

# Chapter 1

## REGIONAL OVERVIEW AND PROGRAMMING



## A. Regional Overview

The Transportation Improvement Program (TIP) identifies and tracks federally-funded and regionally significant transportation projects proposed over a six year period for the seven county Chicago region. It is a multimodal list of projects that includes highway, rail, and bus facility improvements, as well as signal synchronizations, intersection improvements, bicycle and pedestrian improvements and other transportation-related activities. The 2010-2015 TIP contains more than two thousand transportation projects to maintain, enhance and expand the regional transportation system.

The TIP is used to implement the goals, strategies and priorities articulated in *GO TO 2040*. It includes funds initiating major projects, including CTA's Red Line extension (South), Elgin O'Hare expressway improvements, Metra's SouthWest Service, UP West, and UP Northwest improvements, I-90, the I-294/I-57 interchange, I-290 multimodal corridor, I-190 Access Improvements, I-94 add lanes North, and I-80 add lanes (US 30 to US 45). Accomplishing the projects in the TIP and *GO TO 2040* will reduce congestion, increase mobility and help move the region toward attainment of air quality goals.

The Transportation Improvement Program for northeastern Illinois includes projects in Cook, DuPage, Kane, Kendall, Lake, McHenry and Will counties and a portion of Grundy County. The region is home to more than 8.5 million people and has an employment base of 4.1 million as of our latest estimates in 2006 and 2007, respectively. The transportation system is simply massive -- northeastern Illinois is home to: 3,233 lane miles of expressway; 18,719 lane miles of arterial and collector roads; 35,856 lane miles of local roads; nearly 1,500 miles of passenger rail track; over 5,000 vehicles of rolling stock (i.e., all powered and unpowered rail vehicles such as locomotives, railroad cars, coaches, and wagons); 311 interchanges; 3,281 bridges; and 7,732 traffic signals. Efficient regional transportation is vital for both intrastate and interstate commerce.

The region's transportation needs are served by a complex network of road and transit facilities. Northeastern Illinois has the nation's second largest transit system, which complements an extensive network of interstate and arterial highways. The region is also central to freight and aviation activities for the entire nation, handling 6.1 million freight trailers or containers in 2009, the equivalent of 13.2 million twenty-foot equivalent units, making it the world's fifth largest intermodal volume handler. More than 87 million air travelers passed through the region's two major airports in 2008.

Selected transit system operating characteristics for 2009 are listed in Table 1-1.

	<i>Route Miles</i>	<i>Routes</i>	<i>Stations</i>	<i>Vehicles</i>	<i>Annual Riders (millions)</i>
CTA Bus	2,517	150	N/A	2,069	318.7
CTA Rail	224	8	144	1,190	167.2
Metra	488	11	239	1,158	82.3

<b>Table 1-1 – 2009 Transit Operating Characteristics</b>					
	<i>Route Miles</i>	<i>Routes</i>	<i>Stations</i>	<i>Vehicles</i>	<i>Annual Riders (millions)</i>
Pace (fixed route)	4,490	208	N/A	629*	29.3
Total	7719	377	383	5,046	597.5

**Sources:** CTA, Metra, Pace

\*All 629 of Pace’s peak period fixed route buses are accessible; Pace also operates 643 vanpools. Pace has 326 suburban paratransit vehicles and 754 Chicago ADA/TAP vehicles, and served a total of 35.1 million riders in 2009 (including 5.7 million in ADA/Paratransit/Taxi Access rides).

The responsibility for maintaining, improving and expanding this infrastructure is shared by many entities, including the Illinois Department of Transportation (IDOT) and the Illinois State Toll Highway Authority, which have jurisdiction over the region’s 462 miles of freeways and tollways. Other streets are controlled by county governments, townships, IDOT, the City of Chicago and more than 280 suburban municipalities. Transit infrastructure is under the jurisdiction of private transportation providers and the Regional Transportation Authority (RTA) and its service boards: the Chicago Transit Authority (CTA), Metra and Pace. All of these entities are represented on the CMAP area’s MPO Policy Committee, which is the metropolitan planning organization (MPO) for transportation planning in the region.

The FY 2010-15 Transportation Improvement Program is the six-year agenda of surface transportation projects developed by all of these entities to satisfy their responsibilities to maintain and improve regional infrastructure. The projects in the TIP reflect the ongoing evaluation of the regional transportation system by the agencies responsible for it.

**B. Relationship of the TIP to the GO TO 2040 Comprehensive Regional Plan**

The TIP is the main implementation vehicle of the regional mobility component of the GO TO 2040 Comprehensive Regional Plan for the CMAP region. CMAP, the Chicago Metropolitan Agency for Planning was formed by the Illinois General Assembly in 2005, with support from local officials and other stakeholders in northeastern Illinois to integrate planning of land use and transportation for the seven counties. In addition to that State of Illinois mandate, CMAP is designated by the U.S. Government as the region’s Metropolitan Planning Organization (MPO), responsible for reviewing and approving projects that use federal transportation dollars. The agency’s planning responsibilities also include housing, economic development, open space, the environment, and other quality-of-life issues.

GO TO 2040 is the region’s official comprehensive plan, intended to help the many communities of metropolitan Chicago face challenges that are strikingly similar but seldom identical. Implementing the plan’s recommendations will help secure sustainable prosperity for this generation and for generations to come. Recognizing that “business as usual” is not acceptable; stakeholders and decision makers across northeastern Illinois have partnered with CMAP to develop GO TO 2040 as the region’s response to its challenges.

The plan builds on three years of work, including goal-setting, technical analysis and research, public engagement, and development of shared priorities. The agency's committee members and many partner organizations played a significant role along the way in developing the plan's recommended policies and investments.

Interim products of *GO TO 2040* – including the Regional Vision and Preferred Regional Scenario – have been developed and formally endorsed over the past several years and have served as guidance in the development of this TIP.

The summer of 2010 was the public's final chance to comment on *GO TO 2040* before the comprehensive regional plan was completed. When the comment period concluded, CMAP staff incorporated the feedback and presented the revised Plan to the CMAP Board and MPO Policy Committee for approval in October 2010. At that point, the agency's full attention and energy shifted to the task of leading the regional effort to implement *GO TO 2040's* recommendations.

In addition to being an implementation vehicle of the *GO TO 2040* Comprehensive Regional Plan, the FY 2010-2015 TIP is consistent with the Congestion Management Process (CMP) for northeastern Illinois. Core CMAP responsibilities for the Congestion Management Process include monitoring and evaluating the performance of the multi-modal transportation system; identifying the causes of congestion; identifying and evaluating congestion management strategies, and providing information supporting action to relieve congestion. The *Regional Indicators Project* and other *GO TO 2040* initiatives will be key parts of addressing these responsibilities. Specific strategies will focus on intelligent transportation systems, freight planning, and bicycle and pedestrian planning issues. Another key direction for the Congestion Management Process is to develop and provide data in support of regional programming decisions and transparency for those seeking to understand the programming process. The intent is to support of our partner agencies and provide public information.

### **C. Programming**

Project programming is a dynamic process. Competition for limited funds arises from demands to maintain the system, make improvements to alleviate congestion, improve air quality and safety, and develop alternatives that respond to shifting travel demands. The fund sources used by the region to improve and maintain its transportation system are described in Chapter 2. A complete list of work types is provided in Chapter 5.

The TIP database, available on line at <http://data.cmap.illinois.gov/tip/default.aspx>, can be used to view TIP projects in many ways, including by location and by funding source. The reader should use the word "guest" for both user name and for the password. Projects and reports can be selected by subregional councils, programming agency and fund source. Individuals interested in specialized lists of TIP projects may contact CMAP to obtain the database by calling (312) 454-0400. CMAP staff can also produce reports to suit specific needs.

While there is no higher priority than safety for the region’s transportation implementers, there is no straightforward way to determine the total funding dedicated to safety. There are safety improvements in most of the projects, but those aspects are generally not specifically listed. Almost all projects have multiple work types and the explicitly safety work types (such as barrier, guardrail, skidproofing) are usually a fairly minor part of the over-all scope of the project. Of the approximately 90 work types in the TIP, 11 are explicitly safety work types. Even if an implementer is including guardrail in a project, for instance, they might not list it in the TIP. More importantly, the impetus for and overall effect of a grade separation, an intersection improvement, a new signal, or a host of other projects could be safety, but this would not be evident from the project work type listed in the TIP. Safety is a primary consideration in the development of each implementer’s program.

The projects in the FY 2010-2015 TIP include engineering, right-of-way acquisition, and construction or implementation of improvements on federally funded and non-federally funded facilities. The MPO has no knowledge of any regionally significant projects for which funding is available which are not included in the conformity determination.

**D. Major Projects**

Projects with more than 100 million dollars programmed in the FY 2010 to 2015 six-year period and projects that specifically relate to major capital projects recommended in *GO TO 2040* are listed in Table 1-2. As the table shows, most projects have some implementation funds identified and three projects have only engineering and/or right of way (ROW) funding identified.

<b>Table 1-2 Major Projects in the FY 2010-2015 TIP - Location and Description*</b>	
<b>Construction/Implementation Included (at least partially) in TIP</b>	
<b>TIP ID</b>	<b>PROJECT NAME</b>
01-08-0019	Citywide Chicago at various ADA Ramps (Cook)
	<u><a href="#">Create Program (Click for CREATE Web Site)</a></u>
16-00-0006	CTA - 022.903 Perform Rail Car Overhaul & Mid-Life Rehabilitation
16-96-0061	CTA - 031.054 Replace Buses
16-99-0002	CTA - 073.500 Improve Facilities
16-98-0006	CTA - 132.056 Replace up to 406 Rail Cars
16-03-0011	CTA - 150.028 Implement Security Projects
16-98-0015	CTA - 181.500 Infrastructure & Renewal Program
16-08-0010	CTA - 194.007 Red Line (see 2030 RTP 01-94-0006)

**Table 1-2  
Major Projects in the FY 2010-2015 TIP - Location and Description\***

<b>Construction/Implementation Included (at least partially) in TIP</b>	
<b>TIP ID</b>	<b>PROJECT NAME</b>
16-03-0014	CTA - 308.002 Bond Repayment, Interest & Finance Cost
16-03-0013	CTA - 407.001 Preventive Maintenance
01-98-0114	I- 190 O'Hare Access Rds from US 12/US 45 Mannheim Rd (Cook) to I- 294 Cumberland Ave (Cook)
04-00-0023	I- 290 Eisenhower Expy from US 12/US 20 Mannheim Rd (DuPage)to Austin Ave (Cook)
01-09-0009	I- 290/I-355 Eisenhower Expy: (1) I-290: from Thorndale Ave to Circle Interchange (Cook/Chicago) to I- 94/I-90 (2) I-355: from I-290 to east of Church Rd (DuPage/Addison)
07-94-0008	I- 294 Tri-State Tollway at I- 57 (Cook) Milepost 7.8
04-08-0026	I- 294 Tri-State Tollway from Balmoral Avenue (Cook) to 95th Street (Cook)
12-09-0010	I-80 from US 30 Lincoln Hwy (Will) to US 45 96th Ave (Will)
09-97-0024	I- 88 Reagan Memorial Tollway from IL 56 (Kane) to Orchard Road (Kane/Aurora)
09-02-9008	I- 90 Jane Addams Tollway from Newburg Rd (Near I-39) to Plaza 9 - Elgin (Kane) MP 24.8 - 33.7, Rehabilitate / Resurface Jane Addams Tollway
03-96-0004	I- 90 Jane Addams Tollway from Plaza #9 - Elgin (Kane/Elgin) to I- 294 Tri-State Tollway (Cook/Rosemont) MP 0.0 - 24.8
10-06-0048	I-94 from Wisconsin State Line (Lake) to IL 173 South of IL 173 (Lake)
08-00-0060	IL 59 from Ferry Rd (DuPage) to Aurora Ave (DuPage)
18-08-1700	Metra - Purchase Bi-Level Commuter Cars Regionwide
18-08-2500	Metra - Rail Bridges Regionwide
18-09-5200	Metra - Rehabilitate Stations & Parking – Regionwide
18-06-9112	Metra - Rolling Stock - Rehabilitate Vehicles
09-96-0018	Stearns Road Bridge Corridor from Randall Rd (Kane) to east of Dunham Rd (Kane) and over Fox River
12-00-0008	US 30 Lincoln Hwy from Williams St (East of) (Will) to IL 43 Harlem Ave (Will) Retaining Wall
01-00-0059	Wacker Dr (North/South) from Randolph St (Cook) to Congress Pkwy (Cook)
<b>Engineering/ROW Only Included In TIP – none</b>	

<b>Table 1-2 Major Projects in the FY 2010-2015 TIP - Location and Description*</b>	
<b>Construction/Implementation Included (at least partially) in TIP</b>	
<b>TIP ID</b>	<b>PROJECT NAME</b>
03-96-0021	Elgin-O'Hare East Extension from Rohlwing Rd (DuPage) to O'Hare West Bypass (DuPage)
18-07-0670	UP Northwest RR Line From Ogilvie Transportation Center (Cook) to Harvard (McHenry) and McHenry Branch Extension to Johnsburg
18-07-0669	UP West RR Line From Ogilvie Transportation Center (Cook) to Elburn (Kane) UP West Line from Downtown Chicago to Geneva

\*All Projects over \$100 million in FY 2010-2015 TIP and all GO TO 2040 Projects with funding in the FY 2010-2015 TIP

### **Disposition of Major Projects listed in the FY2007-2012 TIP**

Of the thirty major facility projects identified in the 2030 long range plan (2030 RTP), work has been completed on 11 projects. The seven highway projects completed are: the reconstruction of the Dan Ryan Expressway (15<sup>th</sup> St. to I-57), the reconstruction of I-80 (Tri-State Tollway to US 41 in Indiana), the lane addition project on I-55 (Weber Rd to I-80), three tollway reconstruction and lane addition projects: the Tri-State Tollway (from IL-394 to 95<sup>th</sup> St and from Balmoral Rd to Russel Rd) and I-88 (Orchard to I-290), and the construction of the I-355 Tollway extension from I-55 to I-80. The four major transit projects completed are the reconstruction of the Blue Line and the Brown Line by the CTA and Metra's extension of service on the UP-West line to Elburn and expansion of service on the North Central Service from Antioch to Union Station.

Continuing work from the FY 2007-2012 TIP includes alternatives analysis and phase I engineering on the Red Line, Orange Line and the Yellow Line extensions and the Circle Line. On the Metra system, alternatives analysis is being conducted on the Southeast Service, the Star Line, the UP-West Line, the UP-NW Line and the BNSF extension to Oswego. Engineering continues on the extension of the Elgin-O'Hare Expressway and the O'Hare Ring Road (now called the O'Hare Western Bypass). The Service Boards continue to invest in the transit system physical plant by the upgrading signals, rail rolling stock and bus fleets, along with implementing improvements to bus corridor signalization.