Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

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www.cmap.illinois.gov

Transportation Committee

Annotated Agenda

Friday, May 22, 2020—9:30 a.m.

GoToWebinar Meeting

Please register in advance at **https://attendee.gotowebinar.com/register/9086449161246713104**

1.0 Call to Order/Introductions **9:30 a.m.**

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes— April 3, 2020
ACTION REQUESTED: Approval

4.0 Committee Reports
A summary of the recent committee activities is available on the **Committee Updates** web page.
ACTION REQUESTED: Information

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

5.1 Amendments and Administrative Modifications
TIP Amendment **20-05** was published to the **eTIP web site** on May 15, 2020 for committee review and public comment. A memo summarizing formal TIP amendment 20-05 and administrative amendment **20-05.1** is included in the meeting materials. Staff requests approval of TIP Amendment 20-05.
ACTION REQUESTED: Approval

5.2 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment
The semi-annual ON TO 2050/TIP conformity analysis and TIP amendment **20-06** described in the attached memo were subject to a 30-day public comment period from April 10 to May 11, 2020. No comments were received regarding the conformity analysis or TIP amendment. Staff requests the committee recommend approval of the semi-annual ON TO 2050/TIP conformity analysis and TIP amendment **20-06** to the CMAP Board and MPO Policy Committee.
ACTION REQUESTED: Approval

6.0 ON TO 2050 Regionally Significant Project Plan Amendments

6.1 Summary of Public Comments

Staff will present an overview of public comment received regarding the proposed amendments.
ACTION REQUESTED: Information

6.2 ON TO 2050/TIP Conformity Analysis and TIP Amendment 20-03.1

Staff will report on the attached conformity analysis and TIP Amendment **20-03.1** for committee consideration. Staff requests the committee recommended approval of the ON TO 2050/TIP Conformity analysis and TIP amendment **20-03.1** to the CMAP Board and MPO Policy Committee.
ACTION REQUESTED: Approval

7.0 STP Programming Update

Staff will present an update on the STP-Shared Fund and STP-Local programming activities.
ACTION REQUESTED: Informational

8.0 Regional Climate Planning

The Metropolitan Mayor's Caucus (MMC), with assistance from CMAP, is developing a regional climate action plan compliant with the Global Covenant of Mayors for Climate and Energy (GCoM). MMC and CMAP staff will provide an overview of the project, including a discussion of preliminary findings, draft targets, and next steps.
ACTION REQUESTED: Informational

9.0 Legislative Update

Staff will provide an update on relevant federal and state legislative activities.
ACTION REQUESTED: Information

10.0 Other Business

11.0 Public Comment

This is an opportunity for comments from members of the audience. Since this meeting will be held virtually, members of the public are encouraged to submit comments to transportation@cmap.illinois.gov by May 21, 2020. Comments received prior to the meeting will be read into the record by staff. Additional comments will be accepted during the meeting. The amount of time available to speak will be at the chair's discretion. It should be noted that the time for the public comment period will immediately follow the last item on the agenda.

12.0 Next meeting

The next Transportation Committee meeting will be June 26, 2020.

13.0 Adjournment

Committee Members

_____ Darwin Burkhart	____ Jessica Hector-Hsu**	_____ Tom Rickert
_____ Kevin Carrier	____ Scott Hennings	_____ Leon Rockingham
_____ Lynnette Ciavarella	____ Tom Kelso	_____ Joe Schofer
_____ Michael Connelly	____ Fran Klaas	_____ David Seglin
_____ Carrie Cooper	____ Christina Kupkowski	_____ Chris Snyder*
_____ John Donovan***	____ Erik Llewellyn	_____ P.S. Sriraj
_____ Doug Ferguson	____ Kevin Muhs	_____ Scott Weber
_____ Tony Greep***	____ Tara Orbon	_____ Audrey Wennink
_____ Adrian Guerrero	____ Jessica Ortega	_____ Rocco Zucchero
_____ Robert Hann	____ Anthony Quigley	

*Chair **Vice-Chair ***Non-voting

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Chicago Metropolitan Agency for Planning (CMAP)
DRAFT
Transportation Committee Meeting Minutes

April 4, 2020

Via GoToMeeting

Members Present: Chris Snyder, Chair – DuPage County, Jessica Hector-Hsu, Vice Chair – RTA, Darwin Burkhart – Illinois EPA, Brian Carlson – IDOT District 1, Kevin Carrier – Lake County, Lynette Ciavarella – Metra, Mike Connelly – CTA, Carrie Cooper – IDOT OIPI, John Donovan – FHWA, Doug Ferguson – CMAP, Jackie Forbes – Kendall County, Tony Greep – FTA, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, Erik Llewellyn – Pace, Tara Orbon – Cook County, Tom Rickert – Kane County, Leon Rockingham – Council of Mayors, Dave Seglin – CDOT, Scott Weber – NIRPC, Rocco Zucchero – Illinois Tollway

Staff Present: Michelle Agunloye, Erin Aleman, Lindsay Bayley, Brian Daly, Teri Dixon, Kama Dobbs, Jesse Elam, Kate Evasic, Tina Fasset-Smith, James Gross, Jane Grover, Maggie Jarr, Sherry Kane, Leroy Kos, Timi Koyejo, Kathy Lane, Stephanie Levine, Ricardo Lopez, Jen Maddux, Angela Manning-Hardimon, Tony Manno, Tim McMahon, Martin Menninger, Jason Navota, Stephane Phifer, Russell Pietrowiak, Matt Rogus, Todd Schmidt, Jeff Schnobrich, Elizabeth Scott, Gordon Smith, Matthew Stern, Simone Weil, Mary Weber

Others Present: Garland Armstrong, Heather Armstrong, Elaine Bottomley, Len Cannata, Emily Daucher, Michael Fricano, Noemi Garcia, Kendra Johnson, Mike Klemens, Daniel Knickelbein, David Kralik, Anna Kutryn, Susan Massel, Melissa Meyer, Reed Panther, Matt Pasquini, Kelsey Passi, Ryan Peterson, Leslie Phemister, Chad Riddle, Shane Schneider, Troy Simpson, Joe Surdam, Dave Tomzik, Michael Weiser

1.0 Call to Order and Introductions

The meeting was called to order at 9:30 a.m. by Chair Snyder.

2.0 Agenda Changes and Announcements

Chair Snyder welcomed the committee and gave an overview of meeting procedures. There were no agenda changes.

3.0 Approval of Minutes – February 21, 2020

A motion to approve the minutes from the February 21 meeting, made by Ms. Hector-Hsu, seconded by Mayor Rockingham, carried.

4.0 Committee Reports

There were no committee reports. The link to the committee update web pages are provided in the full agenda.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

5.1 Amendments and Administrative Modifications

Mr. Ferguson reported that formal amendment 20-04 was published on March 27, 2020 for committee review and public comment. Administrative amendments 20-04.1 and 20-04.2 were posted for information. A motion to approve formal TIP amendment 20-04, made by Mr. Rickert and seconded by Mr. Seglin, carried.

5.2 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment

Mr. Ferguson gave an update on the conformity analysis and TIP amendment. Having been completed March 24, the conformity amendment will go out for public comment from April 10 through May 11 and will be recommended to the Transportation Committee for approval at the May 22 meeting.

6.0 ON TO 2050 Plan Amendments

Mr. Elam presented an overview of the evaluation memos (agenda items 6.1 and 6.2) for the Improvements to I-55 at Airport-Lockport Road and IL 26 project as well as the Improvements to I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road project. These will be presented to the CMAP Board and then they will go out for public comment. A summary of public comments will be available at the committee's May meeting. In response to a question from Mr. Seglin, Mr. Elam stated that these projects are not likely to financially affect any others projects or their ability to move forward. Chair Snyder confirmed that these projects will go out for public comment on Friday, April 10

7.0 FY 2021 Unified Work Program (UWP)

Mr. Ferguson presented a memo describing the proposed FY2021 UWP. Ms. Hector-Hsu thanked CMAP for running a very intentional process. While it is bittersweet that the RTA community planning program will not be funded by UWP, she noted RTA's excitement over successful proposals by Metra and CDOT and looks forward to learning from them and their projects. Mr. Seglin mentioned that the CDOT and Metra proposals will synergize with each other, and CDOT is pleased to see that both projects were selected. Additionally, Mr. Seglin noted a 9% increase in CMAP's core operating budget in contrast to no increases to other core programs. A motion by Mr. Rickert to recommend approval to the CMAP Board and MPO Policy Committee, seconded by Ms. Ciavaralla, carried.

8.0 Supporting Safety Performance Targets

Mr. Elam provided a follow up on the Transportation Committee's previous conversations on improving traffic safety. Instead of a standing committee which could have difficulties with attendance due to the range of members, he recommends forming a more short-term

resource group of 10-15 people which would produce a safety action agenda. For the Transportation Committee, there is an opportunity to expand the amount of time that traffic safety gets in agendas. CMAP staff will be reaching out to individual agency representatives in order to talk in more detail.

9.0 Other Business

There was no other business before the committee.

10.0 Public Comment

Mr. Armstrong commented on the crosswalks over the Northwest Highway at both the Des Plaines and Cumberland Metra Stations, noting a safety concern due to the lack of flashers. He also noted the necessity of a crosswalk on Milwaukee Avenue at the Jefferson Park Metra Station. Mr. Carlson noted that he will consult with the IDOT District 1 Bureau of Traffic about whether they have reviewed that area and respond to Mr. Armstrong.

11.0 Next meeting

The next Transportation Committee meeting is scheduled for May 22, 2020.

12.0 Adjournment

On a motion by Mr. Zucchero, seconded by Mayor Rockingham, the meeting adjourned at 10:02 a.m.

Respectfully submitted,

James Gross

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: May 15, 2020

Re: Transportation Improvement Program (TIP) Amendments

Since the April 3rd committee meeting, project programmers submitted 118 formal amendments for Transportation Committee consideration. Additionally, 148 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the **eTIP public web page**. Staff requests committee approval of Formal Amendment 20-05.

Formal Amendment 20-05

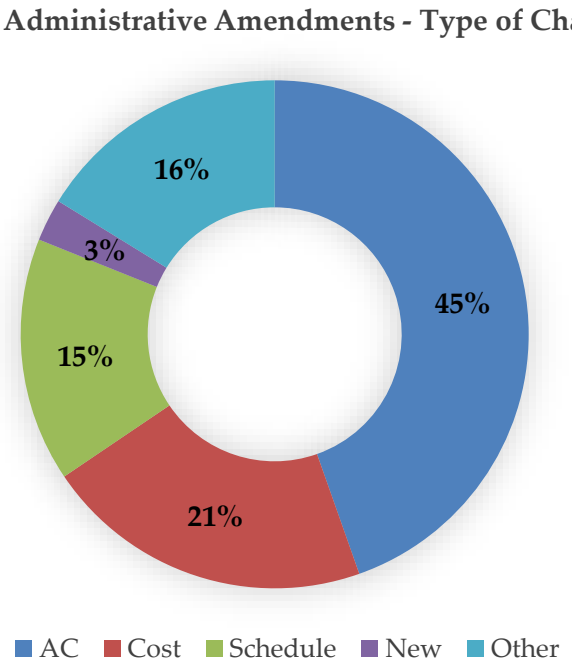
A total of 118 formal amendments were submitted for Transportation Committee approval on amendment **20-05.** The majority of changes were the addition of 95 new projects, adding nearly $148 million in total project cost to the TIP. Cost changes to thirteen (13) existing projects added another $18.8 million. Financial changes made when phases were moved into or out of the active years (FFY 2020 – 2024) of the TIP on ten (10) projects removed $10.3 million from the TIP. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of $156.5 million to the TIP, as summarized below.

Type of Change	# of projects	Change in total cost	Total cost before	Total cost after
New Project	95	$147,982,200	$0	$147,982,200
Cost change	13	$18,777,588	$82,027,063	$100,804,651
Phase(s) added to/removed from TIP	10	-$10,300,000	$1,223,651,362	$1,213,351,362
Grand Total	**118**	**$156,459,788**	**$1,305,678,425**	**$1,462,138,213**

Administrative Amendment 20-05.1

A total of 148 Administrative Amendments were submitted, reviewed, and accepted by staff on amendment **20-05.1**. Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds,

changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.



The majority of administrative changes submitted were to place phases into or convert phases from Advance Construction (AC) status. Cost adjustments made with these changes resulted in $3.3 million in total cost being added to the TIP. Cost changes made for 31 projects added $11.3 million to the TIP, and an additional $17.2 million was added with four (4) new projects. Cost adjustments made with 23 schedule changes added another $1.9 million. Twenty-four (24) other changes, such as updating target letting dates, contact information, and other descriptive fields did not include and cost adjustments. Overall, the 148 administrative changes resulted in $35.1 million being added to the TIP. The type of change, number of projects affected, and total project cost information is shown in the table below. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP.

Type of Change	# of projects	Change in total cost	Total cost before	Total cost after
Phase(s) placed in AC status	42	$3,298,246	$1,051,176,400	$1,054,474,646
Phase(s) converted from AC status	24	$1,425,983	$76,948,594	$78,374,577
Cost change below thresholds	31	$11,258,306	$600,099,230	$611,357,536
Schedule change	23	$1,887,616	$75,864,101	$77,751,717
New Project	4	$17,240,000	$0	$17,240,000
Other	24	$0	$513,574,962	$513,574,962
Grand Total	**148**	**$35,110,151**	**$2,317,663,287**	**$2,352,773,438**

ACTION REQUESTED: Approval of formal TIP Amendment 20-05

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MEMORANDUM

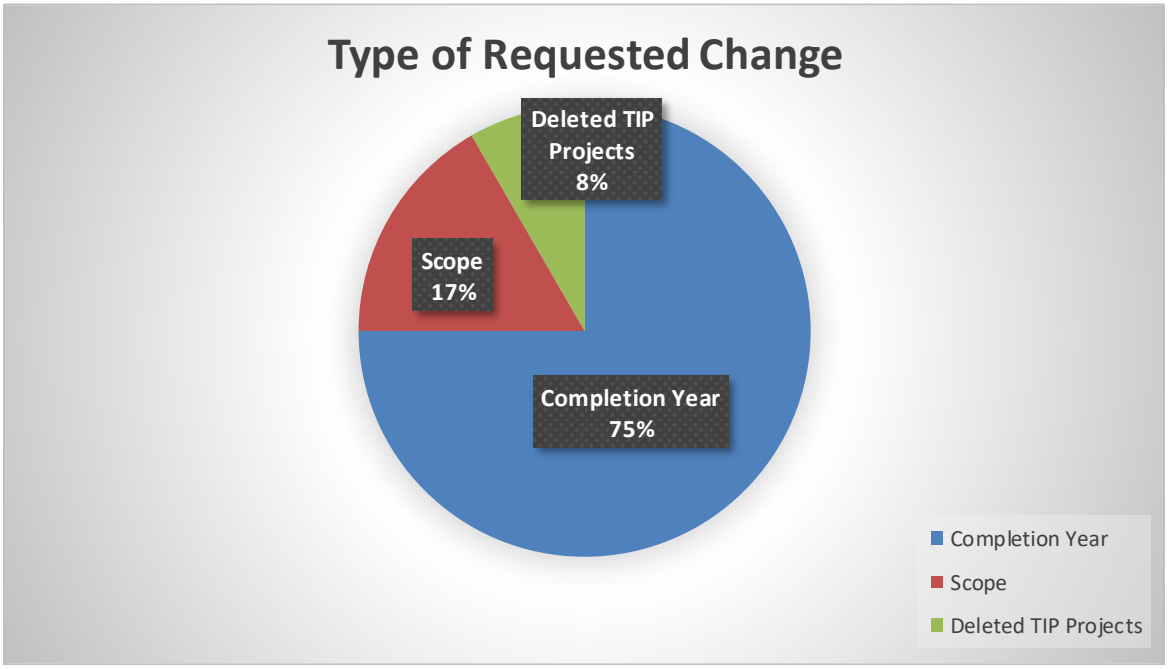
To: CMAP Transportation Committee

From: CMAP Staff

Date: May 15, 2020

Re: ON TO 2050/TIP Conformity Analysis & TIP Amendment

In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the FFY 2020-24 Transportation Improvement Program (TIP) and ON TO 2050. Of the changes requested, twelve projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, one non-exempt project will be removed from the TIP eleven existing non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

This former exempt tested project, indicated a change in scope and became a new not exempt addition:

- TIP ID 04-17-0009: Franklin Avenue Reconstruction.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There are no projects with significant limit changes.

Other changes to existing projects are described below.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2050. The analysis years are currently 2020, 2025, 2030, 2040 and 2050. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis.

These non-exempt projects crossed an analysis year and are included in the conformity analysis:

- TIP ID 01-03-0017: Taylor Street over the Chicago River
- TIP ID 01-17-0003: Chicago Avenue from Latrobe Ave to Kedzie Avenue.
- TIP ID 03-11-0020: CH A50 Lake Cook Road from Raup Boulevard to Hastings Lane
- TIP ID 03-12-0034: CH A62 Shoe Factory Road from Essex Drive to Beverly Road
- TIP ID 11-03-0018: Randall Road from Polaris Drive / Acorn Lane to Harnish Drive
- TIP ID 12-07-0005: Weber Road from 119th Street (Rodeo Rd) to 135th St (Romeo Rd)
- TIP ID 12-07-0021: Ridge Road from (¼ mi. South of) Minooka Road to McEvilly Road
- TIP ID 18-11-0046: Peterson / Ridge New Station – Union Pacific North Line

The following not exempt Regionally Significant Projects (RSP) crossed an analysis year:

- TIP ID 01-02-9009: The near term phase of the renamed Chicago Union Station Master Plan Implementation. RSP 85

The scope of a project is determined by the work types associated with the project.

  - Non-exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, interchange expansion, new bridge, and the major expansion of bus route service.
  - Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard widths (e.g., 10 feet to 12 feet).
  - Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

The project sponsor indicated a new roadway and highway extension to the individual project for conformity analysis:

- TIP ID 01-02-0020: Burley Avenue from 106th Street to 126th Place (Burley Avenue Extension)

The following project is now being deleted and will be removed from the travel demand model:

- TIP ID 09-02-9033: Prairie Parkway from US 34 to US 47

The public website of the eTIP database is available through the hyperlink for current project information. Newly submitted changes are found in the 20-06 Conformity Amendments report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the US Environmental Protection Agency's MOVES 2014a model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year were produced using the new vehicle population file.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP) and the 2008 and 2015 Ozone NAAQS as shown in the table below.

Direct $PM_{2.5}$ and NOx Emissions in Tons per Year for $PM_{2.5}$ Conformity

	Fine Particulate Matter		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	**2,036.63**	5,100.00	**55,547.87**	127,951.00
2025	**1,286.01**	2,377.00	**32,186.40**	44,224.00
2030	**953.98**	2,377.00	**23,709.28**	44,224.00
2040	**850.58**	2,377.00	**20,525.09**	44,224.00
2050	**899.31**	2,377.00	**21,658.68**	44,224.00

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

	Volatile Organic Compounds		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	**71.34**	117.23	**146.33**	373.52
2025	**53.20**	60.13	**85.02**	150.27
2030	**43.42**	60.13	**60.79**	150.27
2040	**33.90**	60.13	**51.37**	150.27
2050	**34.12**	60.13	**53.85**	150.27

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes:

Off-model benefits are not included in the total emissions estimates

Results updated as of April 6, 2020

ACTION REQUESTED: Approval to recommend a finding of conformity and approval of TIP amendment 20-06 by the CMAP Board and MPO Policy Committee.

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: May 15, 2020

Re: **Summary of Public Comment on the Proposed Amendments to ON TO 2050**
I-55 at Airport/Lockport and at IL 126
I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road

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The following summarizes public feedback regarding two proposed amendments to the ON TO 2050 regional plan submitted by the Illinois Department of Transportation (IDOT). The proposed amendments designate roadway improvements along the I-55 expressway as Regionally Significant Projects (RSPs). These projects include improvements to **I-55 at Airport/Lockport and at IL 126** and **I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road** (the I-55 Projects)**.**

The required public comment period for the I-55 Projects was open from **April 10, 2020 to May 11, 2020**. Information about the I-55 Projects was included on a dedicated page on CMAP's website, with links to CMAP staff analyses and specific project information provided by IDOT. The comments were collected in an email account specifically designated for the proposed amendments: I55projects@cmap.illinois.gov. CMAP also solicited public comment about the I-55 Projects in its Weekly Update newsletter (April 10, April 17, May 1, and May 8), in the agency's social media, and via email correspondence to municipalities.

Public Comment Summary
CMAP received a total of eight public comments on the proposed amendments for the I-55 Projects, attached to this memorandum.

Four comments addressed both projects. One comment from a resident expressed support for the bicycle elements of the projects. The Will County Governmental League expressed support for both projects. One resident expressed opposition to new expressway interchanges and lanes.

The Center for Neighborhood Technology expressed concern with CMAP's analysis regarding projected impacts and environmental outcomes.

Three comments were specific to the I-55 at Airport/Lockport and at IL 126 project. One resident requested a traffic signal at a subdivision entrance to improve safety if a full interchange is built at I-55 and IL 126. Another resident supported the Airport/Lockport interchange because of the improved interstate access. The Village of Plainfield stated that the proposed interchange at Airport/Lockport must include a bypass roadway to move traffic off of Lockport Street to Route 126 and the proposed 143rd Street extension.

One comment was specific to the I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road project. The Village of Shorewood stated support for the US 52 improvements but concern about the I-55 from I-80 to US 52 portion.

Terry Witt
Date: 4/11/2020
Correspondence: Email
Subject: 126/55 Project

Improving bicycle and pedestrian safe facilities is important to the mobility in the 55 _ 80 interchange project. Here is my attempt to see the connectivity possibilities in a map my ride picture. https://www.mapmyride.com/routes/view/2992511497.

[The I-55 amendment at Airport/Lockport and at IL 126] looks like a good project from a bicycle perspective. Here is a map my doodle I made
https://www.mapmyride.com/routes/view/2992683487.

Elaine Bottomley on behalf of Hugh O'Hara, Will County Governmental League
Date: 4/16/2020
Correspondence: Email
Subject: WCGL Public Comments for I-55 Projects

The Will County Governmental League supports both of the two amendments under consideration for inclusion in the On To 2050 list of fiscally constrained regionally significant projects. The inclusion of both the I-55 at Airport/Lockport and at IL 126, as well as improvements to I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road, are critical to the transportation network within Will County.

The I-55 at Airport/Lockport and IL 126 improvements will provide better access to numerous communities by reconstructing and reconfiguring the interchange at IL 126 (partial interchange to full), while also constructing a new interchange at Airport Rd/Lockport Street. The improvements to I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road includes numerous improvements along a critical Will County corridor to improve regional mobility and provide better local interstate access. These I-55 projects are pivotal for mobility in the area, not just for the freight clusters, but also for the residents. Both projects are recognized as critical to Will County across all levels of government. This can be seen through the numerous local plans that both projects appear in.

Additionally, both of these amendments embody the three principles that guide the goals and recommendations of the On To 2050 Plan: Inclusive Growth, Resilience, and Prioritized Investment. Inclusive growth is seen through improving access to the Will County freight cluster while growing our economy through increasing potential opportunity. Resilience is embodied by improving regional mobility and interstate access all while also providing pedestrian and bicycling improvements that may adapt to growing demand. Lastly, prioritized investment is exemplified by addressing the current needs in the area, which include congestion, safety, and reliability problems.

The Will County Governmental League fully supports the inclusion of these I-55 corridor improvements in the On To 2050 list of fiscally constrained regionally significant projects. Thank you for considering these projects for inclusion within On To 2050. Please do not hesitate to reach out with any additional questions.

Sincerely,

Hugh O'Hara
Executive Director WCGL

Marcy Tadla
Date: 4/21/2020
Correspondence: Email
Subject: I-55 at IL126 Concern with proposed full interchange

Please consider a traffic light into the 2 subdivisions of The Reserve and Waters Edge, especially if a full interchange is built at the intersection of I-55 and Rt.126.

There have always been too many accidents (often fatal) near our neighborhoods due to the traffic coming off the highway. Installing a full interchange will increase the highway traffic substantially and put all of us in danger as we enter and leave these 2 subdivisions.

Both The Reserve and Waters Edge are full of young families, children heading to school, and teens learning to drive. Please help to keep us safe.

Thank you for your consideration.
Marcy Tadla

Patrick Miner
Date: 4/30/2020
Correspondence: Email
Subject: Comment on I-55 projects

Dear CMAP,

This comment is regarding two proposed amendments to ON TO 2050: I-55 at Airport/Lockport and at IL 126 and Improvements to I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road.

I strongly oppose these two projects being added as regionally significant projects (RSPs). As stated on CMAP's website, "Selected projects should substantially implement ON TO 2050 by addressing current needs, improving travel over the long term, and having positive impacts on plan priorities, such as investing in existing communities, enhancing environmental quality, and improving quality of life."

Building new expressway interchanges and adding lanes to already expansive roadways is counterproductive to the goals of ON TO 2050. If our region aims to decrease toxic air pollution from motor vehicles, enhance environmental quality, and improve quality of life, we should not be expanding expressways. Transportation funds should be used to maintain existing roads and to expand space for pedestrians, cyclists, transit passengers, and people with disabilities. Please do not encourage more wasteful expressway construction with these projects.

Thank you for your time.

Regards,

Patrick Miner

Michael P. Collins, Village of Plainfield
Date: 5/5/2020
Correspondence: Email
Subject: ON TO 2050 Proposed Amendments

Re: ON TO 2050 Proposed Amendments (I-55 at Lockport/Airport and at IL 126)

Dear Ms. Grover:

The Village of Plainfield appreciates the opportunity to provide public comments for the proposed amendments to CMAP's ON TO 2050 Regional Plan. We rely on CMAP's expertise in modeling existing and proposed conditions for both regional and local projects in order to guide our transportation planning within the Village. The Regionally Significant Component of the ON TO 2050 Regional Plan is of importance to us as it allows larger projects, such as the I-55 at Airport/Lockport and at IL 126 project, to receive appropriate consideration.

The Village of Plainfield, along with Romeoville and Bolingbrook, has expended considerable resources creating a Project Development Report. As part of this process, many alternatives have been considered for both interchange locations. Plainfield has consistently maintained the same position, concerning the proposed interchange at Lockport/Airport, by advocating the need for a bypass roadway that would eliminate truck traffic from traveling west, along Lockport Street, and within our historic section of town. A separate feasibility study has been completed by Plainfield, as noted in CMAP's Memorandum, that identifies potential bypass corridors which would fulfill our need to eliminate trucks from traveling westbound along Lockport Street.

Significant investment has been made by the Village of Plainfield by improving the 143rd Street Corridor (also noted in CMAP's Memorandum) with the purpose of encouraging trucks to utilize 143rd Street while reducing truck traffic on our local roads. The new proposed interchange at Lockport/Airport must include a bypass roadway that will efficiently move traffic to Route 126 and the proposed 143rd Street extension. We are committed to working with the project team regarding design concepts which include a bypass and other measures that will protect and enhance our community.

We thank you in advance for your time and consideration regarding this matter.

Respectfully submitted,
Michael P. Collins
Village President

cc: Brian Murphy, Village Administrator
Allen Persons, Director of Public Works

Jim Culotta on behalf of Richard E. Chapman, Village of Shorewood
Date**:** 5/8/2020
Correspondence: Email
Subject: Public Comment - 2050 Plan Amendment

RE: ON TO 2050 Plan Amendment Comments for I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road Project

Ms. Grover:

Thank you for the opportunity to provide comments related to the ON TO 2050 plan amendment specific to improvements to I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road. The US 52 improvements are greatly needed from River Road to Houbolt Road, as well documented in the Purpose and Need Assessment for the I-55 at IL 59 Access Project. Not only does the Purpose and Need Assessment identify existing over capacity issues on US 52 at IL 59 and I-55, but there are also major safety concerns with US 52 having multiple five percent locations. ("Five percent locations are a roadway segment or intersection that has been identified as containing at least the top five percent of the severe injury and fatal crash locations within the state", per IDOT's project presentation materials.) We are in agreement that the planned improvements to US 52 will greatly improve safety as well as traffic flow and need to be prioritized for the benefit of the entire region.

In reviewing the requirements for the plan amendment, the proposed projects should address current needs, improve travel over the long term and support the plan priorities. While we agree that the US 52 project from River Road to Houbolt Road meets the requirements for an amendment, we have concerns about the I-55 from I-80 to US 52 meeting the amendment requirements. Specifically, the Purpose and Need Assessment for the I-55 and IL 59 Access Project does not appear to address a current need and also does not seem to account for the already planned I-80 at Houbolt Road interchange improvement and how that project would impact traffic patterns within the study area.

While the Purpose and Need Assessment depicts the region (City of Joliet and Village of Shorewood) as experiencing rapid growth, this is not the case currently and hasn't been the development trend in nearly a decade. Yet, the basis for the project improvements and 2040 traffic flows used the population projections from GO TO 2040 that anticipated rapid growth in the region and have proven to be quite inaccurate to date. The population projections from the GO TO 2040 plan were used to estimate future traffic flows for these projects. However, population projections were later revised for the ON TO 2050 plan to reflect the actual pace of development, which, if used for this project, may greatly reduce the need for this improvement at this time. As an example, the Year 2050 population estimated by the ON TO 2050 is approximately half of the Year 2040 population estimated by GO TO 2040. In order to adequately comment on this portion of the project, revised traffic projections should be provided using the more recent population projections. Additionally, the only way to provide

the desired additional east-west connection at the proposed interchange is through separate projects (Seil Road Widening and Olympic Boulevard Extension), which are not part of this amendment, do not currently have funding in place for Phase II Engineering, ROW acquisition and Construction and are unlikely to occur for some time.

Lastly, given the significant uncertainties of the proposed Rock Run Crossings development it would be more appropriate for the US 52 from River Road to Houbolt Road to be constructed before the I-55 and IL 59 Access Project. The inadequacies of US 52 have been well documented and known for years. The need exists today and is critical to the Village of Shorewood concerning traffic flow and safety issues as previously stated. The same cannot be said of the divergent diamond interchange designed to serve Rock Run Crossings.

Again, we appreciate the opportunity to provide comments on the proposed ON TO 2050 plan amendment and look forward to continued discussions on the proposed projects.

Sincerely,

Richard E. Chapman
Mayor
Village of Shorewood, IL

Sara Gentile
Date: 5/9/2020
Correspondence: Email
Subject: My opinion for Airport Rd & I55 interchange

Hello,

I'm emailing you in regards to my opinion to this project. I'm in favor of needing this interchange.

I live in the sub-division that is off of Airport Rd and backed up against Frontage Rd and I55. (Preserve at Fieldstone). We travel to Chicago every day for work and we would love for this interchange to become a reality. It takes us 20 minutes to get to the Weber Rd & I55 interchange and when that is backed up we have to take the path to Rt 53. That trip can take an additional 25-30 minutes. This interchange will only be a two minute drive to get onto I55.

As much as Romeoville's population growth spiked in 2000 and there was really only two ways out onto an expressway made no sense and added to extra travel time. The sub-division next to us is still selling lots for new homes and that will add to traffic on Airport Rd. The landowner south of us will eventually give in to a developer and that will be an increase of another 300 homes.

Plus the amount of new warehouses being built has increased in the last couple of years. This will mean more trucks coming through. Plainfield is also increasing the truck traffic.

Please take care of this interchange now.

Best regards,
Sara Gentile

Robert Dean, Center for Neighborhood Technology
Date: 5/10/2020
Correspondence: Email
Subject: Comment on RSP Addition

Dear CMAP:

Thank you for the opportunity to comment on the proposed addition of two interchange projects along I-55 to ON TO 2050. We believe that adding new projects to ON TO 2050 should not be done casually, and that thorough analysis should be conducted to evaluate the impact of additions. Further, this evaluation should not simply review projects' transportation impacts, but also their impacts on the natural environment, the economy, equity, and overall quality of life.

With this standard in mind, CMAP's evaluation of the two proposed projects is disappointing. In terms of transportation impacts, the quantitative assessments, while thorough, primarily report on current conditions in the study area, rather than the projected impact of the new projects. It is worthwhile, of course, to understand current crash data, congestion levels, etc, in the general area of a project, but it is far more useful to understand how these projects contribute to improving these outcomes.

Even less satisfying is the environmental analysis. In particular, CMAP has prioritized climate resilience as a goal, but does not calculate even the directionality, positive or negative, of each project's impact on greenhouse gas emissions. We understand that estimating the greenhouse gas emissions impact of individual projects is difficult, but this analysis does not appear to have made the attempt. Reducing our region's emissions is a must, and it is concerning that new regionally significant projects may be added to the regional plan without even knowing if they increase or decrease emissions.

It is difficult to make an informed decision on the addition of these projects to ON TO 2050 in the absence of a more meaningful evaluation of their impacts. We need to hold projects to a higher standard of evaluation than what CMAP has provided here. If we can help in any way, please let us know.

Sincerely,

Robert Dean, CEO
Center for Neighborhood Technology

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: May 15, 2020

Re: ON TO 2050/2019-2024 TIP Conformity Analysis and TIP Amendment 20-03.1

In accordance with the definition of Regionally Significant Projects in ON TO 2050, the Illinois Department of Transportation (IDOT) has submitted two new non-exempt projects that are anticipated to be carried forward into the FFY 2020-24 TIP and the ON TO 2050 Regionally Significant Projects (RSPs) for inclusion in the regional air quality analysis. CMAP has prepared a conformity analysis for public comment and consideration by the MPO Policy Committee in June 2020.

The US DOT requires regional planning agencies to demonstrate fiscal constraint by determining that sufficient resources will be available to construct projects recommended in the plan. Careful selection of these projects must meet the federal standard of fiscal constraint, while also helping to achieve regional goals. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP or within the planning horizon of ON TO 2050.
The new RSPs are:

- TIP ID 12-06-0041: I-55 from Weber Road to US 30; I-55 At Airport/Lockport Rd & At Ill 126 – RSP A3
- TIP ID 12-18-0019: I-55 - I-80 to US 52 (Jefferson St) and @ ILL 59; US 52 Jefferson St - River Rd to Houbolt Rd – RSP A4

Newly submitted change details for these two projects are found in the 20-03.1 Conformity Amendment report.

The conformity analysis is conducted for selected analysis years between now and 2050. The analysis years are currently 2020, 2025, 2030, 2040 and 2050. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the US Environmental Protection Agency's MOVES 2014a model. A more detailed description regarding the modeling process

used for conformity analysis can be seen in the ON TO 2050/TIP Conformity Analysis & TIP Amendment 20-06 memo. It should be noted that the conformity amendments included in the TIP Amendment were also included in this analysis.

The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year. For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP), and the 2008 and 2015 Ozone NAAQS as shown in the table below.

Direct $PM_{2.5}$ and NOx Emissions in Tons per Year for $PM_{2.5}$ Conformity

	Fine Particulate Matter		Nitrogen Oxides	
Year	**Northeastern Illinois**	**SIP Budget**	**Northeastern Illinois**	**SIP Budget**
2020	**2,036.63**	5,100.00	**55,547.87**	127,951.00
2025	**1,293.80**	2,377.00	**32,609.53**	44,224.00
2030	**953.67**	2,377.00	**23,751.36**	44,224.00
2040	**849.79**	2,377.00	**20,648.49**	44,224.00
2050	**902.16**	2,377.00	**21,709.89**	44,224.00

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

	Volatile Organic Compounds		Nitrogen Oxides	
Year	**Northeastern Illinois**	**SIP Budget**	**Northeastern Illinois**	**SIP Budget**
2020	**71.34**	117.23	**146.33**	373.52
2025	**53.20**	60.13	**85.05**	150.27
2030	**43.44**	60.13	**60.89**	150.27
2040	**33.92**	60.13	**51.50**	150.27
2050	**34.26**	60.13	**54.19**	150.27

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes:
Off-model benefits are not included in the total emissions estimates
Results updated as of April 8, 2020

ACTION REQUESTED: Approval to recommend a finding of conformity and approval of TIP Amendment 20-03.1 by the CMAP Board and MPO Policy Committee.

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