



Rep. Theresa Mah

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LRB104 19857 LNS 35571 a

1 AMENDMENT TO HOUSE BILL 4759

2 AMENDMENT NO. \_\_\_\_\_. Amend House Bill 4759 by replacing  
3 everything after the enacting clause with the following:

4 "Section 1. Short title. This Act may be cited as the Green  
5 Light for Buses Act.

6 Section 5. Definitions. As used in this Act:

7 "Authority" means the Northern Illinois Transit Authority.

8 "Committee" means the Committee on Efficient Arterial  
9 Signal Infrastructure established under this Act.

10 "Department" means the Department of Transportation.

11 "Mass transit district" means any local mass transit  
12 district created pursuant to the Local Mass Transit District  
13 Act, any urban transportation district created pursuant to the  
14 Urban Transportation District Act, or any successor transit  
15 agency operating fixed-route public transportation service in  
16 the State.

1 "Person throughput" means the number of persons moved  
2 through a corridor in a given period of time across all travel  
3 modes, measured using available data and reasonable estimation  
4 methodologies.

5 "Queue jump" means a roadway treatment or signal phase  
6 that enables a bus to proceed through an intersection ahead of  
7 general traffic.

8 "Roadway" means a street, road, or highway under the  
9 jurisdiction of the Department or a unit of local government.

10 "Secretary" means the Secretary of Transportation.

11 "Service Board" means the Board of the Commuter Rail  
12 Division of the Authority, the Board of the Suburban Bus  
13 Division of the Authority, and the Board of the Chicago  
14 Transit Authority established pursuant to the Chicago Transit  
15 Authority Act.

16 "Traffic capacity" means the designed capacity for traffic  
17 volume on a roadway facility.

18 "Traffic volume" means the number of persons moved through  
19 a corridor in a given period of time, across all travel modes  
20 measured using available data and reasonable estimation  
21 methodologies.

22 "Transit-served intersection" means an intersection:

23 (1) through which 2 or more scheduled bus trips per  
24 hour per direction during weekday peak periods as defined  
25 by the Service Board or Mass Transit District operating  
26 such service; or

1           (2) within 1,500 feet of a passenger rail station or  
2           transit rail station and through which at least one  
3           scheduled bus route operates.

4           "Transit signal priority" or "TSP" means the operational  
5           strategies and associated equipment, software, communications,  
6           and timing changes that improve the movement of public  
7           transportation vehicles through signalized intersections.

8           "Vehicle traffic capacity" means the designed capacity for  
9           vehicle traffic volume on a roadway facility.

10          "Vehicle traffic volume" means the number of motor  
11          vehicles traveling through a corridor in a given period.

12          Section 10. Establishment of the Committee.

13          (a) The Committee on Efficient Arterial Signal  
14          Infrastructure shall be established to advise the Department  
15          on strategies and initiatives to improve public transit  
16          service efficiency and reliability through roadway and  
17          signalization infrastructure improvements in a metropolitan  
18          region.

19          (b) The Committee shall make recommendations to increase  
20          the person throughput of roadway corridors within a  
21          metropolitan region, and that maintain or reduce the vehicle  
22          traffic capacity of those same corridors.

23          (c) As needed, the Committee shall coordinate with the  
24          Interagency Coordinating Committee on Transit Innovation,  
25          Integration, and Reform.

1 (d) The Committee shall meet at the call of the Chair or  
2 Co-Chair, but not less than quarterly.

3 The Committee shall be subject to the Open Meetings Act  
4 and the Freedom of Information Act.

5 (e) The Department shall provide administrative support to  
6 the Committee.

7 Subject to appropriation and applicable procurement law,  
8 the Department may procure consulting assistance necessary to  
9 support the work of the Committee.

10 (f) The Committee shall, at a minimum:

11 (1) inventory and review controlled intersections,  
12 traffic signals, and on-board bus equipment along  
13 corridors where transit signal priority is operational, in  
14 advanced planning or engineering, and in a long range plan  
15 for implementation;

16 (2) develop strategies and recommendations to expand  
17 transit signal priority and related transit-supportive  
18 signal operations that increase traffic capacity and  
19 improve transit travel-time reliability;

20 (3) review the Evaluation Report for the Regional  
21 Transit Signal Priority Implementation Program as  
22 published in 2019 by the Regional Transportation Authority  
23 for updates, including:

24 (A) a map and description of where transit signal  
25 priority is operational, where queue jumps are  
26 operational, and where transit signal priority

1 projects are currently in advanced planning or  
2 engineering;

3 (B) a review of technological, legal, and  
4 procedural impediments experienced while implementing  
5 current or planned transit signal priority projects;

6 (C) a review of performance measures used to  
7 evaluate TSP corridors, including impediments to  
8 adoption and collection of quantitative data; and

9 (D) recommendations for legal or procedural  
10 changes that would allow for signal optimization on  
11 corridors where transit signal priority is operational  
12 to achieve improved performance relative to the  
13 established performance measures;

14 (4) develop objectives and recommended approaches for  
15 providing technical assistance to units of local  
16 government and transit operators for implementation of the  
17 Committee's recommendations;

18 (5) estimate costs associated with procuring,  
19 installing, operating, maintaining, and replacing signal  
20 priority infrastructure, including;

21 (A) an estimate of the cost of the infrastructure  
22 required for planned and future signal priority  
23 implementations identified in the report;

24 (B) an estimate of signal timing optimization and  
25 ongoing maintenance for existing corridors where  
26 transit signal priority is operational;

1 (C) a review of the cost differences between  
2 alternative signal priority systems, including passive  
3 signal priority and centralized signal priority; and

4 (D) a review of the challenges in the procurement  
5 of signal priority infrastructure and maintenance  
6 services;

7 (6) estimate economic impacts associated with the  
8 Committee's recommendations, including;

9 (A) an estimate of the cost savings in vehicle and  
10 operator expenses per mile of revenue service;

11 (B) an estimate of the value of travel time  
12 savings for all persons moved through a corridor,  
13 across all travel modes;

14 (C) an estimate of the health benefits in  
15 surrounding areas from reduction in brake dust and  
16 engine exhaust; and

17 (D) an estimate of the impacts to roadway surface  
18 maintenance costs;

19 (7) estimate, where practicable, anticipated changes  
20 in person throughput and vehicle traffic volume associated  
21 with the Committee's recommendations;

22 (8) identify opportunities to align or modify existing  
23 and future Department funding programs and grant criteria  
24 to support implementation, including criteria that reward  
25 measurable improvements in person throughput while  
26 maintaining or reducing vehicle traffic capacity or

1 transit signal priority projects in the Department's  
2 Highway Improvement Program; and

3 (9) submit recommendations for inclusion in the  
4 Department's Public Transportation Plan, including any  
5 recommended legislative or administrative changes needed  
6 to implement best practices.

7 (g) The Committee shall include the following members,  
8 appointed by the Secretary:

9 (1) the Secretary or the Secretary's designee;

10 (2) the Department's Region 1 Engineer or the  
11 Engineer's designee;

12 (3) one staff member from the Department's Office of  
13 Finance and Administration whose duties involve transit  
14 grant administration or procurement;

15 (4) one staff member from the Department's Office of  
16 Highways Project Implementation whose duties involve the  
17 operations of local roads and streets;

18 (5) one staff member from the Office of Intermodal  
19 Project Implementation whose duties involve transit  
20 oversight;

21 (6) one staff member from the Office of Highway  
22 Planning and Implementation whose duties include planning  
23 in urban areas;

24 (7) one staff member representing the Northern  
25 Illinois Transit Authority, who shall serve as Chair, as  
26 designated by the Chairman of the Board of the Authority;

1           (8) one staff member representing the Chicago Transit  
2 Authority, who shall serve as Co-Chair, as designated by  
3 the Chairman of the Board of the Chicago Transit  
4 Authority;

5           (9) one staff member representing the Suburban Bus  
6 Division, who shall serve as Co-Chair, as designated by  
7 the Chairman of the Suburban Bus Board;

8           (10) one staff member representing the Chicago  
9 Metropolitan Agency for Planning;

10           (11) one staff member representing the Chicago  
11 Department of Transportation, as designated by the Mayor  
12 of Chicago;

13           (12) one staff member representing the Cook County  
14 Department of Transportation and Highways, as designated  
15 by the President of the Cook County Board of  
16 Commissioners;

17           (13) five staff members that are involved in planning,  
18 design, construction, maintenance, and permitted use of  
19 roadways, as designated by the chair of the county boards  
20 of Kane, Lake, McHenry, DuPage, and Will counties; and

21           (15) additional members as determined necessary by the  
22 Secretary to ensure subject-matter expertise, community  
23 representation, and geographic diversity.

24           (h) Members shall serve without compensation. To the  
25 extent permitted by law and subject to appropriation, members  
26 may be reimbursed for necessary expenses associated with

1 Committee service in accordance with applicable State travel  
2 rules.

3 (i) The Committee shall publish a report containing its  
4 findings and recommendations no later than 2 years after the  
5 effective date of this Act.

6 (1) The Department shall post the report on its  
7 website and transmit the report to the Governor and the  
8 General Assembly.

9 (2) The Department shall incorporate any  
10 recommendations included in the Committee's report in the  
11 Department's next update of the Public Transportation  
12 Plan.

13 (j) The Chair may dissolve the Committee 2 years after the  
14 effective date of this Act or continue the Committee as a  
15 working group.

16 Section 11. Performance metrics and reporting. In  
17 coordination with the Authority, the Chicago Metropolitan  
18 Agency for Planning shall make publicly available on its  
19 Internet website, and update on at least an annual basis, the  
20 following information regarding transit signal priority and  
21 queue jump infrastructure within the metropolitan planning  
22 area:

23 (1) the total number of traffic signals equipped with  
24 transit signal priority and the total number equipped with  
25 queue jump infrastructure;

1 (2) the current number of signals with transit signal  
2 priority, disaggregated by technology type or  
3 communications standard where such information is  
4 available;

5 (3) the number of traffic signals where transit signal  
6 priority or queue jump infrastructure is included that are  
7 currently in advanced planning or engineering;

8 (4) the number of buses capable of engaging a transit  
9 signal priority system, reported by bus garage or  
10 operating division for the Suburban Bus Division and the  
11 Chicago Transit Authority;

12 (5) an estimate of total annual bus vehicle-hours traveled  
13 on corridors where transit signal priority is operational;  
14 and

15 (6) a list of bus routes currently operating on corridors  
16 where transit signal priority is operational.

17 Section 12. State standards.

18 (a) Within 2 years after the effective date of this Act,  
19 the Department shall update its standards and specifications  
20 governing traffic signal control devices and signal timing  
21 operations to incorporate person throughput as a performance  
22 measure for roadway segments that contain or are adjacent to  
23 transit-served intersections.

24 In applying such standards, the Department shall evaluate  
25 person throughput as appropriate to the functional

1 classification and operational context of the roadway.

2 Nothing in this Section shall be construed to require the  
3 Department to implement signal timing changes or device  
4 placements that would conflict with applicable federal  
5 requirements or safety standards.

6 (b) In updating its standards and specifications under  
7 this Section, the Department shall provide that transit signal  
8 priority systems installed on roadways containing  
9 transit-served intersections operate by default for eligible  
10 public transportation vehicles.

11 Such standards may allow the Department to limit or  
12 disable transit signal priority at a specific location where  
13 the Department determines that operation would materially  
14 degrade safety or violate applicable traffic control  
15 standards.

16 Section 15. Implementation authorization.

17 (a) Under the supervision of the Secretary, and for the  
18 benefit of a Service Board, the Authority may, by ordinance,  
19 establish and administer a transit signal priority program for  
20 public transportation vehicles in the metropolitan region. The  
21 Department shall provide technical support to the program.  
22 Subject to appropriation and applicable procurement law, the  
23 Department may procure consulting assistance necessary to  
24 support the work of the program.

25 The Authority may provide funding, procure equipment and

1 services, and enter into intergovernmental agreements or other  
2 agreements necessary to plan, design, implement, operate, and  
3 maintain transit signal priority and signal priority  
4 infrastructure on public ways in the metropolitan region.

5 (b) For any Department-funded project that includes the  
6 installation, modernization, replacement, or retiming of  
7 traffic signals on a roadway segment greater than one mile in  
8 length, including projects that are part of a larger corridor  
9 improvement, containing 2 or more transit-served  
10 intersections, the Department shall notify the Authority or  
11 any mass transit district operating within the project's  
12 geographic scope at least 60 days prior to approval of final  
13 plans, specifications, and estimates.

14 Following the notification, the Authority or mass transit  
15 district may provide written comments or request that the  
16 Department evaluate incorporating transit signal priority,  
17 queue jumps, or related signal system improvements into the  
18 project. Upon receipt of a request, the Department shall, in  
19 consultation with the requesting Authority or mass transit  
20 district, evaluate the technical feasibility, safety  
21 considerations, and cost-effectiveness of incorporating  
22 infrastructure capable of supporting transit signal priority  
23 into the project. The Department may conduct or commission a  
24 cost-benefit analysis and shall provide available technical  
25 data necessary to support the evaluation.

26 Where the Department determines, based on the evaluation,

1 that transit signal priority is technically feasible,  
2 cost-effective, and consistent with applicable safety and  
3 traffic control standards, the Department shall incorporate  
4 transit signal priority or the necessary infrastructure to  
5 support future implementation of transit signal priority into  
6 the project design.

7 Nothing in this subsection requires the Department to fund  
8 or install onboard equipment on public transportation  
9 vehicles, or to implement transit signal priority where doing  
10 so would conflict with applicable safety or traffic control  
11 standards.

12 (c) For any Department-funded project on a roadway segment  
13 greater than one mile in length, including projects that are  
14 part of a larger corridor improvement, containing or adjacent  
15 to 4 or more transit-served intersections, the Department  
16 shall conduct or commission a study of signal timing and  
17 equipment not less than 30 days prior to approval of final  
18 plans, specifications, and estimates. The study may be waived  
19 upon written agreement with the Authority or mass transit  
20 district operating within the study's geographic scope. The  
21 study shall include:

22 (1) an itemization of existing signal equipment and  
23 timing plans;

24 (2) identification of intersections that are not  
25 included in signal synchronization groupings and  
26 recommendations for corrective action; and

1           (3) an optimized signal timing plan for the completed  
2           project, which shall prioritize improvements in person  
3           throughput, and may include passive signal priority where  
4           practicable.

5           The study shall be completed and transmitted in writing to  
6           the Authority or mass transit district operating within the  
7           study's geographic scope. The Authority or mass transit  
8           district may request design changes recommended by the study  
9           to the Department.

10          The Department shall implement the study's signal timing  
11          plan to the extent practicable and consistent with safety and  
12          operational requirements.

13          (d) The Department shall review and may approve reasonable  
14          variances set forth by the Authority or a mass transit  
15          district, for the benefit of bus operations through changes to  
16          signalization operations, to State specifications regarding  
17          signal timing on any roadway under the jurisdiction of the  
18          Department. The Department shall evaluate and document whether  
19          implementation of such variance would improve person  
20          throughput and bus operations without materially degrading  
21          safety performance. If the Department determines that a  
22          variance should not be implemented at a specific location, the  
23          Department shall provide a written determination stating the  
24          engineering and safety basis for that decision within 30 days  
25          after notice has been given. The Department may extend this  
26          notice period for an additional 60 days upon providing a

1 written statement stating the cause.

2 (e) The Department shall respond in writing to proposals  
3 within 30 days after notice has been given for permission from  
4 the Authority or a mass transit district to place or maintain  
5 any traffic control device upon any roadway under the  
6 jurisdiction of the Department for the purpose of improving  
7 bus operations. The Department may extend this notice period  
8 for an additional 60 days upon providing a written statement  
9 stating the cause.

10 (f) The Authority or mass transit district may designate a  
11 roadway segment as a future transit signal priority corridor.  
12 Designated future signal priority corridors shall be made  
13 publicly available on an Internet website, and transmitted to  
14 the Department in a written statement. The Department shall  
15 incorporate designated future signal priority corridors in the  
16 Department's next update of the Public Transportation Plan.

17 (g) The Department shall conduct or commission an  
18 optimized signal timing plan for a designated future transit  
19 signal priority corridor upon any roadway under the  
20 jurisdiction of the Department within one year of a written  
21 request of the Authority or mass transit district, and shall  
22 submit the plan to the requesting Authority or mass transit  
23 district for written approval.

24 Upon written approval, the Department shall implement the  
25 study's signal timing plan to the extent practicable and  
26 consistent with safety and operational requirements within 180

1 days.

2 (h) The Department shall notify the Authority or mass  
3 transit district associated with transit signal priority  
4 infrastructure not less than 30 days prior to any construction  
5 or maintenance that may affect transit signal priority  
6 functionality, and within 10 days after becoming aware of  
7 damage to that transit signal priority infrastructure. The  
8 Department shall coordinate with the Authority or mass transit  
9 district to minimize disruption to transit signal priority  
10 operations during and after construction or maintenance  
11 activities.

12 In the case of emergency maintenance or repairs necessary  
13 to protect public safety or restore roadway operations, the  
14 Department shall provide notice as soon as practicable.

15 The Department shall restore transit signal priority  
16 functionality prior to completion of construction or  
17 maintenance, unless otherwise agreed in writing with the  
18 affected Authority or mass transit district.

19 (i) Optimized signal timing plans developed under this Act  
20 shall prioritize improvements in person throughput and, where  
21 practicable, be designed to reduce average intersection delay  
22 experienced by buses relative to existing conditions.

23 (j) Transit signal priority implemented pursuant to this  
24 Act shall be configured to operate by default for eligible  
25 public transportation vehicles.

26 Transit signal priority may be limited or disabled at a

1 specific location only where the Department or roadway  
2 authority determines that operation would materially degrade  
3 safety or violate applicable traffic control standards. Any  
4 such determination shall be documented in writing and made  
5 available to the Authority or applicable mass transit district  
6 upon request.

7 (k) Transit signal priority systems installed on or before  
8 the effective date of this Act on roadways under the  
9 jurisdiction of the Department shall be reviewed by the  
10 Department within one year after the effective date of this  
11 Act. Where practicable and consistent with safety and  
12 operational requirements, the systems shall be configured to  
13 operate by default for eligible public transportation  
14 vehicles.

15 Nothing in this subsection requires the replacement of  
16 existing equipment that is incapable of supporting transit  
17 signal priority operation.

18 The Department shall provide a summary of such reviews in  
19 writing to the Authority upon request.

20 (l) Transit signal priority implemented under this Section  
21 shall not impair emergency vehicle signal preemption, railroad  
22 signal preemption, or other safety-critical signal operations  
23 required by law or engineering standards. For roadways under  
24 the jurisdiction of the Department, implementation under this  
25 Section is subject to the Department's approval and permitting  
26 requirements.

1       Section 20. Local coordination.

2       (a) For roadways under the jurisdiction of a unit of local  
3 government, implementation under this Section shall be carried  
4 out pursuant to an intergovernmental agreement with the unit  
5 of local government having maintenance jurisdiction.

6       A unit of local government shall not unreasonably withhold  
7 agreement for transit signal priority improvements that are  
8 consistent with this Act and that are funded in whole or in  
9 part by the Authority or the Department.

10       If the local government determines that signal priority  
11 improvements should not be implemented at a specific location  
12 under jurisdiction of that local government, the local  
13 government shall provide a written determination stating the  
14 basis for that decision within 30 days after notice has been  
15 given. The local government may extend this notice period for  
16 an additional 60 days upon providing a written statement  
17 stating the cause.

18       (b) A unit of local government shall notify the Authority  
19 or mass transit district associated with transit signal  
20 priority infrastructure not less than 30 days prior to any  
21 construction or maintenance that may affect transit signal  
22 priority functionality for a roadway segment under the  
23 jurisdiction of that local government, and within 10 days  
24 after becoming aware of damage to that transit signal priority  
25 infrastructure. The local government shall coordinate with the

1 Authority or mass transit district to minimize disruption to  
2 transit signal priority operations during and after  
3 construction or maintenance activities.

4 In the case of emergency maintenance or repairs necessary  
5 to protect public safety or restore roadway operations, the  
6 local government shall provide notice as soon as practicable.

7 The local government shall restore transit signal priority  
8 functionality prior to completion of construction or  
9 maintenance, unless otherwise agreed in writing with the  
10 affected Authority or mass transit district.

11 (c) This Section is a denial and limitation of home rule  
12 powers and functions under subsections (g) and (h) of Section  
13 6 of Article VII of the Illinois Constitution.

14 Section 99. Effective date. This Act takes effect upon  
15 becoming law.".