



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: March 2, 2022

Re: ON TO 2050 Plan Update – Draft Regionally Significant Projects List

This memo provides an overview of the draft list of regionally significant projects (RSPs) recommended by staff for the ON TO 2050 Update. This list reflects in depth analysis of RSPs proposed to CMAP by the region's transportation implementors. It is provided for discussion in advance of the future request that the Board and MPO Policy Committee release complete plan update package for public comment in early June, inclusive of the RSPs and the corresponding RSP Benefits Report.

As northeastern Illinois's metropolitan planning organization, CMAP is required by federal law to quadrennially develop a list of major transportation projects to be implemented in the region between now and 2050. These projects are capital investments in the region's expressways, arterials, and transit system with impacts and benefits that are large enough to warrant additional discussion through the regional planning process. This group of projects must also be fiscally constrained: sufficient future revenues must be reasonably available to implement them.

Project Threshold

Projects required to be evaluated as a RSP are those that meet one of the following thresholds:

- Costs at least \$100 million and either (a) changes capacity on the National Highway System or is a new expressway or principal arterial, or (b) changes capacity on transit services with some separate rights of way or shared right of way where transit has priority over other traffic
- Costs at least \$250 million and improves the state of good repair for a particular highway or transit facility

Evaluation Framework

RSPs support ON TO 2050's principles of inclusive growth, prioritized investment, and resilience, particularly emphasizing the need to use the region's limited resources to invest in

existing infrastructure to modernize and improve condition to achieve a state of good repair. Projects are prioritized into two categories: “constrained” and “unconstrained.” Only constrained projects are eligible to receive federal transportation funds and obtain certain federal approvals. These constrained projects can help the region meet today’s needs, adapt to changing mobility patterns for goods and people, and support economic success overall. Projects that are categorized as “unconstrained” require further action such as additional study and/or cannot be completed within the limits of the region’s forecasted revenues.

To identify candidate RSPs, CMAP solicited projects from partner agencies. Regional transportation implementors submitted both unconstructed projects previously identified in ON TO 2050 and new projects considered for the first time under the plan update process. A total of 65 projects were considered. Staff is recommending that the constrained list include the following new or previously unconstrained projects:

- Arterial capacity expansions = 9 projects
- Expressway capacity expansions = 1 project
- Transit capacity projects = 3 projects

Although each project was evaluated as either an expressway, transit, or arterial project, many of the constrained RSPs have multimodal elements and benefits.

Next, staff conducted an extensive evaluation of the benefits of all the projects, both existing and new, which will be documented in the RSP Project Benefits Report included as an appendix to the draft ON TO 2050 Plan Update¹. Each project was evaluated on current need, the modeled benefit with 2050 population and employment, and the degree to which the project fits with ON TO 2050 planning priorities. For expressway and arterial projects, current need includes whether a project addresses a significant congestion, safety, or reliability problem occurring today. This includes whether the roadway is a near-term priority for pavement reconstruction or bridge replacement, although over the long-term time frame of the plan, many assets will deteriorate to the point of requiring replacement. For transit projects, assessment of current need includes the degree to which a project will improve current state of repair or help relieve a capacity constraint, which is analogous to congestion on the highway system.

The evaluation of 2050 performance is based on an updated socioeconomic forecast and travel demand modeling that estimates which projects will have the highest future benefits relative to cost. CMAP evaluated how much each expressway project improved job accessibility, commute times, and crash rates. Expressway projects were also evaluated for their impact on regional congestion, a federal performance measure and ON TO 2050 indicators. Transit projects were evaluated for their impact on regional transit ridership, an ON TO 2050 indicator, and changes in job access.

Draft Prioritization

Based on an analysis of the evaluation results, CMAP staff categorized projects into draft constrained and unconstrained lists. Table 1 describes the newly constrained projects that were added to the draft list of regionally significant projects. The table includes the project name and

¹ For reference, the ON TO 2050 RSP Benefits Report is available at <https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Regionally+Significant+Projects+Benefit+Report+Appendix.pdf>

a description of the capital improvements that will be made by the project. A complete list of all constrained and unconstrained projects is attached as an appendix to this memo. Descriptions of projects from previously adopted ON TO 2050 list of constrained projects can be found on the ON TO 2050 website at <https://www.cmap.illinois.gov/2050/mobility/regionally-significant-projects>.

Table 1. Draft newly constrained list of regionally significant projects.

Arterial Projects	
Caton Farm Bruce Road Corridor from west of US 30 to IL Route 7 (159th St)	This project would upgrade the existing roadway system with a new roadway on a new alignment. Included in the project is a new crossing of the Des Plaines River Valley, over a dozen new and upgraded signals, and a number of new structures.
Elston-Armitage-Ashland-Cortland Intersection Improvement	This project will realign Elston Ave over to the Mendell St right-of-way. The project will relocate one existing railroad viaduct over Elston and replace and expand two existing railroad viaducts over Armitage. It will also build an Armitage Ave bridge over North Branch.
US 6 from I-55 to US 52	This project will increase the capacity of US 6 from I-55 to US 52.
US30 from IL 47 to Albright Rd	This project will add lanes and reconstruct existing lanes on US 30 from IL 47 to Albright Rd. The bridge will also be replaced.
US 45 and Milburn By-Pass from IL 173 to IL 132	This project will add lanes and reconstruct existing lanes on US 45 from north of Milburn Bypass to north of IL 173.
IL 7/143rd St from Will-Cook Line to IL 7/Southwest Hwy	This project will reconstruct IL 7 (143rd St) from Will-Cook Line to IL 7 (Southwest Hwy).
IL 47 from s/o I-90 to s/o Old Plank Rd	This project will add lanes and reconstruct existing lanes on IL 47 from south of I-90 to south of Plank Rd.
IL 56 from Kirk Rd to IL 59	This project will add lanes and reconstruct existing lanes on IL 56 (Butterfield Rd) from IL 25 to IL 59 (Joliet Rd).
IL 60 from IL 120 to IL 176	This project will add lanes and reconstruct existing lanes on IL 60 from IL 120 (Belvidere Rd) to IL 176 (Maple Ave).
Expressway Projects	
I-57 @ Eagle Lake Rd	This project will construct a new full interchange at IL 57 and Eagle Lake Rd.

Transit Projects	
Brown Line Core Capacity	The project will reconstruct yard and shop, reconfigure and optimize Kimball terminal, construct a new turnback track west of Western Brown Line station, reconstruct tight radius curves, upgrade signal system, upgrade power.
Ashland-Ogden Metra Infill Station	This will construct a new Metra station between Ashland Ave. and Ogden Ave. serving UP-W, MD-N, MD-W, NCS and potentially Amtrak.
I-294 Tri-State Express Bus Stations	This will construct two new in-line bus rapid transit (BRT) stations along the I-294 Tri-State Tollway. Improvements at these stations will include: new bus shelters; platforms; transfer opportunities to local Pace fixed route services; passenger amenities; new pedestrian infrastructure and ADA improvements; and, connections to new Pace Express service proposed along the Tri-State corridor.

ACTION REQUESTED: Discussion

ON TO 2050 Update - Draft Regionally Significant Projects List

Draft for Discussion

Project	Project Information				Cost for new capacity			Reconstruction costs, YOEB\$
	RSP ID	Project submitter	Year of construction	Percent of cost for new capacity	Capital cost, YOEB\$	Operating costs to 2050, YOEB\$	Total project cost, YOEB\$	
Arterial Projects								
Constrained								
Elston-Armitage-Ashland-Cortland Intersection Improvement	152	CDOT	2027	0%	0.00	0.000	0.00	0.30
South Lakefront Improvements-Roadway and Path Improvements	A2	CDOT	2023	20%	0.04	0.000	0.04	0.15
Central Av at BRC RR (CREATE)	151	IDOT	2021	0%	0.00	0.000	0.00	0.18
IL 131 Green Bay Road from Russell Road to Sunset Ave	14	IDOT	2030	50%	0.04	0.003	0.05	0.04
IL 173 Rosecrans Rd from IL 59 to US 41	15	IDOT	2035	50%	0.19	0.002	0.19	0.19
IL 31/Front St from IL 120 to IL 176	6	IDOT	2026	50%	0.06	0.003	0.07	0.06
IL 43 (Harlem Avenue) at 65th Street / BRC RR	109	IDOT	2030	5%	0.01	0.000	0.01	0.15
IL 47 from Charles Rd to Reed Rd - RSP 110	110	IDOT	2025	50%	0.24	0.006	0.25	0.24
IL 47 from s/o I-90 to s/o Old Plank Rd	162	IDOT	2040	50%	0.11	0.001	0.11	0.11
IL 56 from Kirk Rd to IL 59	163	IDOT	2040	50%	0.11	0.001	0.11	0.11
IL 60 from IL 120 to IL 176	164	IDOT	2040	50%	0.15	0.001	0.16	0.15
IL 60/IL 83 from IL 176 to Townline Rd (IL 60)	10	IDOT	2030	50%	0.08	0.001	0.08	0.08
IL 62/Algonquin Rd from IL 25 to IL 68	11	IDOT	2035	50%	0.09	0.001	0.09	0.09
IL 7/143rd St from Will-Cook Line to IL 7/Southwest Hwy	161	IDOT	2023	40%	0.07	0.006	0.08	0.11
IL 83 Kingery Hwy from 31st St to N of 55th St, 63rd St to Central Ave	111	IDOT	2036	50%	0.10	0.002	0.10	0.10
IL 83 Milwaukee Ave from Petite Lake Rd to IL 120	13	IDOT	2035	50%	0.14	0.002	0.14	0.14
North Lake Shore Drive Improvements	89	IDOT	2035	10%	0.62	0.002	0.62	5.59
US 12/US 20 at Stony Island Ave	112	IDOT	2025	5%	0.01	0.001	0.01	0.10
US 20 Lake St from W of Randall Rd to E of Shales Parkway	113	IDOT	2026	5%	0.01	0.003	0.01	0.12
US 30 from IL 47 to Albright Rd	159	IDOT	2040	50%	0.09	0.000	0.09	0.09
US 45 and Milburn By-Pass from IL 173 to IL 132	160	IDOT	2040	50%	0.08	0.001	0.09	0.08
US 45/IL 83/Old Half Day Rd from IL 60 to Ill 22	114	IDOT	2030	50%	0.10	0.001	0.10	0.10
US 6 from I-55 to US 52	158	IDOT	2040	50%	0.14	0.000	0.14	0.14
Caton Farm Bruce Road Corridor from US 30 to IL 7/159th St	53	Will Co	2040	69%	0.61	0.004	0.62	0.28
Laraway Road from US 52 to IL 43 Harlem Ave	55	Will Co	2040	50%	0.07	0.003	0.07	0.07

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Expressway Projects								
Constrained								
I-190 Access Improvements	32	IDOT	2026	20%	0.21	0.003	0.21	0.82
I-290 Eisenhower Expy from US 12/45/20 Mannheim Rd to Racine Ave	30	IDOT	2028	20%	0.76	0.012	0.77	3.04
I-55 from I-80 to US 52 and @ ILL 59; US 52/Jefferson St from River Rd to Houbolt Rd	A4	IDOT	2028	16%	0.04	0.009	0.05	0.20
I-55 from IL 129 to Lorenzo Rd, I-55 Frontage Rds from Kavanaugh Rd to Lorenzo Rd	34	IDOT	2040	20%	0.04	0.000	0.04	0.18
I-55 from I-80 to Coal City Rd	34	IDOT	2041	20%	0.25	0.009	0.25	0.98
I-55 from Weber Road to US 30; I-55 At Airport/Lockport Rd & At IL 126	A3	IDOT	2028	13%	0.03	0.000	0.03	0.19
I-55 Managed Lane from I-355 to I-90 I-94 (I-55 Stevenson Express Toll Lanes)	146	IDOT	2040	80%	0.71	0.021	0.73	0.18
I-57 @ Airport Rd	157	IDOT	2026	100%	0.23	0.000	0.23	0.00
I-80 from US 30 to I-294	37	IDOT	2040	80%	2.88	0.008	2.89	0.72
I-80 Reconstruction from Ridge Rd to US 30 Lincoln Hwy	36	IDOT	2030	20%	0.28	0.014	0.30	1.13
I-90/I-94 Circle Interchange from I-290 Congress Parkway to Adams St	33	IDOT	2023	20%	0.00	0.001	0.00	0.00
Elgin O'Hare Western Access	20	Tollway	2023	100%	0.70	0.063	0.76	0.00
I-290/I-88/I-294 Interchange Improvement	24	Tollway	2018	0%	0.00	0.004	0.00	0.41
I-290/IL 53 Interchange Improvement	21	Tollway	2032	0%	0.00	0.001	0.00	0.45
I-294 Central Tri-State Reconstruction and Mobility Improvements	23	Tollway	2018	10%	0.07	0.026	0.10	0.62
I-294 Tri-state Tollway at I-57 Interchange Addition	22	Tollway	2020	50%	0.03	0.001	0.03	0.03

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Transit								
Constrained								
Chicago Union Station Master Plan Implementation	85	CDOT	2026	100%	1.13	0.026	1.16	0.00
South Lakefront-Museum Campus Access Improvements	104	CDOT	2025	100%	0.22	-0.018	0.20	0.00
Ashland-Ogden Metra Infill Station	153	CDOT	2030	100%	0.34	-0.022	0.31	0.00
Red Line Extension from US 12 US 20 95th St to 130th	57	CTA	2027	95%	2.68	0.350	3.03	0.14
CTA Blue Line Forest Park Reconstruction	93	CTA	2023	15%	0.27	-0.091	0.18	1.54
Ashland Avenue from Irving Park Road to 95th Street (Ashland BRT)	106	CTA	2027	75%	0.14	0.087	0.23	0.05
Blue Line Capacity Project	147	CTA	2030	54%	0.74	0.392	1.13	0.63
Brown Line Core Capacity	165	CTA	2023	50%	2.15	-0.058	2.09	2.13
North Red/Purple Line Modernization	58A	CTA	2025	62%	0.18	0.000	0.18	0.11
Red Purple Modernization Future Phases	58B	CTA	2030	60%	3.60	-0.117	3.48	2.40
South Halsted BRT	108	CTA/Pace	2026	75%	0.18	0.082	0.21	0.04
UP NW Line New Start	66	Metra	2026	50%	0.30	-0.139	0.16	0.30
Metra UP North Improvements	68	Metra	2036	25%	0.14	0.136	0.28	0.43
UP West Line - New Start	69	Metra	2033	25%	0.17	-0.118	0.05	0.52
Metra Rock Island Improvements	70	Metra	2029	25%	0.15	0.101	0.25	0.46
BNSF Improvements	72	Metra	2040	25%	0.11	0.042	0.15	0.32
Milwaukee District West Improvements	79	Metra	2040	25%	0.25	-0.039	0.21	0.75
A-2 Crossing Rebuild	98	Metra	2028	25%	0.33	0.046	0.37	0.98
I-294 Tri-State Express Bus Stations	155	Pace	2026	100%	0.13	0.157	0.28	0.00
Pulse Near Term	102A	Pace	2019	100%	0.11	-0.006	0.11	0.00
Unconstrained								
Chicago Union Station Master Plan Implementation-Phase II	88	CDOT	2041	100%	2.00	0.051	2.05	0.00
O'Hare Express Service	A1	CDOT	2025	100%	0.00	0.000	0.00	1.10
BNSF Extension-Oswego/Plano	71	Kendall Co	2045	100%	1.27	0.029	1.30	0.00
Metra Milwaukee Corridor Improvements	156	Metra	2030	75%	N/A	N/A	N/A	N/A