



## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP staff

**Date:** November 2015

**Re:** Proposed projects to include in the next long-range plan

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The next long-range regional plan is an opportunity to improve the definition and scope of transportation projects considered in the plan to best incorporate those that have regional impacts. Expanding the types of projects to be included can help ensure that policy makers have ready access to the best information possible to make cooperative, transparent, and prioritized investment decisions. Since this spring, the Transportation Committee (TC), CMAP Board, and MPO Policy Committee have all held discussions on alternative thresholds for projects to include in the next long-range plan. These conversations led to general, but not complete, consensus that a cost threshold should be used to help identify regionally significant projects and that some non-capacity or state of good repair projects should be included in the plan. Staff recommends moving forward with the thresholds proposed in this memo on a trial basis by working with implementers to develop an early list of projects that meet the thresholds and then reporting back to the TC in the spring on the thresholds' appropriateness.

### **Reconsidering Project Types included in the Long-Range Plan**

CMAP currently defines "major capital projects" as capacity additions to the expressway system or comparable changes to the transit system, generally meaning a rail extension. However, this is a limited view of the region's transportation system. Projects that fall below the level of new capacity on expressways and rail lines clearly have important impacts on the region, and cumulatively they may well have a larger effect than the currently defined major capital projects. The narrowness of the definition does not fully capture the contributions and priorities of all of the region's transportation implementers. Likewise, since they are so few, the geographic distribution of major capital projects at the current threshold tends to be "lumpy" and can present a challenge in demonstrating that the entire region benefits from them. Lastly, specific investments are needed to achieve the plan indicators; to show progress on them, a larger set of project types would be helpful.

Furthermore, the CMAP Board's [guidance](#) resulting from its 2014 visioning session suggests a larger set of projects should be considered in the plan. Also, in its [2014 MPO certification review](#), the U.S. DOT recommended that the next plan include some non-capacity

improvements and in general base the threshold for inclusion of projects on their impact rather than their scope. For example, bus rapid transit (BRT) systems may have similar service characteristics and travel benefits to rail transit, while large reconstruction or vehicle purchase projects may have significant impacts even if they do not add capacity.

### **Proposal for Projects to Include in the Next Long-Range Plan**

Given the discussion above, it is proposed that the next regional plan specifically list projects that:

1. Cost at least \$100 million and (a) change capacity on the National Highway System (NHS) or that are new expressways or principal arterials, or (b) change capacity on transit services with some separate rights-of-way or shared right-of-way where transit has priority over other traffic; or
2. Cost at least \$250 million, regardless of the facility type or work type.

Candidate projects would be compared to the cost thresholds based on current dollars (any conversion to year-of-expenditure cost would be carried out by CMAP when necessary to meet federal rules). The entire project cost, not just the cost of the added capacity, would be used to determine whether the project is regionally significant. Since several smaller projects in a corridor can ultimately amount to a larger project, sponsors would be encouraged to consider the cost and scope of the entire build-out expected in the corridor over the time frame of the regional plan. Note that sponsors may also elect to have a program of similar projects considered if individual projects would not meet the proposed thresholds.

Projects that change capacity are those with **non-exempt TIP work types**, in other words those that are already considered under federal rules to demonstrate air quality conformity. The non-capacity projects that the certification review encouraged the plan to contain would be captured in the second threshold of \$250 million.

### **Conclusion**

It is anticipated that these thresholds would be relatively simple to implement, would allow what is expected to be a reasonably sized universe of projects to be considered in the long-range plan, would meet CMAP Board direction in increasing the next plan's specificity with regard to transportation projects, and would address the recommendation in the U.S. DOT's certification review. Most importantly, the proposed thresholds should allow the plan to identify the most critical projects in the region and to focus resources on accomplishing them. While the projects in the TIP database that meet the thresholds provide some check on their reasonableness (see Appendix A), in order to be confident that these thresholds are appropriate for the next plan, staff recommends working with implementers over the next few months to develop an early list of projects that meet the thresholds, then reporting back to the TC in the spring on the thresholds' appropriateness.

**Action requested: Discussion**

## Appendix A. Additional projects in TIP database meeting thresholds for consideration in next long-range plan.

During the GO TO 2040 update process, the following projects were evaluated for inclusion in the plan as fiscally constrained projects:

| Project Name                                       | Sponsor | Cost            |
|--|---------|-----------------|
| Elgin O'Hare Western Access                        | Tollway | \$2,150,872,706 |
| Jane Addams Tollway (I-90)                         | Tollway | \$1,265,000,000 |
| IL 53/120 Tollway                                  | Tollway | \$2,141,638,188 |
| I-294/I-57 Interchange                             | Tollway | \$350,000,000   |
| Elgin O'Hare Expressway Far West Extension         | Tollway | \$235,000,000   |
| Elgin O'Hare Expressway West Extension             | Tollway | \$201,000,000   |
| I-294 Central Tri-State Mobility Improvements      | Tollway | \$1,040,000,000 |
| I-55 Stevenson Express Toll Lanes                  | IDOT    | \$400,000,000   |
| I-290 Eisenhower Express Toll Lanes                | IDOT    | \$1,600,000,000 |
| Illiana Expressway                                 | IDOT    | \$1,000,000,000 |
| I-190 Access and Capacity Improvements             | IDOT    | \$375,000,000   |
| Circle Interchange                                 | IDOT    | \$410,000,000   |
| I-55 Add Lanes and Reconstr: I-80 to Coal City Rd. | IDOT    | \$839,000,000   |
| I-57 Add Lanes                                     | IDOT    | \$895,000,000   |
| I-80 Add / Mgd Lanes - Ridge Road to US 30         | IDOT    | \$750,000,000   |
| I-80 Managed Lanes - US 30 to I-294                | IDOT    | \$450,000,000   |
| I-80 to I-55 Connector                             | IDOT    | \$100,000,000   |
| IL 394   | IDOT    | \$604,000,000   |
| Red Line South Extension                           | CTA     | \$1,700,000,000 |
| North Red/Purple Modernization                     | CTA     | \$4,200,000,000 |
| Blue Line West Extension                           | CTA     | \$2,573,000,000 |
| Brown Line Extension                               | CTA     | \$4,139,000,000 |
| Circle Line South (Phase II)                       | CTA     | \$1,000,000,000 |
| Circle Line North (Phase III)                      | CTA     | \$2,237,000,000 |
| Orange Line Extension                              | CTA     | \$498,000,000   |
| Yellow Line Enhancements and Extension             | CTA     | \$294,000,000   |
| Express Airport Train Service                      | CTA     | \$1,800,000,000 |
| UP Northwest Extension                             | Metra   | \$584,000,000   |
| SouthWest Service Improvements                     | Metra   | \$1,025,000,000 |
| UP North Improvements                              | Metra   | \$447,000,000   |
| UP West Improvements                               | Metra   | \$524,000,000   |
| Rock Island Improvements*                          | Metra   | \$53,000,000    |
| BNSF Extension                                     | Metra   | \$840,000,000   |
| BNSF Improvements                                  | Metra   | \$447,000,000   |
| Heritage Corridor Improvements                     | Metra   | \$199,000,000   |
| Metra Electric Improvements                        | Metra   | \$447,000,000   |

| Project Name                             | Sponsor | Cost            |
|--|---------|-----------------|
| Metra Electric Extension                 | Metra   | \$291,000,000   |
| Milwaukee District North Extension       | Metra   | \$644,000,000   |
| Milwaukee District North Improvements    | Metra   | \$130,000,000   |
| Milwaukee District West Extension        | Metra   | \$422,000,000   |
| Milwaukee District West Improvements     | Metra   | \$447,000,000   |
| North Central Service Improvements       | Metra   | \$332,000,000   |
| Rock Island Extension                    | Metra   | \$317,000,000   |
| SouthEast Service                        | Metra   | \$830,000,000   |
| SouthWest Extension                      | Metra   | \$328,000,000   |
| STAR Line                                | Metra   | \$3,000,000,000 |
| West Loop Transportation Center: Phase 1 | CDOT    | \$837,000,000   |
| Central Area Transitway                  | CDOT    | \$364,000,000   |
| Mid-City Transitway                      | CDOT    | \$1,600,000,000 |
| West Loop Transportation Center: Phase 2 | CDOT    | \$2,094,000,000 |

In addition to these 50 projects, another seven projects were determined either not to be major capital projects according to the definition in use at that time, or further information suggested that the project was infeasible given other commitments or circumstances. These projects are discussed in the [GO TO 2040 update appendix on major capital projects](#).

Beyond these projects already considered in the regional plan, the following table includes additional projects in the TIP, including illustrative projects, as of summer 2015 that meet the proposed thresholds for the next plan. Note also that one project (Metra Rock Island Improvements) currently considered a major capital project would not meet the proposed thresholds.

| # | TIP ID                     | Agency         | Project / Location  | All Work Types   | Total with Illustrative |
|---|----------------------------|----------------|---|--|-------------------------|
| 1 | <a href="#">17-94-0008</a> | Pace           | Pace - Purchase/Replace Fixed Rte Buses                   | Replace Buses/Trains                                   | \$274,856,000           |
| 2 | <a href="#">18-08-1700</a> | Metra          | PURCHASE BI-LEVEL COMMUTER CARS                           | Replace Buses/Trains                                   | \$586,501,000           |
| 3 | <a href="#">18-10-0034</a> | Metra          | Work on Transit Communication; Work on Transit Signals    | Work on Transit Communication; Work on Transit Signals | \$370,961,000           |
| 4 | <a href="#">11-03-0018</a> | McHenry County | CH V29 RANDALL RD FROM CH A46 ACKMAN RD TO COUNTY LINE RD | Add Lanes to Road; Improve Intersection                | \$119,829,000           |
| 5 | <a href="#">09-96-0017</a> | Kane County    | LONGMEADOW PKWY BRIDGE CORRIDOR FROM HUNTLEY RD IL 62     | Build New Bridge; Build New Road                       | \$141,088,000           |

| #  | TIP ID                     | Agency      | Project / Location   | All Work Types  | Total with Illustrative |
|----|----------------------------|-------------|--|---|-------------------------|
| 6  | <a href="#">09-96-0018</a> | Kane County | STEARNS ROAD BRIDGE CORRIDOR FROM RANDALL RD TO EAST OF DUNHAM RD            | Build New Bridge; Build New Road  | \$135,391,000           |
| 7  | <a href="#">12-00-0035</a> | Will County | CATON-BRUCE CORRIDOR FROM US 30 (WEST OF) TO IL 7 159th Street               | Add Lanes to Road; Build New Bridge; Improve Overall Road Corridor  | \$547,500,000           |
| 8  | <a href="#">01-05-0012</a> | IDOT        | CREATE EAST-WEST CORRIDOR FROM ARGO INTERLOCKING TO CP509                    | Improve Rail Line;  | \$372,359,000           |
| 9  | <a href="#">01-05-0011</a> | IDOT        | CREATE WESTERN AVENUE CORRIDOR FROM KEDZIE INTERLOCKING TO THORNTON JUNCTION | Improve Rail Line;  | \$253,988,000           |
| 10 | <a href="#">04-05-0002</a> | IDOT        | CREATE BELTWAY CORRIDOR FROM KEDZIE INTERLOCKING TO THORNTON JUNCTION        | Improve Rail Line   | \$156,237,000           |
| 11 | <a href="#">06-94-0001</a> | IDOT        | CENTRAL AVE FROM 63RD ST TO 87TH ST  | Add Lanes to Road; Build New Bridge; Improve Overall Road Corridor  | \$195,160,000           |
| 12 | <a href="#">12-07-0005</a> | IDOT        | WEBER ROAD FROM 119TH ST (RODEO RD) TO 135TH ST (ROMEO RD)                   | Add Bi-directional Turn Lane; Add Lanes to Road; Reconstruct Interchange; Reconstruct Road; Resurface and Widen Road; Work on Curb and Gutters; | \$166,060,000           |
| 13 | <a href="#">10-07-0001</a> | IDOT        | IL 60 IL 83 FROM IL 176 TO IL 60 IL 83 TOWNLINE ROAD                         | Add Lanes to Road; Reconstruct Intersection; Work on Curb and Gutters   | \$152,448,000           |

| #  | TIP ID                     | Agency | Project / Location  | All Work Types   | Total with Illustrative |
|----|----------------------------|--------|---|--|-------------------------|
| 14 | <a href="#">10-09-0147</a> | IDOT   | IL 83 MILWAUKEE AVE<br>FROM PETITE LAKE RD IL 120<br>ILL 120                        | Add Lanes to Road  | \$141,277,000           |
| 15 | <a href="#">11-06-0018</a> | IDOT   | IL 47 FROM CHARLES RD US<br>14  | Add Lanes to<br>Road; Improve<br>Intersection;<br>Replace Bridge   | \$138,750,000           |
| 16 | <a href="#">11-00-0001</a> | IDOT   | IL 31 FRONT ST FROM IL 120<br>ELM ST IL 176   | Add Lanes to<br>Road; Improve<br>Intersection  | \$134,462,000           |
| 17 | <a href="#">10-09-0024</a> | IDOT   | IL 131 GREEN BAY ROAD<br>FROM RUSSELL ROAD TO<br>SUNSET AVENUE                      | Add Bi-directional<br>Turn Lane; Add<br>Lanes to Road;<br>Add Traffic Signals<br>to Several<br>Intersections;<br>Resurface and<br>Widen Road;<br>Resurface Road; | \$134,369,000           |
| 18 | <a href="#">11-07-0014</a> | IDOT   | IL 47 EASTWOOD DRIVE<br>FROM US 14 NORTHWEST<br>HWY TO REED ROAD                    | Add Lanes to<br>Road; Reconstruct<br>and Widen Road;<br>Reconstruct<br>Intersection;<br>Replace Bridge   | \$128,364,000           |
| 19 | <a href="#">05-06-0016</a> | IDOT   | IL 43 HARLEM AVE FROM<br>BNSF RR  | Railroad Grade<br>Separation   | \$117,500,000           |
| 20 | <a href="#">10-02-0013</a> | IDOT   | US 45 MILWAUKEE AVE<br>FROM IL 60 TOWNLINE RD IL<br>22                              | Add Lanes to Road  | \$116,590,000           |
| 21 | <a href="#">11-00-0201</a> | IDOT   | IL 31 ALGONQUIN BYPASS<br>FROM NORTH OF RAKOW<br>RD TO HUNTINGTON AVE /<br>IL RT 31 | Add Lanes to<br>Road; Build New<br>Bridge; Build New<br>Interchange; Build<br>New Road;  | \$112,972,000           |
| 22 | <a href="#">16-15-0005</a> | CTA    | CTA -132.056 Purchase Rail<br>Cars - 7000's (Base Order 400<br>Cars)                | Replace<br>Buses/Trains  | \$880,000,000           |
| 23 | <a href="#">16-98-0015</a> | CTA    | CTA - 181.500<br>INFRASTRUCTURE SAFETY &<br>RENEWAL                                 | Maintain Rail Line   | \$834,771,000           |
| 24 | <a href="#">16-96-0061</a> | CTA    | CTA 031.054 REPLACE BUSES   | Replace<br>Buses/Trains  | \$490,737,000           |

| #  | TIP ID                     | Agency | Project / Location   | All Work Types  | Total with Illustrative |
|----|----------------------------|--------|--|---|-------------------------|
| 25 | <a href="#">16-02-0004</a> | CTA    | CTA - 141.273 RECONSTRUCT RAIL STATIONS  | Maintain Rail Line  | \$489,214,000           |
| 26 | <a href="#">16-14-0007</a> | CTA    | CTA – Your New Blue - Blue Line O'Hare Branch between the Grand and O'Hare stations Project 12.5-mile stretch AT | Improve Disability Access to Facility; Improve Rail Line; Modernize Rail Station; Upgrade Traffic Signals | \$408,714,000           |
| 27 | <a href="#">16-99-0002</a> | CTA    | CTA - 073.500 Improve Facilities   | Maintain Multi-Modal Center   | \$367,650,000           |
| 28 | <a href="#">16-00-0006</a> | CTA    | CTA - 022.903 RAIL CAR OVERHAUL & MIDLIFE  | Rehabilitate Buses/Trains   | \$273,722,000           |
| 29 | <a href="#">16-00-0030</a> | CTA    | CTA - 121.500 REPL/UPGRADE DISTRIB&SIGNAL  | Work on Transit Power   | \$253,988,000           |
| 30 | <a href="#">01-00-0059</a> | CDOT   | WACKER DR (NORTH/SOUTH) FROM RANDOLPH ST TO CONGRESS PKWY  | Improve Pedestrian Facility; Reconfigure Bridge   | \$436,706,000           |