Northeastern Illinois Infrastructure Initiative

INVEST HERE



AND

INVEST EVERYWHERE

January 2023

MESSAGE FROM THE **CHICAGO METROPOLITAN AGENCY FOR PLANNING**

The Infrastructure Investment and Jobs Act (IIJA) creates a transformational opportunity to strengthen northeastern Illinois' transportation system, which has a far-reaching impact on the economic strength and resiliency of Illinois, the Midwest, and the nation.

Investing in northeastern Illinois is an investment everywhere. Our region is the third largest U.S. metropolitan area strategically located at the center of the country and the global economy. It's the nation's hub for freight and goods movement, home to big business and industry with major highways, O'Hare and Midway International Airports, a world-class port on Lake Michigan, and more.

This report reflects the highest-priority projects across the region. It is supported by the State of Illinois, the City of Chicago, the seven counties, RTA, CTA, Metra, Pace, and the CREATE program.

Our region is speaking with one voice. Transportation partners worked together to prioritize and achieve consensus around big, bold, sustainable solutions to our region's transportation challenges. In fact, these projects align with the core principles that guide IIJA and our region — inclusive growth, resilience, and prioritized investment.

For example, our proposed Mega projects to modernize I-290 Blue Line corridor and Chicago's Union Station, along with Metra lines that serve commuters throughout our region, embody the goals of IIJA. As nationally significant projects with multi-jurisdictional support from nearly a dozen agencies, these multimodal projects will go a long way to connect and strengthen communities here and well beyond our borders.

For these reasons and so much more, we believe this region delivers distinctiveness not found in any other market. With support from IIJA, we are ready to rebuild and reimagine our infrastructure so that it is equitable, sustainable, resilient, accessible, and safer for our nearly 8.6 million residents.

Sincerely,



Erin Aleman
Executive Director of CMAP



Mayor Gerald R. Bennett
CMAP Board Chair and Palos Hills Mayor

Northeastern Illinois infrastructure Initiative

1 region with **7 counties** and **8.6M** people

1 regional transportation voice

17 transportation agencies' participation in IIJA regional collaborative process

5 convenings in 2022

1 goal:
Working together with a shared vision of prioritized investment, we can foster more competitive applications that result in more dollars granted and more shovel-ready projects, yielding a stronger, more equitable, and resilient region

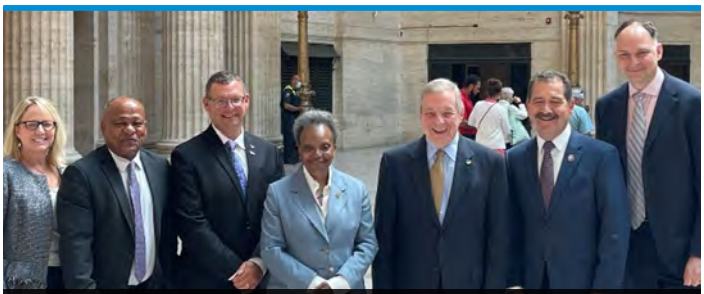
3 key objectives:
1. Identify and align priority projects
2. Analyze and prioritize projects
3. Achieve consensus on list of priority projects and programmatic priorities

1 list of priority projects

24 transformational investments that will grow the regional and national economies, and make our transportation system safer and more resilient



BIG, BOLD, MEGA TRANSPORTATION PROJECTS



Chicago Hub Improvement Program Announcement - July 7, 2022

Chicago Hub Improvement Program (CHIP)

This multi-state supported project includes three major components: Chicago Union Station (CUS) Enhancements, Chicago Area Infrastructure Improvements, and Chicago-Detroit Infrastructure Improvements. This project will provide significant economic benefits across the Midwest as the key to increasing passenger rail service to more than 160 communities, and to connecting O'Hare Airport (4th busiest in the world) to McCormick Place, which sees 3 million visitors annually from across the world. It aims to transform high-speed regional and intercity passenger rail service, connect job centers, reduce our carbon footprint, and more:

- Expand service in the Midwest boosting local economies
- Deliver faster and more reliable service
- Improve rider accessibility and the customer experience for both Amtrak and Metra riders
- Modernize the nearly century-old CUS to provide code-compliant, accessible platforms
- Improve safety and yield environmental benefits from fewer vehicles on roads
- Promote equity, social justice, and environmental justice

I-290 – Blue Line Modernization

This first-of-its kind multimodal corridor is a priority project for the region given the many economic, safety, and mobility benefits:

- Fully reconstruct 1958-era track, reduce vehicular congestion, and improve person throughput in the corridor
- Fully accessible transit stations
- Grow the economy and jobs (+19,000 construction-related jobs)
- Grow prosperity and inclusion in traditionally economically disconnected areas.
- Improve resilience and environmental justice

CREATE Program (75th Street Corridor)

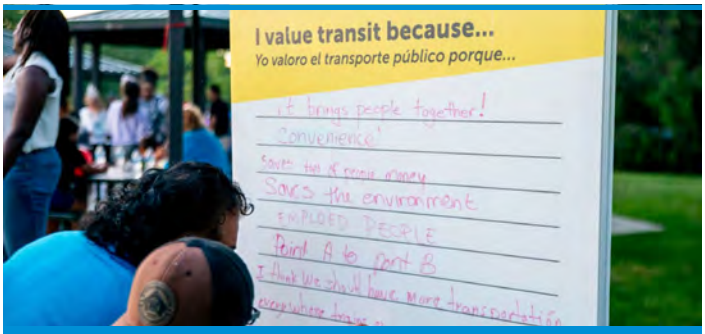
The largest project in the Chicago Region Environmental and Transportation Efficiency (CREATE) Program provides regional and national economic and environmental benefits:

- Increase passenger and freight rail efficiencies, improve service performance, and improve safety and traffic delays
- Advance national goals of supporting the country's supply chain, enhancing passenger rail service, and directly benefiting Justice40 communities along the corridor
- Eliminate the most congested rail chokepoint in the Chicago terminal — Belt Junction — where 30 Metra and 90 freight trains cross paths each day

Target IIJA opportunities

- Multimodal Discretionary Grant Program (Mega and INFRA)

THE REGION **RIDES ON TRANSIT**



Transit is the Answer

The region's transit systems continued to be a lifeline for more than 250,000 daily riders during the worst of the pandemic. While many continued to ride, many other people stopped riding transit or rode less frequently, which meant that fewer fares were collected. The region's transit agencies — Chicago Transit Authority, Metra, and Pace — are bracing for an expected budget shortfall of $730 million by 2026. The Regional Transit Authority's Transit is the Answer and CMAP's Plan of Action for Regional Transit will develop comprehensive solutions that can sustain the future of transportation and strengthen the second largest transit system in the country.



Investing in accessibility for an inclusive and thriving region

The All Stations Accessibility Program (ASAP) can provide needed funding to invest in our region's legacy rail system by upgrading stations and meeting or exceeding Americans with Disabilities Act (ADA) standards. CTA and Metra are committed to making the region's rail system 100 percent ADA accessible. This funding will support the CTA's ASAP, a blueprint for making the remaining rail stations fully accessible over the next two decades. While the Metra Station Accessibility Plan (MSAP) is currently being drafted, the agency's 2023-2027 Capital Program will make 11 of the system's 57 stations - that are currently not accessible - fully accessible.

Target IIJA opportunity
- All Station Accessibility Program (ASAP)



Red Line Extension (RLE)

The proposed Chicago Transit Authority's (CTA) Red Line Extension project would extend the line 5.6 miles from the existing terminal at 95th/Dan Ryan to 130th Street and add four new fully-accessible stations delivering benefits to Chicago, Cook County and the entire region. RLE will connect more than 100,000 residents to 25,000 additional jobs within a 45-minute commute. Over the life of the project, RLE is estimated to deliver more than 2,500 jobs annually, nearly $2 billion in pay to workers on the project, and more than $5 billion in total business output to Cook County.

- Advance equity and federal Justice40 goals by expanding affordable rapid transit to historically underserved communities
- Promote economic opportunity through connections to jobs, educational opportunities, housing, and other services, as well as economic development on the City's Far South Side
- Improve air quality, reduce greenhouse gas emissions, and provide multi-modal connections at stations to bus, bike, pedestrian, and park and ride facilities

Target IIJA opportunity
- Capital Investment Grant Program (New Starts)





Investing in bus priority improvements to keep our region moving

IIJA provides opportunities such as FTA's Capital Investment Grants Program to support the region's bus rapid transit (BRT) efforts.

- Pace's Bus on Shoulder program continues to expand with routes on I-55, I-94, and I-90; I-55 ridership is up more than 700 percent since the program launched and on-time performance is up 20 percent.
- As part of the Driving Innovation strategic vision plan, Pace has committed to expanding its Pulse network of arterial bus rapid transit that provides fast, frequent, and reliable bus service in heavily traveled corridors of Chicagoland.
- The Bus Priority Zone program is a partnership between CTA and CDOT that targets pinch points along major bus routes to speed up "bus slow zones," which are often caused by traffic congestion, insufficient space for bus boarding, or a major intersection that creates a bottleneck. CTA and CDOT will continue to identify targeted corridors for bus priority investments in the Better Streets for Buses plan – a comprehensive, citywide plan for bus priority streets in Chicago.

Pace Pulse Halsted Line

The South Halsted Pulse Line project is a collaboration between Pace and CTA that provides bus-focused enhancements along South Halsted between the CTA 79th St Red Line Station and the Pace Harvey Transportation Center. Future improvements include Pulse Halsted Line stations every half mile between 95th St and 154th St, as well as sections of dedicated bus lanes, queue jumps, transit signal priority and local stop improvements throughout the corridor.

Pace I-294 Passenger Facilities Improvements

The Tri-State (I-294) Tollway is a north-south roadway in the Chicago region, providing access to major employment centers and O'Hare International Airport. In 2016, the Illinois Tollway initiated its Central Tri-State (I-294) Project, which includes a 22-mile segment carrying the heaviest volume of passenger and freight traffic and twice the amount of congestion delays compared to the entire Tollway system. The Regional Transportation Authority (RTA) and Pace identified ways that Pace buses can capitalize on roadway improvements being constructed by the Illinois Tollway and support future Bus on Shoulder services along I-294 connecting riders from Harvey to O'Hare Airport, promoting regional coordination, equity and bus-rapid-transit.

Target IIJA opportunities for Northeastern Illinois

- Capital Investment Grants Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



Investing in and greening the region's public transportation

Home to one of the first transit agencies in the country to operate electric buses in all seasons, our region is a leader in advancing green infrastructure. With grant assistance from the Federal Transit Administration, we are prioritizing these investments.

- CTA and Pace already have committed to zero-emissions fleets by 2040.
- CTA's Charging Forward Plan is electrifying and converting its fleet – one of the nation's largest bus systems with nearly 1,900 buses and more than 120 routes plus seven bus garages. CTA's bus garages are between 30 and 110 years old and have significant reconstruction and electrification needs.
- Pace's Driving Innovation Plan provides the framework and commitment to ensure the region's entire bus fleet becomes zero-emissions by 2040.
- Metra's first-of-its-kind plan calls for converting up to six of its oldest diesel locomotives to zero-emission battery power, significantly reducing its emissions footprint and greatly improving air quality.
- FTA's Rail Vehicle Replacement grant program can support CTA's purchase of up to 300 new 9000 Series electric propulsion passenger rail cars and Metra's Modern Railcars Project to replace up to 58 railcars from 1970s, both of which of which will provide an improved riding experience to customers.

Pace Southwest Division Garage Electrification

Proposed expansion and modernization of Pace's Southwest Division will support many Pace initiatives and the region's commitment to a greener future. These initiatives include future proofing the facility to accommodate a phased transition to an all-electric fleet, Pulse 95th Street Line implementation and planned Express Bus services along I-294.

Target IIJA opportunities

- Bus and Bus Facilities (Low-No Grants)
- Rail Vehicle Replacement Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Infrastructure for Rebuilding America (INFRA)

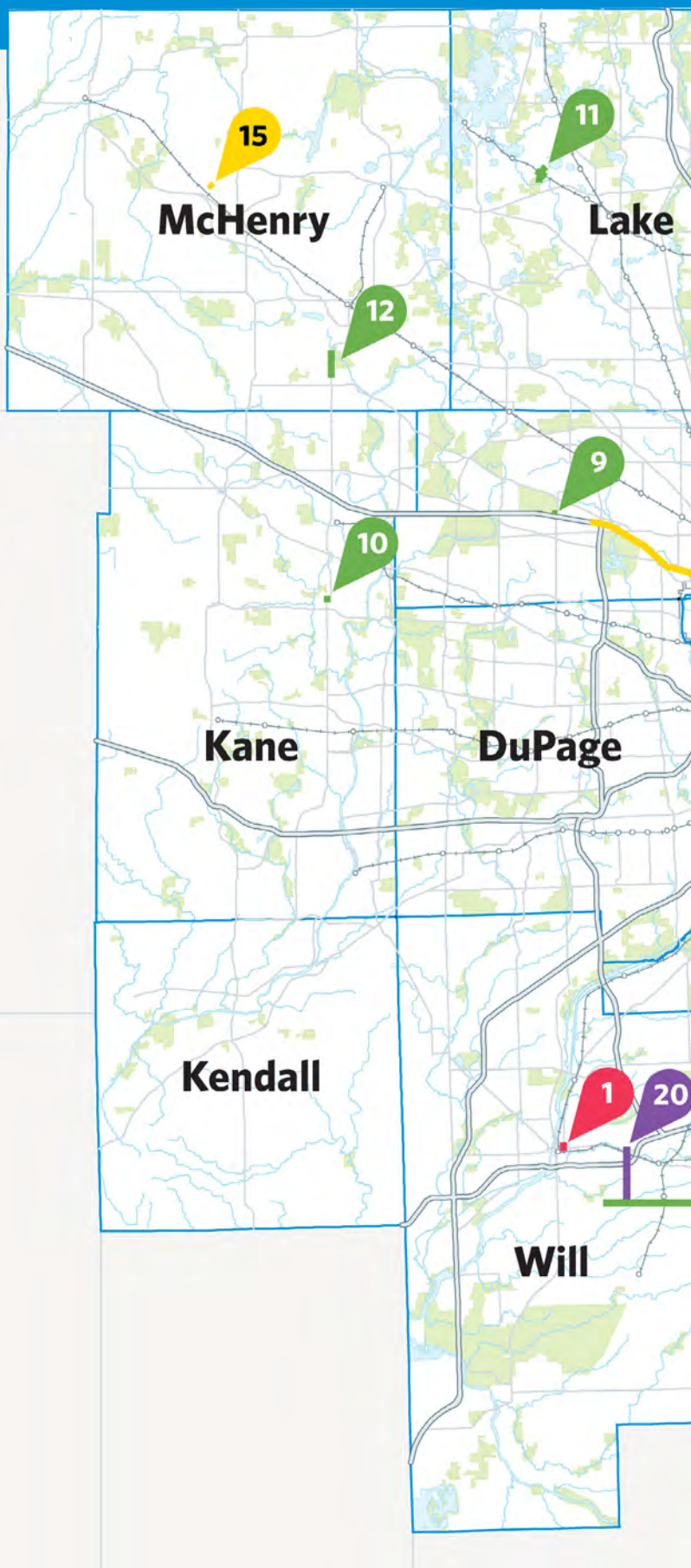
NORTHEASTERN ILLINOIS

Greening the region's public transportation fleets
CTA, Metra, Pace

Safe Travel for All Roadmap (STAR) Program
CMAP, IDOT, Metra, region's counties (Cook, DuPage, Kane, Lake, McHenry, Will)

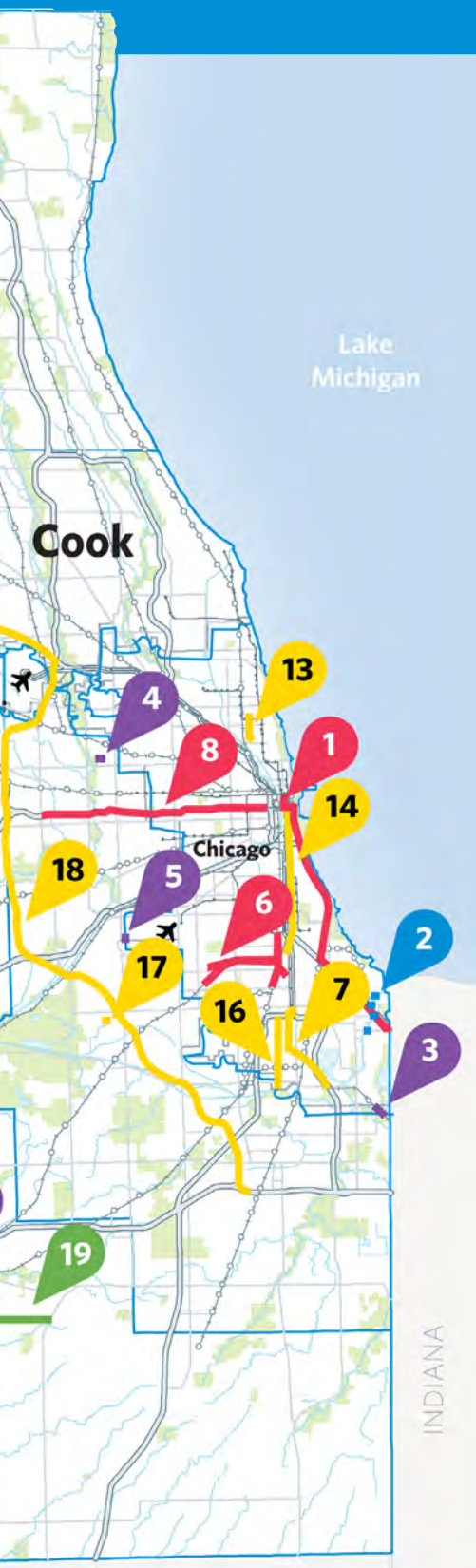
All Stations Accessibility Program (ASAP)
CTA, CDOT, Metra

Increasing connections and strengthening transit service with bus priority improvements
Pace, CTA, IDOT, CDOT, Tollway



- MEGA projects
- Corridor improvements
- Transit / passenger rail
- Priority grade crossings
- Bridges
- Airport
- Rail
- Highway & interstate
- Major road

PRIORITY INVESTMENTS



1. **Chicago Hub Improvement Program (CHIP)**
   Amtrak, IDOT, Michigan DOT, CDOT, Metra, Cook County
2. **Calumet River Bridges**
   CDOT
3. **Burnham Avenue Grade Separation**
   Cook County
4. **Grand Gateway Grade Separation**
   Cook County
5. **65th Street and Harlem Avenue Grade Separation**
   CREATE, IDOT, CDOT, Cook County
6. **75th Street Corridor Improvement Project (CIP)**
   CREATE, IDOT, CDOT, Cook County, Metra
7. **Red Line Extension**
   CTA
8. **I-290 – Blue Line Modernization**
   IDOT, CTA, CDOT
9. **Regional Arterial Traffic Management Center**
   IDOT (region-wide)
10. **Randall Road at Hopps Road Intersection Improvements and Grade Separation**
    Kane County
11. **Cedar Lake Road Realignment**
    Lake County
12. **Randall Road North Corridor Improvements**
    McHenry County
13. **UP-N Line Rebuild**
    Metra
14. **Rock Island (RI) Corridor Improvements**
    Metra, Amtrak
15. **Metra UP-NW Woodstock Rail Yard**
    Metra
16. **Pace Pulse Halsted Line**
    Pace, CTA
17. **Pace SW Division Garage Electrification**
    Pace
18. **Pace I-294 Passenger Facilities Improvements**
    Pace, RTA, Tollway
19. **Laraway Road: US 52 to US 45**
    Will County
20. **Gougar Road and CN Crossing Grade Separation**
    Will County

*alphabetical by sponsor, not ranked by priority

FORTIFYING THE **NATION'S FREIGHT AND PASSENGER RAIL HUB**



Investing in our nation's freight hub

Northeastern Illinois is the preeminent freight hub in North America. A quarter of all freight in the nation originates, terminates, or passes through metropolitan Chicago, which is home to six of the seven Class I railroads, ten interstate highways, O'Hare Airport - one of the world's busiest cargo airports, and the only connection between the Great Lakes and Mississippi River systems. Investments in this region's rail has local, regional, and national impacts and advances federal safety, climate, and Justice40 goals. Regional partners prioritized 47 crossings for grade separations or other improvements, including these priority projects:



Leaders break ground on CREATE 75th St. CIP, October 2022

Burnham Avenue Grade Separation (Cook County)
This project will improve safety and mobility where five railroad tracks (NS, NICTD, CSX) cross Burnham Ave, which carries 14,200 vehicles per day, resulting in over three hours of downed gate time daily.

Grand Gateway Grade Separation (Cook County)
The National Transportation Safety Board labeled this at-grade rail crossing "inherently dangerous" in 2008. They also mandated a grade separation to improve safety where more than 25,000 vehicles and 128 passenger freight trains pass daily.

One of every four U.S. freight trains passes through Chicago. That's about 500 freight trains and 800 passenger and commuter trains every day. Partnerships, like the Chicago Region Environmental and Transportation Efficiency program (CREATE), are working to make the region's railroad network safer, more efficient, and better able to accommodate growth in freight and passenger traffic.

65th and Harlem Avenue Grade Separation (CREATE Program, GS1)
This is a longstanding priority project for the region with its location at the largest railroad switching facility in the country that dispatches more than 8,400 railcars daily. The proposal will construct an overpass to eliminate the at-grade road crossing, enhancing multimodal facilities and improving safety, air quality, emergency response times, and transit reliability. It also would advance federal Justice40 goals.

Gougar Road and Canadian National Railway (CN) Crossing Grade Separation (Will County)
Will County is home to largest inland port in North America with more than $65 billion worth in products flowing through the port annually. In addition to its impact on freight movement, Gougar Road has long been a priority grade crossing for the region because the corridor provides important connectivity to Interstate 80, Silver Cross Hospital, Lincoln Way West High School, and other essential local services.

Target IIJA opportunities

- Infrastructure for Rebuilding America (INFRA)
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Railroad Crossing Elimination (RCE) Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



Investing in our region's passenger rail system

The region's rail system is one of northeastern Illinois' most critical assets that improves air quality, allows travelers to avoid congested highways, and connects people to jobs, education, entertainment, and other amenities. IIJA opportunities should be targeted at projects that enhance Metra's operational capabilities that positions our regional rail system to serve new ridership patterns. Those projects include bridges, signal systems, track, interlockings, and other vitally important assets.



Metra UP-North Line Rebuild
The UP-North is the third busiest line on the Metra system. This project will replace eleven 120-year-old bridges and four miles of track structure, and more than 1.75 miles of retaining walls along a two-mile corridor from Fullerton Avenue to Addison Street in Chicago.

Metra Rock Island Corridor Improvements
The proposed project includes construction of an additional main line for Metra operation. This improvement, along with the CREATE 75th CIP creating a rail-rail flyover connection, will reduce congestion and freight conflicts and will connect Metra's SouthWest Service with the existing Rock Island (RI) line, increasing capacity and improving reliability. The project also supports the rerouting of Amtrak service onto the RI.

Metra UP-NW Woodstock Rail Yard
Relocating the Metra UP-NW Rail Yard from downtown Crystal Lake to Woodstock will increase operating and maintenance efficiency, reduce idling near populated areas, and allow Metra to extend trains to serve fast-growing central McHenry County.

Target IIJA opportunities
- Federal-State Partnership for State of Good Repair
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Railroad Crossing Elimination (RCE) Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



Investing in our region's bridges and viaducts

The region's bridges and viaducts play a critical role in connecting communities and the movement of people and freight. The IIJA provides historic funding at the federal and state level through the new Bridge Investment Program to ensure the region's infrastructure in good condition. CMAP is leveraging its Regional Infrastructure Accelerator award from the U.S. Department of Transportation for the delivery of infrastructure projects, with one of the target assets being bridges for potential bundling. County partners like McHenry have also found innovative ways to support local bridge needs through the development of a County and Township Bridge Program. Metra and Amtrak are leveraging passenger rail funding to replace a few bridges on the Metra system, but many funding needs remain for the 926 bridges Metra operates over.

Calumet River Bridges (City of Chicago)
These proposed bridge rehabilitations would improve freight flow at the Illinois International Port District's Iroquois Landing, which serves as an essential supply chain link for the national, state, and regional freight transportation systems. It also will support critical connections between Chicago's South Side (high-need communities) and the region.

Target IIJA opportunity
- Bridge Investment Program

SOLVING THE REGION'S **SAFETY AND CONNECTIVITY CHALLENGES**







Investing in safer, more complete streets and trails for all

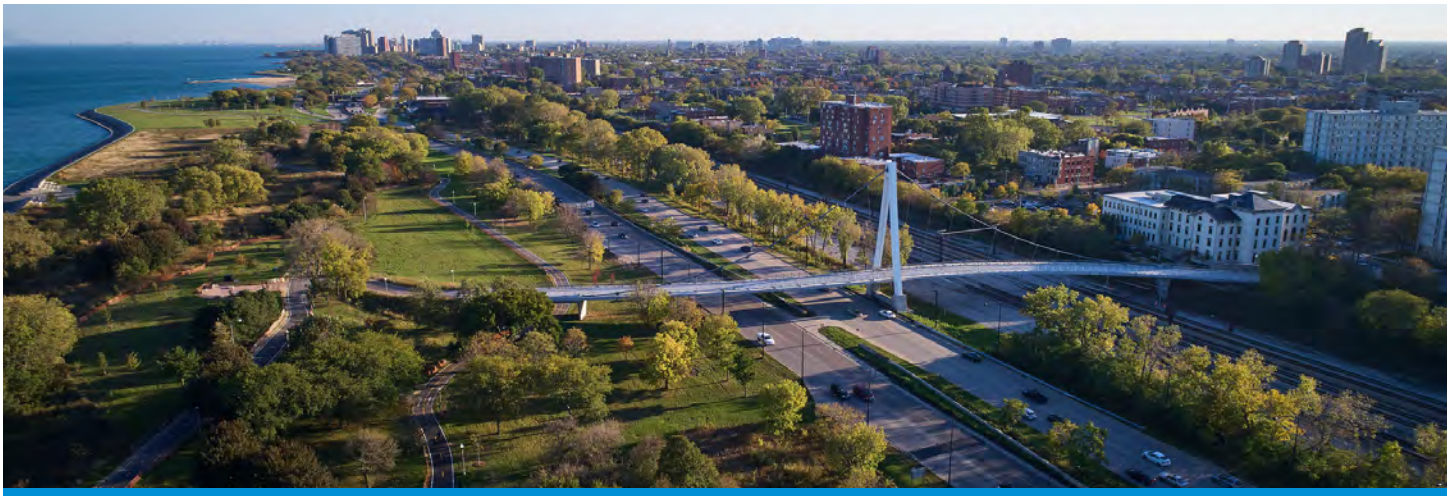
To improve travel safety in the region, CMAP, in partnership with IDOT, counties across the region, Metra, and several municipalities, applied for grants under the Safe Streets and Roads for All (SS4A) Program. The first-ever Safe Travel for All Roadmap (STAR) initiative will provide technical assistance to develop county safety action plans. The City of Chicago's Vision Zero Chicago Action Plan aims to eliminate death and serious injury from traffic crashes. In the first round of SS4A, Chicago applied for funding to implement the Vision Zero South Side Communities project.

More than 1,100 miles of trails and extensive on-street bikeways provide active connections across the region. The IIJA provides multiple opportunities to implement — CMAP's Northeastern Illinois Greenways and Trails Plan and Chicago's Citywide Vision for a Connected Network of Trails and Corridors — and expand the region's trails and bikeways to increase community connections, travel opportunities, and accessibility throughout the region.

Target IIJA opportunities

- Safe Streets and Roads for All Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Active Transportation Infrastructure Grant Program

STAR
Safe Travel for All Roadmap



Investing in multimodal connections and innovative technology

IIJA can support this region in achieving a well-integrated, multimodal transportation system that can seamlessly move people and goods within and through the seven counties of northeastern Illinois. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program and the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program are target opportunities to support safety and mobility investments.

Regional Arterial Traffic Management Center (IDOT)
A high priority for the state and the counties, a new regional traffic management center will improve safety and mobility by optimizing existing resources, increasing operational coordination and resource sharing, and introducing innovative improvements to the system while expanding service.

Randall Road at Hopps Road Intersection Improvements and Grade Separation (Kane County)
This road realignment and grade separation will improve safety and relieve congestion, as well as accommodate projected future traffic growth. The proposed project also improves the resiliency of the corridor with a new enclosed drainage system and calls for a multi-use path that can close an existing gap for bicyclists and pedestrians.

Cedar Lake Road Realignment (Lake County)
This proposed realignment will improve safety and increase capacity within a high-traffic Lake County corridor that sees 7,600 to 17,000 vehicles daily. Other benefits include improved operations at a Metra crossing, improved bicycle and pedestrian connectivity, upgrades for transit and non-motorized users, upgrades to the Metra station and platform, and improvements to the Pace bus stop.

Randall Road North Corridor Improvements (McHenry County)
This project will increase capacity for congestion relief along the most heavily traveled north-south corridor in McHenry County. It also will improve transit signals priority at all intersections to improve operations of the Pace Route 550. A multi-use path and a Continuous Green T intersection, or "seagull intersection," will be added to channel traffic and improve traffic flow and safety.

Laraway Road: US 52 to US 45 (Will County)
This proposed road realignment will improve a key freight corridor that connects I-57 and I-80 to the entrance of several intermodal yards. It serves as a critical east-west corridor for the region by reducing traffic delays, providing safer travel for bicyclists and pedestrians, reducing vehicle emissions, and improving access to Metra's commuter rail service.

Target IIJA opportunities

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Strengthening Mobility and Revolutionizing Transportation (SMART)

As the nation's transportation hub, infrastructure investments here strengthen Illinois, the Midwest, and U.S.

Our priority investments help achieve the nation's transportation goals

- ✓ Advances equity and Justice40 goals
- ✓ Supports livable, accessible, healthy communities
- ✓ Keeps the nation's supply chain moving
- ✓ Supports the National Roadway Safety Strategy
- ✓ Reduces emissions and congestion within the transportation sector
- ✓ Builds a more resilient future for the nation's freight hub

WHY HERE?



Illinois is **ranked #1** for infrastructure by CNBC
America's Top States for Businesses 2021



$3 trillion in goods move through northeastern Illinois each year by truck, rail, water, and air freight



A robust regional economy with a gross regional product of **$665 billion** a year



Approximately **25%** of all freight trains and **50%** of all intermodal trains in the U.S. pass through northeastern Illinois



Home to **6 of the nation's 7** busiest railroads, **10** interstate highways, and O'Hare Airport, one of the world's busiest cargo airports



Our competitive advantage: Transportation and logistics firms represent a **$20.6 billion** industry and employ **106,000** workers throughout the seven-county Chicago region



Industries that rely on goods shipments (manufacturing, construction, and retail and wholesale trade) collectively represent over one-quarter of all jobs in the region and add over **$158 billion** a year to the regional economy



Northeastern Illinois' expansive transportation system includes

- 29,989 miles of federal roads
- 3,650 bridges
- 7,200 miles of rail lines
- 1,646 rail crossings
- More than 1,200 bike trail miles

Contact information

Tim McMahon
tmcmahon@cmap.illinois.gov
312-386-8665

Visit **cmap.illinois.gov** for more information