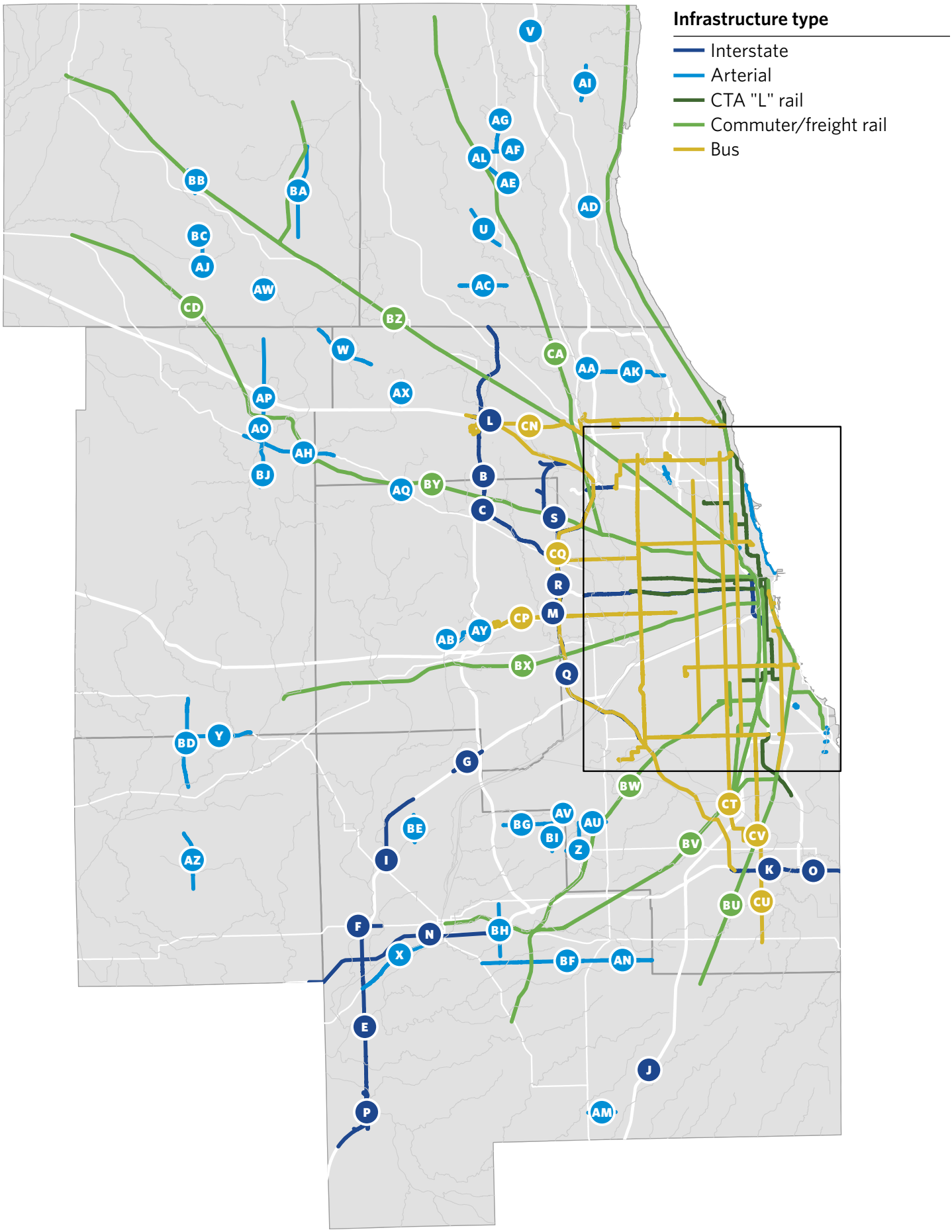


Figure 8: Fiscally constrained regional capital projects — inset

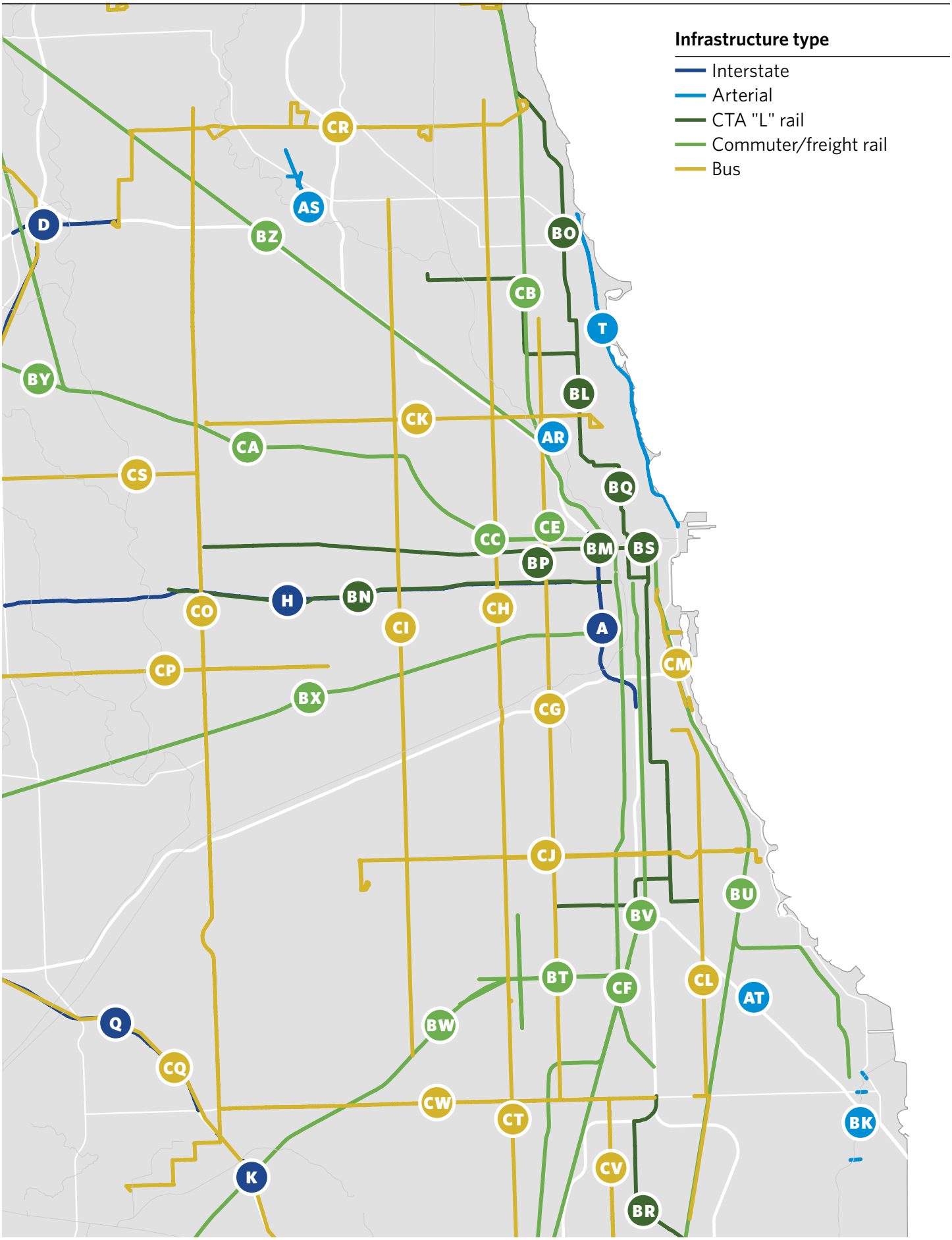


Table 14: Costs of fiscally unconstrained regional capital projects

Project	RCP ID	Project sponsor	Percent of cost for new capacity	Total cost, 2025 $
I-94 Bishop Ford Expressway Reconstruction	11174	IDOT	0%	$0.99
I-55 Stevenson/Barack Obama Presidential Expressway Reconstruction (US 41/South DuSable Lake Shore Drive to I-80)	11176	IDOT	0%	$5.17
I-90 Kennedy Expressway	11177	IDOT	0%	$2.34
I-94 Edens Expressway Reconstruction	11178	IDOT	0%	$2.44
I-90/I-94 Kennedy Expressway Reconstruction (Edens Junction to Hubbard Street)	11179	IDOT	0%	$2.70
I-57 Reconstruction (I-94 to I-80, I-80 to Will/Kankakee border)	11181	IDOT	0%	$3.76
I-55 Managed Lane from I-355 to I-94/I-90	13108	IDOT	80%	$1.89
I-80 from US 30 to I-294	13113	IDOT	80%	$2.25
IL 173 Rosecrans Rd from IL 59 to I-94	13116B	IDOT	100%	$0.21
US 45 (McHenry Road) from IL 173 to IL 132	13117	IDOT	100%	$0.05
IL 83 (Milwaukee Avenue) from Petite Lake Road to IL 120	13119	IDOT	100%	$0.21
IL 83 Kingery Highway from 31st Street to 55th St and 63rd St to Central Avenue	13121	IDOT	100%	$0.09
IL 47 from south of I-90 to south of Plank Road	13125	IDOT	100%	$0.14
IL 56 from IL 25 to IL 59	13126	IDOT	100%	$0.13
IL 60 from IL 120 to IL 176	13127	IDOT	100%	$0.19
US 45/IL 83 (Old Half Day Road) from IL 60 Townline Road to IL 22 (Half Day Road)	13128	IDOT	100%	$0.10
IL 131 (Green Bay Road) from Wadsworth Road to Russell Road	13168	IDOT	66%	$0.13
IL 47 from Conley to Reed Road and US 14 to IL 176	13183B	IDOT	50%	$0.18
IL 47 from Charles Rd to IL 120	13183C	IDOT	50%	$0.14
IL 120 from Wilson Road to US 41 (IL 120 Bypass)	14137	IDOT	100%	$1.00
Blue Line Core Capacity	23186	CTA	50%	$2.54
Brown Line Core Capacity	23187	CTA	50%	$1.78
Circle Line - visionary	24191	CTA	100%	Not available
Mid-City Transitway - visionary	24192	CTA	100%	Not available
Blue Line Extension to Mannheim - visionary	24193	CTA	100%	Not available
Green Line Extension to Jackson Park - visionary	24194	CTA	100%	Not available
Orange Line Extension to Ford City - visionary	24195	CTA	100%	$0.45
Yellow Line Extension to Old Orchard - visionary	24196	CTA	100%	$0.26
West Loop Subway (Red Line) - visionary	24197	CTA	100%	Not available
Green Line Extension to Midway - visionary	24198	CTA	100%	Not available

Project	RCP ID	Project sponsor	Percent of cost for new capacity	Total cost, 2025 $
Brown Line Extension to Jefferson Park - visionary	24199	CTA	100%	Not available
Clinton Street Subway - visionary	24200	CTA	100%	$0.61
Heritage Corridor Line Improvements	33149	Metra	25%	$0.33
Union Pacific West Line Improvements	33151	Metra	25%	$0.47
Milwaukee District North Line Improvements	33154	Metra	25%	$0.83
Wilmington-Peotone Road from US 45 to Center Road	43158B	Will	30%	$0.25
Northern McHenry Bypass	44101	McHenry	100%	$0.20
Northern Algonquin Bypass	44102	McHenry	100%	$0.15
Milwaukee District North Line Extension to Spring Grove and Richmond	44217	Metra	100%	$0.48

Table 15: Pending visionary RCPs (not ready for evaluation)

Project	Project sponsor
I-294 (Tri-State Tollway) at Irving Park Road interchange improvement	IL Tollway
I-88 and I-355 System Interchange Reconstruction	IL Tollway
Burlington Northern Santa Fe Line Extension to Kendall County	Metra
Burlington Northern Santa Fe Line Extension to Sugar Grove	Metra
Heritage Corridor Line Extension to Wilmington	Metra
Milwaukee District North Line Extension to Wadsworth	Metra
Milwaukee District West Line Extension to Hampshire	Metra
Metra Electric Line Extension to South Suburban Airport	Metra
Rock Island Extension to Minooka	Metra
I-355 from Roosevelt Road to North Avenue add lane	IL Tollway

Notes:
a. Cost estimates are not available for some visionary projects

Acknowledgments

Financial Plan Resource Group
Representatives from 20 partner organizations and agencies participated in the Financial Plan Resource Group, providing feedback and guidance throughout the development of the financial plan for the 2026 Regional Transportation Plan.

- **Cara Bader**, Vice President of Strategy and Innovation, Chicago Transit Authority
- **Daniel Begert**, Senior Traffic and Revenue Forecasting Lead, CDM Smith
- **Holly Bieneman**, Director of Planning and Programming, Office of Planning and Programming, Illinois Department of Transportation
- **Christina Burns**, County Administrator, Kendall County
- **Kevin Carrier**, Assistant County Engineer, Lake County Division of Transportation
- **Melanie Castle**, Department Manager, Budget Planning & Analysis, Pace Suburban Bus
- **Lynette Ciavarella**, Senior Division Director, Strategic Planning & Performance, Metra
- **Mary Crain**, Director of Finance and Administration, Lake County Division of Transportation
- **Jon Paul Diipla**, Metropolitan Planning Specialist, Federal Highway Administration
- **Kim Doglio**, Account Manager, Will County Division of Transportation
- **Patrick Doyle**, City Planner, Division of Project Implementation, Chicago Department of Transportation
- **Peter Fahrenwald**, Manager, Regional Planning, Regional Transportation Authority
- **Heidi Files**, Chief of Planning and Programming, Kane County Division of Transportation
- **Henry Guerriero**, Traffic and Revenue Analyst, Illinois Tollway
- **Scott Hennings**, Assistant Director of Transportation, McHenry County Division of Transportation
- **Mark Kane**, Community Planner, Federal Transit Administration
- **Mike Klemens**, Manager of Transportation Planning, Lake County Division of Transportation
- **David Kralik**, Director of Planning and Programming, Metra
- **Evan Laugen**, Strategic Analyst, Regional Transportation Authority
- **John Loper**, Chief Transportation Planner, DuPage County Division of Transportation
- **Laura McFadden**, Programming Manager, Cook County Department of Transportation and Highways
- **Tara Orbon**, Assistant Superintendent, Cook County Department of Transportation and Highways
- **Jeffrey Overcash**, Vice President of Budget and Capital Finance, Chicago Transit Authority
- **Liam Purkey**, Strategic Planner, Chicago Transit Authority
- **Sarah Rubino**, Financial Analyst, Regional Transportation Authority
- **Joe Schwieterman**, Director of the Chaddick Institute for Metropolitan Development, DePaul University
- **Kris Skogsbakken**, Department Manager Capital Grants and Transit Asset Management, Pace Suburban Bus
- **Margaret Smith**, Senior Fiscal Analyst, Office of Planning and Programming, Illinois Department of Transportation
- **P.S. Sriraj**, Director of the Urban Transportation Center, University of Illinois at Chicago
- **Mary Tyler**, Transportation Director, Illinois Economic Policy Institute
- **Michael Vanderhoof**, Planning Bureau Chief, Illinois Department of Transportation
- **Ashley Young**, Chief Financial Officer, Kane County Division of Transportation

FY26-0024

2026
Regional Transportation Plan

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.

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

cmap.illinois.gov
312-454-0400