Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee

Annotated Agenda

Friday, April 3, 2020—9:30 a.m.

Please join from your computer, tablet or smartphone.*
https://global.gotomeeting.com/join/116720821

You can also dial in using your phone.
United States: +1 (571) 317-3122
Access Code: 116-720-821

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

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes— February 21, 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 **20-04** was published to the **eTIP web site** on February 14, 2020 for committee review and public comment. A memo summarizing formal TIP amendment **20-04** and administrative amendments **20-04.1** and **20-04.2** is included in the meeting materials. Staff requests approval of TIP Amendment 20-04.
ACTION REQUESTED: Approval

5.2 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment
The Conformity Amendment closed on March 24, 2020. The analysis and amendment report will be posted for public comment from

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April 10 – May 11, 2020 and will be presented to the Transportation Committee on May 22, 2020 for consideration of recommending approval to the CMAP Board and MPO Policy Committee.
ACTION REQUESTED: Information

6.0 ON TO 2050 Plan Amendments

Based on the thresholds for regionally significant projects (RSPs), two projects along I-55 in Will County need to be considered as potential amendments to ON TO 2050. CMAP staff has prepared evaluation memos for the two projects that will be released for public comment April 10 – May 11, 2020. Comments received on the two proposed RSP amendments will be summarized for the Transportation Committee at its meeting in May. The MPO Policy Committee and CMAP Board are expected to vote on the amendment requests in June.

6.1 Improvements to I-55 at Airport-Lockport Road and IL 126

This plan amendment involves reconstructing and reconfiguring the interchange at IL 126, constructing a new interchange at Airport-Lockport Road, and making ancillary improvements.

6.2 Improvements to I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road

This plan amendment involves expanding an interchange at IL 59 and adding lanes to I-55 along with adding lanes and making ancillary improvements to US 52.

ACTION REQUESTED: Information

7.0 FFY 2021 Unified Work Program (UWP)

Staff will present the proposed FFY 2021 UWP and seek approval of a recommendation to the CMAP Board and MPO Policy Committee.
ACTION REQUESTED: Approval

8.0 Supporting Safety Performance Targets

Staff will present the attached memo on further activities in traffic safety to support state and regional performance targets.
ACTION REQUESTED: Information

9.0 Other Business

10.0 Public Comment

Normally this is an opportunity for members of the audience to offer verbal comments to the committee. Since this meeting will not be held in a manner that will be conducive to verbal comments, members of the public are encouraged to submit comments to the transportation@cmap.illinois.gov. If comments are received prior to the meeting time, staff will read them into the record. If not, comments

received by close of business on April 3, 2020 will be sent to the committee members and be added to the meeting's minutes.

11.0 Next meeting

The next Transportation Committee meeting will be May 22, 2020.

12.0 Adjournment

Committee Members

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

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

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

February 21, 2020

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Members Present: Chris Snyder, Chair – DuPage County, Jessica Hector-Hsu, Vice-Chair – RTA, Holly Bieneman – IDOT OP&P, Darwin Burkhart – Illinois EPA (via phone), Brian Carlson – IDOT D1, Kevin Carrier – Lake County, Lynnette Ciavarella – Metra, Mike Connelly – CTA, Carrie Cooper – IDOT OIPI, John Donovan – FHWA, Doug Ferguson – CMAP, Tony Greep – FTA (via phone), Scott Hennings – McHenry County, Christina Kupkowski – Will County, Erik Llewellyn – Pace, Tara Orbon – Cook County, Ryan Peterson – Kendall County, Tom Rickert – Kane County, Leon Rockingham – Council of Mayors, Dave Seglin – CDOT, P.S. Sriraj – Academics and Research, Scott Weber – NIRPC, Rocco Zucchero – Illinois Tollway

Staff Present: Michelle Aguloye, Courtney Barnes, Lindsay Bayley, Sarah Buchhorn, Anthony Cefali, Teri Dixon, Kama Dobbs, Jesse Elam, James Gross, Leroy Kos, Timi Koyejo, Ben Krochmal, Kathy Lane, Amy McEwan, Martin Menninger, Dan Olson, Russell Pietrowiak, Stephane Phifer, Todd Schmidt, Joan Smedinghoff, Gordon Smith, Matt Stern, Laura Wilkison

Others Present: Garland Armstrong, Heather Armstrong, Elaine Bottomley, Baird Bream, Len Cannata, Emily Daucher, Mike Fitzsimons, Marlise Fratinardo, Michael Fricano, Grace Gallucci, Paul Gregoire, Tim Gustafson, Kendra Johnson, Mike Klemens, Daniel Knickelbein, Alex Kormer, Eliot Lewis, Wayne Miczek, Leah Mooney, Matt Pasquini, Kelsey Passi, Leslie Phemister, Brian Plum, Chad Riddle, Troy Simpson, Joe Surdam, Sonali Tandon, Holly Waters

1.0 Call to Order and Introductions

The meeting was called to order at 9:31 a.m. by Chair Snyder.

2.0 Agenda Changes and Announcements

Chair Snyder recognized Mr. Zucchero for his two years of service as chair of the committee, as well as introducing Ms. Hector-Hsu as the new Vice Chair. He then welcomed Mr. Llewellyn as a new member.

3.0 Approval of Minutes

A motion to approve the minutes of the November 15, 2019 meeting, made by Mr. Connelly, seconded by Mr. Carrier, carried.

4.0 Committee Reports

A report on the Coordinating Committee meeting from January 8, 2020 was given by Ms. Phifer. She reported that the only agenda item discussed was the LTA call for projects for the next fiscal year. She looks forward to bringing those projects to the April meeting of the Transportation Committee.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

5.1 Amendments and Administrative Modifications

Mr. Kos gave an update on the 2020-2024 TIP amendment report. New projects and cost changes to existing projects account for $2.3 Billion in additional costs being added to the TIP. Administrative amendments 20-02.1 and 20-02.2 were posted for information. A motion to approve TIP amendment 20-02, made by Mr. Seglin, seconded by Mr. Connelly, carried.

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

Mr. Kos updated the committee on the ONTO2050 TIP Conformity Analysis and TIP Amendment 20-03. The public comment period ended on February 7, 2020, with no comments. A motion to approve the recommendation of the semi-annual ON TO 2050/TIP Conformity Analysis to the CMAP Board and MPO Policy Committee, made by Ms. Orbon, seconded by Mr. Carrier, carried.

6.0 FY 2021 Unified Work Program (UWP) Update

Mr. Olson summarized the FY 2021 UWP memo included in the meeting packet. He stated that the FY 2021 call for projects was released on January 2, 2020. The expected federal funding mark for the year is $18.8 million, with matching funds of $4.7 million. The eighteen project proposals received by the January 30, 2020 deadline are under review currently. After scoring the projects, the program recommended by CMAP staff will be presented to the UWP committee on March 11, 2020. Once approved, the recommendation will be forwarded to the Transportation Committee and Coordinating Committee in April for recommendation to the CMAP Board and MPO Policy Committee in June. A draft of the UWP document will be provided to IDOT by May 1, 2020 with the final document in place by the end of June.

7.0 Metra Capital Program

Ms. Waters presented an overview of the Metra Capital Program. Chair Snyder noted that he did not see any mention of positive train control and asked if it was all already implemented. Ms. Waters responded that Metra was on pace to meet its 2020 deadline.

Ms. Ciavarella added that positive train control was funded in prior year capital programs. In response to another question by Chair Snyder, Ms. Waters stated that Metra and private rail companies do share costs on shared-track projects on bridges. In response to a question by Ms. Orbon, Ms. Waters stated that there are over 500 bridges which are at least 100 years old. Ms. Hector-Hsu noted that there is more capital funding available to Metra than there was in prior years and asked how the additional funds will be used. Ms. Waters responded that the extra funds will allow Metra to make purchases at a more efficient scale, as well as work on projects which have been deferred in the past.

8.0 CTA Capital Program

Mr. Fitzsimons presented an overview of the CTA 2020-2024 Capital Program. Mr. Zucchero commented that agencies should be mindful of the scheduling of capital programs so that they do not compete with each other in contractor capacity and material availability which drives up costs.

9.0 CTA Red Line South Extension

Ms. Mooney presented an update on the CTA Red Line Extension Project. In response to a question from Chair Snyder, Ms. Mooney stated that the extension will be built along a new rail corridor, adjacent to a Union Pacific rail corridor. In response to a second question by Chair Snyder, Ms. Mooney stated that CTA has been looking carefully at changes to supportive bus service in order to provide last mile service to the new stations. Mr. Seglin asked about an exact timeline for when operations will start, and Ms. Mooney replied that an exact timeline will be released after a NEPA consultant is hired.

10.0 Great Lakes Hyperloop Feasibility Update

Ms. Gallucci presented an update on the Great Lakes Hyperloop Feasibility Study, released in December 2019. In response to a question from Chair Snyder, Ms. Gallucci stated that there are currently smaller-scale versions of the hyperloop being used for operational testing in a lab environment. In response to a second question, she stated that the cost is estimated at roughly $50 million a mile, which is about half the cost of high-speed rail. She then stated that the Northeast Ohio Areawide Coordinating Agency (NOACA) is supportive of high-speed rail, but interest from the private sector has been in hyperloop technology. Ms. Orbon asked whether the 45-minute time was non-stop, and Ms. Gallucci affirmed. Ms. Cooper added that when considering the cost, hyperloops can also generate revenue via energy production and transporting freight. In response to a question by Mr. Carrier on ticket cost, Ms. Gallucci stated that there is no projected cost yet, but there is a commitment to accessibility to the public. Given that commitment, there will need to be some additional contribution by private partners or a mix of public and private services operating together.

11.0 Legislative Updates

Mr. Smith provided an update on state legislative activities. President Cullerton has retired, and Senator Harmon has been elected to replace him. Additionally, Senator Villivalam is the new chairman of the Senate Transportation Committee. Mr. Smith also highlighted that the Governor's budget proposal includes line items that would provide funds for CMAP match federal metropolitan planning funds.

12.0 Local Technical Assistance (LTA) Program

The LTA program status report was included in the meeting materials.

13.0 2020 Transportation Committee Meetings

Ms. Dobbs proposed a revised 2020 meeting schedule for the Transportation Committee, with the September meeting being moved to September 18 and the November meeting being moved to December 11. A motion to approve the revised schedule, made by Mr. Zucchero, seconded by Mr. Hennings, carried.

14.0 Other Business

Ms. Bieneman reminded the committee that the IDOT Statewide Planning and Research funds call for projects is open, and applications are due March 13, 2020. She also stated that she anticipates a call for local HSIP projects soon. Mr. Elam stated that CMAP staff would provide an update on coordination to support safety performance targets at the April Transportation Committee meeting.

15.0 Public Comment

Mr. Armstrong stated his concern over the lack of a push button crosswalk in Des Plaines by Miner St. and the Cumberland Metra Station to access the Pace Bus stop. Ms. Armstrong suggested a no-turn intersection at 87th and Pulaski, similar to the bridge at Chicago and Halsted. She also voiced support for the hyperloop project. A caller on the phone asked for clarification on whether the jobs created number from the hyperloop feasibility study was permanent positions or person-years. Ms. Gallucci responded that the employment growth projections in the corridor that she reported were from the project economist.

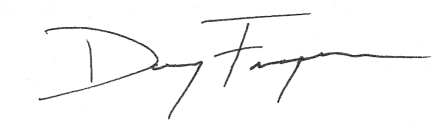
16.0 Next Meeting

The next Transportation Committee meeting is scheduled for April 3, 2020.

17.0 Adjournment

On a motion by Mr. Peterson, seconded by Mr. Ferguson, the meeting adjourned at 10:41 a.m.

Respectfully submitted,



Doug Ferguson

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: March 27, 2020

Re: Transportation Improvement Program (TIP) Amendments

Since the February 21st committee meeting, project programmers submitted 31 formal amendments for Transportation Committee consideration. Additionally, 200 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 20-04.

Formal Amendment 20-04

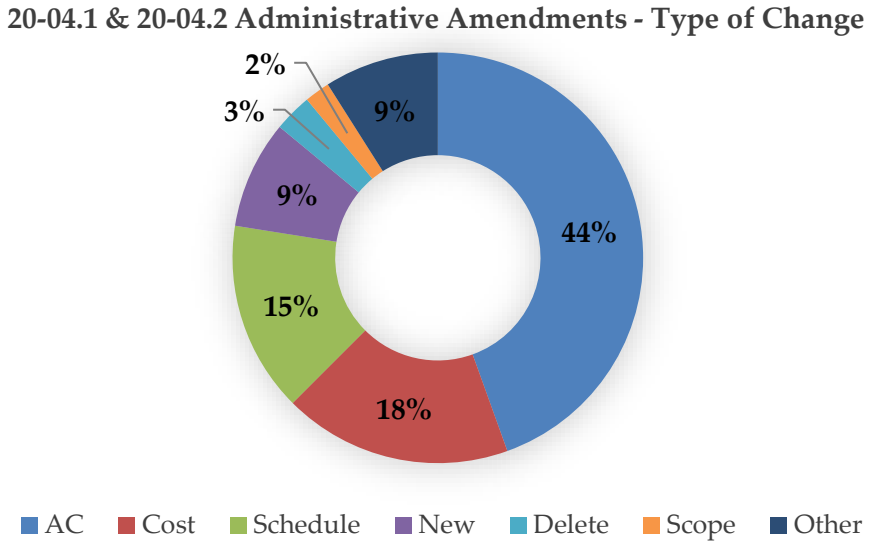
A total of 31 formal amendments were submitted for Transportation Committee approval on amendment **20-04**. $33.9 million in total project cost was added to the TIP with the addition of nineteen (19) new projects. Cost changes to seven (7) existing projects added another $38.1 million. Financial changes made when phases were moved into or out of the active years (FFY 2020 – 2024) of the TIP on 4 projects, and the deletion of one (1) project removed $1.2 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 $70.7 million to the TIP, as summarized below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
New project	19	$33,933,200	$0	$33,933,200
Cost change	7	$38,086,228	$546,614,795	$584,701,023
Phase(s) added to/removed from TIP	4	-$748,099	$136,737,569	$135,989,470
Delete project	1	-$485,000	$485,000	$0
Grand Total	**31**	**$70,786,329**	**$683,837,364**	**$754,623,693**

Administrative Amendments 20-04.1 and 20-04.2

A total of 200 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments **20-04.1** and **20-04.2**. 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 $1.8 million in total cost being added to the TIP. Cost changes made for 36 projects added $60.3 million to the TIP, and an additional $65.7 million was added for new projects. Six (6) projects were deleted from the TIP, removing $18 million. Schedule, scope, and other project changes together added $1.9 million. Overall, the 200 administrative changes resulted in $111.8 million being added to the TIP. The type of change, number of projects affected, and total project cost information is shown in the table that follows. 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	68	-$667,000	$1,273,225,432	$1,272,558,432
Phase(s) converted from AC status	21	$2,516,832	$266,444,506	$268,961,338
Cost change below thresholds	36	$60,332,255	$6,384,261,209	$6,444,593,464
Schedule change	30	$55,536	$528,749,189	$528,804,725
New project	17	$65,734,130	$0	$65,734,130
Delete project	6	-$18,023,000	$18,023,000	$0
Scope change	4	$1,849,000	$678,852,886	$680,701,886
Other	18	-$5,273	$4,713,382,880	$4,713,377,607
Grand total	**200**	**$111,792,480**	**$13,862,939,102**	**$13,974,731,582**

ACTION REQUESTED: Approval

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MEMORANDUM

To: **CMAP Transportation Committee**

From: CMAP Staff

Date: March 27, 2020

Re: Proposed Amendment to ON TO 2050 – I-55 at Airport/Lockport and at IL 126

The Illinois Department of Transportation (IDOT) has requested to amend the ON TO 2050 regional comprehensive plan to add the I-55 at Airport/Lockport and at IL 126 project ("the project") to the list of fiscally constrained regionally significant projects (RSPs). RSPs are capital investments in the region's expressways, transit system, and arterials with impacts and benefits that are large enough to warrant additional discussion through the regional planning process. This memo represents the initial staff analysis, and will be provided for public comment from April 10 to May 11, 2020. The amendment process itself and the thresholds defining RSPs are described in a November 9, 2018, memo to the CMAP Transportation Committee.[1]

Amendments to ON TO 2050 address RSPs with significant changes in funding or status since the plan's development, thus warranting a new evaluation. Plan amendments undergo the same analysis and public process as projects identified in the plan development process. Proposed plan amendments 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. An amendment must also meet fiscal constraint requirements, described further below.

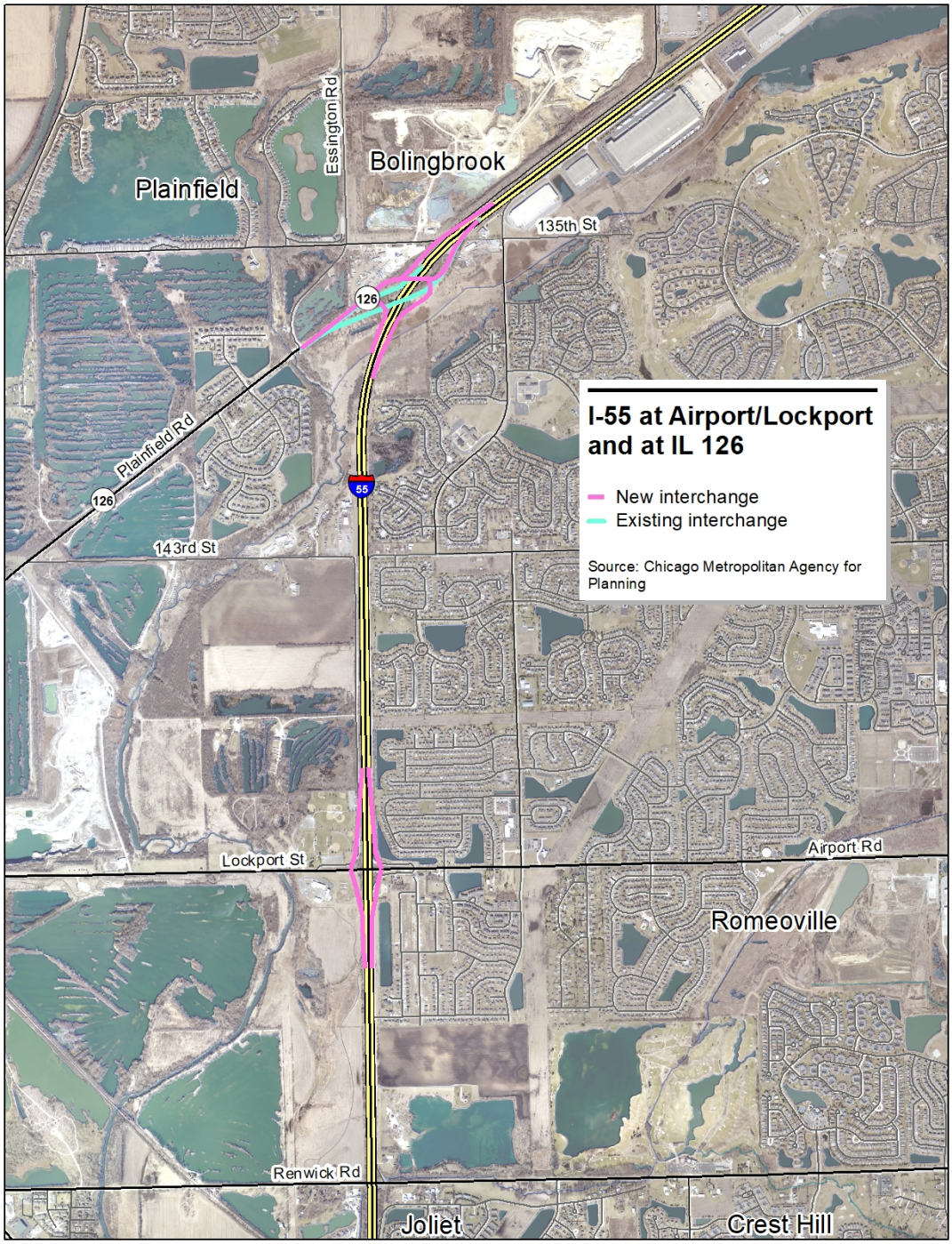
PROJECT DESCRIPTION

The purpose of this project is to provide improved access to I-55 by reconstructing and reconfiguring the interchange at IL 126 (partial interchange to full), constructing a new interchange at Airport Rd/Lockport St, and making ancillary improvements. The IL 126 and Airport/Lockport interchanges are separated by approximately two miles. Because this project is on the National Highway System and costs more than $100 million, it meets the threshold to

[1] Chicago Metropolitan Agency for Planning, "ON TO 2050 Regionally Significant Projects: Proposed amendment process," November 2018, https://www.cmap.illinois.gov/documents/10180/944935/CmteMemo_RSPAmendmentProcess.pdf

be considered a regionally significant project.[2] Figure 1 shows the location and extent of the project.

Figure 1. Location map for I-55 at Airport/Lockport and at IL 126



[2] http://www.airportand126study.org/index.html

Project history

Planning for access improvements to I-55 in the project area began in 1999. The current planning effort began in 2010, when the Villages of Romeoville and Bolingbrook – along with IDOT – began a study of potential access improvements in the I-55 corridor between US 30 and Weber Road.[3] The Village of Plainfield later joined the project study team.[4] A total of three public meetings and six Community Advisory Group meetings have been held between February 2011 and the present. The project also received an earmark for phase 1 engineering in SAFETEA-LU.

The project is supported in several municipal comprehensive plans. Romeoville's 2001 Comprehensive Plan[5], as well as its 2017 update[6], call for an interchange at I-55 and Airport Road. Plainfield's Comprehensive Plan calls for a full interchange at I-55 and IL 126. The Plainfield plan also notes that an interchange at Airport/Lockport and I-55 "could be beneficial but would require extension of 143rd St. to move traffic to and from the west".[7] The 143rd St. extension project has been funded through several different sources, including the STP Shared Fund. Of note, the Village of Plainfield has also conducted a feasibility study for a Lockport Street Bypass that would provide a new connection between Lockport St. and 143rd St.[8]

The 2017 Will County Long Range Transportation Plan[9] includes both projects in a list of partner agency projects. I-55 at IL 126 is listed as an "investment priority", and I-55 at Airport/Lockport is included in lower priority list of projects. The 2017 Will County Community Friendly Freight Mobility plan[10] includes both the Airport/Lockport and IL 126 interchanges as Tier 2 priorities.

Project status

The project received concurrence on the preferred alternative in September 2016. The study team is preparing an Environmental Assessment. A public hearing is anticipated later in 2020, with the study expected to be complete in spring 2021.

Project costs and revenues

[3] http://www.airportand126study.org/presentations/Mtg1-Presentation.pdf
[4] http://www.airportand126study.org/presentations/Meeting2/Mtg2-PresentationSlides-Notes.pdf
[5] https://www.romeoville.org/DocumentCenter/View/5049/Comprehensive-Plan-PDF-existing
[6] https://www.romeoville.org/DocumentCenter/View/5052/romeoville-comprehensive-plan
[7] https://public.plainfield-il.org/weblink/0/edoc/200319/Comprehensive%20Plan.pdf
[8] https://www.plainfield-il.org/pages/documents/LockportStreetBypass.pdf
[9] https://www.willcountyillinois.com/County-Offices/Economic-Development/Division-of-Transportation/Transportation-Plans-Programs
[10] https://www.willcountyfreight.org/

Capital costs

The Project is anticipated to cost $156.2 million in year of expenditure dollars. IDOT has indicated that approximately $20.2 million of the total $156.2 million cost is attributable to new capacity, including new movements at the interchanges, added lanes, auxiliary lanes, and additional bridge deck width. In addition, investments for system enhancements like additional turn lanes and pedestrian and bicycle facilities will total $6.5 million.

Revenues

The projects are funded in IDOT's FY 2020-2025 Proposed Multi-Year Highway Improvement Program. The projects are anticipated to utilize federal National Highway Performance Program (NHPP) funding with a 10 percent state match.

ON TO 2050 fiscal constraint

ON TO 2050 includes a financial plan for transportation investments, which is a requirement under federal regulation. This compares the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining, and operating the total transportation system. This process is known as "fiscal constraint". Constraint for plans is important because it reminds regional decision makers to set priorities and make trade-offs rather than including an extensive list of projects and activities that may not be affordable relative to projected revenues. In order for ON TO 2050 to be amended, costs for new capacity associated with the project would need to be included within the plan's fiscal constraint. Projects often contain a blend of reconstructing existing infrastructure and adding new capacity to serve new markets or improve service. The plan focuses on new capacity elements of RSPs because they are discretionary investments and create ongoing maintenance needs.

The State plans to use federal and state dollars for all project costs, including the $20.2 million allocated to constructing new interchange movements and other new capacity. While some of this funding is newly available through Rebuild Illinois, the ON TO 2050 financial plan already assumes increased transportation revenues, so Rebuild Illinois does not represent "new money" over and above what is included in the financial plan. However, the cost of new capacity in this project is small in the context of the financial plan, which constrains $518 billion of investments through 2050. Within the financial plan, $4.9 billion is allocated toward the new capacity elements of RSPs. The System Enhancement funding category is allocated $17.5 billion and specifically allows for various smaller project types including smaller lane additions.[11] Given the focus of this project on the existing system and adding missing movements to interchanges, it may be appropriate to reallocate the new capacity cost of the project to the RSP category from the System Enhancements category.

[11] Chicago Metropolitan Agency for Planning, "ON TO 2050 Financial Plan for Transportation," 14. https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Financial+Plan+for+Transportation+Appendix.pdf/80791482-09e6-e7e3-fe51-fd32e653f35b

PROJECT EVALUATION

The following section contains the CMAP staff evaluation of the project. It has been evaluated, to the extent possible, using the same metrics that were evaluated for all RSPs in the ON TO 2050 development process. This section also discusses the project's fit with the principles and goals of the plan.

ON TO 2050 principles

Three principles guide the goals and recommendations of the ON TO 2050 plan: Inclusive Growth, Resilience, and Prioritized Investment.

The Inclusive Growth principle emphasizes that we must grow our economy through growing opportunity for all residents, particularly minority and low income residents. Quantitative evaluation suggests use of these roadways by residents of economically disconnected areas is likely to be low. On the other hand, no negative impacts to economically disconnected areas are anticipated.

The Resilience principle emphasizes the need to prepare for change, both known and unknown. The project addresses this principle to a limited degree. While it aims to improve interstate access, the project does contain bicycle and pedestrian improvements that may adapt to growing demand for walking and biking. The project is also being designed to anticipate the eventual extension of managed lanes along I-55.

The Prioritized Investment principle emphasizes the need to carefully target limited resources to maximize benefits. The project addresses existing needs in the I-55 corridor, particularly aiding freight movement, congestion, and potentially improving safety performance. The project adds missing interchange movements in an already developed area.

ON TO 2050 Goals and Recommendations

Building on its principles, ON TO 2050 provides a comprehensive set of recommendations to guide decisions relating to community, prosperity, the environment, governance, and mobility. The following table shows whether the project impacts relevant goals and recommendations of ON TO 2050. ON TO 2050 is divided into five chapters that are, in turn, comprised of 12 goal areas. If a goal area is potentially impacted, the text that follows the table provides detail.

Appendix I provides detailed findings of the quantitative analysis of the project.

ON TO 2050 Chapter	Goal Area	I-55 at Airport/Lockport and at IL 126 Proposal Impact
Community	Strategic and sustainable development	Potential impact

ON TO 2050 Chapter	Goal Area	I-55 at Airport/Lockport and at IL 126 Proposal Impact
	Reinvestment for vibrant communities	Negligible Impact
	Development that supports local and regional economic strength	Negligible impact
Prosperity	Robust economic growth that reduces inequality	Impact
	Responsive, strategic workforce and economic development	Negligible impact
Environment	A region prepared for climate change	Potential impact
	Integrated approach to water resources	Potential Impact
	Development practices that protect natural resources	Potential Impact
Governance	Collaboration at all levels of government	Negligible impact
	Capacity to provide a strong quality of life	Negligible impact
	Data driven and transparent investment decisions	Negligible impact
Mobility	A modern, multimodal system that adapts to changing travel demand	Impact
	A system that works better for everyone	Impact
	Making transformative investments	Impact

Community

The Community chapter touches on many issues relevant to creating vibrant places and communities. This includes reinvestment in existing places and developing communities that offer housing choice, easy access to jobs and amenities, and a strong quality of life.

Strategic and sustainable development

ON TO 2050 provides recommendations to target investment in existing communities as well as promote careful, fiscally and environmentally sustainable growth. The I-55 at Airport/Lockport and at IL 126 project is meant to convert existing partial interchanges into full interchanges, investing in developed areas. The project improves access to downtown Plainfield. The remaining developable land near the project is within existing communities, but is generally within an area where conservation design or other sensitive development techniques are particularly appropriate.

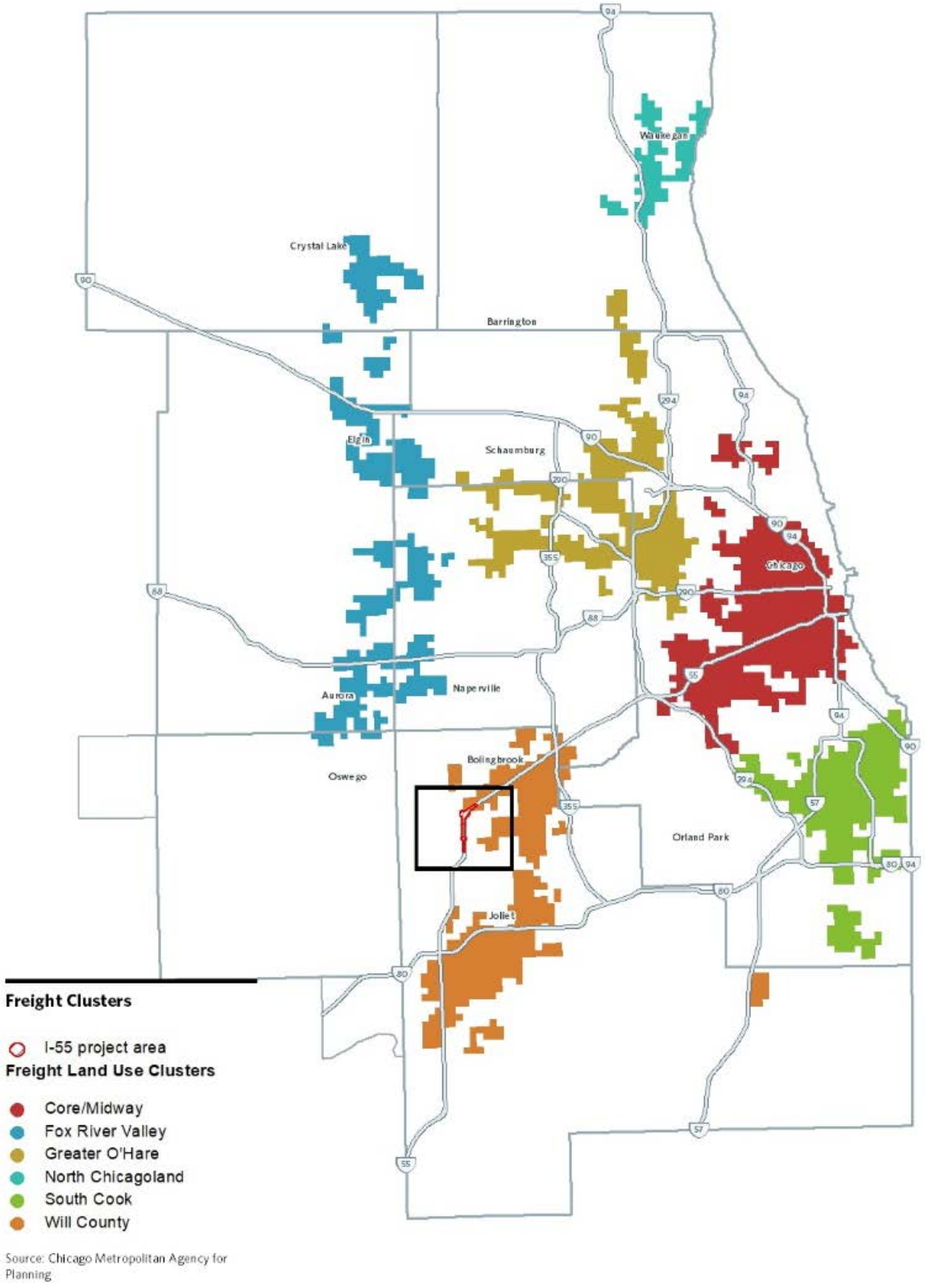
Prosperity

The Prosperity chapter offers recommendations on economic development and workforce to help the region thrive. Its recommendations highlight the need to coordinate across governments to provide the infrastructure, human capital, and support needed to retain businesses and attract growth.

Robust economic growth that reduces inequality

This goal of ON TO 2050 recognizes that the region has extensive assets, including its people, industries, educational and research institutions, infrastructure, and location. It also encourages support for the region's traded clusters -- those that sell products and services in markets outside the region. The project serves the Will County freight cluster as defined by CMAP (Figure 2), and it offers potential to improve or expand existing operations of some of the region's traded clusters, particularly in the area of transportation, distribution, and logistics. In particular the project will significantly improve interstate access for 1.6 million square feet of industrial space immediately to the west in Plainfield and 10 million square feet of industrial space just to the east in Romeoville.

Figure 2. Freight clusters in ON TO 2050



Environment

ON TO 2050 has several goals and recommendations related to improving natural resources and green infrastructure throughout the region.

Development practices that protect natural resources

This ON TO 2050 goal recommends preserving high-priority natural areas and enhancing impaired areas during development and redevelopment processes. Much of the project area is located within or adjacent to areas CMAP has identified as regional conservation priorities, including wetlands and riparian corridors. During the construction of the projects, these areas may be vulnerable to contamination from sediment, oils, and debris. IDOT anticipates using best management practices to control runoff during construction and post-construction. The project may provide an opportunity for these natural areas to be expanded and enhanced. The design for the Airport/Lockport interchange was chosen in part to avoid impacts to the nearby Lake Renwick East Land and Water Reserve. However, the IL 126 interchange will have moderate wetland and floodplain impacts, per the IDOT project evaluation.[12]

Integrated approach to water resources

This ON TO 2050 goal includes recommendations for stormwater management, water quality, and water supply. Because much of the project area is in close proximity to high-quality aquatic ecosystems, it will be important for construction, maintenance, and operations to be managed in a way that minimizes the impact of stormwater runoff entering the surrounding areas.

A region prepared for climate change

This ON TO 2050 goal includes recommendations for climate change mitigation and adaptation. Some portions of the project area are near the existing 100-year floodplain, which is expected to see more frequent and more severe flooding during the coming decades, though future floodplain maps are not available.

The effects of the proposed project on greenhouse gas emissions are not clear. The reduction in congestion and reduction in out-of-direction travel by adding missing interchange movements will reduce emissions, but this could be offset somewhat by an increase in vehicle miles traveled in the longer term.

Mobility

The Mobility chapter focuses on achieving a safe and reliable transportation system for the future. It calls for careful investment to meet today's needs, while preparing the transportation system for changes in demand, technology, and the economy.

A modern, multimodal system that adapts to changing travel demand

[12] http://www.airportand126study.org/pdf/CAG-Mtg6/CAG6EvaluationMatrix.pdf

The project will improve access to I-55 and allow more fluid vehicle movement in the northern Will County subregion. New and improved interchanges will reduce out of direction travel. These aspects support ON TO 2050's emphasis on seamless, efficient travel in the region. Overall, the arterials immediately around the interchanges have moderately high congestion and travel time unreliability relative to other locations where RSPs are planned.

The project does not have a significant effect on state of good repair since the existing structures of Airport Rd/Lockport St and IL 126 over I-55 were reconstructed over the past 20 years and are in satisfactory condition. However, neither structure is designed to current standards for underclearance. Both structures have 4-span designs with piers in the center as well as at the edge of shoulder, which prevents any future widening of I-55 with the existing structures in place. As part of the proposed improvement, both structures would be replaced with 2-span structures which would accommodate the planned future facility widening/managed lanes.

A system that works better for everyone

This ON TO 2050 goal emphasizes safety, resilience, and equitable access to the transportation system. The project's Purpose and Need statement is related to improving access. The quantitative analysis shows high safety needs on arterial links in the area compared to other RSPs, which may be partly addressed by improved design near the interchanges. The current interchange at IL 126 is classified as a 5 percent safety location by IDOT, meaning that it is among the 5 percent most unsafe locations in the state. Redesigning the interchange would help address this.

This ON TO 2050 goal also emphasizes investing in safe bike and pedestrian pathways to desired destinations. The project will provide sidewalks/paths in areas where none exist today: along IL 126 and Essington Rd, as well as at the Airport/Lockport interchange across I-55 -- providing for the first time safe bicycle and pedestrian access to Four Seasons Park just west of I-55 for residents who live east of the interchange. Furthermore, the project will provide improved access to the popular downtown Plainfield Pace park-and-ride lot.

Making transformative investments

This section of ON TO 2050 contains many of the plan's revenue recommendations, as well as recommendations related to performance based programming and implementing value capture. The plan encourages IDOT and other implementers to use a transparent process for ranking and selecting projects.

This section also recommends further implementing value capture or otherwise including local contributions to reflect the local benefits of many state-led projects. According to IDOT's TIP amendment request, the project's interchanges do not have any local contribution.

NEXT STEPS

CMAP has analyzed the impacts of this project based on available information. The public comment period for amending the ON TO 2050 plan to include the I-55 at Airport/Lockport and at IL 126 project runs from April 10 to May 11, 2020.

Public comment can be submitted by:

- Emailing i55projects@cmap.illinois.gov
- Mailing a comment to:
  Chicago Metropolitan Agency for Planning
  Attn: Jane Grover
  233 South Wacker Drive, Suite 800
  Chicago, IL 60606

Additional information can be found at https://www.cmap.illinois.gov/updates/proposed-amendments.

Following the public comment period, CMAP staff will make a recommendation on whether the Plan should be amended to include the project. The CMAP Board and MPO Policy Committee will consider this recommendation in June 2020.

APPENDIX I: EVALUATION OF IMPACT ON CURRENT NEEDS AND PLANNING PRIORITIES

The following tables contain the results of the quantitative evaluation of the project. The evaluation replicates the "current needs" and "planning priorities" assessment used in the ON TO 2050 process, which are described in more detail in an appendix to ON TO 2050.[13] The current needs assessment scores the existing congestion, safety, etc. problems at the project location based on a 0 – 100 index of how that location compares against the entire arterial or expressway National Highway System (NHS), with 100 representing the most severe problems and highest possible need. In the tables below, comparisons are also given against other RSPs included in ON TO 2050 to aid interpretation. In some cases, the project may seem to have a relatively low score against the entire NHS, yet still address more significant needs than other constrained RSPs. Because the project is providing better access to the expressway from the adjacent arterial network, the congestion, safety, etc. problems on the affected arterials are also assessed. Arterial and expressway results are presented in separate tables.

The planning priorities assessment examines the degree to which a project at a given location could address the priorities in ON TO 2050, such as avoiding impacts to conservation areas or improving freight movement. Generally these scores are also provided as a 0 – 100 index, with 100 indicating that a project at that location is more desirable. For a few factors, providing the value itself is more appropriate than an index. A travel model analysis was not undertaken because the project makes primarily operational improvements which the regional travel model is less suited to evaluating.

Arterial

Overall, the arterial network interacting with the project displays comparatively high need among other arterial RSPs in terms of safety and mobility. The project displays moderate to low need on other factors.

Current Need	**Score** (compared to the entire NHS)	**Notes** (Comparison is made to other constrained RSPs where relevant)
Structurally deficient bridge (square feet of deck)	0	No structurally deficient bridges.
Pavement condition (condition rating and pavement roughness)	28	Moderately low score among the NHS overall, indicating lower proportion of pavement in deficient condition. Comparable to US 20/Lake Street.

[13] Chicago Metropolitan Agency for Planning, "ON TO 2050 Regionally Significant Projects Benefit Report," October 2018. https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Regionally+Significant+Projects+Benefit+Report+Appendix.pdf/612e47c8-5038-c3f7-035e-22959ffb0c51

Current Need	**Score** (compared to the entire NHS)	**Notes** (Comparison is made to other constrained RSPs where relevant)
Safety (fatal crashes per VMT)	46	High score among arterial projects (comparable to IL 31), and compared to the NHS overall.
Mobility (intensity and duration of congestion)	66	Moderately high score among the NHS overall.
Reliability (planning time index)	60	Moderate score among arterials and the NHS overall.

Note: these scores are scaled 1-100, and indicate how a project performs relative to all expressways and arterials in the entire NHS. A score of 100 indicates the highest need, i.e. poorest current performance.

The following table depicts the results of the project on the ON TO 2050 planning priority assessment. The arterial portions of the project display moderate to moderately high impact on conservation areas, benefits to key industries, and freight improvement.

Planning Priority	**Score** (compared to the entire NHS)	**Notes** (Comparison is made to other constrained RSPs where relevant)
Conservation Area Impact (sq ft of CA within 500 ft, per mile of road)	54	Moderate score. Comparable to IL 83 and Laraway Road.
Economic impact due to industry clustering	9	Moderately low score, comparable to US 20/Lake Street.
Benefits to key industries	52	Moderate score.
Freight Improvement	31	Moderately high impact on freight, comparable to IL 83 and Randall Road.
Planning Priority	**Value**	**Notes**
Expected traffic growth (percent by 2050)	23%	Moderate increase. Comparable to US 20/Lake Street and IL 173.
Project use by residents of economically disconnected areas (percent of VMT)	4.4%	Moderately low usage by EDA residents compared to arterial RSPs.

Expressway

The expressway portions of the project display moderate to low need among other RSPs for the Need Factors below.

Current Need	**Score** (compared to the entire NHS)	**Notes** (Comparison is made to other constrained RSPs where relevant)
Structurally deficient bridge (square feet of deck)	0	No structurally deficient bridges.
Pavement condition (condition rating and pavement roughness)	32	Moderate score among the NHS overall.
Safety (fatal crashes per VMT)	2	Low score among expressways and the NHS overall.
Mobility (intensity and duration of congestion)	34	Low score among the NHS overall.
Reliability (planning time index)	26	Low score among expressways and the NHS overall.

Note: these scores are scaled 1-100, and indicate how a project performs relative to all expressways and arterials in the entire NHS. A score of 100 indicates the highest need, i.e. poorest current performance.

The expressway portions of the project display high impact freight improvement and moderate to low impact on other factors.

Planning Priority	**Score**	**Notes** (Comparison is made to other constrained RSPs where relevant)
Conservation Area Impact (sq ft of CA within 500 ft, per mile of road, indexed to RSP expressway set)	25	Moderately low impact compared to other expressway RSPs.
Economic impact due to industry clustering	23	Moderate impact compared to expressway RSPs.
Freight Improvement	93	High impact among expressway projects.
Planning Priority	**Value**	**Notes**

Expected traffic growth (percent by 2050)	8%	Moderately low increase.
Project use by residents of economically disconnected areas (percent of VMT)	2%	Low usage by EDA residents compared to expressway RSPs.
Benefits to areas with industrial vacancy (current vacant space)	1.1 M	Low score among expressway RSPs.

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MEMORANDUM

To: **CMAP Transportation Committee**

From: CMAP Staff

Date: March 27, 2020

Re: Proposed Amendment to ON TO 2050 – Improvements to I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road

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The Illinois Department of Transportation (IDOT) has requested to amend the ON TO 2050 regional comprehensive plan to add improvements to I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road ("I-55 at IL 59 Access Project" or "the project") to the list of fiscally constrained regionally significant projects (RSPs). RSPs are capital investments in the region's expressways, transit system, and arterials with impacts and benefits that are large enough to warrant additional discussion through the regional planning process. This memo represents the initial staff analysis, and will be provided for public comment from April 10 to May 11, 2020. The amendment process itself and the thresholds defining RSPs are described in a November 9, 2018, memo to the CMAP Transportation Committee.[1]

Amendments to ON TO 2050 address RSPs with significant changes in funding or status since the plan's development, thus warranting a new evaluation. Plan amendments undergo the same analysis and public process as projects identified in the plan development process. Proposed plan amendments 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. An amendment must also meet fiscal constraint requirements, described further below.

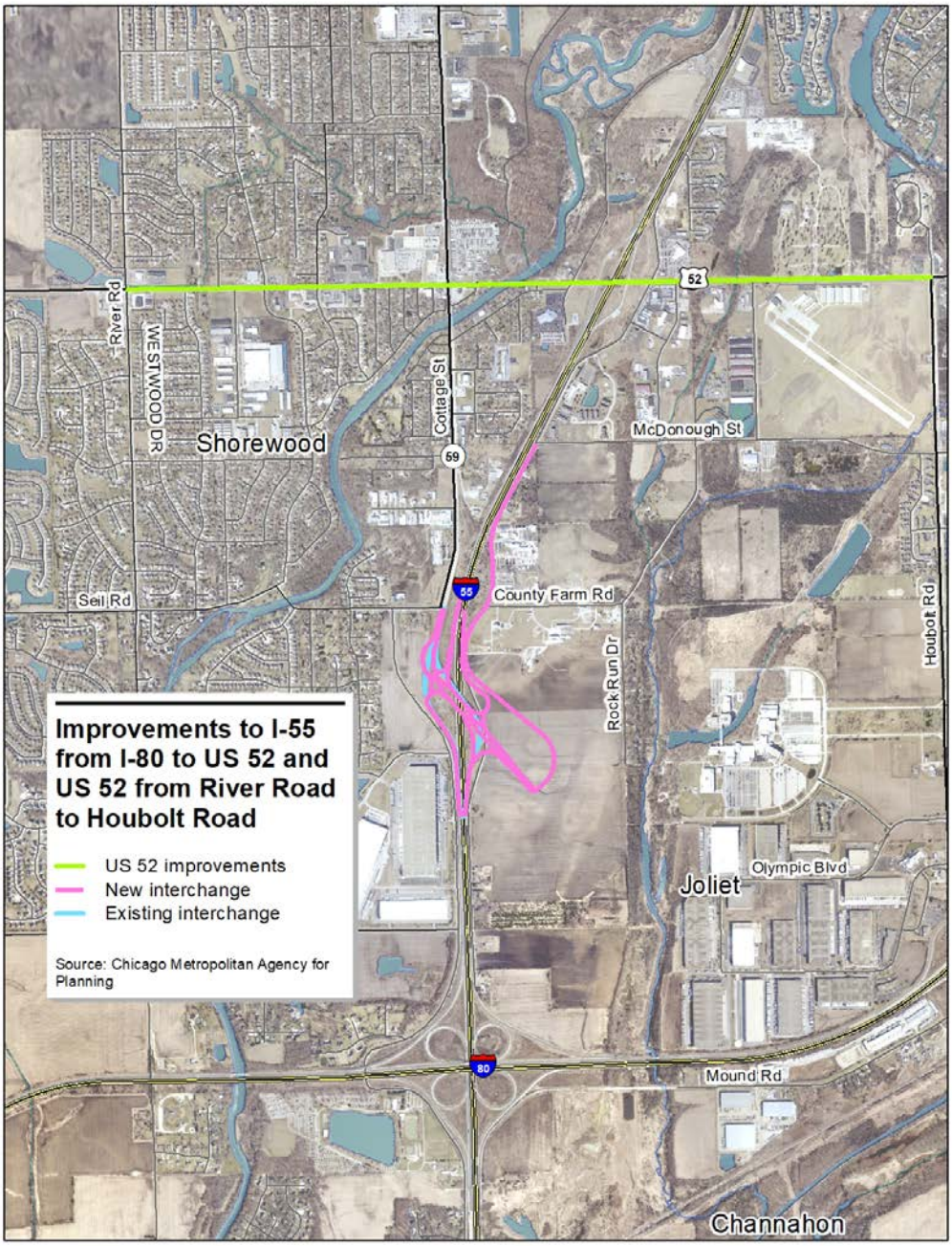
PROJECT DESCRIPTION

The purpose of this project is to improve regional mobility and provide better local interstate access. The I-55 from I-80 to US 52 portion involves converting a partial interchange to a full access interchange at I-55 and IL 59 -- including a new structure over I-55 -- and adding auxiliary lanes from IL 59 to US 52. The US 52 from River Rd to Houbolt Rd portion includes

[1] Chicago Metropolitan Agency for Planning, "ON TO 2050 Regionally Significant Projects: Proposed amendment process," November 2018, https://www.cmap.illinois.gov/documents/10180/944935/CmteMemo_RSPAmendmentProcess.pdf

reconstruction, bridge widening and repair, widening pavement, and adding turn and through lanes. Because it is on the National Highway System and is above $100 million, it is a regionally significant project requiring a plan amendment. Figure 1 shows the general location and extent of the improvements.

Figure 1. Location map for the Improvements to I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road



Project history

The interchange at I-55 and IL 59 was first evaluated in the 1990s as part of the widening of IL 59. That project was designed to accommodate a full interchange at IL 59, planning for which began in the early 2010s. Following discussion with the City of Joliet to study a larger area, project planning for the I-55 at IL 59 Access Project began in 2017.[2] The study has been conducted using IDOT's Context Sensitive Solutions process, with two public meetings and four community advisory group meetings to date. In 2018, the project was split into four components to aid in establishing local sponsorship. The four components are: 1) improvements to I-55 at IL 59; 2) improvements to US 52 from River Road to Houbolt Road; 3) extension of Olympic Boulevard to connect the I-55 East Frontage Road and Houbolt Road (sponsored by the City of Joliet); and 4) improvements to Seil Road at the DuPage River (sponsored by the Village of Shorewood). Only the first two components, which include capacity additions on the National Highway System, are part of the RSP amendment.

The project receives some support from local plans. The 2017 Will County Long Range Transportation Plan[3] includes IL 59 at US 52 (Jefferson St) improvements as an "investment priority." I-55 at IL 59 is included in a lower priority list of projects. The 2017 Will County Community Friendly Freight Mobility plan includes the I-55 at IL 59 interchange project as a Tier 4 priority. The U.S. 52 (Jefferson St) at I-55 interchange project is included as a Tier 2 priority. Shorewood's 2007 comprehensive plan does not specifically contemplate the improvements in the amendment. It does note the importance of U.S. 52 as an arterial roadway. Joliet is currently undertaking a comprehensive plan, its first in 60 years. [4]

Project status

This project entered the National Environmental Policy Act (NEPA) process as a large study area that subsequently resulted in four projects of independent utility. The I-55 from I-80 to US 52 element of the project will be treated as a categorical exclusion under NEPA, while the US 52 from River Road to Houbolt Road portion has not been determined. Both portions of the project received concurrence for the preferred alternative in September 2018. The I-55 from I-80 to US 52 element received design approval in May 2019, while design approval from the US 52 from River Road to Houbolt Road portion is anticipated in early 2021.

Project costs and revenues

[2] http://www.i55atil59accessproject.org/comm_advis_group.html
[3] https://www.willcountyillinois.com/County-Offices/Economic-Development/Division-of-Transportation/Transportation-Plans-Programs
[4] https://www.theherald-news.com/2019/08/12/making-comprehensive-plans/a8orxn7/

Capital costs

The project is anticipated to cost $146.5 million in year of expenditure dollars. IDOT has indicated that approximately $23.4 million of the total $146.5 million cost is attributable to new capacity, including new movements at the interchanges, added lanes, a new bridge, and additional bridge deck width. In addition, investments for system enhancements like additional turn lanes and pedestrian and bicycle facilities will total $25.0 million.

Revenues

The projects are funded in IDOT's FY 2020-2025 Proposed Multi-Year Highway Improvement Program (MYP). The projects are anticipated to utilize National Highway Performance Program (NHPP) funding. The US 52 from River Road to Houbolt Road portion is expected to have a 20 percent state match, while the I-55 from I-80 to US 52 portion would have a $12.4 million local contribution from the City of Joliet with the balance of the match made up by the state. The local contribution is expected to be split with the developer of the Rock Run Crossings project (discussed below) through an agreement being negotiated with the City of Joliet.

ON TO 2050 fiscal constraint

ON TO 2050 includes a financial plan for transportation investments, which is a requirement under federal regulation. This compares the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining, and operating the total transportation system. This process is known as "fiscal constraint." Constraint for plans is important because it reminds regional decision makers to set priorities and make trade-offs rather than including an extensive list of projects and activities that may not be affordable relative to projected revenues. In order for ON TO 2050 to be amended, costs for new capacity associated with the project would need to be included within the plan's fiscal constraint. Projects often contain a blend of reconstructing existing infrastructure and adding new capacity to serve new markets or improve service. The plan focuses on new capacity elements of RSPs because they are discretionary investments and create ongoing maintenance needs.

The State plans to use federal and state dollars for all project costs, including the $23.4 million allocated to constructing new interchange movements and other new capacity. While some of this funding is newly available through Rebuild Illinois, the ON TO 2050 financial plan already assumes increased transportation revenues, so Rebuild Illinois does not represent "new money" over and above what is included in the financial plan. However, the cost of new capacity in this project is small in the context of the financial plan, which constrains $518 billion of investments through 2050. Within the financial plan, $4.9 billion is allocated toward the new capacity elements of RSPs. The System Enhancement funding category is allocated $17.5 billion and

specifically allows for various smaller project types including smaller lane additions.[5] Given the focus of this project on the existing system and adding missing movements to interchanges, it may be appropriate to reallocate the new capacity cost of the project to the RSP category from the System Enhancements category.

PROJECT EVALUATION

The following section contains the CMAP staff evaluation of the project. The project has been evaluated, to the extent possible, using the same metrics that were evaluated for all RSPs in the ON TO 2050 development process. This section also discusses the project's fit with the principles and goals of the plan.

ON TO 2050 principles

Three principles guide the goals and recommendations of the ON TO 2050 plan: Inclusive Growth, Resilience, and Prioritized Investment.

The Inclusive Growth principle emphasizes that we must grow our economy through growing opportunity for all residents, particularly minority and low income residents. Use of these roadways by residents of economically disconnected areas is expected to be low. However, the project is expected to improve access to Joliet Junior College, and the project's improvement of mobility in the Will County freight cluster supports middle-skill jobs in the transportation, distribution, and logistics industry. No negative impacts to economically disconnected areas are anticipated.

The Resilience principle emphasizes the need to prepare for change, both known and unknown. The project aims to improve regional mobility, local connectivity, and system linkage. The project addresses resilience to a limited degree. Portions of the project contain bicycle and pedestrian improvements that may adapt to growing demand for walking and biking. Given the limited east-west travel possible in the area – in the five miles between US 52 and US 6, the only crossing of I-55 is I-80 – the project may also better accommodate access needs during floods or other emergencies.

The Prioritized Investment principle emphasizes the need to carefully target limited resources to maximize benefits. The project addresses current needs in the area, particularly congestion and reliability problems on US 52, adding missing interchange movements in a developed area, and improving truck access.

[5] Chicago Metropolitan Agency for Planning, "ON TO 2050 Financial Plan for Transportation," 14. https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Financial+Plan+for+Transportation+Appendix.pdf/80791482-09e6-e7e3-fe51-fd32e653f35b

ON TO 2050 Goals and Recommendations

Building on its principles, ON TO 2050 provides a comprehensive set of recommendations to guide decisions relating to community, prosperity, the environment, governance, and mobility. The following table shows whether the project impacts relevant goals and recommendations of ON TO 2050. ON TO 2050 is divided into five chapters that are, in turn, comprised of 12 goal areas. If a goal area is potentially impacted, the text that follows the table provides detail.

Appendix I provides detailed findings of the quantitative analysis of the project.

ON TO 2050 Chapter	Goal Area	I-55 at IL 59 Access Proposal Impact
Community	Strategic and sustainable development	Potential impact
	Reinvestment for vibrant communities	Negligible Impact
	Development that supports local and regional economic strength	Negligible impact
Prosperity	Robust economic growth that reduces inequality	Impact
	Responsive, strategic workforce and economic development	Negligible impact
Environment	A region prepared for climate change	Potential impact
	Integrated approach to water resources	Potential impact
	Development practices that protect natural resources	Potential impact
Governance	Collaboration at all levels of government	Impact
	Capacity to provide a strong quality of life	Negligible impact
	Data driven and transparent investment decisions	Negligible impact
Mobility	A modern, multimodal system that adapts to changing travel demand	Impact
	A system that works better for everyone	Impact
	Making transformative investments	Impact

Community

The Community chapter touches on many issues relevant to creating vibrant places and communities. This includes reinvestment in existing places and developing communities that offer housing choice, easy access to jobs and amenities, and a strong quality of life.

Strategic and sustainable development

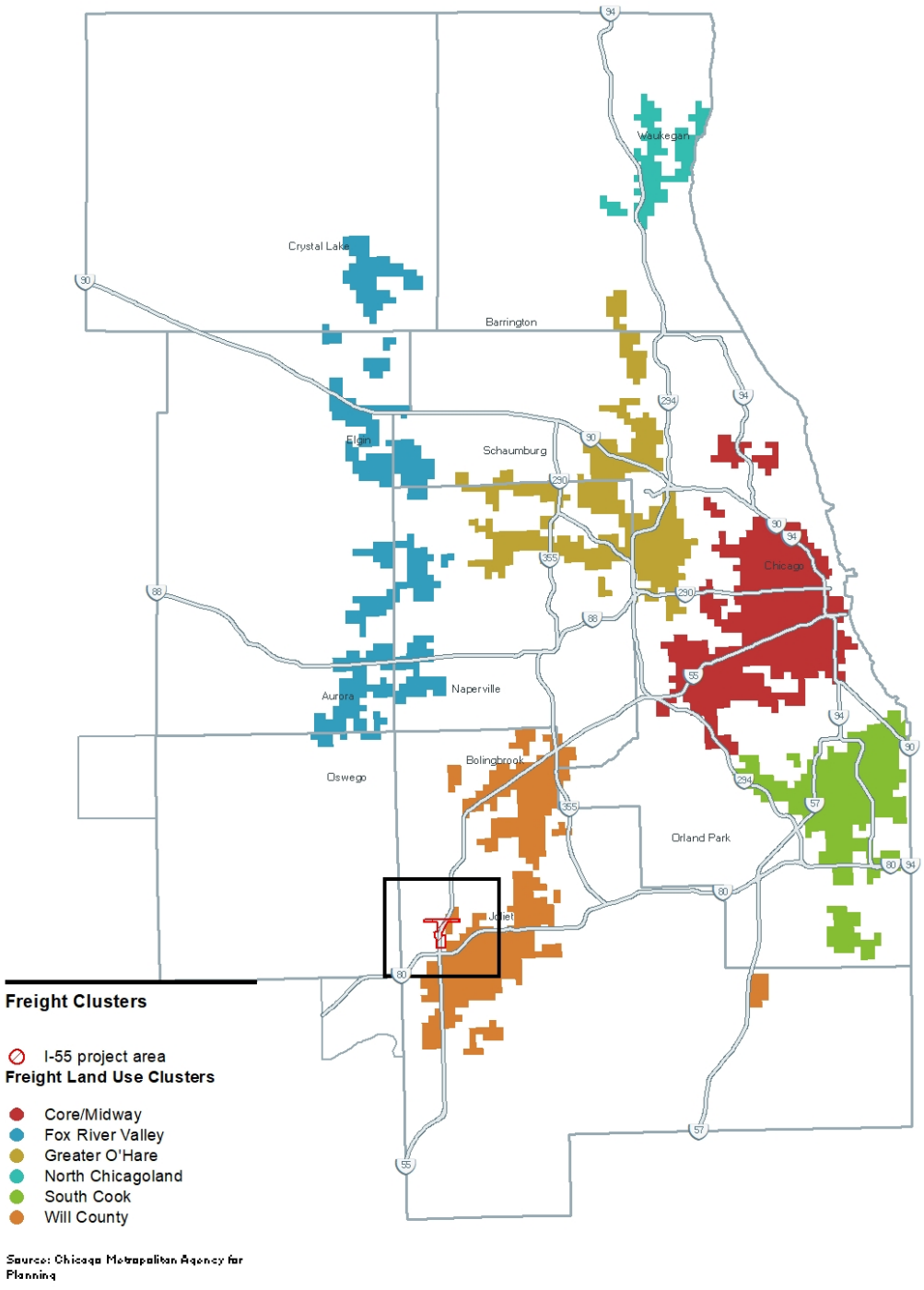
ON TO 2050 provides recommendations to target investment in existing communities as well as promote careful, fiscally and environmentally sustainable growth. The project is located towards the edge of region and is largely in areas categorized as "Coordinated Planning Areas" in ON TO 2050, indicating large amounts of agricultural or natural lands in proximity. These areas are generally considered partially supportive of infill development. The project facilitates a proposed mixed-use development ("Rock Run Crossings") at the northeast corner of I-55 and I-80.[6] While it is greenfield development, and is adjacent to a forest preserve holding, the development would be surrounded by already built-up land. ON TO 2050 emphasizes infill to best utilize existing infrastructure.

The project also contains an expansion of US 52 from two lanes to four lanes from River Rd to IL 59. There is minimal development west of this stretch of roadway, with significant agricultural land. The area west of the roadway expansion is largely categorized as minimally supportive of infill. It is possible that increased roadway capacity could facilitate new development in existing agricultural areas. The Village of Shorewood's comprehensive plan contemplates commercial development along US 52 west of the expansion area.

ON TO 2050 also emphasizes investing in disinvested areas. The project is not within a disinvested area, though there are disinvested areas a few miles east. As noted in the quantitative analysis, project use by residents of economically disconnected areas is expected to be low.

[6] http://rockruncrossings.com/wp-content/uploads/2020/03/RRC-NEW-AERIAL-NEW-REGAL-LOGO-STRAIGHT.jpg

Figure 2. Freight Clusters in ON TO 2050



Prosperity

The Prosperity chapter offers recommendations on economic development and workforce to help the region thrive. Its recommendations highlight the need to coordinate across governments to provide the infrastructure, human capital, and support needed to retain businesses and attract growth.

Robust economic growth that reduces inequality

This goal of ON TO 2050 recognizes that the region has extensive assets, including its people, industries, educational and research institutions, infrastructure, and location. It also encourages support for the region's traded clusters -- those that sell products and services in markets outside the region.

The project is near the Will County freight cluster (Figure 2) as defined by CMAP (with portions of it in the cluster), and it offers potential to improve or support expansion of existing operations of some of the region's traded clusters, particularly in the area of transportation, distribution, and logistics. Quantitative analysis suggests high benefits to areas with industrial vacancies as well as moderate benefits to key industries, those that are export-oriented and sensitive to transportation costs. The project also serves Rock Run Crossings, though the envisioned development appears to predominantly feature businesses with a more local impact, such as retail, restaurants, and entertainment.

Environment

ON TO 2050 has several goals and recommendations related to improving natural resources and green infrastructure throughout the region.

Development practices that protect natural resources

This ON TO 2050 goal recommends preserving high-priority natural areas and enhancing impaired areas during development and redevelopment processes. Some sections of the project are located within general areas CMAP has identified as regional conservation priorities, including oak woodlands and riparian corridors. The area immediately surrounding Rock Run Creek contains important oak communities and connects to the Middle Rock Run County Forest Preserve. The project may provide an opportunity for these natural areas to be expanded and enhanced. Most of the immediate project area and surrounding lands also contain high quality agricultural soils, which ON TO 2050 generally supports preserving.

Integrated approach to water resources

This ON TO 2050 goal includes recommendations for stormwater management, water quality, and water supply. Construction at this site could have a significant impact on local habitat, which may be mitigated by best management practices and ongoing management of the area as a green infrastructure facility. It will be important for construction, maintenance, and operations to be managed in a way that reduces the impact of stormwater runoff into surrounding areas. IDOT anticipates using best management practices to control runoff during construction and post-construction. Certain project design choices were also made to avoid impacts on natural

areas. For example, early alternatives that may have impacted wetlands near Joliet Junior College ("the fen") were dismissed.

A region prepared for climate change

This ON TO 2050 goal includes recommendations for climate change mitigation and adaptation. The section of the project site near Rock Run Creek is located within the existing one 100-year floodplain, which is expected to see more frequent and more severe flooding during the coming decades, though future floodplain maps are not available. Bridge and roadway design at IDOT incorporates significant safety factors above the expected flood height in a 100-year event. Engineers at IDOT have discussed the need to have a sensitivity analysis to examine the potential for future storms to exceed current design criteria, but this is not currently available.

The effects of the proposed project on greenhouse gas emissions are not clear. The reduction in congestion and reduction in out-of-direction travel by adding missing interchange movements will reduce emissions, but this could be offset somewhat by an increase in vehicle miles traveled in the longer term.

Governance

The Governance chapter focuses on leading effectively together and contains recommendations related to collaboration, local government capacity, and making decisions in a data driven and transparent way.

Collaboration at all levels of government

This ON TO 2050 goal emphasizes that leaders in northeastern Illinois must work together efficiently and effectively. It encourages transportation agencies to partner with other units of government to deliver infrastructure projects to achieve benefits such as speeding up project delivery and improving system reliability. The I-55 at IL 59 Access Project involved significant collaboration between IDOT and local partners, both governmental and nongovernmental. The project emerged from a large study area that eventually resulted in four components – as noted above – two of which will be led by local agencies.

Mobility

The Mobility chapter focuses on achieving a safe and reliable transportation system for the future. It calls for careful investment to meet today's needs, while preparing the transportation system for changes in demand, technology, and the economy.

A modern, multimodal system that adapts to changing travel demand

This ON TO 2050 goal emphasizes safety, resilience, and equitable access to the transportation system. The project's Purpose and Need statement is related to improving mobility, connectivity, and system linkage. The project has a very high score among other RSPs for unreliable travel time, meaning that high traffic volumes in combination with events such as

bad weather combine to create unpredictably long travel times. Capacity improvements would alleviate some of this.

A system that works better for everyone

The project limits include two intersections and one segment on US 52 that are 2017 safety 5-percent locations (that is, in the most unsafe 5 percent of locations in the state). The US 52 portion of the project will include a barrier median and intersection channelization to address the safety issues, and some of the safety issues on I-55 related to weaving at ramps will be addressed by adding auxiliary lanes.

The goal also emphasizes investing in safe bike and pedestrian pathways to desired destinations. The I-55 at IL 59 interchange incorporates a new bicycle and pedestrian pathway, and US 52 will also include new bicycle and pedestrian accommodations. Doing so would allow for pedestrian access from hotels on the east side of the interchange to restaurants and other amenities on the west side.

Making transformative investments

This section of ON TO 2050 contains many of the plan's revenue recommendations, as well as recommendations related to performance based programming and implementing value capture. According to IDOT's FY2020-2025 MYP, all segments of the project appear in the MYP for the first time this year, with portions of the I-80 to US 52 segment in FY20, the first year of the program. The timing may be linked to the adjacent mixed-use development.

This section also recommends further implementing value capture to reflect the local benefits of many state-led projects. The plan includes a recommendation that IDOT and counties consider policies similar to the Tollway's, which requires local governments to contribute half the cost of interchange projects. According to IDOT's TIP amendment request, the project's I-55 at IL 59 interchange component does contain local funds for engineering and construction that represent about 16 percent of the project's total cost.

NEXT STEPS

CMAP has analyzed the impacts of this project based on available information. The public comment period for amending the ON TO 2050 plan to include the Improvements to I-55 from I-80 to US 52 and US 52 from River Road to Houbolt Road Project runs from April 10-May 11, 2020.

Public comment can be submitted by:

- Emailing i55projects@cmap.illinois.gov
- Mailing a comment to:
  Chicago Metropolitan Agency for Planning
  Attn: Jane Grover
  233 South Wacker Drive, Suite 800
  Chicago, IL 60606

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Following the public comment period, CMAP staff will make a recommendation on whether the Plan should be amended to include the projects. The CMAP Board and MPO Policy Committee will consider this recommendation in June 2020.

APPENDIX I: EVALUATION OF IMPACT ON CURRENT NEEDS AND PLANNING PRIORITIES

The following tables contain the results of the quantitative evaluation of the project. The evaluation replicates the "current needs" and "planning priorities" assessment used in the ON TO 2050 process, which are described in more detail in an appendix to ON TO 2050.[7] The current needs assessment scores the existing congestion, safety, etc. problems at the project location based on a 0 – 100 index of how that location compares against the entire arterial or expressway National Highway System (NHS), with 100 representing the most severe problems and highest possible need. In the tables below, comparisons are also given against other RSPs included in ON TO 2050 to aid interpretation. In some cases, the project may seem to have a relatively low score against the entire NHS, yet still address more significant needs than other constrained RSPs. Because the project is providing better access to the expressway from the adjacent arterial network, the congestion, safety, etc. problems on the affected arterials are also assessed. Arterial and expressway results are presented in separate tables.

The planning priorities assessment examines the degree to which a project at a given location could address the priorities in ON TO 2050, such as avoiding impacts to conservation areas or improving freight movement. Generally these scores are also provided as a 0 – 100 index, with 100 indicating that a project at that location is more desirable. For a few factors, providing the value itself is more appropriate than an index. A travel model analysis was not undertaken because the project makes primarily operational improvements which the regional travel model is less suited to evaluating.

Arterial

Overall, the arterial portions of the project display moderate to moderately high scores for pavement condition, safety, and mobility and a high score for reliability among other arterial RSPs.

Current Need	**Score** (compared to the entire NHS)	**Notes** (Comparison is made to other constrained RSPs where relevant)
Structurally deficient bridge (square feet of deck)	0	No structurally deficient bridges.
Pavement condition (condition rating and pavement roughness)	48	Moderately high score among the NHS overall. Comparable to US-41 Lake Shore Dr.

[7] Chicago Metropolitan Agency for Planning, "ON TO 2050 Regionally Significant Projects Benefit Report," October 2018. https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Regionally+Significant+Projects+Benefit+Report+Appendix.pdf/612e47c8-5038-c3f7-035e-22959ffb0c51

Current Need	**Score** (compared to the entire NHS)	**Notes** (Comparison is made to other constrained RSPs where relevant)
Safety (fatal crashes per VMT)	28	Moderately high score among arterials and the NHS overall.
Mobility (intensity and duration of congestion)	60	Moderate score among arterials (comparable to IL 47) and the NHS overall.
Reliability (planning time index)	74	High score among arterials and the NHS overall.

Note: these scores are scaled 1-100, and indicate how a project performs relative to all expressways and arterials in the entire NHS. A score of 100 indicates the highest need, i.e. poorest current performance.

The following table depicts the results of the project on the ON TO 2050 planning priorities assessment. The arterial portions of the project display a moderate impact on industry clustering, benefits to key industries and benefits to areas with industrial vacancy. The project also displays moderately high increases in expected traffic growth and freight improvement.

Planning Priority	**Score**	**Notes** (Comparison is made to other constrained RSPs where relevant)
Conservation Area Impact (sq ft of CA within 500 ft, per mile of road)	61	Moderately high score. Comparable to US-45/Olde Half Day Rd.
Economic impact due to industry clustering	13	Moderate impact, comparable to Laraway Rd.
Benefits to key industries (indexed to RSP arterial set)	53	Moderate impact compared to arterial RSPs.
Freight Improvement	33	Moderately high impact on freight, comparable to IL 83.
Expected traffic growth (percent by 2050)	33%	Moderately high increase. Comparable to IL 47 and IL 31/Front Street.
Project use by residents of economically disconnected areas (percent of VMT)	5.2%	Low usage by EDA residents compared to arterial RSPs.
Benefits to areas with industrial vacancy (current vacant space)	2.8 M	Moderate score.

Expressway

The expressway portions of the project display a high safety need among other RSPs for the Need Factors below.

Current Need	**Score** (compared to the entire NHS)	**Notes** (Comparison is made to other constrained RSPs where relevant)
Structurally deficient bridge (square feet of deck)	0	No structurally deficient bridges.
Pavement condition (condition rating and pavement roughness)	32	Moderate score among the NHS overall.
Safety (fatal crashes per VMT)	51	High score among expressway projects and within the NHS overall.
Mobility (intensity and duration of congestion)	33	Low score among the NHS overall.
Reliability (planning time index)	15	Low score among expressways and the NHS overall.

Note: these scores are scaled 1-100, and indicate how a project performs relative to all expressways and arterials in the entire NHS. A score of 100 indicates the highest need, i.e. poorest current performance.

The expressway portions of the project display high impact on conservation areas and freight improvement and moderate impact on expected traffic growth and benefits to areas with industrial vacancy.

Planning Factor	**Score**	**Notes** (Comparison is made to other constrained RSPs where relevant)
Conservation Area Impact (sq ft of CA within 500 ft, per mile of road)	90	High score among expressway RSPs.
Benefits to key industries (indexed to RSP arterial set)	30	Moderately low impact among expressway projects.
Freight Improvement	93	High impact among expressway RSPs.
Expected traffic growth (percent by 2050)	23%	Moderate increase.

Planning Factor	Score	Notes (Comparison is made to other constrained RSPs where relevant)
Project use by residents of economically disconnected areas (percent of VMT)	1.7%	Low usage by EDA residents compared to expressway RSPs.
Economic impact due to industry clustering	N/A	Negligible impact.
Benefits to areas with industrial vacancy (current vacant space)	8.4 M	Moderate score among expressway RSPs.

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MEMORANDUM

To: CMAP Transportation Committee

From: Angela Manning-Hardimon
Deputy Executive Director, Finance and Administration

Date: March 27, 2020

Re: FY2021 UWP Budget

On January 2, 2020, CMAP issued a Call for Projects for the FY2021 UWP proposals. Seventeen total proposals were received with 8 for core projects and 9 for the competitive projects. One competitive project was withdrawn after submission.

The FY2021 Budget reflects efforts to ensure that CMAP remains operational and provides for the core transportation planning dollars for the City of Chicago, the Council of Mayors, DuPage County and the transit agencies. The FY2021 Budget also reflects efforts to ensure that funding for competitive proposals, as indicated by the UWP committee as an important component of the UWP program in terms of advancing and implementing regional priorities, remain available for committee-selected projects. Federal funding is estimated to be $18,788,769 for FY2021, an increase of $651,044 over the FY2020 federal funding level. With the required match, the total UWP program for FY2021 is estimated to be $23,485,961.

Core Proposals

The core proposals submitted totaled $22,933,530 of which $18,555,873 was for federal funds. A brief synopsis of each core program was presented and discussed at the UWP committee meeting on February 11.

With the exception of CMAP, FY2021 funding for core programs is recommended to stay at its current level. The recommendation on funding levels for the core proposals is as follows:

- CMAP request for $18,788,053 be approved as proposed. This reflects an 8.8% or $1,535,005 increase from the FY2020 budget. Increases are primarily due to the elimination of the personnel salvage calculation model, increases in rents, and pension obligations. CMAP in FY2020 budgeted for 98 FTEs. This year CMAP returned to budgeting for 107 FTEs. This calculation impacts salaries, pension, FICA, and Medicare expenses.
- CDOT request for $952,875 be approved at $866,250, unchanged from FY2020.

- County request for $312,500 be approved at $300,000, unchanged from FY2020.
- Council of Mayors request for $1,834,158 be approved, unchanged from last year. *Note that Council of Mayors contributes an overmatch of $161,842 to their local match.*
- CTA request for $593,750 be approved at $525,000, unchanged from FY2020.
- Metra request for $500,000 be approved at $420,000, unchanged from FY2020.
- Pace (Rideshare Service Program – Smart Mobility Initiative) request of $144,000 be approved at $82,500, unchanged from FY2020.
- Pace (TIP Development and Monitoring) request be approved at $75,000, unchanged from FY2020.

Competitive Proposals

At the February 11 meeting, all competitive proposals were presented and the committee had an opportunity to ask further questions regarding the projects. Committee members ranked the proposals as reflected in Table 1.

TABLE 1
FY2021 COMPETITIVE PROPOSALS RANKING

Agency	Project Title	Total Score
CDOT	Central Business District Multi-modal Demand Assessment	16
CMAP – sub. to RTA	Local Planning Assistance - Community Planning Program	15
CTA	Transit Signal Priority Roadmap	15
Metra	Downtown Connections Study	15
Cook County	Equity Performance Measures for Invest in Cook	13
CTA	Strategic Plan for Expansion of GIS Usage at CTA	9
Pace	Pace ADA Paratransit and Pace Vanpool Customer Satisfaction Survey	9
CDOT	Vision Zero Chicago Dashboard	8

For the competitive projects, this was an unprecedented year in that 3 projects scored 15 points each, the second highest score for all projects. After considering the remaining budget available, and that all three projects could not be funded, CMAP requested withdrawal of its submission of the Community Planning Program from consideration. This left 2 projects to compete for the balance of funding. UWP Committee members were then requested to score between the final two tied projects for funding. The two projects were the CTA Transit Signal Priorities Roadmap project and the Metra Downtown Connections Study. After Committee scoring, this resulted in Metra and CTA having a tied score of 3 to 3. In this scenario, the Chairman of the UWP Committee is tasked with providing a tiebreaking score, and that score brought the winning proposal to Metra at 4 to 3. Based on the initial and secondary scoring by the UWP Committee of competitive proposals, it is recommended that the following proposals and amounts be approved:

- CDOT - Central Business District Multi-modal Demand Assessment for $300,000 (reflects federal funds and local match)

- Metra – Downtown Connections Study for $295,000 (reflects federal funds and local match)

Based on funding level of $595,000, the top two projects were awarded with the goal of providing 100% of its federal funding request. Selecting additional projects would have reduced the amount available per project, thereby reducing the feasibility of proceeding with the selected projects. All competitive projects submitted for funding could apply for funding under the SPR Call for Projects in March. On March 11, the UWP Committee met and approved the UWP FY2021 Program.

Table 2 reflects the FY2021 UWP recommended program.

TABLE 2
RECOMMENDED FY2021 UWP

		FY 2021 - UWP CMAP Recommendation		
Agency	**Project Title**	**Federal**	**Local Match**	**Total**
Core				
CMAP[1]	MPO Activities	$15,030,443	$3,757,610	$18,788,053
City of Chicago (CDOT)	City of Chicago Transportation and Programming	$693,000	$173,250	$866,250
Council of Mayors[2]	Subregional Transportation Planning, Programming, and Management	$1,467,326	$366,832	$1,834,158
DuPage County	DuPage Trails Plan	$240,000	$60,000	$300,000
CTA	Program Development	$420,000	$105,000	$525,000
Metra	Capital Program Development and Asset Management	$336,000	$84,000	$420,000
Pace	Smart Mobility Initiative	$66,000	$16,500	$82,500
Pace	TIP Development and Modeling	$60,000	$15,000	$75,000
Total of Core		**$ 18,312,769**	**$ 4,578,192**	**$ 22,890,961**
1) CMAP Local Match consists of $3.5 million in State match and $257,610 in Other funding				
2) Proposed Local Match includes an overmatch of $161,842				
Competitive				
CDOT	Central Business District Multi-modal Demand Assessment	$ 240,000	$ 60,000	**$ 300,000**
Metra	Downtown Connections Study	$ 236,000	$ 59,000	**$ 295,000**
Total of Competitive		**$ 476,000**	**$ 119,000**	**$ 595,000**
Total Programs		**$ 18,788,769**	**$ 4,697,192**	**$ 23,485,961**
FY 2021 Federal Mark		**$ 18,788,769**	**$ 4,697,192**	**$ 23,485,961**

ACTION REQUESTED: Approval

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: March 27, 2020

Re: Further Activities in Traffic Safety to Support State and Regional Performance Targets

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At its November meeting, the Transportation Committee (TC) discussed the need for additional regional efforts to improve traffic safety and help achieve the state's and region's safety performance targets. In particular, TC proposed forming a stakeholder group focused on safety. CMAP staff prepared this memo to present TC with potential goals for that group as well as discuss expected CMAP staff work activities and TC's own role in traffic safety.

CMAP Work Activities

CMAP set out recommendations for its agency work in the 2017 traffic safety strategy paper. Most of these are being implemented. In the past few years, CMAP has brought traffic safety considerations into capital programming for CMAQ and the STP Shared Fund. Similarly, CMAP is assisting communities with safety planning. The most recently adopted program of Local Technical Assistance (LTA) projects includes a local road safety plan for the Village of Flossmoor. In already initiated LTA projects, staff is seeking to strengthen the focus on traffic safety where possible.

While these efforts will continue and ideally expand, making a significant impact on deaths and serious injuries requires more work. CMAP's upcoming (FY 2021) annual work plan calls for developing a safety action agenda for CMAP and regional partners. The safety stakeholder group would assist with developing the safety action agenda.

Role and Composition of the Safety Stakeholder Group

One option for the safety group would be to form a standing CMAP committee. CMAP has several mode- or topic-specific committees, such as the Freight Committee and Bicycle-Pedestrian Task Force. But forming a standing committee has some downsides. Membership would be needed from across the 4Es (enforcement, education, emergency response, and engineering) of transportation safety, but it will probably be challenging to attract and sustain

attendance outside of the highway agencies. Adding additional meetings may fatigue regular CMAP committee attendees and sets up an ongoing staffing commitment.

A preferable approach is a resource group, which at CMAP are short-term, special-purpose groups set up to help develop a particular product, usually a special report, and then disbanded afterward. Limited commitment can help encourage involvement by non-traditional stakeholders. This group could be tasked with helping develop the safety action agenda and meet a handful of times to do so. The group should be 10 – 15 people in size and should include advocacy groups, particularly those focusing on equity, besides the 4Es.

Looking further ahead, making significant improvements in traffic safety will require coordinated action by many players. It is not so much a CMAP committee that can play this coordinating role, but instead a regional coalition of agencies and groups. The resource group would be asked to help think through what this coalition could look like.

Safety Action Agenda Focus Areas

The safety action agenda is expected to lay out policy research that CMAP and potentially other agencies need to undertake, provide a framework for a safety coalition, and help prioritize actions that could help the state and region achieve their safety targets. Some areas of work that the action agenda could include are speed management, revising the state's complete streets law and implementation, consideration of whether a plan is needed that quantifies potential safety improvements and compares them to the targets, etc.

The Role of the Transportation Committee

The main way TC can assist is to serve as a more general sounding board for safety issues. Recently member agencies have been giving overview presentations of their capital programs at TC, helping members learn how different agencies approach similar issues. Over the next year, TC members could present instead on their safety initiatives. For instance, Chicago Department of Transportation could discuss its Vision Zero implementation efforts, and DuPage County could present on the local road safety plan it recently began, and Illinois Department of Transportation could discuss its strategic highway safety plan.

Next Steps

CMAP expects to form the safety resource group in summer. Staff is seeking suggestions on members, particularly from outside the planning/engineering disciplines.

ACTION REQUESTED: Discussion

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