



**Transportation Committee
Annotated Agenda
Friday, August 2, 2019--9:30 a.m.**

**Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois**

1.0 Call to Order/Introductions	9:30 a.m.
2.0 Agenda Changes and Announcements	
3.0 Approval of Minutes— June 7, 2019 ACTION REQUESTED: Approval	
4.0 Committee Reports A report on the June 19 and July 17, 2019 Coordinating Committee will be provided. A written summary of recent CMAP committee activities is included in the meeting materials. ACTION REQUESTED: Information	
5.0 FFY 2019-2024 Transportation Improvement Program (TIP)	
5.1 Amendments and Administrative Modifications TIP Amendment 19-07 was published to the eTIP web site on July 26, 2019 for committee review and public comment. A memo summarizing the formal TIP amendment 19-07 and administrative amendments 19-07.1 and 19-07.2 is included in the meeting materials. ACTION REQUESTED: Approval	
5.2 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment Approval to release the semi-annual ON TO 2050/TIP conformity analysis and TIP Amendment 19-09 for a 30-day public comment period from August 2 to September 3, 2019 is requested. ACTION REQUESTED: Approval	
6.0 IDOT Safety Targets An update on the state's safety performance targets for 2020 and the timeline for setting regional targets will be provided. ACTION REQUESTED: Discussion	

7.0 Will County Division of Transportation (DOT) Budget and Capital Program

Staff from Will County DOT will present an overview of the department's budget and capital program.

ACTION REQUESTED: Information

8.0 Grade Crossing Prioritization Studies

Staff will present an update regarding ongoing grade crossing delay and prioritization studies.

ACTION REQUESTED: Information

9.0 Legislative Update

Staff will provide an update on relevant legislative activities.

ACTION REQUESTED: Information

10.0 Status of the Local Technical Assistance (LTA) Program

The LTA program status report is available [here](#).

ACTION REQUESTED: Information

11.0 Other Business

12.0 Public Comment

This is an opportunity for comments from members of the audience. 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.

13.0 Next meeting

The next Transportation Committee meeting will be September 20, 2019.

14.0 Adjournment

Committee Members

____	Charles Abraham	____	Jessica Hector-Hsu	____	Leon Rockingham
____	Ed Barsotti	____	Scott Hennings	____	Joe Schofer
____	Darwin Burkhardt	____	Elizabeth Irvin	____	David Seglin
____	Kevin Carrier	____	Tom Kelso	____	Lorraine Snorden
____	Lynnette Ciavarella	____	Fran Klaas	____	Chris Snyder**
____	Michael Connelly	____	Christina Kupkowski	____	P.S. Sriraj
____	John Donovan***	____	Kevin Muhs	____	Trey Wadsworth
____	Doug Ferguson	____	Tara Orbon	____	Audrey Wennink
____	Tony Greep***	____	Anthony Quigley	____	Rocco Zuccherino*
____	Robert Hann	____	Tom Rickert		

*Chair

**Vice-Chair

***Non-voting



Chicago Metropolitan Agency for Planning (CMAP) DRAFT

Transportation Committee Meeting Minutes

June 7, 2019

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

Members Present: Rocco Zucchero – Illinois Tollway, Chair, Brian Carlson (via phone) – IDOT D1, Kevin Carrier – Lake County, Lynette Ciavarella – Metra, Michael Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMAP, Jackie Forbes – Kendall County, Tony Greep – FTA, Jessica Hector-Hsu – RTA, Chris Hiebert – SEWRPC, Scott Hennings – McHenry County, Elizabeth Irvin – CNT, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, Tara Orbon – Cook County, Tom Rickert – Kane County, Dave Seglin – CDOT, Chris Snyder – DuPage County, Dave Tomzik – Pace, Trey Wadsworth – NIRPC, Audrey Wennink – MPC

Staff Present: Kyle Acevedo, Damilare Balogun, Sarah Buchhorn, Anthony Cefali, Brian Daly, Teri Dixon, Kama Dobbs, Austen Edwards, Jesse Elam, Jane Grover, Lindsay Hollander, Kristin Ihnchak, Leroy Kos, Stephanie Levine, Jen Maddux, Patty Mangano, Tim McMahon, Heidy Persaud, Stephane Phifer, Russell Pietrowiak, Jeff Schnobrich, Aseal Tineh, Tun Truong, Ian Warren, Simone Weil, Rebecca Yae

Others Present: Garland Armstrong, Heather Armstrong, Noel Basquin, Elaine Bottomley, Baird Bream, Stephanie Brown, Maria Choco Urban, Jack Cruikshank, Chalen Daigle, Emily Daucher, Michael Fricano, Noah Jones, Emily Karry, Sis Killen, Mike Klemens, Josh Klingenstein, Daniel Knickelbein, Christina Kupkowski, Wayne Miczek, Adam Miliszewski, Kelsey Mulhausen, Ryan Peterson, Leslie Phemister, Chad Riddle, Troy Simpson, Jeffrey Sriver, David Tomzik

1.0 Call to Order and Introductions

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

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

A motion to approve the minutes of the April 26, 2019 meeting, as presented, made by Mr. Seglin, and seconded by Mr. Snyder carried.

4.0 Committee Reports

A written summary of recent CMAP committee meetings was included in the packet. The next meeting of the Coordinating Committee is scheduled for June 12, 2019. Ms. Phifer discussed upcoming committee activities which include discussions about the next LTA call for projects, policy papers, and ON TO 2050 implementation.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP) Amendments and Administrative Modifications

Mr. Kos reported that formal amendment 19-06 was published to the eTIP website on May 31, 2019 for committee review and public comment. Administrative amendment 19-06.1 was posted for information. A memo summarizing the formal TIP amendment 19-06 and administrative amendment 19-06.1 was included in the packet. The formal amendment includes 16 IDOT projects using toll credits. Five of the projects, along with 11 projects on the administrative amendment and the four amended last meeting, will be going to a special state letting in July.

A motion to approve formal TIP amendment 19-06, made by Mr. Rickert and seconded by Mr. Connelly carried.

6.0 Public Participation Plan

Ms. Grover provided an update on the final CMAP Public Participation Plan which is CMAP's documented plan for meaningful, inclusive, proactive, and compliant public engagement to support the development of long-range plans and amendments, the TIP, and other public engagement initiatives. A motion to recommend approval of the CMAP Public Participation Plan to the CMAP Board and MPO Policy Committee made by Ms. Hector-Hsu and seconded by Ms. Irvin, carried.

7.0 McHenry County Coordinated Investment Study

Mr. Daly presented an overview of the McHenry County Coordinated Investment Study, a capacity building project that CMAP is assisting through the Local Technical Assistance (LTA) program. Mr. Snyder asked if the study considers consolidating units of government. Mr. Daly stated that consolidation part of the conversation but is not the focus of the study. Mr. Snyder noted that DuPage has successfully consolidated six or seven units of government, such as mosquito abatement districts, modeled after Glenview's municipal partnering initiative. Chair Zucchero asked how receptive the 140 units of government have been. Mr. Daly stated some are wary, but there have been good conversations about decreasing funds and increasing needs. Mr. Rickert stated that coordinated investment is an interest of many and wants to be included while the plan is being developed. Mr. Daly stated the committee will be updated as the project progresses and there will be more public events, which will be announced on the project web page.

8.0 Kane County Division of Transportation (KDOT) Budget and Capital Program
Mr. Rickert presented an overview of the KDOT Budget and Capital program. Mr. Snyder asked why the non-recurring revenue streams are significantly higher than the recurring items. Mr. Rickert stated that KDOT relies a lot on state and federal funding streams and that the current program includes significant funds for Longmeadow Parkway and bond reimbursements for capital projects. He added that these revenues will start to dip in three to four years as Longmeadow nears completion. Chairman Zucchero asked about the population of Kane County, and if the development impact fees are dedicated to anything specific. Mr. Rickert stated the county's population is near 540,000 and that under state law the impact fee funds have to be designated ahead of time for system improvement projects that increase highway capacity, with some "discounts" for bicycle, pedestrian, and transit improvements.

9.0 Cook County Department of Transportation and Highways (DOTH) Budget and Capital Program
Ms. Orbon presented an overview of the DOTH Budget and Capital Program. Mr. Snyder and Chari Zucchero thanked Cook County for advancing many projects that benefit the entire region. Mr. Tomzik stated that it is refreshing to see the support from Cook and Kane County for transit through pedestrian infrastructure.

10.0 Conformity Status Update
Mr. Pietrowiak provided an update on the region's attainment status, hot-spot analysis requirements, and preparation for the upcoming semi-annual ON TO 2050/FFY 2019-2024 TIP conformity analysis. Mr. Snyder asked if the CMAQ program will go in a certain direction based upon the air quality status. Mr. Pietrowiak stated the region is in attainment for PM_{2.5} and as a result, hot spot analyses are no longer applicable to the CMAP region. CMAP staff is working with IDOT to update the IDOT BDE manual to remove the PM_{2.5} hot spot analysis requirement. Mr. Ferguson stated that there are still unobligated funds for projects from prior programming cycles that targeted PM_{2.5} which are stalled because of Buy America waiver issues. Ms. Wennink asked about what types of strategies are being modeled to reach attainment. Mr. Pietrowiak stated that IEPA modeling is complex and there are various factors such as permitting for power plants, technological improvements, fleet age, and travel behavior. Mr. Seglin noted that it would be helpful if IEPA staff participation in the Transportation Committee was more frequent. Mr. Connelly asked what percent of emissions are on road vehicles emissions. Mr. Pietrowiak stated it is roughly 30% for NOx and a little less for VOC, but it changes year to year. He also noted that more emissions reductions are possible from on road sources than other sources. In response to a question from Mr. Connelly, Mr. Ferguson stated that for CMAQ project evaluations, both NOx and VOC reductions are modeled, and that VOC reductions are used for ranking project applications.

11.0 Legislative Update
Mr. Cefali stated that staff is still sorting through the state budget and capital plan. He stated that the budget includes CMAP's traditional appropriation for planning activities.

He highlighted major parts of the capital plan including a 19 cent increase in Motor Fuel Tax (MFT) which is also indexed to inflation, a five cent increase to the diesel differential, a \$50 increase to the passenger vehicle registration fee, and a \$100 increase to the truck registration fee.

12.0 Status of the Local Technical Assistance (LTA) Program

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

13.0 Other Business

There was no other business before the Transportation Committee.

14.0 Public Comment

Ms. Armstrong thanked the Illinois General Assembly for passing the capital plan and thanked the committee and stakeholders that helped get it passed.

15.0 Next Meeting

The next Transportation Committee meeting is scheduled for August 2, 2019.

16.0 Adjournment

On a motion by Mr. Hennings, seconded by Ms. Forbes, the meeting adjourned at 11:04 a.m.

Respectfully Submitted,



Barbara Zubek

June Committee Updates

Dear CMAP Committee members and friends,

In an effort to better coordinate across CMAPs committees, staff will periodically provide an update on timely developments, upcoming presentations in other committees, and a recap of recent meetings.

Implementing ON TO 2050

Learn about plan implementation from CMAP staff as they present on [Local Technical Assistance](#) (LTA) projects occurring throughout the region. On Monday, June 24, at the Economic Development Committee, staff will present an overview of the [McHenry County Coordinated Investment Study](#), a capacity building project to streamline intergovernmental cooperation, increase efficiencies, and reduce costs. Additionally, at the Environment and Natural Resources Committee meeting on Thursday, July 11, CMAP staff will present on how the LTA program is integrating water supply into local planning.

Recap and highlights: Recent and upcoming committee meetings

Agenda items are subject to change. To check meeting agendas and access all committee materials: <https://www.cmap.illinois.gov/committees>.

Board Meeting

Meets next on Wednesday, June 19, at 9:30 a.m.

Staff will request approval of the [FY 2020 Unified Work Program](#), which sets out the agenda and funding levels for much of the transportation planning work in the region. Additionally, the Board will consider the [FY 2020 Budget and Work Plan](#) and the [CMAP Public Participation Plan](#) for approval.

Join the CMAP Board in person at CMAPs office or stream the meeting online.

Citizens Advisory Committee

Meets next on Tuesday, September 10, at 3:30 p.m.

At the June meeting, staff gave an update on CMAPs relevant legislative activities. Staff also gave highlights on the [Public Participation Plan](#) and the types of comments received during the Plans public comment period, which closed on May 21. Representatives from the U. S. Census Bureau provided information and updates on efforts for the 2020 Census.

Congestion Mitigation and Air Quality (CMAQ) Project Selection Committee

Meets next on Thursday, July 18, at 2:00 p.m.

At the April 11 meeting, staff provided a summary of the CMAQ applications received during the most recent call for projects, which closed in March. The committee will consider staff recommendations for the program at the July meeting.

Coordinating Committee

Meets next on Wednesday, June 19, at 8:00 a.m.

At the June meeting, staff will present activities for the next call for projects and seek input from the Coordinating Committee. Additionally, the Cook County Department of Transportation and Highways will present a summary of their proposed pilot project designed to improve transit service on the South Side of the Chicago and in the south suburbs.

At the [April 10 meeting](#), the committee approved the [FY 2020 Unified Work Program](#), which sets out the agenda and funding levels for much of the transportation planning work in the region. CMAP staff presented findings from analysis on [northeastern Illinois traded industry clusters](#), and solicited feedback from the committee on related strategies before completing a final report in 2019.

Council of Mayors Executive Committee

Meets next on Tuesday, August 20, at 9:30 a.m.

At the May meeting, the committee was briefed on the [applications received for the Surface Transportation Program \(STP\) Shared Fund](#). Updates on current STP expenditures, IDOT Local Roads letting, and other activities were discussed. The committee unanimously agreed to write a letter to the Illinois General Assembly regarding sustainable transportation funding. The committee recommended the [FY 2020 Unified Work Project](#) for approval by the CMAP Board and Metropolitan Planning Organization (MPO) Policy Committee. The status of pavement condition data collection and management plans, and a report on the responses to the CMAP 2018 Municipal Survey were presented to the committee.

Economic Development

Meets next on Monday, June 24, at 9:30 a.m.

At the June meeting, Kristi DeLaurentiis, executive director of the South Suburban Mayors and Managers Association, will provide an overview of the [South Suburban Economic Growth Initiative](#). The initiative is an effort spearheaded by the Cook County Bureau of Economic Development and partners to better connect the asset-rich communities of the south suburbs to the regional economic trajectory. Additionally, CMAP staff will present an overview of the [McHenry County Coordinated Investment Study](#), a capacity building project led by CMAP's Local Technical Assistance program.

Environment and Natural Resources Committee

Meets next on Thursday, July 11, at 9:30 a.m.

At the July meeting, the Environment and Natural Resources Committee will focus on issues of water supply. The committee will host Danielle Gallet from the [Metropolitan Planning Council](#) (MPC) to discuss [Drinking Water 1-2-3](#), a how-to guide developed by MPC and partners to assist elected and appointed officials in making important policy decisions. Additionally, CMAP staff will present on how the LTA Program is integrating water supply into local plans.

The ENR committee last met on May 2. The agenda included a presentation from the Metropolitan Mayors Caucus and Village of Schaumburg on the [Greenest Region Compact](#) (GRC). Members learned about the framework and were encouraged to promote the GRC with their government partners. An update on CMAP's [legislative activities](#) and bill actions in the Illinois General Assembly was also given. CMAP staff presented the [new slate of local](#)

planning projects for FY 2020 and solicited feedback from members on projects of interest. Members were particularly interested in learning more about the projects with the Central Council of Mayors, Will County, and those projects with an emphasis on water supply. CMAP staff presented on work with the Illinois International Port District, where CMAP's LTA Program is assisting in identifying planning priorities and developing a master plan. Members learned how past bicycle, conservation, and water planning could be integrated into the master plan. Finally, CMAP staff gave a brief overview on the [Algonquin-Cary Subarea LTA planning process](#) that is focused on the redevelopment of the IL Route 31 corridor and gravel quarries to be decommissioned in the future.

Freight Committee

Meets next on Monday, September 16, at 9:00 a.m.

At the June 17 meeting, program representatives from the Freight Fluidity Monitoring Program presented the Federal Highway Administrations development of a national freight fluidity supply chain monitoring and program. Additionally, Cook County staff presented on the [County's Lincoln Highway Logistics Corridor Strategic Plan](#). CMAP staff discussed upcoming work to investigate the impacts of e-commerce on transportation, land use, and the environment.

Human and Community Development Committee

Meets next on Tuesday, August 6, at 10:00 a.m.

At the [April 9 meeting](#), the committee visited Google's Chicago office. The committee heard from the Family Independence Initiative (FII), which works with community based organizations to reach and invest directly in families across the Chicago region. FII provided information on [its partnership with Google](#), which is helping them expand staff capacity, launch new sites, and improve its tech platforms and data collection. The committee also heard from CMAP about its corporate engagement strategy, and staff shared an overview of [ongoing research and incentives in disinvested areas](#). At the close of the meeting, committee members revisited the committees mission and vision, reviewing draft mission and vision statements that were drafted by committee members since the previous meeting.

Land Use and Housing Committee

Meets next on Tuesday, July 2, at 9:30 a.m.

At the May meeting, the committee welcomed three new members (Adam Ballard of Access Living, Angela Brooks of the Chicago Housing Authority, and Caitlin Ritter of MB Real Estate) and finalized the committees charge for 2019. In addition to these internal items, members received updates on the progress of a series of corridor plans along the [Fox River in McHenry and Lake counties](#) and a [neighborhood plan in Chicago's McKinley Park](#) supported through CMAP's LTA Program. The committee also discussed CMAP's [Public Participation Plan](#).

MPO Policy Committee

Meets next on Wednesday October 10, at 9:30 a. m.

At the June meeting, the MPO Policy Committee approved the [FY 2020 UWP work program](#) and the update to the [Public Participation Plan](#). The Chicago Department of Transportation presented on the recommendations of the [City's New Transportation and Mobility Task Force Report](#), released last March. The committee also received an overview of strategic initiatives from Pace Suburban Bus Executive Director Rocky Donahue.

Surface Transportation Project (STP) Project Selection Committee

Meets next on Thursday, July 18, at 9:30 a.m.

At the [April 11 meeting](#), staff provided a summary of the [STP Shared Fund applications](#) received during the most recent call for projects, which closed in March. The committee will consider staff recommendations for the program at the July meeting.

Transportation Committee

Meets next on Friday, August 2, at 9:30 a.m.

At the July meeting, the committee approved [formal Transportation Improvement Program \(TIP\) amendment 19-06](#), which included 16 IDOT projects scheduled for construction letting in July and August using \$7.5 million in Transportation Development Credits Highways (TDCH), also known as toll credits, to match a variety of federal funds in place of state funding. CMAP staff presented an overview of the [McHenry County Coordinated Investment Study LTA project](#). The committee also received presentations about capital budgets for the [Kane County Division of Transportation](#) and the [Cook County Department of Transportation and Highways](#).

To learn more or attend

For questions about committee meetings, please contact the staff member listed on the [Committees](#) page. Please note that any changes to committee meeting dates or times will be listed on the individual committees webpage.

All committee meetings are held at CMAPs office, 233 S. Wacker Drive, Chicago, Suite 800, which is ADA accessible. If a committee member or a member of the public requires a reasonable accommodation in order to attend a committee meeting, please contact Ingrid Witherspoon at 312-454-0400 or iwitherspoon@cmap.illinois.gov. gov at least five days in advance of the meeting.



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.1

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: July 25, 2019
Re: Transportation Improvement Program (TIP) Amendments

Since the June 7th committee meeting, project programmers submitted 89 formal amendments for Transportation Committee consideration. Additionally, 206 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 19-07.

Formal Amendment 19-07

A total of 89 formal amendments were submitted for Transportation Committee approval on amendment [19-07](#). Sixty (60) new projects totaling over \$171 million are proposed to be added to the TIP, including several projects included in the recently released Illinois Transportation Enhancement Program (ITEP), Safe Routes to Schools Program (SRTS), and Surface Transportation Bridge (STP – Bridge) Program. Financial changes made when phases were moved into or out of the active years (FFY 2019 – 2023) of the TIP on twenty-one (21) projects added a little over \$42 million total cost. Just over \$4.5 million in total cost was removed as a result of eight (8) cost changes. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$208.9 million to the TIP, as summarized below.

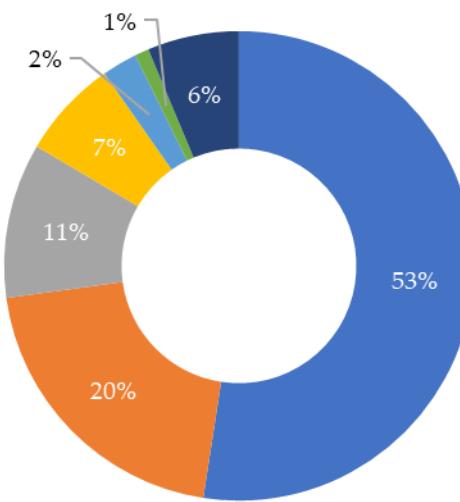
Type of change	# of projects	Change in total cost	Total cost before	Total cost after
New project	60	\$171,127,778	\$0	\$171,127,778
Phase(s) added to or removed from TIP	21	\$42,315,543	\$3,099,712,630	\$3,142,028,173
Cost change	8	-\$4,537,338	\$81,926,462	\$77,389,124
Grand Total	89	\$208,905,983	\$3,181,639,092	\$3,390,545,075

Administrative Amendments 19-07.1 and 19-07.2

A total of 206 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [19-07.1](#) and [19-07.2](#). 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.

19-07.1 & 19-07.2 Administrative Amendments - Type of Change

■ AC ■ Schedule ■ Cost ■ Scope ■ New ■ Deleted ■ Other



The majority of administrative changes submitted were related to Advance Construction (AC), with 85 projects having at least one phase converted from AC and 23 projects having at least one phase placed in AC status. Cost adjustments made with the AC changes added just over \$9.8 million in total cost to the TIP. Cost changes made with 42 schedule changes and 14 minor scope changes removed about \$5.3 million. Twenty-two (22) projects experienced cost changes below the amendment thresholds or changes to non-federal fund sources that resulted in just over \$75 million being added to the TIP. Five (5) new projects that added \$8.6 million to the TIP either do not include federal funds or have all funding programmed in future years. Two projects, which had been reduced to \$0 in previous changes, were deleted from the TIP. Other changes to thirteen (13) projects, including adding project IDs, updating model information, and updating programmer contact information had no financial impact. Overall, the 206 administrative changes resulted in just over \$88 million being added to the TIP. The type of change, number of projects affected, and total project cost information is shown on the next page. Total cost includes all fund sources and all project phases in prior, current, and future years.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Phase(s) converted from AC status	85	\$9,791,784	\$657,085,630	\$666,877,414
Phase(s) placed in AC status	23	\$37,146	\$240,049,728	\$240,086,874
Schedule change	42	-\$1,488,000	\$718,732,093	\$717,244,093
Cost change below amendment thresholds	22	\$75,078,545	\$4,604,847,902	\$4,679,926,447
Minor scope change	14	-\$3,851,937	\$2,209,728,314	\$2,205,876,377
New Project	5	\$8,583,000	\$0	\$8,583,000
Delete project	2	\$0	\$0	\$0
Other	13	\$0	\$40,907,313	\$40,907,313
Grand Total	206	\$88,150,538	\$8,471,350,980	\$8,559,501,518

ACTION REQUESTED: Approval

###

**MEMORANDUM**

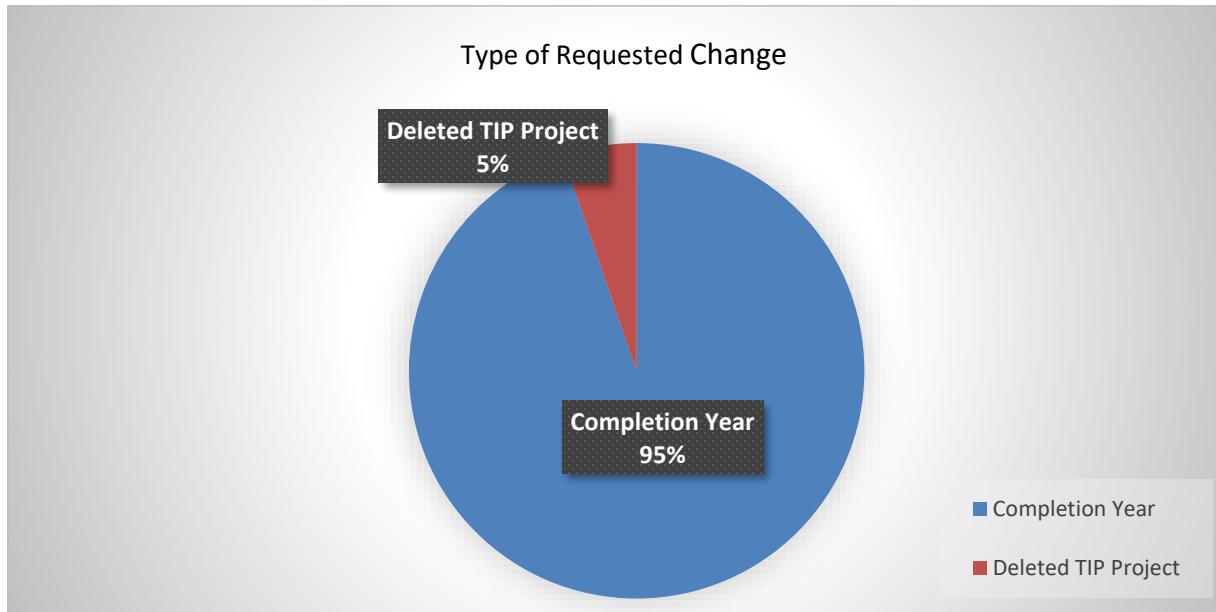
To: CMAP Transportation Committee

From: CMAP Staff

Date: July 26, 2019

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 2019-24 Transportation Improvement Program (TIP) and ON TO 2050. Of the changes requested, nineteen 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 and eighteen existing non-exempt projects will be updated. 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. 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.

The below project sponsors indicated a focus on different segments of their projects, providing a clarification of location with no physical change and noting a later completion year, therefore requiring a revision to the conformity analysis:

- TIP ID [07-94-0027](#): Torrence Ave to Burnham Ave; FAU 1631 Joe Orr Road Realignment/Extension from Stony Island Avenue to Burnham Ave
- TIP ID [09-03-0002](#): Huntley Rd from Randall Rd to Elm Ave
- TIP ID [09-16-0013](#): Wolfs Crossing Road from US 34 Chicago Road to Eola Road

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

- TIP ID [03-03-0101](#): Meacham Rd from Kirchoff Rd to IL 62 Algonquin Rd
- TIP ID [06-00-0042](#): 143rd Street from Wolf Road to US 45 LaGrange Rd
- TIP ID [06-03-0005](#): 143rd St from Will-Cook Rd to IL 7 Wolf Rd
- TIP ID [07-96-0013](#): FAU 1631 Joe Orr Rd Main St Extension from FAU 2943 Burnham Ave to IL/IN State Line (Joe Orr Road project)
- TIP ID [09-16-0032](#): IL 71 Reconstruction and Add Lanes from IL 47 to E. of IL 126
- TIP ID [09-99-0102](#): La Fox Rd Bypass to Bunker Rd at Campton Twp (3783)
- TIP ID [12-06-0013](#): 143rd St from IL 59 to IL 126
- TIP ID [12-18-0006](#): Houbolt Road (I-80 to US ROUTE 6)
- TIP ID [12-18-0007](#): Houbolt Road ext (Des Plaines Bridge)

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

- TIP ID [01-06-0051](#): CREATE - Central Av at BRC RR (GS-02) - RSP 151
- TIP ID [09-12-0036](#): I-80 Reconstruction and Managed Lanes from Ridge Rd to US 30 Lincoln Hwy - RSP 36
- TIP ID [13-16-0009](#): I-294 Central Tri-State Reconstruction and Mobility Improvements - RSP 23
- TIP ID [13-18-0005](#): I-290/I-88/I-294 Interchange Improvement - RSP 24

Due to the completeness of the vast majority of this Major Capital project, the sponsor requested for this segment to become a new stand-alone not exempt project, in doing so it crossed an analysis year:

- TIP ID [01-19-0031](#): Jane Addams Tollway (I-90) Eastbound Exit to Lee Street

The addition of the proposed bridge widening of this tollway improvement affects the project completion year and crosses an analysis year:

- TIP ID [08-16-0033](#): I-88 Recon -York Rd to I-290, and the Windsor Bridge over I-88

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

- TIP ID [10-10-0022](#): Lewis Avenue from Grand Avenue to Belvidere Road

Current project information is available through the [eTIP database](#) public website. Details of the project changes summarized in this memo are found in the [19-09 Conformity Amendment](#) 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 results from the MOVES model show emissions for each modeled year remain below the Motor Vehicle Emissions Budget (MVEB) set forth by the US EPA for the 8-Hour Ozone standard for the Chicago Non-Attainment area. Therefore, with the proposed changes, ON TO 2050 and the FFY 2019 – 2024 TIP conform to the 2008 and 2015 8-Hour Ozone NAAQs and the 1997 8-Hour Ozone Maintenance Plan. Although conformity to the PM_{2.5} MVEB is no longer required for the Chicago region by the US EPA, CMAP continues to model PM_{2.5} emissions and document the comparison of those emissions to the last applicable PM_{2.5} MVEB.

The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year are shown in the table below. Ozone precursors, volatile organic compounds (VOC) and nitrogen oxides (NOx), were modeled with the resulting emissions inventories estimates below the MVEB for ozone.

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

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	2,041.41	5,100.00	55,368.26	127,951.00
2025	1,235.34	2,377.00	31,530.70	44,224.00
2030	952.89	2,377.00	23,775.31	44,224.00
2040	850.07	2,377.00	20,664.61	44,224.00
2050	898.98	2,377.00	21,691.69	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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	71.39	117.23	146.15	373.52
2025	53.12	60.13	85.11	150.27
2030	43.41	60.13	60.95	150.27
2040	33.91	60.13	51.54	150.27
2050	34.15	60.13	54.13	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 July 11, 2019

Staff requests that the Transportation Committee release the model results and TIP Amendment 19-09 for public comment from August 2 through September 3, 2019. Following the public comment period, the committee will be asked to recommend a finding of conformity and approval of TIP Amendment 19-09 to the MPO Policy Committee.

ACTION REQUESTED: Approval

###

DRAFT



Chicago Metropolitan Agency for Planning

Agenda Item No. 6.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: July 25, 2019

Re: 2020 Regional highway safety performance targets timeline

The FAST Act requires state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to establish quantitative highway safety performance targets on an annual basis, with MPOs required to establish their targets no later than 180 days after the state. These performance measures are used to track progress toward meeting traffic safety goals.¹ The highway safety targets are submitted as part of each state's Highway Safety Improvement Program report to Federal Highway Administration (FHWA).

IDOT set the attached annual safety performance measure (Safety PM) in July 2019. As a result, the MPO Policy Committee and CMAP Board will need to set the region's targets no later than their January 2020 meetings.

CMAP will need to consider whether to agree to support the State DOT targets or instead set regional targets. CMAP staff plans to follow the process put into place last year to set the regional highway safety targets, seeking subject matter expertise from committees. First, staff will prepare a recommendation for the regional targets for input from the Regional Transportation Operations Coalition (RTOC) at its September meeting. Next, staff will engage the Transportation Committee and seek approval at its November meeting. Staff will then present to the CMAP Board and the MPO Policy Committee at their January meetings for discussion and approval. Once the regional highway safety targets are approved, staff will prepare a memo informing IDOT of the targets.

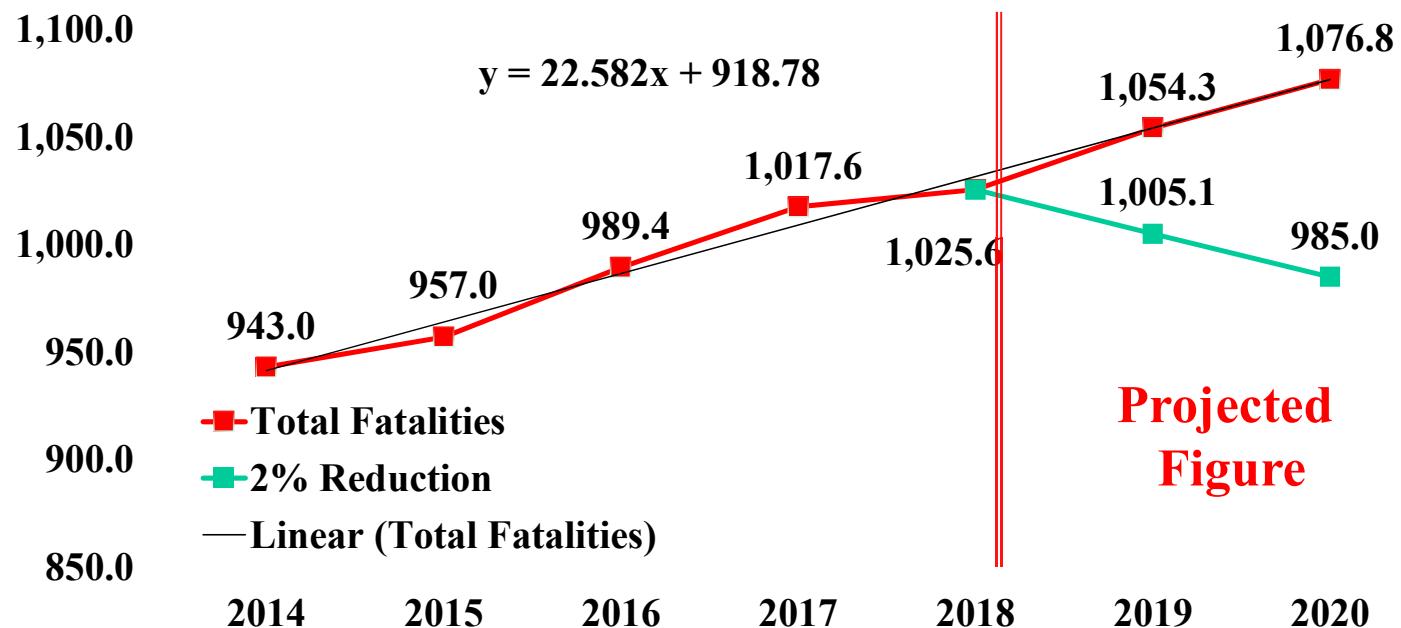
Today staff are seeking input on any potential modifications to this process or other ideas.

ACTION REQUESTED: Discussion

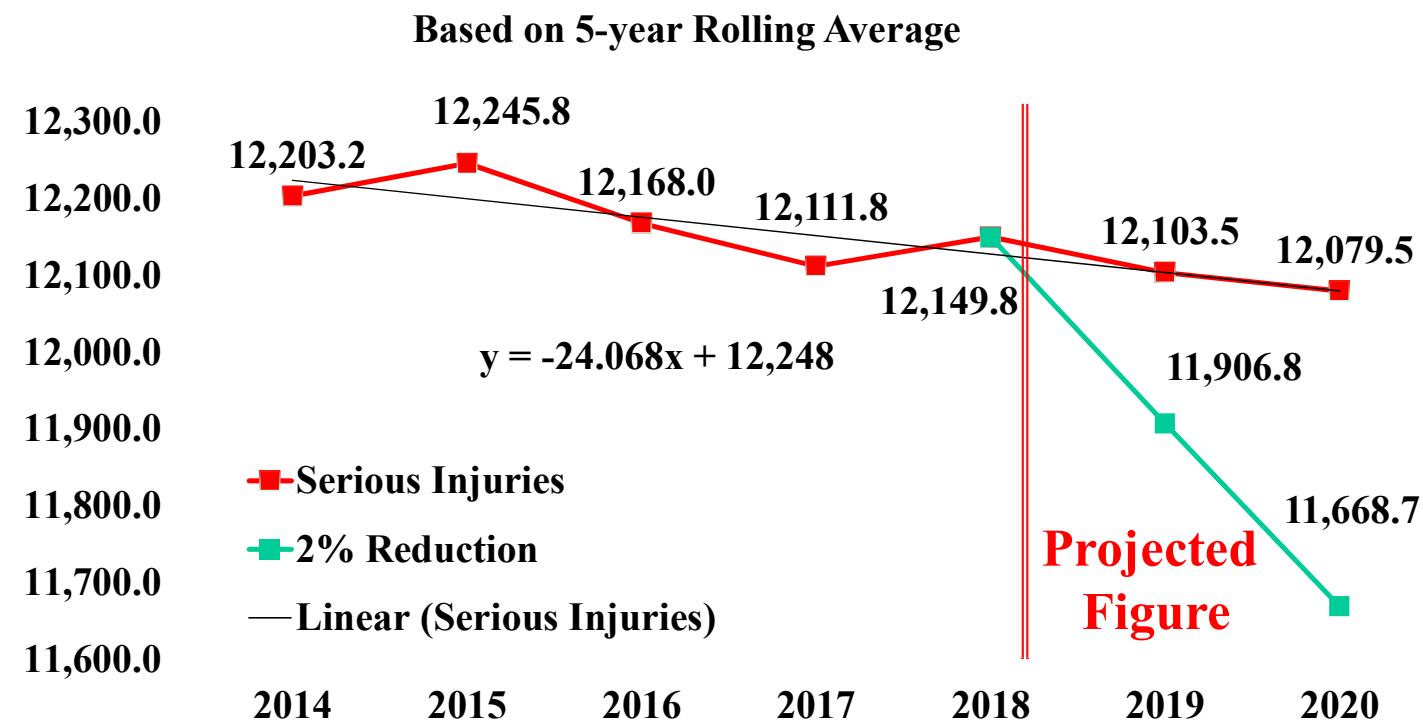
¹ The safety performance measure (Safety PM) requirements are set out in the Federal Highway Administration's [National Performance Management Measures: Highway Safety Improvement Program](#) final rule.

Total Number of Traffic Fatalities

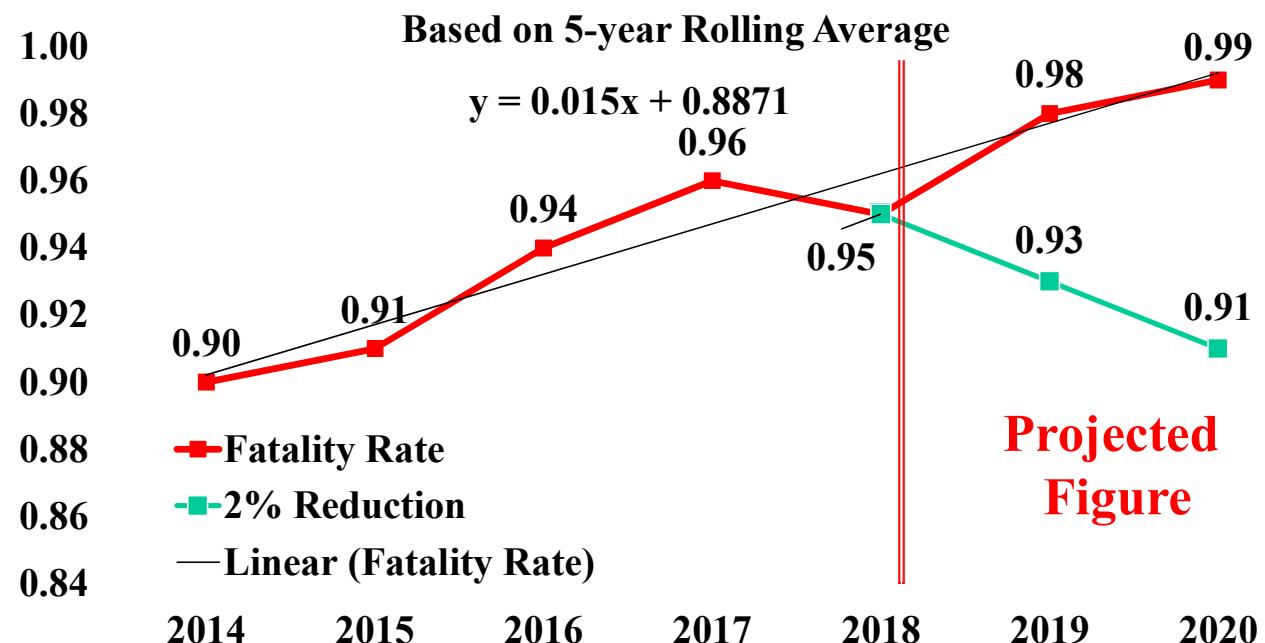
Based on 5-year Rolling Average



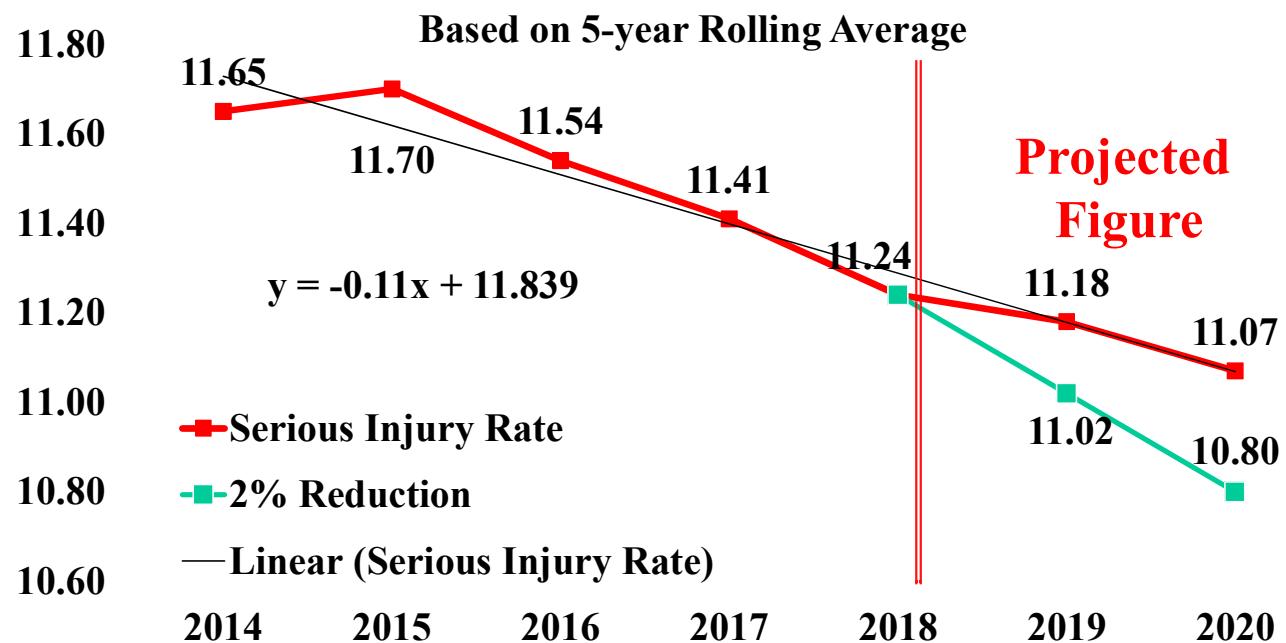
Total Number of Serious Injuries in Traffic Crashes



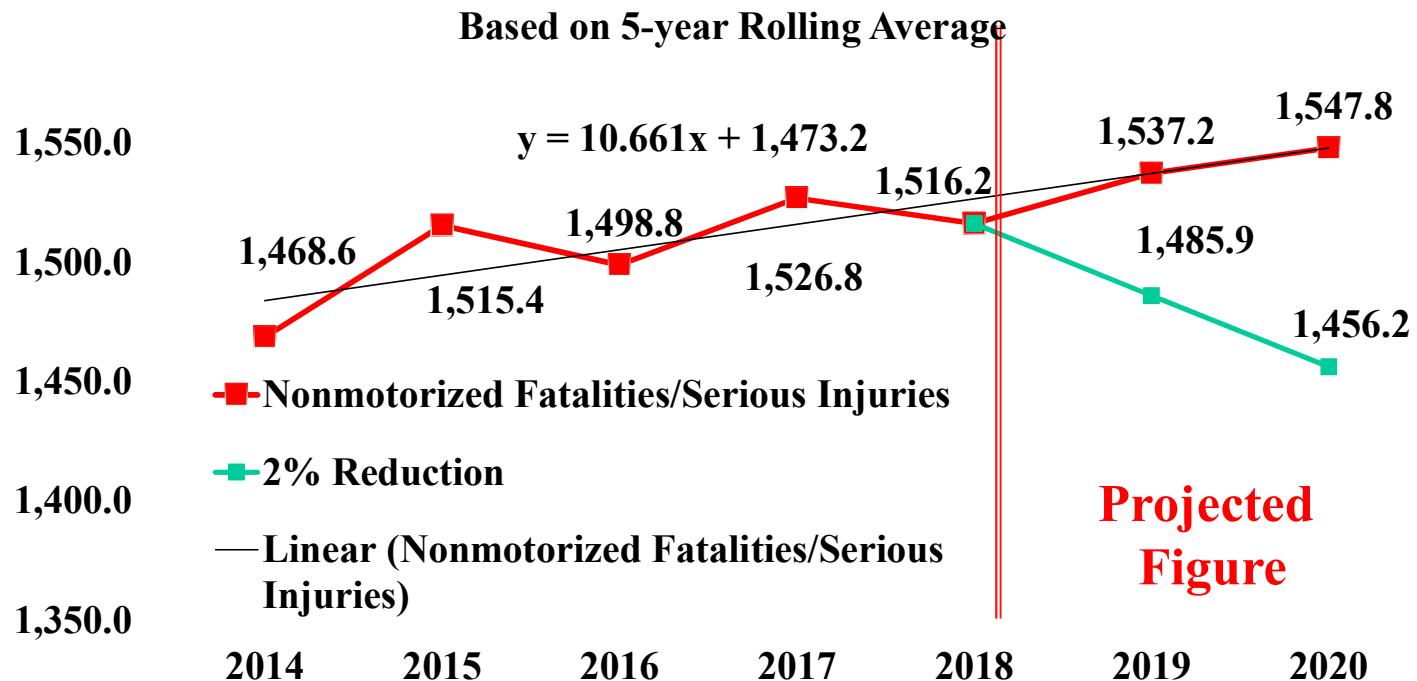
Total Traffic Fatality Rate per 100M VMT



Total Serious Injury Rate per 100M VMT



Total Number of Nonmotorized Fatalities and Serious Injuries (Pedestrian, Bicyclist, and Other Cyclist)





NORTHEASTERN ILLINOIS PRIORITY GRADE CROSSINGS

Revised, July 2019



Northeastern Illinois has one of the densest railroad systems in North America; approximately one-quarter of all freight trains and one-half of all intermodal trains in the country pass through the region. Six of the seven Class I railroads operate in the Chicago region, along with three switching railroads, five short-line railroads, and three passenger services. About 78 million rides are taken on the Metra commuter rail system each year. While the rail system is a pillar of the local economy, there are delays and safety challenges at many highway-rail grade crossings.

Local and state agencies have jointly evaluated the region's busiest railroad crossings and have identified priorities for grade separations or crossing improvements. The following qualitative and quantitative factors were considered in this evaluation:

Traffic and congestion data

- Daily truck, passenger car, and transit traffic at the crossing
- Number of daily freight and passenger trains
- Daily gate down time (i.e., the amount of time the crossing is blocked by a train)

Safety reports

- Automobile or truck crashes, or incidents at the crossing

Mobility data

- Proximity to businesses or residential areas, and pedestrian and bicycle traffic
- Location of nearest crossing that is grade separated

Feasibility of construction

- Available right-of-way and adjacent land uses

Ultimately, 47 priority crossings or groups of crossings were selected, including 16 crossings that are also part of the CREATE Program (www.createprogram.org). For some of these crossings, agencies have studied potential improvements, engaged local officials and communities, and even obtained funding—all important steps toward construction. For other locations, studies and engagement have not begun. In these cases, over the next several years, the agencies will work together with rail-industry partners and other affected stakeholders to study potential improvements and engage local communities. The priority list will be updated periodically as rail operations change, new information becomes available, and proposed improvements are completed or determined to be infeasible.

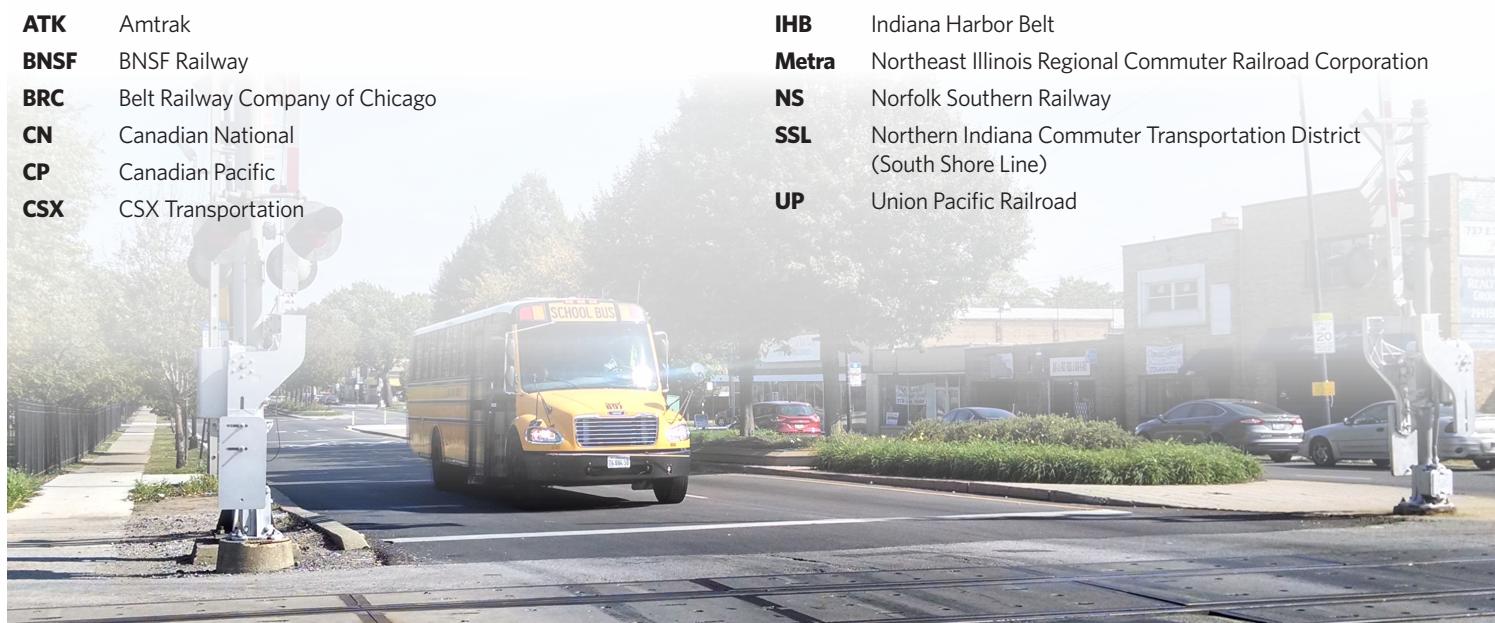
The 47 priority crossings identified in 2019 are shown in the tables below. A map on the back page shows the location of each crossing.

Northeastern Illinois Priority Grade Crossings - Chicago, July 2019

Map Key	Status	Street	City	County	Daily Vehicular Traffic at Crossing	Railroad(s) Affected	CREATE or Other Program	Number of Crossings	DOT Number of Crossing
A		55 th St	Chicago	Cook	21,100	BRC		Single	843807M
B		63 rd St	Chicago	Cook	16,300	BRC		Single	843810V
C	● *	63 rd -65 th St	Chicago/Summit/Bedford Park	Cook	12,400-14,900	BRC	GS1; CCFP	Multiple	869223U; 869221F
D	●	71 st St	Chicago	Cook	11,100	CSX	GS19	Single	163446G
E		87 th St	Chicago/Evergreen Park	Cook	31,100	CSX	GS20	Single	163437H
F	●	95 th St	Chicago	Cook	21,100	UP	GS21A	Single	867231E
G	●	Archer Ave	Chicago	Cook	19,800	BRC	GS9	Single	843806F
H	**	Canal St	Chicago	Cook	2,750	ATK		Single	863849D
I	●	Central Ave	Chicago	Cook	21,900	BRC	GS2	Single	326918E
J	●	Columbus Ave	Chicago	Cook	11,500	BRC	GS11	Single	843823W
K	● *	Devon/Caldwell/Central	Chicago	Cook	25,400	Metra		Multiple	386379G; 386378A; 386377T
L	*	Elsdon Subdivision	Chicago/Evergreen Park/Blue Island/Dixmoor/South Holland	Cook	1,850-28,100	CSX		Multiple	283144K; 283147F; 283149U; 283151V; 283158T; 283145S; 283146Y; 283164W; 283180F
M		Harlem Ave	Chicago/Elmwood Park	Cook	23,900	Metra		Single	372126H

Railroad Acronyms

ATK	Amtrak	IHB	Indiana Harbor Belt
BNSF	BNSF Railway	Metra	Northeast Illinois Regional Commuter Railroad Corporation
BRC	Belt Railway Company of Chicago	NS	Norfolk Southern Railway
CN	Canadian National	SSL	Northern Indiana Commuter Transportation District (South Shore Line)
CP	Canadian Pacific	UP	Union Pacific Railroad
CSX	CSX Transportation		





Northeastern Illinois Priority Grade Crossings - Suburban Locations, July 2019

Map Key	Status	Street	City	County	Daily Vehicular Traffic at Crossing	Railroad(s) Affected	CREATE or Other Program	Number of Crossings	DOT Number of Crossing
N		115 th St	Alsip	Cook	12,000	IHB	GS22; CCFP	Single	163576D
O	●	Northwest Hwy	Barrington	Lake	26,200	CN		Single	260514W
P	‡	Stearns Rd	Bartlett	DuPage	N/A	CN		Single	260533B
Q	●‡	Dauberman Rd	Big Rock	Kane	New Crossing	BNSF		Single	New crossing
R	‡	Army Trail Rd	Bloomingdale	DuPage	29,300	CN		Single	289891V
S	‡	Western Ave	Blue Island	Cook	8,300	CSX	GS17	Single	163415H
T		Maple Ave	Brookfield	Cook	7,800	BNSF	GS24	Single	079503P
U	*	Burnham Ave	Burnham/Chicago	Cook	14,200	NS; SSL; CSX	CCFP	Multiple	478708J; 163649L; 867226H
V		Ridgeland Ave	Chicago Ridge	Cook	19,100	IHB		Single	163580T
W		Des Plaines River	Des Plaines	Cook	21,600	UP		Single	174107H
X		Rand Rd	Des Plaines	Cook	22,500	UP		Single	174106B
Y	●	Touhy Ave	Des Plaines	Cook	33,400	UP	CCFP	Single	174087Y
Z		Western Ave	Dixmoor	Cook	7,700	IHB		Single	326905D
AA	●*	Dolton-Riverdale	Dolton/Riverdale/Chicago	Cook	2,150-7450	CSX; IHB; UP; NS	CCFP; GS23A; WA11	Multiple	163613D; 326886B; 167451S; 167450K; 163612W; 326894T; 163611P; 163609N; 163610H; 840146L; 840147T; 522338C
BB	●*‡	Maple Ave and Fairview Ave	Downers Grove	DuPage	6,350-11,100	BNSF		Multiple	079533G, 079532A
CC	●	Grand Ave	Elmwood Park	Cook	20,500	Metra	CCFP	Single	372131E
DD		95 th St	Evergreen Park	Cook	28,100	CSX	CCFP	Single	163433F
EE	●	25 th Ave, Belmont Ave, Franklin Ave	Franklin Park	Cook	23,375	Metra		Single	372138C
FF	●‡	Taft Ave Connector	Franklin Park	Cook	9,700 (forecast)	Metra; CP		Multiple	New crossings
GG	●*‡	IL 83, IL 120, Center St, Lake St, Shorewood Rd, Hook Dr	Grayslake/Round Lake Beach	Lake	5,200-18,000	CN		Multiple	689718X; 689719E; 689720Y; 689725H; 689727W; 693744U
HH	‡	IL 137/ Buckley Rd	Green Oaks	Lake	19,200	UP		Single	176818J
II	‡	Old McHenry Rd	Hawthorn Woods	Lake	19,200	CN		Single	260503J
JJ	‡	McHenry Rd Laraway Rd	Joliet	Will	10,700	UP		Single	289771E
KK		31 st St	La Grange Park	Cook	15,700	IHB	GS13; CCFP	Single	326859E
LL	*	First and Fifth Ave	Maywood	Cook	4,000-23,000	UP	GS12; GS8A; CCFP	Multiple	173996K; 173998Y
MM		Dempster St	Morton Grove	Cook	39,000	Metra		Single	386399T
NN	●	IL 60-83	Mundelein	Lake	12,400	CN		Single	260496B
OO	●	Gougar Rd	New Lenox	Will	6,450	CN		Single	260611F
PP		Central Ave	Oak Lawn	Cook	15,100	IHB	GS4	Single	163578S
QQ		Des Plaines River	River Grove	Cook	28,400	Metra		Single	372135G
RR		Thatcher Ave	River Grove	Cook	26,300	Metra		Single	372133T
SS		Harlem Ave	Riverside/Berwyn	Cook	29,100	BNSF	GS18; CCFP	Single	079493L
TT	●‡	Nesler/Bowes	South Elgin	Kane	6,800	CN		Single	289917V
UU		80 th Ave	Tinley Park	Cook	20,900	Metra		Single	608953Y

● Planning underway. ● Planning and/or construction underway and fully funded.

* Indicates groups of crossings that are prioritized based on their cumulative impact to the region, and/or are operationally linked. Not all crossings in a group may necessarily be separated.

** This crossing is included due to the high volume of pedestrians.

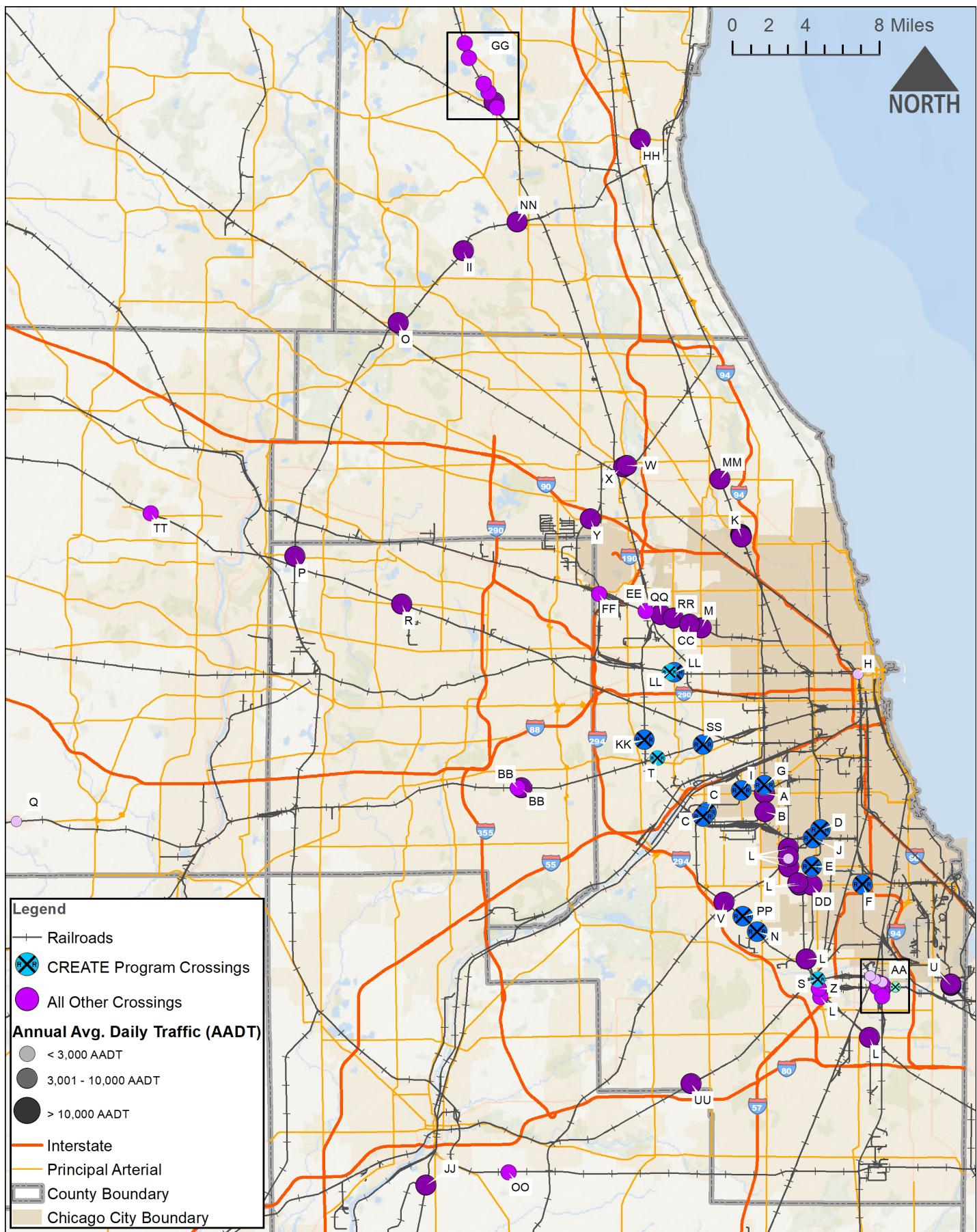
† New links that would require a grade crossing.

‡ Further study required to determine applicability of separation or other measure.

Note: CCFP indicates a Cook County Freight Plan priority grade crossing. GS indicates a CREATE Program grade separation project. WA indicates a CREATE Program Western Avenue Corridor project.

Table data sources: Illinois Department of Transportation, Illinois Commerce Commission, CREATE Program, and Federal Railroad Administration.

Northeastern Illinois Priority Grade Crossings - 2019



Map data sources: Illinois Department of Transportation, Illinois Commerce Commission, CREATE Program, and Federal Railroad Administration.