

Chapter 1

Regional Overview and Program Summary

1. Regional Overview and Program Summary

A. Regional Overview

The Transportation Improvement Program (TIP) 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 8.1 million people and has an employment base of 4.3 million. Efficient regional transportation is vital for both intra- 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, annually handling 6.3 million freight trailers or containers, the equivalent of 14 million twenty-foot equivalent units, making it the world's third largest intermodal volume handler after Hong Kong and Singapore. More than 94 million air travelers passed through the region's two major airports in 2005.

The responsibility for maintaining, improving and expanding this infrastructure is shared by many entities, including the Illinois Department of Transportation (IDOT) and the Illinois Tollway, which have jurisdiction over the region's 449 freeway and expressway miles. Other streets are controlled by county governments, IDOT, the City of Chicago and more than 270 local units of government.

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 Chicago Area Transportation Study (CATS) Policy Committee, the metropolitan planning organization (MPO) for transportation planning in the region. Selected transit system operating characteristics for 2005 are listed in Table 1-1.

Table 1-1 – 2005 Transit Operating Characteristics

	Route Miles	Routes	Stations	Vehicles	Annual Riders (millions)
CTA Bus	2,033	152	N/A	2,273	302.0
CTA Rail	223	7	144	1,190	152.0
Metra	546	11	230	1,145	78.4
Pace	4,446	232	N/A	1,852	36.8
Total	7,248	402	374	6,460	569.2

Sources: CTA, Metra, Pace

The FY 2007-2012 Transportation Improvement Program (FY 2007-2012 TIP) 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 to the 2030 Regional Transportation Plan and Planning Process

The *2030 Regional Transportation Plan (2030 RTP)* is a coordinated multimodal ground transportation plan that seeks to maintain our existing transportation investments and serve future travel needs through 2030. The *2030 RTP* is consistent with policies and plans adopted by the Northeastern Illinois Planning Commission (NIPC). The *2030 RTP* was approved by the CATS Policy Committee in October 2003. An update to the capital element of the *2030 RTP* is released for public review and comment as is the proposed FY 07-12 TIP during August 2006.

The Chicago Metropolitan Agency for Planning (CMAP) was established in 2005 by the State of Illinois with support from the region's local elected officials. The central purpose of CMAP is to better integrate planning for land use and transportation. The functions of NIPC and CATS have been consolidated within CMAP.

The *2030 RTP* includes major transportation improvement projects, systems, policies and strategies necessary to serve the region's future transportation needs, which are expected to grow significantly between now and 2030. Because most of the projected resources are to be used for capital maintenance of the existing transportation system, the *2030 RTP* includes numerous policies and strategies that improve the efficiency of the system to maximize the benefits of capital maintenance.

The *2030 RTP* is guided by three goals:

- Maintain the integrity of the existing transportation system.
- Improve transportation system performance.
- Employ transportation to sustain the region's vision and values.

Beyond these three broad goals, the *2030 RTP* consists of specific objectives, population and employment forecasts, capital projects, system improvements, and policies and strategies proposed for implementation. *2030 RTP* recommendations fit into three categories: regional strategies, strategic regional systems, and major capital projects.

In its regional strategies, the *2030 RTP* provides a statement of regional interest and general guidance. Exact specification of strategies is delegated to legislative initiatives, intergovernmental agreements, and transportation improvements programming (i.e., the TIP), as well as local planning, zoning and capital programming efforts.

Strategic regional systems help establish specific implementation priorities and guidelines among traditional transportation modes. "Multimodal" transportation design, implementation, management and operation are the overarching

emphasis of the strategic regional systems.

The *2030 RTP* identifies specific major capital projects so long-range project studies may commence or continue, and to facilitate and guide implementation of projects or alternatives identified through those studies. Though the *2030 RTP* is constrained by fiscal requirements, it also identifies additional major projects that merit further study and additional improvements that could be made in all components of the plan. The Board of CMAP has agreed to champion the long recognized need for additional transportation financial resources by sponsoring development of a long range transportation financial plan.

Detailed explanations of recommended strategies, systems and projects can be found in the *2030 RTP* and its supporting documentation.

In addition to being the implementation vehicle of the *2030 RTP* for the region, the *FY 2007-2012 TIP* is consistent with the *Congestion Management System (CMS)* for northeastern Illinois. The *CMS* establishes highway congestion benchmarks in the region and monitors the degree to which the *2030 RTP* and the *FY 2007-2012 TIP* projects address deficiencies. The *CMS* incorporates many of the processes used in the development and update of the *TIP*. The Policy Committee approved the final *CMS* in October 1997. Projects programmed in the 2007-2012 *TIP* that add capacity for single occupant vehicles use *CMS* measures in order to maximize operational efficiency and congestion reduction. The *CMS* and other management systems are discussed further in Chapter 4. See also the *CMS 2006 Status Report* available from CATS.

Transportation Control Measures (TCMs) in the region required by the State Implementation Plans have been achieved. Programmers continue the development and implementation of projects with air quality benefits (PAQBs) in northeastern Illinois. Further discussion of TCMs and PAQBs appears in Chapter 4.

C. Project Maps

Maps for projects in the *TIP* that have a physical location are displayed in Appendix 8 and are available in larger, easier to read formats as well as shape files. Figure 1-3 in this chapter displays major projects in the *TIP*.

D. Program Summary

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. Tables 1-2 and 1-3 in this chapter summarize the *FY 2007-2012 TIP* by fund source and investment origin code. Table 1-2 includes all projects in the *TIP*, except regionally significant county and tollway projects. Table 1-3 includes the regionally significant county and tollway projects, which are listed for information and air quality analysis purposes in Appendix 4. Note that projects programmed by the counties and tollway that are not regionally significant may not be included in Appendix 4. Since not all of the maintenance and rehabilitation projects are included, the expenditures reflected in Table 1-3

are biased toward the expansion category and the table cannot be used to ascertain a true percentage of regional expenditures in the expansion category.

As Table 1-2 indicates, projects in the FY 2007-2012 TIP total more than \$8 billion. Inclusion of the non-federally-funded projects in Appendix 4 results in an FY 2007-2012 program totaling more than \$12 billion.

There are more than thirty sources of funds the region uses to improve and maintain its transportation system. The major sources are described in detail in Chapter 2. Figures 1 and 2 summarize the distribution of projects in the FY 2007-2012 TIP by funding source and programming agency.

The TIP database, available from CMAP, can be used to view TIP projects in many ways, including by location and by funding source. 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. Call (312) 454-0400. CMAP staff can also produce reports to suit specific needs.

The investment origin codes (IOC) are one way to reflect the characteristics of TIP projects. Four general categories have been identified and tied to the work types associated with each project. Although it is useful to categorize projects within one of the investment origin codes, many projects have multiple characteristics and may contain several work types. A hierarchy of the IOCs has been established that places a project in a single category when a project's work types are associated with more than one IOC. The hierarchy is followed regardless of the relative level of investment in each work type. Investment origin codes are defined below in their hierarchical order:

- Expansion -- These projects add capacity to the highway and transit systems. They include projects constructing entirely new facilities as well as those that expand existing facilities. Examples of work types included in this IOC are new bridges, new rail stations and/or commuter parking facilities, new roads or extensions of existing roads, add-lanes projects, HOV lanes, interchange expansions, transit rolling stock fleet expansions, new rail lines or extensions, bus route expansions, new transfer facilities, new multi-modal centers and transit storage and maintenance facilities.
- Improvement -- Projects include those to repair deficiencies caused by regular use, those that provide marginal capacity increases through changes resulting in greater efficiency of the existing facility, and those designed primarily to improve the safety of the system. Roadway resurfacing, rehabilitation of transit rolling stock, commuter station improvements, traffic signal synchronization projects, railroad crossing improvements, skidproofing and signing are among the more than fifty work types included in this IOC.
- Miscellaneous -- These projects, although integral to the maintenance and operation of the transportation system as a whole, do not fit neatly into any of the other three categories. Examples of this type of work are landscaping, transit support facilities and equipment and historic preservation projects.
- Bicycle and Pedestrian -- These projects consist entirely of expanding or improving the region's bicycle and pedestrian environment. Examples of the work types included in this category are sidewalks, bicycle paths, bicycle lane

striping and bicycle racks and lockers. Additional bicycle and pedestrian facility improvements may be included as part of more complex projects in other categories.

A complete list of work types and their associated investment origin codes is provided in Chapter 5.

Note that there is no simple way to determine the total funding dedicated to safety. Implementers are limited to three work types per TIP project. Of the approximately 90 work types, 10 are explicitly safety work types. 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. Even if an implementer is including guard rail, for instance, they might not list it – even if fewer than three work types are associated with the project. More importantly, the impetus for 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. Safety is a primary consideration in the development of each implementer's program.

The projects in the *FY 2007-2012 TIP* include engineering, right-of-way acquisition and implementation of federally and non-federally- funded facilities. In addition, funding is programmed for some projects included in the Strategic Regional Arterial and Strategic Regional Transit systems. The MPO has no knowledge of any regionally significant projects for which funding is available which are not included in the conformity determination.

Table 1-2
FY 2007-2012 Transportation Improvement Program
Investment Origin

Expenditures in Thousands by Funding

Tollway and County Projects with MFT, Toll or "TBD" Funding
 Excluded Unless They Have Federal Funding as Well

Funding Source	Investment Origin Code				Total
	Expansion	Improvement	Miscellaneous	Bicycle/Pedestrian	
BRR	\$49,800	\$255,774	\$375		\$305,949
CMAQ	\$31,926	\$188,431	\$55,208	\$50,456	\$326,021
FNS	\$41,884	\$229,405	\$82,910		\$354,199
FTA	\$17,747	\$1,341,456	\$693,295		\$2,052,498
FTA/BUS	\$8,192	\$9,371	\$60		\$17,623
GEN-OP	\$215	\$953			\$1,168
HPP	\$221,032	\$72,576	\$15,427	\$11,416	\$320,451
ICC	\$8,200	\$2,750			\$10,950
ILL	\$560,427	\$542,420	\$30,903	\$5,100	\$1,138,850
I-M	\$285,944	\$91,359	\$11,150		\$388,453
ITS		\$1,729	\$6,935		\$8,664
JARC			\$7,740		\$7,740
NCP	\$266,000	\$563			\$266,563
NHS	\$120,100	\$174,246	\$4,750		\$299,096
NRS			\$17,500		\$17,500
OGL	\$0	\$2,180		\$300	\$2,480
OTH	\$140,707	\$1,574,521	\$108,215	\$8,879	\$1,832,322
PRV	\$14,500	\$54,000			\$68,500
RTA	\$2,000	\$54,250	\$4,772		\$61,022
STP-C	\$2,750				\$2,750
STP-E	\$302	\$35,249	\$3,777	\$15,115	\$54,443
STP-L	\$220,997	\$470,110	\$3,045	\$20,290	\$714,442
STP-R	\$2,256				\$2,256
STP-S		\$9,087	\$10,100		\$19,187
STP-U	\$140,420	\$51,234	\$1,900	\$410	\$193,964
Totals	\$2,135,399	\$5,161,664	\$1,058,062	\$111,966	\$8,467,091
Percent of Total	25%	61%	12%	1%	

Notes:

- See Chapter 2 for a description of the funding sources. Tollway and county projects are not included in the table unless they also include federal funding.
- A project with multiple work types is assigned to the highest investment origin code associated with one of its work types. The hierarchy of IOC codes is: expansion, improvement, miscellaneous, bicycle/pedestrian.
- Projects that are not exempt from air quality conformity determination and have not been conformed are excluded from the TIP except for Phase I Engineering or Alternatives Analysis financing.

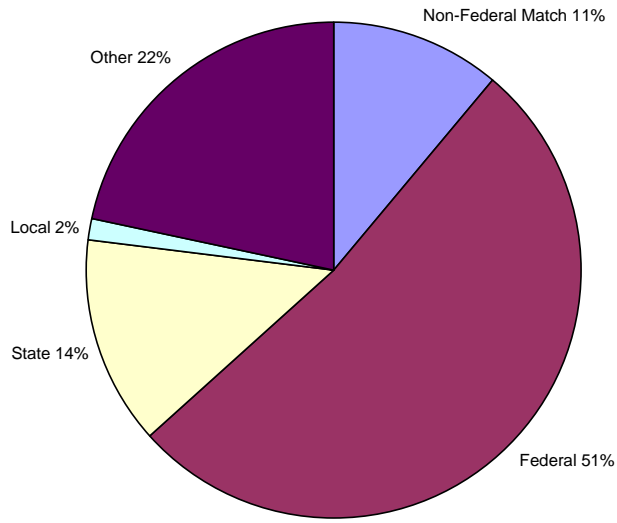
Table 1-3
FY 2007-2012 Transportation Improvement Program
Investment Origin
Expenditures in Thousands by Funding

Funding Source	Investment Origin Code				Total
	Expansion	Improvement	Miscellaneous	Bicycle/Pedestrian	
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ICC	\$8,200	\$2,750			\$10,950
ILL	\$589,399	\$542,420	\$30,903	\$5,100	\$1,167,822
I-M	\$285,944	\$91,359	\$11,150		\$388,453
ITS		\$1,729	\$6,935		\$8,664
JARC			\$7,740		\$7,740
MFT-ALL	\$175,792	\$87,875			\$263,667
MFT-LOC	\$85,630	\$14,365			\$99,995
NCP	\$266,000	\$563			\$266,563
NHS	\$120,100	\$174,246	\$4,750		\$299,096
NRS			\$17,500		\$17,500
OGL	\$0	\$2,180		\$300	\$2,480
OTH	\$453,454	\$1,609,776	\$108,215	\$9,504	\$2,180,949
PRV	\$50,500	\$54,000			\$104,500
RTA	\$3,000	\$54,250	\$4,772		\$62,022
STP-C	\$2,750				\$2,750
STP-E	\$302	\$35,249	\$3,777	\$15,115	\$54,443
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STP-S		\$9,087	\$10,100		\$19,187
STP-U	\$140,420	\$51,234	\$1,900	\$410	\$193,964
TOLL	\$2,790,637	\$226,261			\$3,016,898
Totals	\$5,567,177	\$5,526,917	\$1,058,062	\$112,591	\$12,264,747
Percent of Total	45%	45%	9%	1%	

Notes:

- See Chapter 2 for a description of the funding sources.
- Tollway and county projects listed in Appendix 4 are included in this table.
- A project with multiple work types is assigned to the highest investment origin code associated with one of its work types. The hierarchy of IOC codes is: expansion, improvement, miscellaneous, bicycle/pedestrian.
- Projects programmed by the counties and the tollway that are not regionally significant may not be included in Appendix 4. Since not all of the maintenance and rehabilitation projects are included, the expenditures reflected are biased toward the expansion category and this table cannot be used to ascertain a true percentage of regional expenditures in the expansion category.

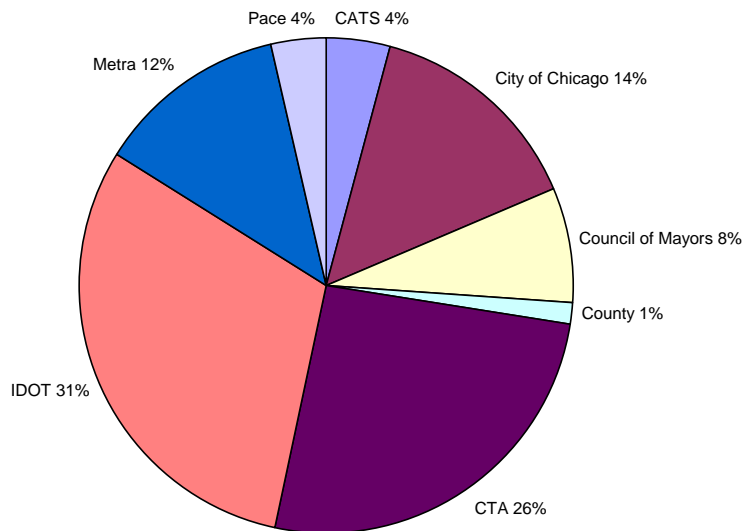
Figure 1-1
FY 2007-2012 TIP Dollars by Source



Program Total: \$8,467,091

Note: Non-federally funded Tollway and County projects are not included

Figure 1-2
FY 2007-2012 TIP by Project Programmer



**Table 1-4
MAJOR PROJECT LOCATION AND DESCRIPTION**

Engineering/ROW Only Included in TIP

I- 290 Eisenhower Expy from St Charles Rd (DuPage/Elmhurst) to IL 50 Cicero Ave (Cook/Chicago) HOV I-88 to Austin; Weaving Lanes to St Charles and IL 50 – IDOT

O'Hare/Midway Express From O'Hare Airport CTA Station to Midway Airport CTA Station

CREATE Passenger Corridor Southwest Service From LaSalle St Station (Cook/Chicago) to Manhattan Stn – SWS (Will/Manhattan) - Various Programming Agencies

I- 55 Stevenson Expy at Il 59 (Will/Joliet) and County Farm Rd Extension from Houbolt to IL59 – Will County

Circle Line – CTA

Alternative Analysis for the Red Line, Orange Line, & Yellow Line Extensions

BNSF Extension from Aurora To New Stations at Montgomery and Oswego.-Metra

Alternative Analysis for the Metra Southeast Service, Star Line, Union Pacific West Line, and Union Pacific Northwest Line – Metra

Construction/Implementation Included (at least partially) in TIP

I- 90 94 Dan Ryan Ewy from 15th St (Cook/Chicago) to I- 57 (Cook/Chicago) - IDOT

Wacker Dr (North/South) from Randolph St (Cook/Chicago) to Congress Pkwy (Cook/Chicago) – CDOT

Canal St Viaduct from Madison St (Cook/Chicago) fo Taylor St (Cook/Chicago) - CDOT

I- 190 O'Hare Access Rds From Us 12 45 Manneheim Rd (Cook/Chicago) To I- 294 Cumberland Ave (Cook/Rosemont) – CDOT

I- 294 Tri-State Tollway from US 12 20 95th St (Cook/Bridgeview) to IL 394 Calumet Expy (Cook/Thornton Twp) mp 0 - 17.6 – Illinois Tollway

I- 90 Northwest Tollway from Plaza #9 - Elgin (Kane/Elgin) to I- 294 Tri-State Tollway (Cook/Rosemont) mp 0.0 - 24.8 – Illinois Tollway

Elgin-O'Hare East Extension from Rohlwing Rd (DuPage/Itasca) to O'Hare West Bypass (DuPage/Bensenville) - IDOT

I- 80 94 from I- 294 (Cook/Lansing) to US 41 (Lake/Hammond) – IDOT

Prairie Parkway from I- 88 (Kane/Kaneville Twp) to I- 80 (Grundy/Aux Sable Twp) - IDOT

Stearns-McDonald Connector from Randall Rd (Kane/St Charles Twp) to East of Dunham Rd (Kane/St Charles Twp) and over Fox River

I- 88 East-West Tollway from Orchard Rd (Kane/Aurora) to I- 290 Eisenhower Expy (Cook/Hillside) mp 115.5 - 141.2 – Illinois Tollway

I- 94 294 Tri-State Tollway from Russell Rd (Lake/Wadsworth) to Balmoral Ave (Cook/Rosemont) mp 69.8- 40.0 – Illinois Tollway

I- 355 North-South Tollway from I- 55 Stevenson Expy (Will/Bolingbrook) to I- 80 (Will/New Lenox) Incl I-355 H-AL to Boughton Rd. New – Illinois Tollway

I- 55 Stevenson Expy from Weber Rd (Will/Bolingbrook) to I- 80 (Will/Troy Twp) – IDOT

Replace/Upgrade Distribution & Signals – Systemwide – CTA

Preventive Maintenance – CTA

Ravenswood Line Extension - CTA

Rehab Blue Line-Cermak Brch - CTA

Replace Buses – CTA

Replace Rail Cars – CTA

Improve Facilities – CTA

Regionwide TSP Corridors – Pace

Regionwide Corridors – Pace

Regionwide Service Restructuring – Pace

Preventive Maintenance – Metra

SWS Expansion & Extension from 40th St (Cook/Chicago) to (Will/Manhattan) - Metra

UP-West Line Ext from Geneva Station (Kane/Geneva) to Elburn (Kane/Elburn) – Metra

NCS Expansion from Chicago Union Station (Cook/Chicago) to Antioch Station (Lake/Antioch) - Metra

Of the thirty major facility projects identified in the *FY 05-09 TIP*, work has begun or is ongoing on twenty eight. Funding uncertainties may result in slower progress on any or all of these projects. Engineering for the I-290 high occupancy vehicles lanes, the Stevenson Expressway County Farm extension, the I-355 North-South tollway, and the Prairie Parkway are in progress. Reconstruction is underway on the Dan Ryan, Tri-State Tollway, I-88 East-West Tollway, and I-190 O'Hare access roads. The I-80/94 (Kingery) widening and reconstruction is nearing completion. The Canal St Viaduct project is proceeding with Phase I and II engineering.

The CTA Ravenswood line stations extension, CTA improvement of its facilities, rail station reconstruction, upgrade of power distribution and signals are proceeding. The maintenance along the Dan Ryan Red Line branch is almost completed. Metra's expansion of the North Central line, the Union Pacific West line, the Burlington Northern Santa Fe line, and the Southwest Service line is also proceeding. Pace is moving forward with its transit signal priority corridors, bus shoulder riding and service restructuring. Fleet replacement of rolling stock for CTA, Pace, and Metra continues.

Work continues on phase I and II engineering for I-55 from Naperville Rd. to I-80, right-of-way and construction on IL 53 south from the Elgin-O'Hare Expressway, and rehabilitation of I-294 and I-57.

Initial engineering continues for CREATE (Chicago Region Environmental and Transportation Efficiency) programs. Alternative analysis projects for various CTA line extensions and for various Metra line continues.