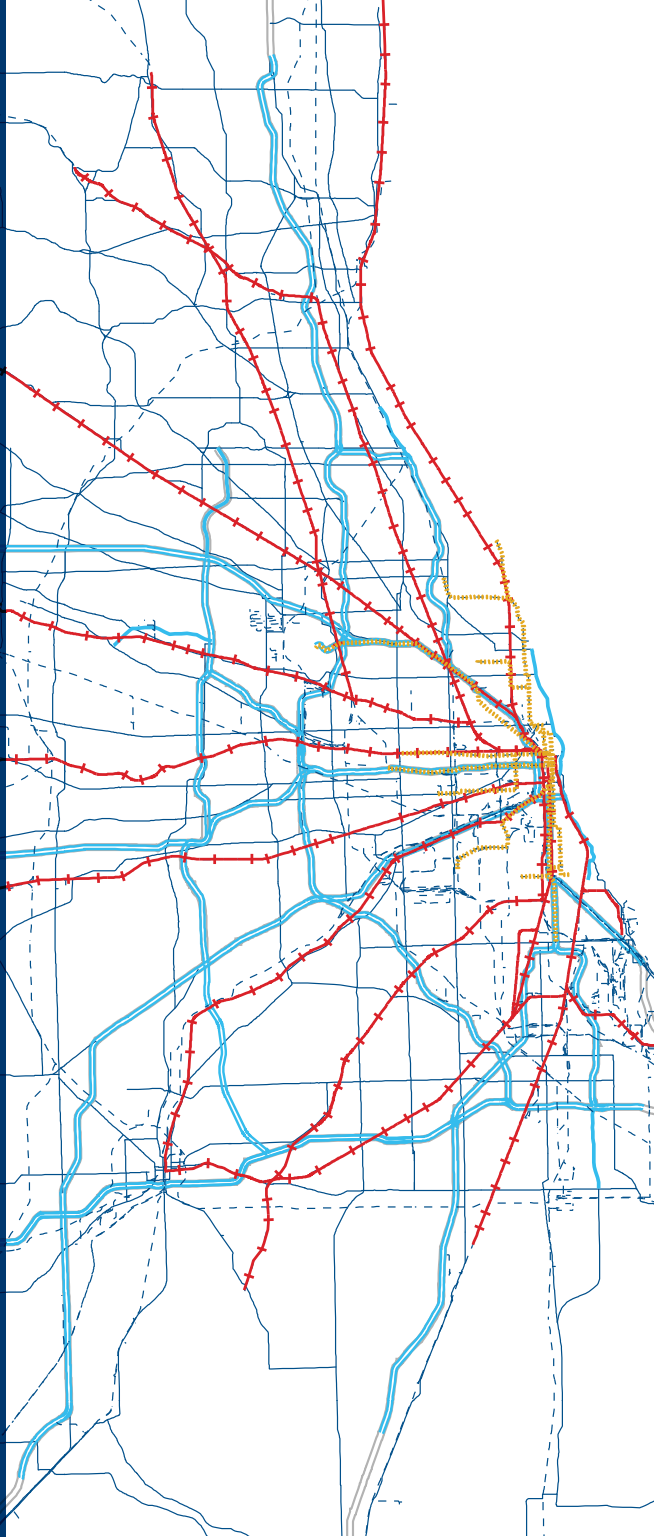


TIP

FFY 2014-19
Transportation
Improvement
Program (TIP)
Summary

November 2016



CMAP

This brochure aims to provide information to the public about:

The purpose of the Transportation Improvement Program (TIP)

The TIP's relationship to GO TO 2040

How members of the public can become involved in the TIP process

What agencies are involved in TIP preparation

Federal and non-federal fund sources used for TIP projects

The steps involved in development of the TIP

FFY 2014-19

Transportation Improvement Program (TIP) Summary

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The Transportation Improvement Program (TIP) is a six-year agenda of surface transportation projects throughout northeastern Illinois. Based on federal fiscal years that start on October 1, the TIP includes projects expected to receive federal funding. The TIP also lists regionally significant projects funded by non-federal sources.



Introduction

The TIP is a tool for communication between different levels of government and the general public. It helps the transportation community and public track the use of local, state, and federal transportation funds. The TIP also facilitates a discussion about regional transportation needs.

In short, the TIP helps transportation professionals, service implementers, and planning organizations establish a short-term transportation program to reflect the long-range transportation goals identified in GO TO 2040.

The TIP document consists of the following components:

- Regional overview
- Discussion of how the TIP implements GO TO 2040
- Description of the agencies and steps in the TIP development process (including the various funding sources)
- Metropolitan Chicago's fiscal plan for its transportation program
- An overview of the region's response to federal requirements
- A listing of the projects that make up the program
- A guide to reading the TIP database and reports

Non-federally funded projects that are not regionally significant are not required to be included in the TIP. Many local municipal, township, county, state, and Tollway projects fall into this category.

Riding public transportation is a significant way to cut passenger transportation energy use and greenhouse gas emissions.

1.8 billion

the number of gallons of gasoline by which transit passengers reduce their own use each year

16.2 million

the number of metric tons of carbon dioxide by which transit passengers reduce their own emissions each year

Source: <http://www.apta.com/resources/statistics/Documents/FactBook/2015-APTA-Fact-Book.pdf>.

Regional Overview

The TIP for northeastern Illinois includes projects in Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties and a portion of Grundy and DeKalb Counties. CMAP estimates that the region is home to more than 8.4 million people and has an employment base of 3.8 million.

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. According to the Regional Transportation Authority (RTA), northeastern Illinois has the nation's second largest transit system, which complements an extensive network of interstate and arterial roadways. Northeastern Illinois is also central to freight and aviation activities for the entire nation.

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 (Tollway), county governments, the City of Chicago, and more than 280 local municipalities. Transit infrastructure is under the jurisdiction of the RTA, its service boards (Chicago Transit Authority (CTA), Metra, and Pace) and private transportation providers. All of these entities are represented on CMAP's Metropolitan Planning Organization (MPO) Policy Committee, which, along with the CMAP Board, is the decision-making body for transportation planning in the region.

The TIP is the 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 maintenance and improvements to the regional transportation system by the agencies responsible for it.

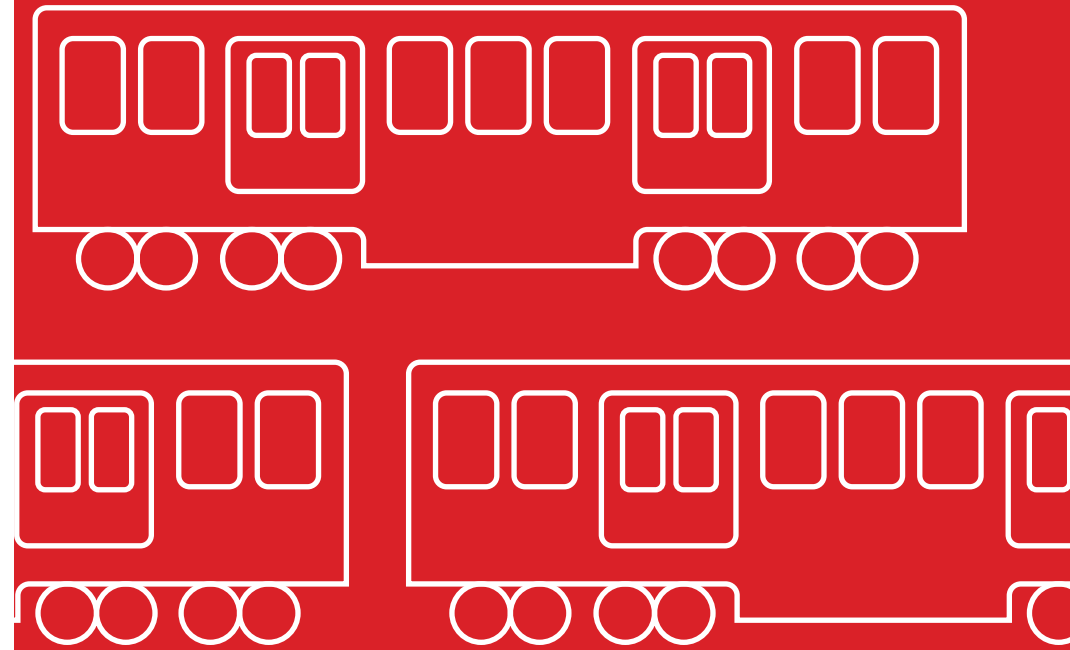
Relationship of the TIP to GO TO 2040

GO TO 2040 is a comprehensive plan that establishes a vision for the seven-county CMAP region and lays out policies, strategies, and investments to realize that vision. GO TO 2040 covers the transportation system, land use and development patterns, the natural environment, economic development, housing, and social systems, including human capital.

Because the region's future depends on transportation, housing, water, education, jobs, air quality, and other factors, GO TO 2040 has analyzed the interactions of these elements to plan for a positive quality of life for its residents and workers. GO TO 2040 serves as the long-range regional transportation plan.

GO TO 2040 identifies specific major capital projects so long-range project studies may commence or continue, as well as to facilitate and guide implementation of projects or alternatives identified through those studies. GO TO 2040 is constrained by fiscal realities, so it does not include all major capital projects of merit. In some cases it identifies major capital projects that merit further study but cannot fit within the fiscal constraints. In several components of the plan, additional transportation improvements and strategies that will aid the region in meeting its vision are identified.

Detailed explanations of planned systematic and strategic improvements and major capital projects can be found in GO TO 2040 and its supporting documentation



1.7 million

the number of rides Metra
provides each week

Source: https://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports.html.



Photo Credit: User City of St. Charles, IL via Flickr.com.

210

the number of communities
that Pace serves in
northeastern Illinois

Sources: http://www.pacebus.com/sub/about/history_facts.asp.

8.3 million

the number of people in Pace's
service area

Sources: http://www.pacebus.com/sub/about/history_facts.asp; <http://www.pacebus.com/sub/about/default.asp>.

3,500 sq. miles

the service area covered by Pace

Sources: http://www.pacebus.com/sub/about/history_facts.asp; <http://www.pacebus.com/sub/about/default.asp>.



Programming in the TIP

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

The region uses more than 50 sources of funds to improve and maintain its transportation system. The projects in the TIP include engineering, right-of-way acquisition, and implementation of federally and non-federally-funded facilities. The projects in the TIP, along with the GO TO 2040 plan, are analyzed to assure they support the region's goal for clean air. The results of this analysis is termed the conformity determination. The Metropolitan Planning Organization (MPO) has no knowledge of any regionally significant projects for which funding is available that are not included in the conformity determination.

Resources

TIP Database	https://etip.cmap.illinois.gov/
TIP Overview	www.cmap.illinois.gov/programs-and-resources/tip

1.64 million
the average number of riders that
the CTA, the nation's second
largest public transportation
system, accommodates daily

Source: www.transitchicago.com/about/facts.aspx



Photo Credit: User CTA Web via Flickr.com.

\$2.9 billion

the amount of increased business sales for every \$1 billion in capital investment in public transportation

Source: <http://www.apta.com/resources/statistics/Documents/FactBook/2015-APTA-Fact-Book.pdf>.

\$3.1 billion

the amount of increased business sales for every \$1 billion in public transportation operations spending

Source: <http://www.apta.com/resources/statistics/Documents/FactBook/2015-APTA-Fact-Book.pdf>.

50 thousand

the number of jobs created and supported for every \$1 billion invested in public transportation

Source: <http://www.apta.com/resources/statistics/Documents/FactBook/2015-APTA-Fact-Book.pdf>.



Photo Credit: User Opacity via Flickr.com.

TIP Development: The Steps from Plan to Program

Ever-changing regulations and regional needs make the development of the TIP a dynamic process. The description on the following pages applies to the current TIP development process.

Complete a Program of Planning Work

The framework for the planning process in northeastern Illinois is developed in the region's Unified Work Program for Transportation (UWP). The UWP identifies and coordinates a program of planning tasks limited by fiscal constraints. The UWP includes a range of planning activities, from long-range plan development to project-specific planning to project programming.

The UWP coordinates and programs the planning process, while the TIP coordinates and programs the implementation of the capital projects consistent with GO TO 2040.

Complete a Long-Range Plan

Metropolitan areas such as the CMAP region are required to have long range plans to guide transportation expenditures. GO TO 2040, northeastern Illinois' first truly comprehensive plan, was a major achievement in developing the region's plan requirement. GO TO 2040 is being implemented in part through the TIP and guides the region's transportation expenditures. For more information visit www.cmap.illinois.gov/about/2040.

GO TO 2040 encompasses not only specific projects, but also the policies, systems, and strategies necessary to serve the region's future travel needs, which are expected to grow significantly between now and 2040.

Develop Project Proposals: Engineering I, Engineering II, Right of Way, and Construction

Specific project proposals are developed from completed plans by local governments, transportation operators, and the State of Illinois. Several factors are central to consideration of these projects. For example, two engineering elements and a construction element are typically included in roadway project proposals. Right-of-way acquisition may also be required.

For roadway, bridge, bicycle, and pedestrian projects, phase I engineering is when existing conditions are determined; options and alternatives are explored; preliminary design sketches are developed; and environmental reviews, commensurate with the potential impacts of the project, are conducted. Phase II engineering is when construction plans and specifications are developed and quantities are estimated. If right of way is needed, it may be acquired concurrently with phase II engineering. In the construction phase, site preparation, facility construction, and inspection of the work takes place. Each of these phases may require a year or more, necessitating extensive advance planning on the part of implementers.

Public participation is an integral part of the transportation planning process and is included in the project development stages for all substantial project types. For major transit projects, an alternatives analysis is undertaken that may take from one to five years or more. Then the design and construction phases take place.

Coordinate with Subregional, Regional, and State Participants

Before an implementing agency submits a project proposal for inclusion in the TIP, it is programmed by the responsible subregional, regional, or state agency. The Councils of Mayors, including the City of Chicago, transportation service operators, the State of Illinois, and other programmers, are provided estimates of federal funds available. After they prioritize proposed projects according to predetermined criteria and local funding constraints, the programming bodies allocate these estimated resources to the pool of project proposals and identify in which year(s) each selected project will take place. The resulting programs are submitted to CMAP for inclusion in the TIP.

Projects for which funding is not available in the TIP programming horizon may be listed by the implementing agency in the TIP illustratively as “Multi-Year B (MYB)” for fiscal years. These projects can be moved into the TIP (as can other projects that are identified during the program year) if funds become available and if the projects meet air quality requirements discussed in the Conformity Analysis. A list of illustrative projects is available upon request.

Integrate and Publish the Programs

CMAP publishes the project proposals in the Proposed TIP after it receives programs of projects from the various implementing agencies.

Conduct Public Review and Comment Period

The Proposed TIP is released for a formal public comment period of at least 30 days.

Comments regarding the proposed TIP and conformity finding are solicited from interested parties and individuals. Public meetings to discuss the proposed TIP are held during the comment period, as well as one formal public hearing.

The comment period focuses on the program as a whole. Typically, discussion of individual projects in the program will have taken place much earlier in the TIP development process during implementing agencies' public involvement stage.

When the comment period ends, staff and the implementing agencies review the comments, respond, and make any necessary revisions to the proposed TIP. If revisions require a new air quality conformity analysis, staff incorporate any necessary changes into the documentation and release the resulting program for additional public comment.

Secure TIP Approvals

Following the public comment process, the CMAP Transportation Committee submits the proposed TIP to the MPO Policy committee and the Regional coordinating committee submits the proposed TIP to the CMAP Board with a recommendation for endorsement. After the endorsement, the Governor (or a designee) must approve the proposed TIP. Finally, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must issue a finding of conformity on the TIP in consultation with the U.S. Environmental Protection Agency. If the finding is positive, projects in the TIP may proceed.

Revise the TIP

The dynamic nature of project programming and the large number of projects in the TIP result in numerous TIP revisions throughout the year. Revisions may be made to a project's fund source, cost, and/or timing, and projects may be added or dropped. Revisions to projects that affect air quality conformity are made semi-annually. There is a rigorous process for the submittal and approval of TIP revisions, which is detailed in Appendix 1 of the TIP document. TIP revisions are posted on the CMAP website, www.cmap.illinois.gov, on a regular basis.

Transportation System Data

Transit operating characteristics

	Directional Route Miles	Routes	Stations/ Stops	Vehicles	Annual Riders (in millions)
CTA Bus	1,308	127	11,104	1,888	276.1
CTA Rail	208	8	145	1,498	238.1
Metra	975	11	241	1,262	83.4
Pace (fixed route)	4,144	209	N/A	745	29.6
Totals	6,635	355	11,490	5,393	627.2

Sources: CTA, Metra, Pace Route Miles: National Transit Database (NTD), 2014; CTA, Metra, Pace Routes: Regional Transportation Authority - Mapping & Statistics (RTAMS), 2016; CTA Bus Stops: CTA, 2014; CTA Rail, Metra Stations: NTS, 2014; CTA Rail and Bus Vehicles, Metra Vehicles, Pace Vehicles: RTAMS, 2016; CTA, Metra, Pace Ridership: RTA 2014 Regional Ridership Report.

2014 highway milage by functional classification

	State	County	Township	Municipal	Total
Interstate	425	0	0	0	425
Freeway and Expressway	35	0	0	0	35
Arterials	2,235	1,164	58	795	4,252
Collectors	248	651	240	1,869	3,008
Local Roads	140	161	3,699	18,127	22,127

Source: Illinois Department of Transportation 2014 Illinois Highway and Street Mileage Statistics, IDOT District 1 and Kendall County, 2014.

Roadway lane miles

Expressway	3,339
Arterials & Collectors	19,586
Local Roads	43,037

Source: 2013 Illinois Department of Transportation.

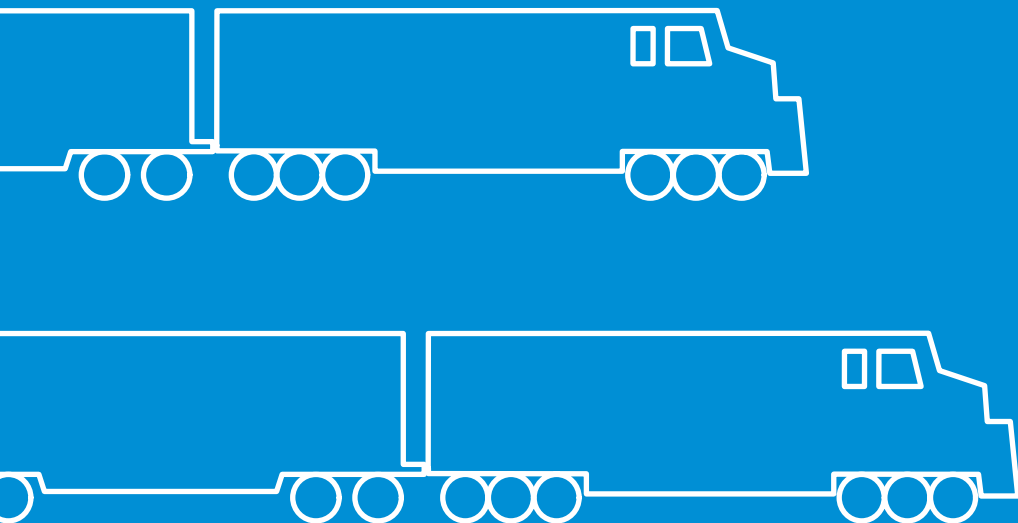
95%

less carbon monoxide (CO) per
passenger mile is produced by
public transportation than by
private vehicles

50%

less carbon dioxide (CO₂)
and nitrogen oxide (NO_x)
per passenger mile is produced
by public transportation than by
private vehicles

Source: www.apta.com/resources/reportsandpublications/documents/twenty_first_century.pdf.



1/4

of all freight in the nation originates, terminates, or passes through metropolitan Chicago, which is home to six of the seven Class I railroads, seven interstate highways, one of the world's busiest airports, and the only connection between the Great Lakes and Mississippi River systems

Source: cmap.illinois.gov/mobility/freight.



1/6

of vehicles on Illinois urban interstates are trucks

12%

the value of all U.S. international air cargo represented by O'Hare Airport, the second busiest international air cargo gateway by value

Sources: OECD, 2012, p. 55. Data for the Chicago MSA; Chicago Metropolitan Agency for Planning GO TO 2040, 2010; Metropolis Freight Plan, 2004, p. 4; "America's Freight Transportation Gateways: Connecting Our Nation to Places and Markets Abroad," Bureau of Transportation Studies, Research and Innovative Technology Administration, 2009.



Agencies Involved in the TIP Development Process

Many agencies and groups help develop the TIP based on transportation-related legislation and regulations including federal laws such as Fixing America's Surface Transportation (FAST) and the Clean Air Act Amendments of 1990 (CAAA90). The types of organizations involved in the process are listed on the following pages.

Local Government

Municipalities, park districts, councils of mayors, councils of government, and townships plan, design, engineer, construct, operate, and maintain local transportation facilities and services.

The Council of Mayors, an organization comprised of the City of Chicago and eleven subregional councils, represent the 284 municipalities in the transportation programming process. The suburban councils allow groups of municipalities to consider projects of mutual and subregional interest. Representatives of each suburban subregional council meet quarterly as the Council of Mayors Executive Committee to take action and discuss programming and other transportation matters. The Council of Mayors is a means for early public involvement in various transportation plans and programs developed in northeastern Illinois.

Counties

The Counties plan and program transportation improvements for their jurisdictions. This includes intersection improvements on county highways, signal interconnects on county highways, bicycle/pedestrian facilities, and some limited transit. They provide programming data to CMAP via the TIP on their transportation program to be accomplished within the next four years.

Federal Agencies

Congress enacts and federal agencies enforce regulations on transportation authorization legislation for a significant portion of funding for the region's transportation projects. Transportation authorization legislation is an Act of Congress authorizing federal spending on transportation. Federal regulations, such as design standards, govern the development, review, and implementation of the federally funded projects in the TIP. The current authorization, FAST, reduced the number of federal fund sources from those included in previous authorizations.

Regional Agencies

Regional agencies help plan, integrate, and coordinate policies and programs throughout the region across multiple jurisdictions. In the TIP development process, this means addressing the goals and objectives of GO TO 2040 as described throughout this document, developing a program of transportation improvements, and ensuring that legal and regulatory requirements are met, including assuring air quality goals are met and verifying that project costs do not exceed fiscal constraints imposed by funding limitations.

Operating Agencies

State of Illinois

The State plans, programs, finances, and implements major transportation projects throughout Illinois. These projects are listed in IDOT's six-year multi-modal program, which is updated annually. More information about the IDOT programming process can be found on the IDOT website.

Transit Agencies

The RTA's three service boards operate and maintain the region's transit system. Information on their programming processes is available on their websites (CTA, Metra, and Pace).

Class I Railroad Companies

Many Class I Railroad companies (those that have annual carrier operating revenues of \$250 million or more after adjusting for inflation) converge in the CMAP region. Class I Railroads participate in program development through their coordination with other regional transportation agencies and their participation in CMAP's committee structure.

Illinois Tollway

The Tollway operates, builds, and maintains an extensive toll highway system in northern Illinois, including the Jane Addams Memorial Tollway (I-90), Reagan Memorial Tollway (I-88), Tri-State Tollway (I-94/I-294), and the Veterans Memorial Tollway (I-355). The Tollway provides CMAP with data on their transportation plans and program. The Illinois Tollway website provides more information on their programming process.

Agencies Involved in the TIP Development Process

Local Government

City of Chicago	North Shore Council of Mayors
Central Council of Mayors	Northwest Council of Mayors
DuPage Mayors and Managers Conference	Park Districts
Kane/Kendall County Council of Mayors	South Suburban Mayors and Managers Association
Lake County Council of Mayors	Southwest Conference of Mayors
McHenry County Council of Mayors	Townships
North Central Council of Mayors	Will County Governmental League

Counties

Cook County	Kane County
DeKalb County (partial)	Kendall County
DuPage County	Lake County
Forest Preserve and Conservation Districts	McHenry County
Grundy County (partial)	Will County

Federal Agencies

Environmental Protection Agency (U.S. EPA)
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)

Regional Agencies

Chicago Metropolitan Agency for Planning
Northwestern Indiana Regional Planning Commission
Regional Transportation Authority
Southeastern Wisconsin Regional Planning Commission

Operating Agencies

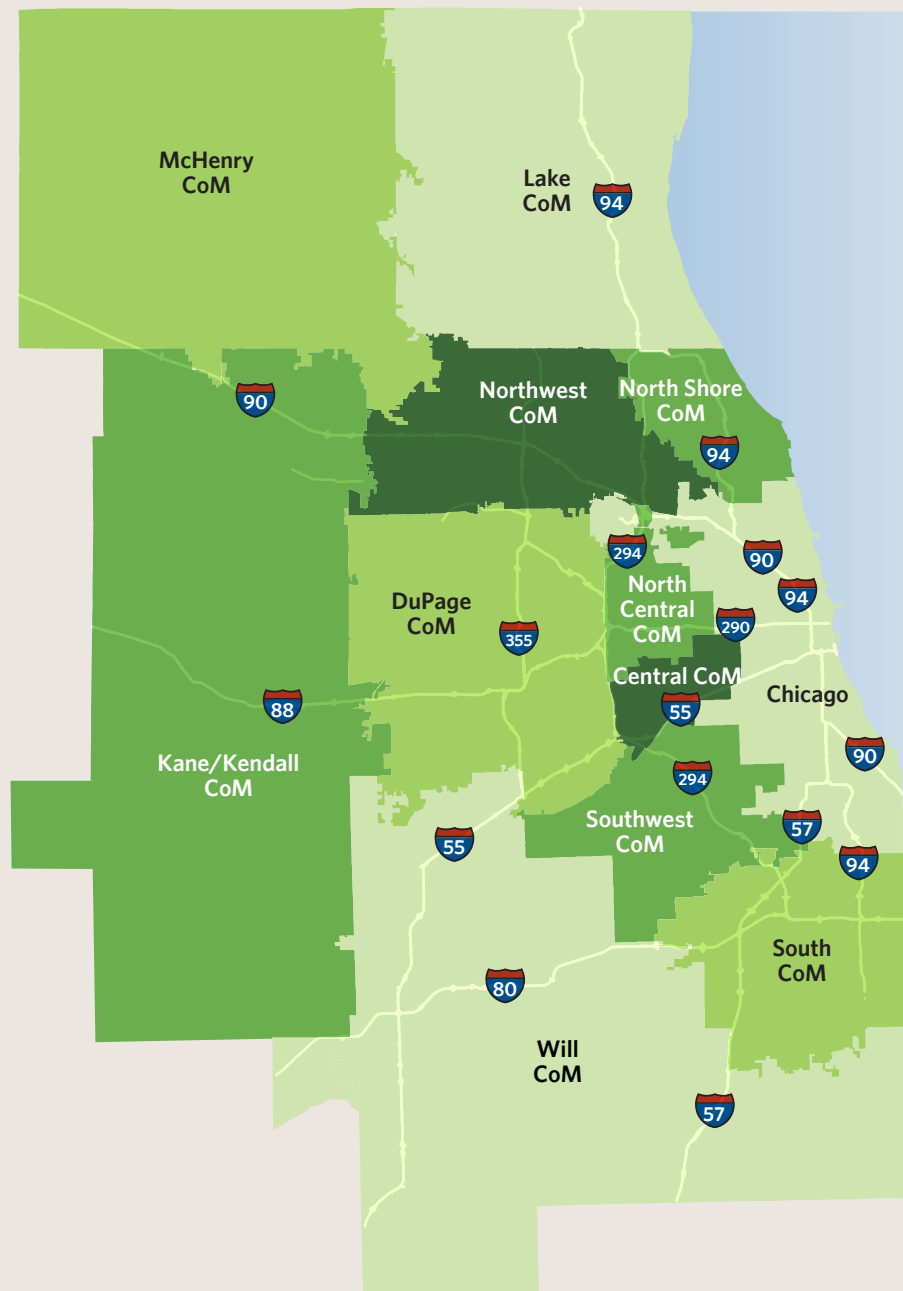
Chicago Transit Authority	Illinois DOT Division of Public and Intermodal Transportation
Class I Railroad companies	Illinois DOT Office of Planning and Programming
Illinois Commerce Commission	Illinois DOT Safe Routes to School Program Office
Illinois Department of Natural Resources	Illinois Environmental Protection Agency
Illinois DOT Central Office, Division of Highways	Illinois Tollway
Illinois DOT District 1 Division of Highways, Bureau of Local Roads and Streets	Metra
Illinois DOT District 3 Division of Highways, Bureau of Local Roads and Streets	Pace
Illinois DOT District 1 Division of Highways, Bureau of Programming	Private transportation providers
Illinois DOT District 3 Division of Highways, Bureau of Programming	



0 5 10
MILES

Regional council STP
programming boundaries

Source: Chicago Metropolitan Agency
for Planning.



Council of Mayors Contact Information (Planning Liaisons)

Council of Mayors	Planning Liaison	Contact Number and Email
North Shore	Brian Pigeon	(847) 296-9200 bpigeon@nwmc-cog.org
Northwest	Michael Walczak	(847) 296-9200 mwalczak@nwmc-cog.org
North Central	Leonard Cannata	(708) 453-9100 lcannata@westcook.org
Central	Michael Fricano	(708) 453-9100 mfricano@westcook.org
Southwest	Kelsey Mulhausen	(708) 403-6132 mulhausen@swmayors.com
South	Dennis Latto	(708) 922-4677 dennis.latto@ssmma.org
DuPage	Mike Albin	(630) 571-0480 malbin@dmcc-cog.org
Kane/Kendall	Jackie Forbes	(630) 584-1170 forbesjackie@co.kane.il.us
Kane/Kendall	Patrick Knapp	(630) 584-1170 knapppatrick@co.kane.il.us
Lake	Bruce Christensen	(847) 377-7455 bchristensen@lakecountyil.gov
Lake	Ashley Lucas	(847) 377-7400 alucas@lakecountyil.gov
McHenry	Janell Jensen	(815) 334-4642 JLJensen@co.mchenry.il.us
Will	Mike Klemens	(815) 729-3535 mike.klemens@wcgl.org
Will	Elaine Bottomley	(815) 729-3535 elaine.bottomley@wcgl.org
City of Chicago	David Seglin	(312) 742-2762 david.seglin@cityofchicago.org

CMAP Contact Information

For more information or to get involved in the TIP decision-making process, contact project programmers (see opposite page) or:

Call CMAP at (312) 454-0400.

Visit CMAP offices located at
233 S. Wacker, Suite 800, Chicago, IL 60606.

Visit the CMAP website, www.cmap.illinois.gov.

Contact Information for Project Programmers

Agency	Contact	Contact number and email
Cook County	Jennifer Killen	(312) 603-1660 jennifer.killen@cookcountyil.gov
DuPage County	John Loper	(630) 407-6882 jloper@dupageco.org
Kane County	Jennifer Becker	(630) 584-1170 beckerjennifer@co.kane.il.us
Kendall County	Francis Klaas	(630) 553-7616 fklaas@co.kendall.il.us
Lake County	Bruce Christensen	(847) 377-7455 bchristensen@lakecountyil.gov
McHenry County	Scott Hennings	(815) 334-4985 SAHennings@co.mchenry.il.us
Will County	Bruce Gould	(815) 727-8476 bgould@willcountyillinois.com
City of Chicago	David Seglin	(312) 742-2762 david.seglin@cityofchicago.org
RTA	Donna Anderson	(312) 913-3200 andersond@rtachicago.org
CTA	Michael Connelly	(312) 681-3452 mconnelly@transitchicago.com
Pace	Vicky Tan	(847) 228-2480 vicky.tan@pacebus.com
Metra	Lynnette Ciavarella	(312) 322-8022 lcavare@metrarr.com
IDOT OIPI	Beth McCluskey	(312) 793-2116 beth.mccluskey@illinois.gov
IDOT District 1 Local Roads	Chad Riddle	(847) 705-4406 charles.riddle@illinois.gov
IDOT District 1	John Fortmann	(847) 705-4118 john.fortmann@illinois.gov
IDOT District 3	Thomas Magolan	(815) 434-8472 thomas.magolan@illinois.gov
Illinois Tollway	Rocco Zuccherro	(630) 241-6800 rzuccherro@getipass.com

Municipalities by Regional Council of Mayors

City of Chicago

North Shore Council of Mayors

Evanston	Morton Grove
Glencoe	Northbrook
Glenview	Northfield
Golf	Skokie
Kenilworth	Wilmette
Lincolnwood	Winnetka

Northwest Council of Mayors

Arlington Heights	Niles
Barrington	Palatine
Bartlett (also in DuPage)	Park Ridge
Buffalo Grove (also in Lake)	Prospect Heights
Des Plaines	Rolling Meadows
Elk Grove Village	Schaumburg
Hanover Park (also in DuPage)	South Barrington
Hoffman Estates	Streamwood
Inverness	Wheeling
Mt. Prospect	

North Central Council of Mayors

Bellwood	Norridge
Berkeley	Northlake
Broadview	North Riverside
Elmwood Park	Oak Park
Forest Park	River Forest
Franklin Park	River Grove
Harwood Heights	Rosemont
Hillside	Schiller Park
Maywood	Stone Park
Melrose Park	Westchester

Central Council of Mayors

Berwyn	LaGrange Park
Brookfield	Lyons
Cicero	McCook
Countryside	Riverside
Forest View	Stickney
Hodgkins	Summit
Indian Head Park	Western Springs
LaGrange	

Southwest Conference of Mayors

Alsip	Lemont
Bedford Park	Merrionette Park
Blue Island	Oak Lawn
Bridgeview	Orland Hills
Burbank	Orland Park
Chicago Ridge	Palos Heights
Crestwood	Palos Hills
Evergreen Park	Palos Park
Hickory Hills	Willow Springs
Hometown	Worth
Justice	

South Suburban Mayors and Managers Association

Burnham	Harvey	Richton Park
Calumet City	Hazel Crest	Riverdale
Calumet Park	Homewood	Robbins
Chicago Heights	Lansing	Sauk Village
Country Club Hills	Lynwood	South Chicago Heights
Crete	Markham	South Holland
Dixmoor	Matteson	Steger
Dolton	Midlothian	Thornton
East Hazel Crest	Oak Forest	Tinley Park
Flossmoor	Olympia Fields	University Park
Ford Heights	Phoenix	
Glenwood	Posen	

DuPage Mayors and Managers Conference

Addison	Glen Ellyn	Warrenville
Bartlett (also in Northwest)	Hanover Park (also in Northwest)	Wayne (also in Kane)
Bensenville	Hinsdale	West Chicago
Bloomington	Itasca	Westmont
Burr Ridge	Lisle	Wheaton
Carol Stream	Lombard	Willowbrook
Clarendon Hills	Naperville	Winfield
Darien	Oak Brook	Wood Dale
Downers Grove	Oakbrook Terrace	Woodridge
Elmhurst	Roselle	
Glendale Heights	Villa Park	

Lake County Council of Mayors

Antioch	Kildeer	Riverwoods
Bannockburn	Lake Barrington	Round Lake
Beach Park	Lake Bluff	Round Lake Beach
Buffalo Grove (also in Northwest)	Lake Forest	Round Lake Heights
Deerfield	Lake Villa	Round Lake Park
Deer Park	Lake Zurich	Third Lake
Fox Lake	Libertyville	Tower Lakes
Grayslake	Lincolnshire	Vernon Hills
Green Oaks	Lindenhurst	Volo
Gurnee	Long Grove	Wadsworth
Hainesville	Mettawa	Wauconda
Hawthorn Woods	Mundelein	Waukegan
Highland Park	North Barrington	Winthrop Harbor
Highwood	North Chicago	Zion
Indian Creek	Old Mill Creek	
Island Lake	Park City	

McHenry County Council of Mayors

Algonquin	Huntley	Prairie Grove
Barrington Hills	Johnsburg	Richmond
Bull Valley	Lake in the Hills	Ringwood
Cary	Lakemoor	Spring Grove
Crystal Lake	Lakewood	Trout Valley
Fox River Grove	Marengo	Union
Greenwood	McCullom Lake	Wonder Lake
Harvard	McHenry	Woodstock
Hebron	Oakwood Hills	
Holiday Hills	Port Barrington	

Kane/Kendall Council of Mayors

Aurora	Kaneville	Plattville
Batavia	Lily Lake	Sandwich
Big Rock	Lisbon	St. Charles
Burlington	Maple Park	Sleepy Hollow
Campton Hills	Millbrook	Somonauk
Carpentersville	Millington	South Elgin
East Dundee	Montgomery	Sugar Grove
Elburn	Newark	Virgil
Elgin	North Aurora	Wayne (also in DuPage)
Geneva	Oswego	West Dundee
Gilberts	Pingree Grove	Yorkville
Hampshire	Plano	Wadsworth

Will County Governmental League

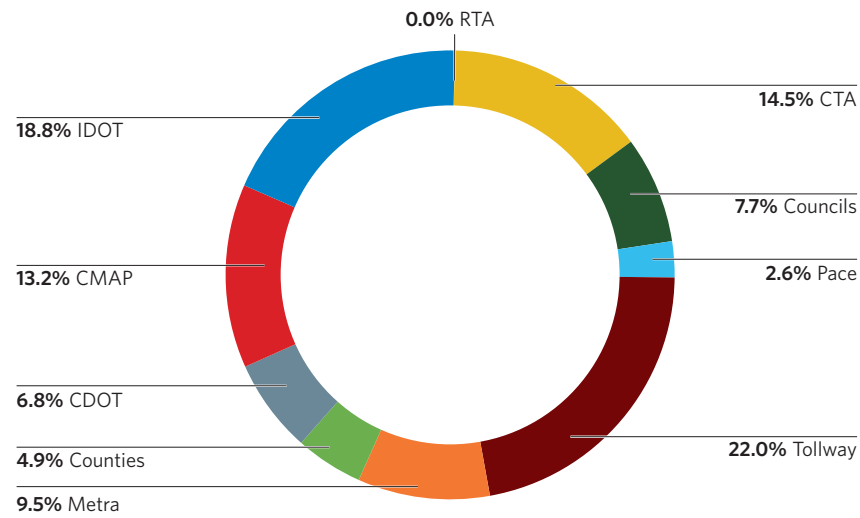
Beecher	Manhattan
Bolingbrook	Minooka
Braidwood	Mokena
Channahon	Monee
Coal City	New Lenox
Crest Hill	Peotone
Diamond	Plainfield
Elwood	Rockdale
Frankfort	Romeoville
Godley	Shorewood
Homer Glen	Symerton
Joliet	Wilmington
Lockport	

FFY 2014-19 TIP Information

The charts below show the current level of funds programmed by programming agency and geographic location, including non-federal, regionally significant tollway and county projects.

Explore projects in your area at <https://etip.cmap.illinois.gov/#tabs-4>.

FFY 2014-19 TIP by lead agency

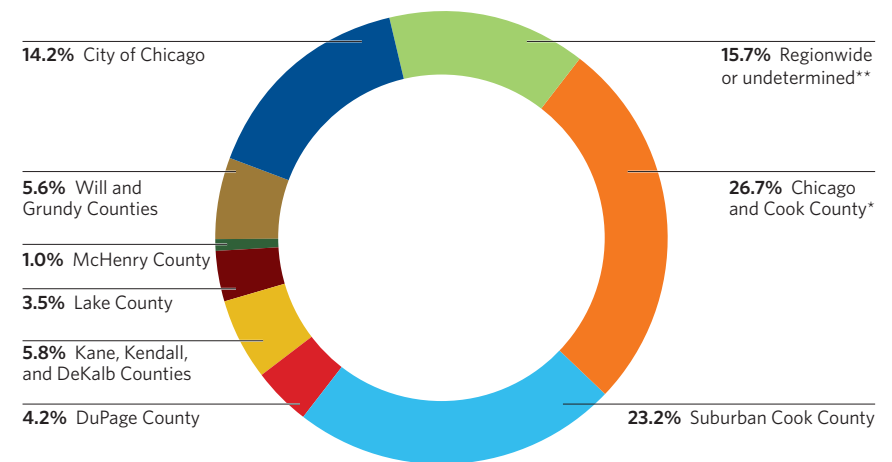


Source: FFY 2014-19 Transportation Improvement Program database. As of September 16, 2016, Chicago Metropolitan Agency for Planning Transportation Committee.

\$13,913,462,968

The total that is programmed in the TIP as of September 16, 2016.

FFY 2014-19 TIP by geographic area



Source: FFY 2014-19 Transportation Improvement Program database. As of September 16, 2016 CMAP Transportation Committee Meeting.

*Multi-jurisdictional transit (CTA) projects in Chicago and Suburban Cook County.

**Multi-jurisdictional transit (Metra, Pace, and RTA) and highway (IDOT, Tollway) projects.



Program Fund Sources

TIP projects receive federal funding through several sources administered by FTA and FHWA. Multiple non-federal programs also provide funding for TIP projects. All active TIP fund sources are listed on the following pages, with abbreviations used in the TIP database and information on the agency that selects projects and programs projects in the TIP.

Federal Fund Sources

Congestion Mitigation and Air Quality Improvement Program (CMAQ, CMAQ PM2.5)*

Federal formula funds for projects that will contribute to improving air quality and reducing congestion in areas that do not attain federal air quality standards. Projects are programmed by the CMAP Board and MPO Policy Committee, and then implemented by the subregional councils and major implementing agencies.

Emergency Relief

Provides funding to assist state and local governments with the expense of repairing serious damage to federal-aid highways after natural disasters or catastrophic failures.

FTA Buses and Bus Facilities (5339)

Provides funding through a competitive allocation process to States and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations. Projects are selected and programmed by the service boards.

FTA Capital Investment (5309)

Provides funding for major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Instead of an annual call for applications and selection of awardees, the law requires that projects seeking Capital Investment Grant funding complete a series of steps over several years to be eligible for funding. Projects are selected by FTA and programmed by the recipient service boards.

FTA Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

Formula funding to States for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities. Projects are selected and programmed by IDOT's Division of Public and Intermodal Transportation and the RTA.

FTA State of Good Repair (SGR) (5337)

Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

FTA Transit Cooperative Research (5312)

Provides funding for research that develops near-term, practical solutions such as best practices, transit security guidelines, testing prototypes, and new planning and management tools. Projects are selected by FTA and programmed by the recipient service boards.

FTA Urbanized Area Formula (5307)

Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Funds are allocated to the service boards by the RTA and projects are programmed by the service boards.

High Priority Projects*

Federal funds for specific high priority projects earmarked by Congress. Projects are selected by Congress and programmed by IDOT.

High Speed Rail*

Federal funds for specific projects that will advance the development of high speed rail. Projects are selected by U.S. DOT and programmed by implementing agencies.

Highway Safety Improvement Program*

Federal formula funds for highway safety improvement projects on any public road or publicly owned bicycle or pedestrian pathway or trail. Projects are selected and programmed by IDOT.

Homeland Security*

Federal grant funds to assist in the preparation, prevention, and response to terrorist attacks and other disasters that can be used for planning, equipment, training and exercise needs. Projects are selected by the Department of Homeland Security and programmed by the recipient agency.

National Highway Performance Program*

Federal formula funds for projects on the National Highway System (NHS) bridges and roads. These consist of interstate highways and other principal arterials that support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS. Projects are selected and programmed by IDOT.

Projects of National and Regional Significance*

Federal funds designated for projects that improve the safe, secure, and efficient movement of people and goods through the U.S. to improve the national economy. Funds dedicated to the CMAP region are designated to the CREATE program and O'Hare western access project. Projects are selected by U.S. DOT and programmed by IDOT.

Rail-Highway Safety*

Federal formula funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Projects are selected and programmed by IDOT.

Recreational Trails*

Federal formula funds for the development and maintenance of recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Projects are selected and programmed by the Illinois Department of Natural Resources (IDNR).

Safe Routes to School*

Federal formula funds for projects that enable and encourage primary and secondary school children to walk and bicycle to school. Projects are selected by IDOT and programmed by subregional councils, CMAP and IDOT.

Surface Transportation Program (STP) – Enhancements*

Federal formula funds for projects such as bicycle and pedestrian facilities, historic preservation and others that enhance the transportation system. Projects are selected by IDOT and programmed by subregional councils, CMAP and IDOT.

Surface Transportation Block Grant (STP-Locally Programmed, STP-County, STP-State Programmed Urban, STP-State Programmed Rural)*

Federal formula funds for federal-aid eligible highways, public bridges, and transit capital projects. Projects are selected and programmed by subregional councils (STP-Locally Programmed), local governments (STP-County), and IDOT (STP-State Programmed Urban, STP-State Programmed Rural).

Transportation Alternatives Program (TAP-Locally Programmed, TAP-State Programmed)*

Federal formula funds for the development and maintenance of recreational trails and related facilities; projects that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs; and projects such as landscaping, streetscaping, historic preservation, and others that enhance the transportation system. Projects are selected by IDOT (TAP-State Programmed) and CMAP (TAP-Locally Programmed) and programmed by subregional councils, IDOT and CMAP.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Federal credit assistance program that enables public agencies to implement transportation projects of national and regional significance. Projects are selected and programmed by FHWA.

Transportation Investment Generating Economic Recover (TIGER)

Federal discretionary funds for innovative, multi-modal and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. Projects are chosen by FHWA and programmed by subregional councils, CDOT, Counties, IDOT, or the Illinois Tollway.

*Federal fund sources may appear in the TIP with "AC" or "ACC" to indicate that the Advance Construction funding mechanism is being used. Advance Construction is a cash flow technique used by IDOT to maximize the use of federal funds. When a project is placed in Advance Construction status (indicated by AC), the FHWA has authorized the project to move forward with non-federal means with the option to seek reimbursement of federal funds at a later point (indicated by ACC). Advance Construction does not affect the scheduled implementation of the project.

State Fund Sources

Consolidated County

State formula funds distributed to all counties, excluding Cook.

Economic Development

State funds used to provide assistance in improving highway access to new or expanding industrial, distribution, or tourism developments with a focus on the retention and creation of permanent full-time jobs.

Grade Crossing Protection

State discretionary funds for safety improvements at rail-highway crossings.

High Growth Cities

State formula funds distributed to municipalities with populations over 5,000 and experiencing above normal growth.

Illinois Commerce Commission

Grade Crossing Protection Fund

State funds to assist local highway agencies and railroads with the cost of making safety improvements at public highway-rail crossings on local roads and streets.

IL Funds and IL Funds – Transit

State funds used for highway and/or transit projects

Illinois Jobs Now

State funds from the 2014 state capital construction program, “Illinois Jobs Now!”

Needy Township

State formula funding program to assist townships and road districts that do not meet minimum revenue requirements for maintaining local roads.

State Match – Chicago

State funds used to match federal funds for projects in the City of Chicago.

State Matching Assistance

State funds used to assist counties in matching federal funds.

Township Bridge Program

State formula funds distributed to townships and road districts for the construction of bridges.

Truck Access Route Program

State discretionary funds for safety improvements at rail-highway crossings.

Local Fund Sources

Local Funds

Funds from local jurisdictions’ general revenue.

Motor Fuel Tax (MFT-Local, MFT-State Allocation)

Funds from taxes on fuel collected either by local jurisdictions (MFT-Local) or by the state and allocated to local jurisdictions (MFT-State Allocation) for the purpose of improving, maintaining, repairing, and constructing highways.

RTA Bonds

Revenue bonds issued by the RTA with debt service paid using RTA revenues.

RTA Sales Tax

Funds collected through a state authorized sales tax in the six-county RTA service area.

RTA Tax – Collar Counties

County transportation enhancement funds collected through the RTA Sales Tax and distributed via formula to DuPage, Kane, Lake, McHenry and Will counties.

Service Board Funds

State formula funds from the Illinois state sales tax collected in the six-county RTA service area distributed to CTA, Metra and Pace. Programmed by the service boards.

Special Assessments, Tax Increment Financing and Private Sources

Funds from private entities and/or special assessments over and above the standard property tax rate and/or special taxing districts designed to finance local governments' infrastructure improvements. Projects are selected and programmed by the implementing agency or subregional council.

Special Assessments, Tax Increment Financing and Private Sources

Funds from private entities and/or special assessments over and above the standard property tax rate and/or special taxing districts designed to finance local governments' infrastructure improvements. Projects are selected and programmed by the implementing agency or subregional council.

Tollway Funds

Funds collected by the Illinois State Toll Highway Authority (Tollway) for exclusive use on the tollway system. Projects are included in the TIP for information only. Projects are selected and programmed by Tollway.

Transportation Development Credits

Toll revenue capital expenditures used as credit toward the non-federal matching share of eligible highway programs and transit projects.



30 million

the number of trips made by individuals using all modes of travel in the RTA's six-county region every day

Source: Chicago Regional Household Travel Inventory: Mode Choice and Trip for the 2008 and 1990 Surveys," www.cmap.illinois.gov/travel-tracker-survey.

Frequently Asked Questions

Q: How can I find out if there is a proposed project in my area?

A: If you live in the city of Chicago, contact CDOT at (312) 744-1987. If you live in the suburbs, contact the Planning Liaison (PL) to the Council of Mayors for your area (see page 45).

CMAAP has an online database and map for project look up. These tools do not require special software and are located at <https://etip.cmap.illinois.gov>. If you have questions regarding a specific project, the project information includes a point of contact for each project. The database contains information for all projects within the TIP. You can search for a project by lead agency, municipality, fund source, county, etc. CMAAP staff is always available to assist at 312-454-0400.

Q: How can I propose a project?

A: If you have a project proposal for CTA, Pace, or Metra, contact those agencies directly. For the City of Chicago, contact CDOT. For the suburbs, contact the Planning Liaison to the Council of Mayors for your area. See the Project Programmers beginning on page 45 for contact information.

Q: How can I participate?

A: You can attend meetings held by CMAAP or any of the project programmers or visit CMAAP's website at www.cmap.illinois.gov for additional TIP information.

Major Capital Projects

Below is a list of the fiscally constrained projects included in the GO TO 2040 Update.

Expressway Additions: Express Toll Lanes

I-55 Stevenson Express Toll Lanes

I-290 Eisenhower Express Toll Lanes

Expressway Additions: Interchanges and Improvements

Circle Interchange

I-294/ I-57 Interchange

I-190 Access and Capacity Improvements

I-90 Jane Addams Tollway

Transit Improvements

CTA North Red/Purple Line Modernization

West Loop Transportation Center Phase I Improvements

Metra Rock Island Improvements

Metra SouthWest Service Improvements

Metra UP North Improvements

Metra UP West Improvements

New Projects and Extensions

CTA Red Line South Extension

Elgin O'Hare Western Access

IL 53/120 Tollway

Illiana Expressway

Metra UP Northwest Improvements and Extension

The Chicago Metropolitan Agency for Planning (CMAP) is our region's official comprehensive planning organization. The agency and its partners are developing ON TO 2050, a new comprehensive regional 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 www.cmap.illinois.gov for more information.