

Tier 2 Consultation Meeting

September 11, 2006

11:30 a.m.

Kendall County Conference Room

CMAP Offices, 233 South Wacker Drive, Chicago, Illinois

Agenda

1. June 19, 2006 meeting summary

Approval of the meeting summary will be sought.

2. Concurrent Review

Discussion of comments received on the draft 2030 RTP Update, the proposed FY 2007 - 2012 TIP, and the conformity analysis.

The schedule for adoption includes Work Program Committee consideration of recommendation of approval on September 29 and Policy Committee consideration of approval on October 12. The deadline for federal approval to avoid a lapse is October 20, 2006.

3. PM2.5 Hot-Spot Analysis – Status Reports

a) 01-98-0114, O'HARE ACCESS RDS FROM US 12 45 MANNEHEIM RD

(COOK/CHICAGO) TO I- 294 CUMBERLAND AVE (COOK/ROSEMONT)

b) 09-02-9033, PRAIRIE PARKWAY FROM I- 88 (KANE/KANEVILLE TWP) TO I- 80

(GRUNDY/AUX SABLE TWP)

IDOT requested information for these two projects. Both projects had work types that were identified as candidates for hot-spot analysis. VMT and truck volume data for both projects were used to develop emissions estimates.

4. Other Business

5. Next Meeting

Attending Tier 2 Consultation Meetings at Sears Tower:

Passes are available for people attending these meetings at the CMAP offices. If you have attended Tier 2 Consultation meetings in the past year, you are already on a list for a day pass for the meeting, so you can go to the Sears Tower security desk upon arrival for your pass. If you wish to attend but have not attended a meeting recently, please call or e-mail Douglas Ferguson (312-386-8824, dferguson@catsmpo.com) in advance to be added to the list. For requests or problems on the day of the meeting, please call the RPB main reception desk at 312-454-0400. A driver's license, state ID, or passport will be required to enter.

Chicago Area Transportation Study
Tier 2 Consultation Meeting
June 19, 2006
Draft Meeting Summary

Participants	Representing
Patricia Berry	CATS/CMAP
Bill Brown (via phone)	NIRPC
Chris DiPalma	FHWA
Teri Dixon	CATS/CMAP
Doug Ferguson	CATS/CMAP
Michael Leslie	USEPA
Carl Mikyska	IDOT
Ross Patronsky	CATS/CMAP
Kermit Wies	CATS/CMAP

1. Approval of the April 17, 2006 meeting summary

The draft April meeting summary was approved.

2. Concurrent Review

Mr. Wies noted that the state and federal agencies will begin their official review of the Plan, TIP and Conformity Analysis when they become publicly available. This is set to happen on July 31, 2006 when they are released for public comment. Ms. Berry reminded all to review the existing Plan, TIP and Conformity Analysis documentation as they are the base for the new documents.

Concurrent review will allow all the necessary approval letters to be exchanged after the Policy Committee meeting on October 12, 2006. CATS will provide IDOT with a letter requesting approval. IDOT will present letters to USDOT and USEPA respectively copying IEPA. Because public comments will factor into the documents there is a little over a month between the end of public comment period and the Policy Committee meeting date in which a response to comments can be made. A public meeting on the TIP, Plan and Conformity Analysis will be held August 9, 2006 from 3:00 pm to 7:00 pm at the CMAP offices.

A meeting of the consultation team will be scheduled between the close of the comment period and the mailing for the September 29 Work Program Committee. The team will review proposed disposition of comments received.

Mr. Wies informed the team members that given the latest federal interpretation of SAFETEA-LU, only the capital element of the 2030 RTP will be updated for consideration by the Policy Committee at its October meeting. The remainder of the Plan will not be re-published. The policy level guidance in the Plan is going to remain the same as in the original document adopted in October 2003 and will be updated to be SAFETEA-LU compliant by July 2007.

The FY 2007-2012 TIP, RTP update and the conformity analysis are being done to meet the 3-year clock that expires in October. Mr. DiPalma asked whether what Mr. Wies described met the federal requirements. Mr. Wies stated that the intent is to have the Policy Committee re-endorse the 2030 RTP with this capital element update. This allows for demonstration of air quality conformity with the latest planning assumptions and updated fiscal constraint. Mr. Wies asked that the Federal team members let CATS know as soon as possible if this approach is not acceptable. Mr. DiPalma and Mr. Leslie stated that they believed it to be acceptable, but would confirm that subsequent to the meeting.

3. PM_{2.5} Hot-Spot Analysis – TIP ID 01-98-0114, O'HARE ACCESS RDS FROM US 12/45/MANNEHEIM RD (COOK/CHICAGO) TO I-294 CUMBERLAND AVE (COOK/ROSEMONT)

Mr. Patrosky stated that at the request of IDOT, CATS reviewed the work types for this project and identified it as a candidate for PM_{2.5} hot-spot analysis. IDOT then requested that CATS provide emissions data based on the traffic volumes and diesel truck percentage that IDOT supplied. Mr. Patrosky reminded IDOT that the implementer is responsible for obtaining the monitoring data from IEPA, generating the actual document and conducting the public comment period on the document. The analysis will proceed in the same manner as the I-55 and Dan Ryan projects.

Mr. Patrosky asked if CATS can simply notify the consultation team as projects come in for review, or if a consultation meeting should be scheduled. Mr. Leslie and Mr. DiPalma felt it was unnecessary to call a meeting for every project that comes up for hot-spot analysis if it is a project type that has been identified as requiring analysis. CATS should track projects subject to hot spot analysis and periodic updates should be given to the team. Projects that need a waiver from the analysis or that do not fit the standard analysis procedures should be brought to a consultation meeting.

Mr. DiPalma asked if there was a process for notifying project sponsors of the requirements of hot-spot analysis – in particular those projects that have already gone through the NEPA process but still require federal action. In particular there was a concern for non-IDOT highway projects and transit projects. A presentation was made regarding the new requirements at the April WPC meeting. Further action may be required to assure that all implementing agencies are aware of the need for hot-spot analysis.

4. PM_{2.5} Hot-Spot Analysis – “Significant Diesel”

Item will be considered at a future meeting.

5. Handling CREATE Projects in the Plan, TIP and Conformity Analysis

Ms. Dixon passed out the memoranda that were originally distributed to consultation team members via email November 8, 2005 about handling CREATE projects in the Plan, TIP and Conformity Analysis. Ms. Berry asked the team to reaffirm their approval of the approach taken on CREATE in the planning process. The consultation team approved the process presented in the November 3, 2005 memo to team members,

titled "CREATE Program Element P-1: Englewood Flyover" and the November 2, 2005 memo to John Schwalback (IDOT), titled "CREATE RTP, TIP, Air Quality Conformity".

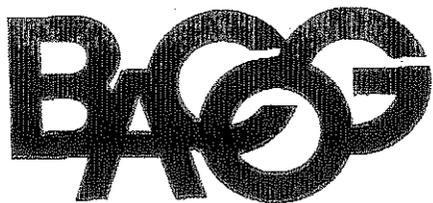
6. Other Business

Mr. Wies noted that the modeling for the conformity analysis began May first. As a result, it will be based on the currently-approved NIRPC Plan. Mr. Brown advised the team that the 2004 NIRPC plan will be approved in July, and NIRPC intends to adopt the plan incorporating INDOT's *Major Moves* projects in October. Mr. DiPalma and Mr. Leslie indicated that the use of the current plan for conformity analysis is acceptable.

Mr. DiPalma brought to the attention of the team that northwest Indiana is planning on applying for redesignation under the 8-hour ozone requirements as a maintenance area. Mr. Leslie indicated this would not affect northeastern Illinois with regards to ozone since both states have separate SIP budgets.

7. Next Meeting

The next meeting was left on call.



KW

Barrington Area Council of Governments

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Barrington, Illinois 60010
847-381-7874
847-381-7882 (Fax)
www.bacog.org

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REC'D NIPC <u>8/28/06</u>		
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August 28, 2006

Mr. Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: 2030 Regional Transportation Plan Capital Element Update

Dear Mr. Blankenhorn,

On behalf of the Barrington Area Council of Governments (BACOG), thank you for the opportunity to comment on the Draft 2030 Regional Transportation Plan (RTP) Update. The comments that follow reflect the consensus of our seven village members (Barrington, Barrington Hills, Deer Park, Lake Barrington, North Barrington, South Barrington and Tower Lakes), and two township members (Barrington Township and Cuba Township). There are three items in the 2030 RTP Update for which we provide commentary: Outer Circumferential Rail Service – Conversion of EJ&E Rail Road; need for grade separation at railroad crossings in the BACOG area; and Central Lake County Corridor – Extension of Route 53.

Outer Circumferential Rail Service (OCRS) -- Conversion of EJ&E Rail Road

Historically BACOG has opposed the Outer Circumferential Rail Service (OCRS) project which would convert the EJ&E Rail Road along 100+ miles into a commuter line in Lake, Cook, DuPage and Will Counties because of the resultant traffic congestion within our communities. In the BACOG area, the rail line crosses several major roadways and significant environmental areas, including Cuba Marsh in Lake County and Crabtree Nature Center in Cook County. The EJ&E conversion will negatively and significantly impact both systems. In the past, BACOG also noted the need for a ridership study to prove the need and demand for this circumferential route; we are gratified to see such a study is planned, because of the possibility the demand does not exist.

Need for Grade Separation at Railroad Crossings in the BACOG Area

Sections of the RTP support grade separations for rail and roadways in order to reduce conflicts and increase safety, and we agree this is a critical component of some transportation improvement programs. In the BACOG area, any increase in rail service will create an absolute need for mitigation of the resulting regional traffic with grade separations.

The EJ&E and the Union Pacific-Northwest rail lines cross major roadways throughout BACOG. The two rail lines crisscross in and intersect major roadways in the center of downtown Barrington, which is the economic and community hub for the whole BACOG region. Currently, the freight and commuter rail schedules create a tremendous burden on area residents and travelers through the

area with gridlock and increasing travel times on Rt. 59 (Hough Street) which is a main route to IL 90, and Lake-Cook Road (Main Street) which is a main route to IL Rt. 53. Additional rail service would create further traffic disruptions affecting the health of BACOG's economic hub and eroding the quality of life for the more than 34,000 residents in this immediate region.

Alternatives are being investigated to relieve congestion on roads including a proposal to increase Metra commuter traffic on the Union Pacific-Northwest line. The EJ&E currently operates as a freight line, with many, many fewer trips per day than a commuter line; the replacement, or addition, of commuter service to the existing freight service would result in magnitudes-greater train trips per day on the existing rail lines. With either of these two transportation projects, the additional rail service in the BACOG area would necessitate multiple grade separations. BACOG urges you to include grade separations in the BACOG area (and other sensitive areas) as a required component of the proposed EJ&E conversion project and any other proposal to increase rail service.

Central Lake County Corridor -- Extension of Route 53

BACOG supports the Central Lake County Corridor project which would extend Route 53 from Lake-Cook Road into central Lake County. Significant development, both economic and residential, has already occurred in the part of Lake County that this project would serve. Tremendous traffic generation and congestion have accompanied this development. Commuter and personal travel times have lengthened substantially in the past decade, and traffic spillover between arterials and from arterials to lesser roadways is common as drivers try to find alternate, less congested travel routes. The magnitude of traffic and congestion warrants a major public investment and the creation of a new roadway in Lake County which is accomplished through the proposed extension of Route 53.

Thank you for this opportunity to comment on the 2030 RTP Update. We look forward to seeing RTP revisions following the public input period.

Sincerely yours,



Janet L. Agnoletti
Executive Director

Cc: Dick Smith, Director of the Office of Planning & Programming – Illinois Department of
Transportation

Larry Hasvold, Regional Director – Federal Railroad Administration

Chairman and Members, BACOG Executive Board:

H. Scott Gifford, BACOG Chairperson;

and President – Village of Deer Park

Karen Y. Darch, President – Village of Barrington

Robert G. Abboud, President – Village of Barrington Hills

Eugene R. Dawson, Supervisor – Barrington Township

David F. Nelson, Supervisor – Cuba Township

Kevin C. Richardson, President – Village of Lake Barrington

Bruce J. Sauer, Village President – Village of North Barrington

Frank J. Munao, Jr., President – Village of South Barrington

Brian Gidley, President Pro Tem – Village of Tower Lakes



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August 29, 2006

Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

BY FAX and Email

Re: Comments on Draft 2030 Regional Transportation Plan Capital Element Update

Dear Project Manager:

The Village of Oak Park is pleased to submit the following comments on the July 21, 2006 draft update of the capital project elements in the 2030 Regional Transportation Plan (RTP) for the Chicago area. These comments are intended for the public record.

Our comments focus on the proposed expansion or renovation of I-290 (the Eisenhower Expressway) and the related transit projects evaluated in the Cook-DuPage Corridor Study currently being conducted by the Chicago Regional Transportation Authority (RTA). I-290 bisects the Village, and for many years has caused or contributed to adverse health, safety, environmental, social and economic effects in our community. In recent years, the Village has been extremely concerned that the proposed expansion of the highway to include HOV lanes would exacerbate these serious adverse effects. As a result, the Village has sought and received federal funding for detailed study and preliminary engineering of a cap, known as the Eisenhower Cap, over all or portions of I-290 as it passes through the Village. The Cap would be constructed in conjunction with any expansion or substantial renovation of the current highway. The Village also has been concerned that potential transit alternatives to expansion of I-290 may not be given adequate consideration, and has supported and participated extensively in the RTA corridor study designed to consider all potentially viable options. The Cap design that the Village supports would greatly enhance the access of Village citizens and visitors to the available transit options, as well as mitigate adverse effects from the highway.

From our perspective, the draft update of the 2030 RTP is a significant improvement over the discussion of the I-290 corridor in the current plan. The new draft notes the existence of complementary transit options and calls for continued evaluation of the RTA study, transit needs, multi-modal improvements and the Eisenhower Cap. It recommends evaluation of economic development, including transit-oriented

development, and of land use and historic preservation concerns, including Columbus Park and the Gunderson Historic District in the Village. It also calls for safety improvements and consideration of objectives, such as the Cap, to mitigate environmental and community impacts. The Village supports all of these objectives and urges that they be retained in the final updated plan.

We also see a couple of areas where the draft updated plan can be improved. First, the draft recommends that maintenance and safety improvements to the current highway should be addressed as "management recommendations." The plan should clarify that measures to mitigate the adverse effects from the current highway, such as the Eisenhower Cap, should be considered in conjunction with these improvements.

Second, the draft should clarify that the potential benefits of I-290 HOV lanes, if any, remain highly speculative at this stage. The draft describes the HOV proposal as "an efficient and cost-effective solution to managing high demand." However, it is far from clear at present that this would actually be the case in our area. When the 2030 plan was developed, the Village submitted comments including a detailed initial analysis of the potential impacts of HOV lanes on I-290. The impacts analysis, which we currently are updating, included published studies of "induced demand" indicating that within a short time HOV lanes simply spawn more traffic, increasing the related adverse effects without providing significant congestion relief. Other studies indicate that an HOV "culture," which may not be present in an area such as ours that has no other HOV facilities, is necessary for a successful HOV project. All of these issues should be addressed in the Phase I study for the HOV proposal and related environmental impacts analysis, yet we understand that the Phase I study is not being pursued actively at this time. Further, as discussed above, there are serious questions as to whether the HOV facility would be necessary if various transit options are implemented, an issue that is now being addressed in the RTA corridor study. With abundant research calling into question the effectiveness of HOV facilities in advancing their stated goals, and given that the RTA's Cook-DuPage Corridor Study has not been completed, language endorsing the I-290 HOV facility as an "efficient and cost effective solution to managing high demand" is premature, if not inaccurate, and should be stricken from the 2030 Regional Transportation Plan Capital Element Update.

While we understand that the proposed I-290 project must be included in the RTP and conformity analysis to continue to be eligible for federal funding of the various related studies, the plan should indicate clearly that the necessary studies have not yet been performed and that both the potential benefits and the potential detriments of the proposal are unknown at this time. For these reasons, we have not prepared detailed comments on the draft conformity analysis, which appears to include the I-290 proposal, as we believe the data necessary to perform a reasonably accurate analysis are not yet available. We note, however, that the emissions forecasts

August 29, 2006

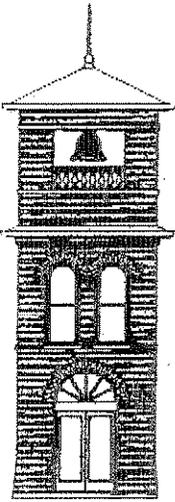
produced by the conformity analysis are very close to the SIP attainment budgets in the earlier years, and that any significant changes resulting from more accurate data could push them into nonattainment. We also note that EPA is in the process of revising the related ambient air quality standards, and that the future projections in the conformity analysis are likely to change substantially if and when the underlying federal standards are revised.

Thank you for the opportunity to submit these comments. Related inquiries should be addressed to Robert Cole of the Village staff, 708-358-5791.

Respectfully submitted,
VILLAGE OF OAK PARK



Robert Cole
Interim Assistant to the Village Manager



Village of Barrington est. 1865

200 South Hough Street • Barrington, Illinois • 60010

August 29, 2006

Chicago Metropolitan Agency for Planning
233 South Wacker, Suite 800
Chicago, Illinois 60606

Sent via Fax (312) 258-0012

Dear Ladies and Gentleman,

Thank you for the opportunity to comment on the 2030 Regional Transportation Plan Update. Your planning work for the region is valuable as your Plan is a comprehensive review of many pressing issues.

From Barrington's perspective, your comments regarding the need for grade separation for road and rail are most important. Traversed by both the Union Pacific Northwest Line and the E J & E Railroad on every major roadway, the Village's need for grade separation (with trains down and roads at grade) is critical for Barrington's successful future should rail capacity increase.

We appreciate and respect the need and desire to have our region thrive and prosper, while recognizing that the health and vitality of the communities which make up the region are essential for this prosperity.

Very truly yours,

Karen Darch
Village President

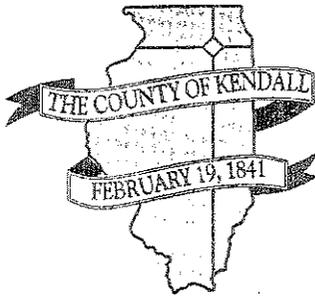
cc: Janet Agnoletti, Executive Director, BACOG
Village of Barrington Board of trustees

An Historic
Community
with a Vision
for the Future

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fax 847-381-2165
Fire
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fax 847-381-1889

Public Works
300 N. Raymond Ave.
847-381-7903
fax 847-382-3030



KENDALL COUNTY HIGHWAY DEPARTMENT

FRANCIS C. KLAAS COUNTY ENGINEER
6780 ROUTE 47 YORKVILLE, IL 60560 TEL 630/553-7616 FAX 630/553-9583

August 28, 2006

ATTN: 2030 Regional Transportation Plan Update Comments
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear CMAP Staff:

On behalf of Kendall County at a staff level review, I would like to provide the following comments on the 2030 Regional Transportation Plan Update:

- The Wikaduke Trail, Eldamain Road, and Orchard Road are three significant Kendall County highway projects that should be listed as potential strategic regional arterial additions.
- The Metra BNSF service extension from Aurora should include not only Oswego and Plano but also Yorkville and Sandwich. All municipalities participated in commuter rail feasibility studies and have expressed an interest in service.
- Although the STAR Line project does not fall within the County boundaries, the study corridor does include portions of Kendall. We encourage Metra to consider park and ride locations to enable County residents to access the new service.
- Pace's Area Regional Transit Network and the Transit Signal Priority Network both include a portion of northeastern Kendall County. While these improvements are minimal and do not entail County highways, we are interested in being updated on the developments of the projects as they proceed into implementation.

Thank you for the opportunity to comment on the 2030 RTP Update. Should you have any questions or require additional information, please contact me at 630-553-7616.

Sincerely,



Francis C. Klaas, P.E.
County Engineer

Wies, Kermit W

From: Allen, John. F
Sent: Monday, August 28, 2006 9:30 AM
To: Wies, Kermit W
Subject: FW: 2030 RTP Update

John Allen
Manager, Public Involvement/Public Information
Chicago Metropolitan Agency for Planning
312/386-8740

From: Holly Ostdick [mailto:haostdick@co.mchenry.il.us]
Sent: Friday, August 25, 2006 11:12 AM
To: information@catsmpo.com
Cc: Jason Osborn; a.osten@foxrivergrove.org
Subject: 2030 RTP Update

Thank you for the opportunity to comment on the 2030 RTP Update. The McHenry County Council of Mayors staff is submitting a comment on a major capital project on the behalf of the Village of Fox River Grove. Seeing as the McHenry-Lake Corridor Tollway is unlikely to be implemented, other alternatives should be formulated and considered for quickly moving traffic from McHenry County to the US-12 freeway (to provide access to I-43) in Wisconsin.

Again, thank you for the opportunity to comment and if you have any questions or concerns please contact Holly Ostdick at (815) 334-4970 or HAOstdick@co.mchenry.il.us.

Thank you

8/28/2006

August 25, 2006

400 S. 8th Ave.
LaGrange, IL 60525

Chicago Metropolitan Agency for Planning
233 S. Wacker Dr., Suite 800
Chicago, IL 60606

fax: 312-258-0012
information@catsmpo.com

Re: 2030 Capital Improvements – Update

Dear CMAP,

Enclosed are comments (*personal – I represent no group*) on your draft

I have grouped my responses into 3 annotated lists:

1. Project Amendments
2. New Project Proposals
3. Proposals Including New Funding Mechanisms

For most of the items listed, I could provide some detailed supporting materials.

Besides the value of each of the items I list, they illustrate a concern I have about the Chicago area transportation planning in general. I don't understand how some obvious transportation problems don't seem to inspire solutions. In my own limited experience using the Chicago area's transportation systems I see:

- 1) Rush hours traffic congestion on the Stevenson Expressway. The daily time of the congestion gets longer every year. The locations – formerly only east Harlem – now extend out beyond Weber Road. Congestion is not only one way: the reverse commute is often congested too.
- 2) Circle Interchange backups much of the day northbound, southbound and eastbound.
- 3) No safe bicycle route from the southwest suburbs to the Loop.
- 4) Train commuters standing in bus queues in the rain and snow on the sidewalks around Union Station.
- 5) Carroll Street right-of-way free of trains for 2 decades. Surrounded by massive and dense development, nothing has been done to redevelop this resource to augment the heavy demand in the area for ground transport and for express bus services from the train stations west of the Loop.
- 6) No traffic signal controls for the Pace bus on LaGrange Road/Mannheim.
- 7) Metra Electric and South Shore trains averaging 45 mph on express service.
- 8) Ogden Avenue in Cook County has no coordinated traffic flow design. Some of it is 4 lane. Other sections are 6 lane. Some have local lanes. Some sections have parking; others don't. Some intersections have turn lanes; others don't. The poor traffic flow is evidence of the neglect of traffic planning and the paucity of congestion problem solving.

Part of your transportation planning process should be to identify transportation system problems. Do you know at which intersections during rush hour drivers routinely cannot get through in a single traffic light cycle? If you (or your allied transportation agencies) don't know, you should. If you do know, you should fix (*should have already fixed!*) the problem. Once the problems are identified and catalogued, a triage process should select the most acute problems for problem solving study and cost estimating. Then a cost-benefit analysis would prioritize the capital expenditures. At that point all that is needed is new money.

Page 2

I don't know the extent to which CMAP is tasked with considering, investigating or recommending alternative transportation capital projects funding measures or mechanisms. Many seemingly worthwhile projects with a favorable cost/benefit ratio might attract funding support from those who would actually benefit from the investment. Funding mechanisms that generates revenue from targeted audiences might substantially increase the projects that can be built. For instance, a majority of drivers who live closer to the Stevenson than to other expressways might be willing to pay an extra nickel a gallon tax for a few years if they knew that the money would be used exclusively to add another lane each way from the Tristate to the Ryan. But there is no way for a finite tax on a particular group to fund a specific project can be enacted. The drivers on the Stevenson, who just might be willing to all chip in for a transportation project that would make all of their lives better, are not given that option by the governments charged with providing transportation facilities. The alternatives are some sort of general tax increase or tolls/fares. A general tax increase proposal for transportation will usually fail to be passed because taxpayers don't trust politicians and bureaucrats to spend the money efficiently or equitably. Most road and highway problems have no toll solution. And transit fare increases could dampen ridership enough to limit the effect on total fare revenues.

For small problems projects, an approach to identifying, prioritizing and funding solutions would be to partner with local governments. In my village, LaGrange, westbound traffic on Ogden Avenue backs up for blocks during the morning and evening rush hours. Many of these vehicles are turning right (north) on LaGrange Road. There is an empty lot on that corner. A right turn lane should be built there. But it has not been built. Ogden Avenue and LaGrange Road are state highways. The Village doesn't want to pay for a state highway improvement. WCMC has done nothing. IDOT is MIA; maybe this problem doesn't even register with the state road managers. But if there was a mechanism whereby "local" (in this example, maybe Lyons Township) voters could tax themselves (maybe add 2 cents a gallon to the tax on fuel purchased in the township for 3 years) to specifically pay a local share (say 50%) of the improvement, the citizens in my area might do so. The state could be obligated to pay the balance. That way the users of the local roads could select and prioritize and partially fund local road improvements that they deem worthy of their investment. Those new local funds would greatly expand the ability of the state to build small local road projects.

Yours truly,

David May

Draft 2030 RTP Update

Aug 15, 2006 Comments and Suggestions by:

David May
400 S. 8th Ave
La Grange, IL 60525

Improvement

Comment/Suggestion

Project Amendments

W. Loop Trans Cntr
5.A.2

Will the cost be astronomical for minimal service improvements? I don't see that this station concept is integral to any of the many project improvements in the 2030 Plan.

Inner Circulator (IHBRR)
C.1.c)

Extend Metra BNSF local train service from Congress Park north on the IHBRR to 3 new stations at 31st St in LaGrange Park, Cermak Rd in Westchester and Roosevelt Rd in Broadview.

Heritage Corridor
B.1.b) (2)

Consider rerouting Metra (and Amtrak) trains from Union Station on the BNSF then south on the Belt Railway (just east of Cicero) rejoining the existing CN/IC route just south of the Stevenson Xway. That section of BNSF has no at-grade crossings. Inbound Heritage trains now cover the 12 miles from Summit to Union Station in 33 minutes. The alternate route could cut that by 1/3 to 1/2. Improvements to this section of the BNSF would enhance Metra's BNSF service and Amtrak's service to St. Louis and the West Coast.

New Project Proposals

Bicycles

- 1) Path along north side of Stevenson Expressway from First Avenue to Ashland.
- 2) Separate north-south bike path in Grant Park halfway between LSD and the Monroe Harbor shoreline. (get bikes off of the LSD sidewalk)
- 3) Path in Chicago on Peoria and Green Streets from CTA Blue Line Station to Ohio Street.
- 4) Path in Chicago adjacent to Metra UP North Line
- 5) Paths on Wells, Lake Wabash and Van Buren under CTA Elevated Loop (in curb lane. Parking spaces would be relocated to little used "lane" between bike path pair of center thru lanes.
- 6) Path along south side of Northwest Tollway in vacant JAWA right of way.

Pace buses to O'Hare terminals

Regular Pace routes that now take passengers to the Kiss-N-Ride People Mover station should instead serve passengers curbside at the terminal buildings, thereby reducing travel time overall travel time by approximately 10 minutes each direction.

Union Station Bus+Taxi Island

New island platform and canopy in Canal Street accessed from Union Station directly below by stair & elevator to serve train passengers making connections to buses and taxis. Also includes bus loading from passenger queues under Union Station's peristyle on west side of Canal. Passengers in both locations would stand in queues and board vehicles while under roofs, unlike current arrangements.

Upgrade speeds on Metra's Electric Line between Van Buren & Kensington / Hegewisch B.1.b) (5)

Metra and South Shore should both provide 75+ mph express service in this corridor. South Shore trains now average less than 45 mph en route from Van Buren to Gary, even though the same trains travel at over 75 mph on sections of high quality railways. A Metra "express" covers the 13 miles from Roosevelt to Kensington in 17 minutes; an average speed of 46 mph.

Build New Roads Using ComEd High Tension Line R.O.W.

The first step is to inventory these properties. Then evaluate the value of new roads on each section and the cost of relocating the power lines to new single mast towers in the affected rights of way. Then consider funding options, including public or private tollway.

Add lanes on I-55 (Stevenson Xway) from Harlem to Dan Ryan

This expressway was built with a wide median to contain a future rail transit line which eventually was built as the Orange Line different rights-of-way. Bridges crossing I-55 have single piers in the center median. Adding a lane in each direction would be the most construction cost effective highway capacity expansion project in the Chicago metropolitan area.

Proposals Including New Funding Mechanisms

Expressway Capacity Additions

Gasoline tax in areas nearest the major expressways if approved by area referendum only used for specific capacity expansion projects

Train Station Boarding Fee

Each fare for a Metra and Amtrak train departing Union Station would include a boarding fee to be used only to improve the station.

Public-Private CTA Station
B.1.a.) (3)

New Green+Pink Line CTA station in new condo+retail building at Lake and ~Racine/Morgan

Public-Private Express Lanes

Private toll express lanes on leased excess CTA Blue Line R.O.W. in center of Eisenhower X-way

Express Ramp ISTHA-IDOT Partnership

Flyover toll ramp/bridge from northbound Ryan to westbound Eisenhower to supplement existing free ramp of insufficient capacity.

Express Ramp ISTHA-IDOT Partnership

Flyover toll ramp/bridge from northbound I-294 (Tri-State Tollway) to westbound I-290 (Lake Street Extension of Eisenhower) to supplement existing free ramp of insufficient capacity.

CMAP STATEMENT Aug 2006

What is the public supposed to do with the vast array of undigested material presented in the draft 2030 Regional Transportation Plan Update, the proposed Transportation Improvement Program, the draft Air Quality Conformity Analysis, and the revised 2030 forecasts, but without any real cost-benefit data?

Play an eeneey-meeneey-minee-moe game with transportation projects? Grind some local axe? Hobby-horse some pet technology?

What is the legislature supposed to do, swallow it whole?

The public is hard put to know what it thinks itself. The August 9 "meeting" was far from a real hearing where you get to hear everybody and everybody gets to hear you. It was just a big show'n'tell spread over several wall posters, several documents, and several staffers. There were several complaints, not just mine, that this is not a real hearing. Email is not listed in meeting announcements, but why not a yahoo group of sorts which lets everyone see everyone else's posting? Are public comments just going into some bureaucratic memory hole? Maybe there are legal grounds to compel some real hearing procedure; maybe there is some federal administrative requirement that might decertify the "planning" process.

How is an Illinois taxpayer, concerned with economic investment of state funds in transportation, as opposed to the usual pork barreling, bomber generaling, and civic ego tripping, supposed to make any sense of all this? That alone would be a full-time job. Figure many of these projects are local in nature and should be funded locally, where the taxpayers have a fighting chance of keeping track of things. Funding transit projects in particular by land value capture would make them an entirely different game, one that makes some real comparison of costs and benefits.

How is a federal taxpayer supposed to do the same thing, figuring what Uncle Sucker funds from Broken Bow to the Big Apple? It will be astronomically far from the scrutiny any well-run business makes of its expenditures. Figure this sort of failure to prepare for the future is what caused the Soviet Union to collapse, whether because of central planning or excessive expenditures, and we are not that far behind. Federal funding of local projects creates the incentive to run up a bill, especially when the watchword now among transit agencies here is, don't leave any federal dollars on the table. The movingbeyondcongestion website is a very slick promotion for perpetuation of very expensive, very obsolete transportation technologies.

With that in mind, I think there should be a moratorium on road and rail capital projects, except either the Gray Line proposal to put the electric commuter trains on a combined fare with CTA or generally putting commuter trains and CTA on a common fare, until;

1) both the public and transportation planners are familiar with an ever increasing number of books on both oil and public money running out. There is simply no time horizon running to 2030. In view of looming uncertainties it would be best to curtail projects without a very short, very definite, non-pork barrel pay-back. The resources are needed elsewhere now and will be more so in the near future.

2) there is some real time, hands on experience with at least one technology that can do much more for much less than third rail rapid transit and commuter rail. This is a monorail technology that uses a linear induction motor to both propel and suspend the vehicle under a standard steel beam. Thus the vehicle costs about the same as a bus of similar capacity or a half or third as much as a comparable vehicle and the structure about one-tenth as much as a elevated structure. The footprint being only columns eighty feet apart, it can go over existing rights-of-way without disrupting anything. A vehicle that an ordinary bus can drive on and off would make it an overhead high speed, high occupancy lane. With computer matched riders, it could provide thirty mile, one seat, one hour rides, bus stop to bus stop. A heavy duty version could move semi-trailers with similar felicity. Transit culture most unfortunately does not have any such term as "totaled." Figure CTA has been saying for some years that it will cost \$5 billion to get the system in good shape. Figure, too, that one-tenth of that will buy a whole new bus system. So, then, \$4.5 billion for rapid transit? What does car culture do when the repair shop says it will take \$45,000 to fix the old buggy? For that kind of moola the Mercedes or Lexus dealer is more than happy to talk to you. Will such a monorail actually work? Who knows, although it has been used in amusement park rides for four decades. Who cares, at least until the moola runs out?

3) there is some serious study of a rail freight by-pass strategy of Chicago. Some 9,000 cars move through the Chicago area daily, neither originating nor terminating here, a factor not recognized in the CREATE plan. The case for restoring the Peoria & Eastern, 210 direct miles Peoria to Indianapolis, as opposed to 350 via Chicago, is not merely a by-pass of Chicago congestion but also a substantial short-cut for traffic to and from the southeast. A thorough Chicago by-pass strategy would have to consider the TP&W, the Kankakee Belt, and others, but those

would be largely for traffic to and from the northeast and with a lesser if any short-cut. Actually it might be worth some mileage to avoid Chicago congestion. As we move the fork in the road north and west of Peoria, the mileage advantage decreases. Since Galesburg is it for both ATSF and CBQ mainlines, the Galesburg-Indianapolis mileage is 260 via Peoria and 360 via Chicago. The UP might route Sterling-Peoria, 83 miles or so, but Sterling-Chicago is only 120 miles. Thus Sterling-Indianapolis is 295 miles via Peoria, 300 via Chicago, a wash mileage wise, but still avoiding Chicago. In any event, the costs of restoring downstate lines should be a small fraction of the CREATE project.

When I got home that evening of Aug. 9 there was a TV report on the Chicago Transit Authority needing some \$8 billion capital investment over the next five years, one little slice of reality that somehow escaped me that afternoon. \$7.5 billion for the once great third rail? A billion here, a billion there, however, as some downstate politician famously said some years ago. So let's not too surprised if many of these projects are exercises in spending federal money.

U.S. v. Butler, 297 U.S. 1, 64-68, held that an expanded reading of the general welfare clause would authorize federal funding of national projects but not local projects.

The only argument against the Gray Line project is that it does run into some Rube Goldberg and putting the diesel lines too on a common fare with CTA would not take that much more. In any event, a single fare for CTA and commuter train riders would make the system incomparably more useful and allow cuts of CTA service, especially on the electric lines.

William F. Wendt, Jr. 1643 Hubbard Chicago 60622

Kermit W. Wies, Ph.D.
Deputy Executive Director -- Research & Analysis
Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive, Suite 800
Chicago, IL 60606
Telephone: 312 386 8820
E-mail: kwies@chicagoareaplanning.org

Wies, Kermit W

From: Allen, John. F
Sent: Tuesday, August 15, 2006 9:29 AM
To: Wies, Kermit W
Subject: FW: public comments

John Allen
Manager, Public Involvement/Public Information
Chicago Metropolitan Agency for Planning
312/386-8740

From: Ilhan Avcioglu [mailto:ilhana@sbcglobal.net]
Sent: Monday, August 14, 2006 11:14 PM
To: information@catsmpo.com
Subject: public comments

Something that I believe will help with congestion on the Eisenhower and other expressways is an extension of the blue line from Forest Park to River Road...so there is a circular loop. People could get on in Schaumburg and ride to O'hare or downtown. People could go from Oak Park to Woodfield Mall without driving. The blue line could fit in between the two sides of traffic on the hwy. Eventhough this would require a large investment of funding, it would benefit the environment, traffic congestion and the cost of repairing roads/hwys.

Thank you,
Ilhan Avcioglu
ilhana@sbcglobal.net
708.386.4656

8/15/2006

Chicago Metropolitan Agency for Planning
233 S. Wacker Dr., Suite 800,
Chicago, Illinois 60606

August 9, 2006

Public Comments on the 2030 Regional Transportation Plan's (RTP)

I'm one of those idealists who would like to believe that once you educate, pass laws, produce excellent guidelines and practices that all should go well. Yet despite the excellent job this committee has done with the 2030 Regional Transportation Plan update the document leaves a lingering doubt about how effective it will be in changing existing practices in road design.

- **The Illinois State Legislature passed "Safe Routes to School" and "Context Sensitive Solutions".** *As a pedestrian advocate and former President of the Palatine/Willow Road Community Mobilization Team, I worked long and hard for this legislation and was hopeful that we would see a change when it was adopted last year.*
- **IDOT produced a Detailed Guideline for Practices in "Context Sensitive Solutions".** *As a current member of the CATS Bicycle/Pedestrian Issues Task Force, I viewed with enthusiasm a slide presentation IDOT used to show its new friendlier side. But even the speaker confessed that not all IDOT engineers were on board.*
- **CATS sponsored a "Walkable Community Workshop" with IDOT funding in my community.** *It was extremely effective and residents wanted to learn more.*
- **Yet I live in a community that is experiencing a road design driven by the age old political policy of "threat and coercion". It's hard to believe that everyone who should know about the 2030 RTP document is on the same page philosophically. Will the Illinois Department of Transportation Secretary, Tim Martin, apply the strategies suggested in the 2030 RTP manual fairly to all communities? Will IDOT adopt an official policy that meets federal guidelines when implementing "Context Sensitive Solutions"? Is the Chair of the State's Transportation Funding Commission, Senator Jeff Schoenberg, on board with the 2030 RTP? In his position as Chair, is he willing to support it and enforce it? The 2030 RTP states that quality of life and context sensitive design is important, that new road design can and should support the community it travels through with enhancements that provide the safe mobility of pedestrians and bicycles.**

I applaud the newly-formed Chicago Metropolitan Agency for Planning for producing this excellent document. I only hope you have found a way to implement the best practices and guidelines articulated so well in the 2030 Regional Transportation Plan Update. Everyone agrees traffic congestion created by suburban sprawl will continue to grow, encouraged by municipalities hungry for new tax dollars. The tension between competing perceptions of what should happen and what is happening on Willow Road in the Northern suburbs tells me we have a long way to go. The update provides an

excellent roadmap for solving many of our current and future transportation concerns. *We also need enforceable guidelines and State leaders that support them.*

I want to believe that all this work is relevant, and if my small Village or any other community comes to IDOT with this document in hand, everyone at the negotiating table will be on the same page.

At page 11, the Plan sets the stage for shared-use facility:

It is important, however, to recognize that the Regional Transportation Plan's recommendations for each of these strategic systems are embodied in the principles of a "shared-use" transportation system. Ongoing programs to improve and expand the region's arterial system can also benefit from a set of strategic recommendations to be considered when preparing project designs for local consideration. The additional challenge with improving arterials, of course, arises from their use by multiple travel modes and their integral role in anchoring community land use.

The Plan identifies four strategic transportation systems by travel mode: Arterial, Transit, Bicycle and Pedestrian, and Freight

A shared-use facility is one that, through construction or design, specifically encourages and accommodates safe and efficient use by pedestrians, bicycles, buses, autos and trucks. While the primary function remains movement of people and goods, shared-use design encourages safe, comfortable and convenient use by all. Modern mobility expectations make designing the ideal "shared-use" facility very challenging.

At page 12, the Plan explains the principles of "shared-use" in design and implementation:

Safety is paramount. -----The accommodation of pedestrians and bicyclists is as important as the safe accommodation of vehicles. ----- Community use requires small-scale design considerations.----- Convenient pedestrian access to buses encourages transit use.

The 2030 Regional Transportation Plan recommends that any planning and design studies contain a strong land use component so that transportation improvements are sensitive to the context of the community they serve and that land development patterns support the function of the transportation system.

At page 13, the Plan recommends that all transportation project implementers meet federal guidelines with regard to context-sensitivity:

- Officially adopt a policy commitment to implementing context sensitive solutions.
- Document a transparent procedure for demonstrating how context sensitive solutions will be considered for all projects with early public involvement.
- Train technical staff in planning and design in context-sensitive solutions

At page 14, The 2040 Regional Framework Plan recommends;

- vehicle access management to reduce congestion and improve safety.
- With generous pedestrian and bicycle accommodation and safer intersections will enable people to walk or bicycle between adjacent uses.

At page 15-16, the Plan suggests arterial improvements for capacity expansion:

- Discourage access permits for individual driveways and entrances in favor of consolidated entrances or frontage roads.
- Provide tight intersection designs with minimum curb-to-curb cross sections to reduce signal cycle lengths.
- Narrower lanes should be used when appropriate to promote shared-use.
- Provide transit accommodation and priority.
- Provide safe and comfortable accommodation for pedestrian and bicycle travel.

Sincerely,



Barbara M. Moore
345 Sunset Drive
Northfield, Illinois 60093
Phone: 847-446-9456

Cc: Governor Rod R. Blagojevich
Senator Jeffrey M. Schoenberg
Senator Susan Garrett
Representative Elizabeth Coulson
Representative Elaine Nekritz
Representative Julie Hamos
Timothy Martin, Illinois Department of Transportation Secretary
John Birkinbine, President, Village of Northfield

Wies, Kermit W

From: Wies, Kermit W
Sent: Tuesday, August 08, 2006 7:37 AM
To: Hardy, Jock L
Subject: FW: Toll input

Jock:

Please make sure that all public comments related to the 2030 RTP Update are being assembled in one place. On September 1 (after the comment period has ended), please forward them to me as one package. I'll review them with the RTP Committee on September 14.

Thanks.
Kermit

From: Allen, John. F
Sent: Monday, July 31, 2006 2:03 PM
To: Wies, Kermit W
Subject: FW: Toll input

John Allen
Manager, Public Involvement/Public Information
Chicago Area Transportation Study
312/386-8740

From: Laurie Maloney [mailto:lmaloney@cleanwisconsin.org]
Sent: Monday, July 31, 2006 1:39 PM
To: information@catsmpo.com
Subject: Toll input

I live in Wisconsin and I want you to know how frustrated I am at your Beloit toll, trying to get back into Wisconsin takes an hour.

I would buy a pre trip pass if they didnt START at \$50. My family and I just dont go to Chicago anymore for shopping, museum, tourism, airports, we now go to Milwaukee.

Many locals besides my family I have heard also complaining, you are losing business to the State of Illinois.

I heard this last fall too when the Sandhill Crane people were trying to follow the brood they raised on the migration, they got stuck and the toll and lost them.

Get rid of that toll, or let us buy an affordable quick pass.

Laurie Maloney
Madison, WI

8/8/2006

Laurie Maloney

Clean Wisconsin Inc.
122 State Street, Suite 200
Madison, WI 53703
608.251.7020 (Phone)
608.251.1655 (Fax)
www.cleanwisconsin.org
lmaloney@cleanwisconsin.org

Draft 2030 Regional Transportation Plan Comment Form

Name: HARVEY KAHLER

Organization:

Address: 3507 N SEMINARY, 1-F

City: CHICAGO

State: IL

Zip Code 60657

E-Mail Address: hikahler@ameritech.net

Comments:

- ① Get authority to govern Toll Highway Authority development congruent with regional needs.
 - ② Raise ~~funding~~ State, County & municipal funding beyond ~~the~~ matching "limit" for Federal allocation to address regional and local needs for ~~the~~ transportation.
 - ③ Object to individual comment-taking - no public exchange of ideas as in a town hall format.
 - ④ Bad transit proposals reflect ongoing competition, not coordination, between service agencies.
 - Circle Line
 - West Loop Transit Center
 - Extending CTA further into suburbs to draw commuters from Metra
 - Is there a better way to serve ~~the~~ major trip generators from Metra regional system?
 - Do Metra lines need relief?
 - ⑤ CREATE does not make sense, a better solution may be possible.
 - Do not ~~eliminate~~ St Charles Air Line (UP-CN), it is invaluable (actually \$1-billion) as connection for Metra ~~to~~ regional system coordination
 - More direct connection for CN lines w/ less conflict
- Thank You!
- Better CSX connection to BNSF + UP w/ less conflict
 - Better NS connection to BNSF + UP w/ less conflict

Draft 2030 Regional Transportation Plan Comment Form

Name: ~~John~~
Organization: Cook County Dept of Planning + Develop.
Address: 69 W. Washington
City: _____ State: _____ Zip Code: _____
E-Mail Address: _____

Comments: Along w widening 394 the input of light fixtures
is appreciated as at dusk, the area is so dark
with these adjustment, there will be greater use
of 394
Branches to 394 would allow greater usage
and would save time when driving westward
to reach southern community/area
South Suburban

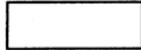
Bus stations (park-n-rides) to better facilitate
the use of a wider 394 (greater use of PACE buses)

US 30 - a major thoroughfare for automobile
Nothing exist as a rail system for

Thank You!



Chicago Area Transportation Study



To: CATS Policy Committee
From: Patricia Berry, Acting Deputy for Programming
Date: September 6, 2006
Subject: Public Comments on Proposed FY 2007-2012 Transportation Improvement Program (TIP)

The following is a summary of the comments received on the proposed FY 2007 – 2012 Transportation Improvement Program and staff notes on those comments. Two comments were received. Copies of the comments are attached.

Lois Arms (two comments)

Ms. Arms suggested that the public meeting on the proposed TIP be a formal public hearing instead. She also advocated that land uses be brought together to reduce the need for travel.

- The CATS Public Involvement Plan (PIP) discusses the use of both public meetings and hearings to facilitate citizen involvement. The PIP will be updated to meet the requirements in SAFETEA-LU. This comment will be considered as part of that update.
- As Ms. Arms noted in her comment, land use and transportation planning are being integrated via the formation of the Chicago Metropolitan Agency for Planning. The actual form of land uses and transportation facilities in the region will depend on the efforts undertaken by this agency.

The FY 2007 – 2012 TIP reflects the current 2030 Regional Transportation Plan.

Proposed FY 2007-12 TIP Comment Form

Name: Levi Arms

Organization: STAND (Save This Airport/Nightmare Dam) League of Women

Address: 107 North (Wild Co pasty P.F.)

City: Park Forest State: IL Zip Code: 60466

E-Mail Address: NA Phone: 708-748-1706

Comments: The arrangements for this meeting would be better if the OAD public hearing format - and not IDOT'S "open house" public meeting - invite + confer - difficult for media to report, too!

As a public hearing format, the entity with a plan must stand up and explain it and defend it. The audience of people who are interested enough to come then can have their public say - as Alderman Nohrens did here, across his heart! - and the others can absorb their ideas, respond with theirs, etc. much more valuable, and pleasant and satisfying for all, and respectful of the public's voice.

Thank You!

"There are two seasons in Illinois, winter and road construction." Those who tout road construction as going to "relieve congestion" never seem to realize that while it is being constructed, it worsens congestion, knocking out main routes such as the Dan Ryan and/or restricting them to reduced lanes while construction is being done in the other half. Afterward, we find that you can't build your way out of congestion.

If IDOT builds it, the drivers will come and clog that too, or they will stay with the alternate, which they have worked out.

Group land-use planning needs to come first. People's residences, workplaces, education, medical, recreational, entertainment, quiet

<http://www.dailysouthtown.com/index/soundoff.html>

8/9/2006

Readers Sound Off on what can be done about traffic congestion

Page 5 of 6

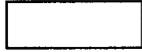
natural open space, etc., need to be close together, then long- commute road construction is not needed to consume the limited amount of land we have. That's why CATS, the Chicago Area Transportation Study, and NIPC, Northeastern Illinois Planning Commission, are being combined into one regional planning board (RPB) right now.

When Metra is allowed to extend lines such as to little Manhattan, population 3,000 BM (before Metra), it brings urban sprawl. Basically *Wendy* the corridor planning councils for so-called economic development along I-80, I-57 and the rest of them seem to have faded. Buses can take people to "regional malls." Of course if stores stay in towns where locals can walk, bike, push the stroller, better yet. Planning needs to be for people, not for cars.

Lois Beth Arms
Park Forest



Chicago Area Transportation Study



To: Tier II Consultation Team
From: Ross Patronsky, Chief of the CMAQ Program
Date: September 6, 2006
Subject: Comments on Conformity Analysis for 2030 RTP Update and 2007-2012 TIP

No comments from the public were received on the conformity analysis. Several minor changes to clarify terminology were suggested by consultation team members; these have been incorporated into the document.

In looking over the conformity analysis I noted two items. Neither of them affects the conclusions of the analysis or requires rerunning MOBILE6, but I have added language to one of the emissions tables and to appendix B to document them.

- Winter reformulated gasoline sulfur content was not manually set. MOBILE6 has an error that causes winter sulfur content in RFG, but it only affects 2007 and before. Since the 2007 year is ozone (summer day) for northeastern Illinois, and the other years are after 2007, the MOBILE6 runs are not affected. The inventory IEPA did for 2002 (for PM_{2.5}) is affected, but the error underestimates emissions, and since the region passes even with the understated 2002 emissions, there should be no need to redo the analysis.
- Another MOBILE6 problem was found in the relationship between direct PM_{2.5} emissions and diesel engine standards. An erroneous parameter file caused the effect of new standards to be underestimated. The revised parameter file, PMDZML.csv, was incorporated into the northeastern Illinois MOBILE6 setup in March, but it was not documented in Appendix B.

The proposed revised pages are attached for your review.

Year	Northeastern Illinois		Northwest Indiana		Nonattainment area total	
	Direct PM _{2.5}	NOx	Direct PM _{2.5}	NOx	Direct PM _{2.5}	NOx
2002	3,070.78	167,630.81	562.64	30,397.97	3,633.42	198,028.78
2010	1,634.99	78,495.92	304.95	14,918.64	1,939.94	93,414.56
2020	1,042.49	26,035.81	171.90	4,571.82	1,214.39	30,607.63
2030	1,029.25	18,853.12	166.98	2,547.78	1,196.23	21,400.90

Note: 2002 emissions computed using summer sulfur levels for winter. See Appendix B, section 8 for further discussion

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Table 8: Direct PM_{2.5} and NOx Emissions in Tons per Year for PM_{2.5} Conformity

10.3 Conclusion

The conformity analysis conducted by CATS concludes that the 2030 RTP and the FY 07 - 12 TIP meet all applicable requirements for conformity for the 8-hour ozone standard and the annual PM_{2.5} standard; the 2030 RTP and the FY 07 - 12 TIP are recommended for approval by USDOT.

Prior to development of separate SIP budgets for northeastern Illinois and northwest Indiana, federal agencies are anticipated to combine the conformity analysis results for the two regions into a joint analysis result for the entire nonattainment area. The conclusions of this analysis, that the 2030 RTP and the FY 07 - 12 TIP meet all applicable requirements for conformity for the 8-hour ozone standard and the annual PM_{2.5} standard, are unaffected by this combination.

The *Transportation Conformity Analysis for the PM_{2.5} and 8-Hour Ozone National Ambient Air Quality Standards* is anticipated to be the subject of a public comment period running from July 31 through August 29, 2006. This report and the accompanying appendices make the determination that the region’s transportation plan and program satisfy all applicable criteria and procedures in the conformity regulations and comply with all applicable implementation plan conformity requirements.

types can be found in the *User’s Guide to MOBILE6.1 and MOBILE6.2: Mobile Source Emissions Factor Model*, section 1.2.3

8.3.3 Compute emission rates

This conformity analysis used MOBILE6.2.03, the current version of the emissions model. Batch file listings used to supply the input to calculate the emission rates for each of the emissions types (VOC and NOx for ozone, direct PM2.5 and NOx for PM2.5) are included in section 8.4. Descriptions of the input commands and changes for other scenario years are also given. Since emission rates vary with the input values, multiple MOBILE runs are executed to provide the necessary rates.

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In the Fall of 2005, it was discovered that MOBILE6 has an error whereby specifying a fuel program results in summer fuel sulfur levels being applied to winter months as well, rather than using the default higher winter sulfur levels. The impacts of this error are discussed under the Fuel Program parameter in section 8.4.

In the Spring of 2006 a second problem with MOBILE6 was discovered that misestimated the impacts of new diesel engine regulations after 2007. A corrected parameter file, PMDZML.csv, was issued by USEPA. This file was installed and used for all MOBILE6 runs for 2007, 2010, 2020 and 2030. The baseline year of 2002 was unaffected.

For ease of execution, multiple MOBILE batch files were created for each scenario year. For ozone conformity, one file was created for vehicles subject to emissions inspection, and one for vehicles not subject to emissions inspection. Within each of these files one “run” is executed for each facility type (expressway, arterial, local streets and freeway ramps). Within the freeway and arterial runs, “scenarios” (not to be confused with scenario years) were created for each speed from 2.5 to 65 miles/hour. Under MOBILE6.2, local streets and freeway ramps have a constant speed, so no speed scenarios were executed for these two runs.

For PM_{2.5} conformity, more runs were created for each scenario year. Because the PM_{2.5} standard is an annual one, runs needed to be created to reflect the conditions in each month. Direct PM_{2.5} emissions are not sensitive to environmental factors – temperature and humidity – nor are they sensitive to application of an inspection and maintenance program. As a result, emission rates for individual months were not required. Since the emission rates do vary with fleet age, three runs were created for each year. January through March were represented by a run with the month parameter set to 1 (e.g., year = 2010, month = 1). April through September were represented by a run with the month parameter set to 7 (e.g., year = 2010, month = 7). Finally, October through December were represented by a run with the month parameter set to 1, but the year advanced by one (e.g., for scenario year 2010, year = 2011, month = 1).

In contrast NOx emissions are temperature sensitive, so a separate run was created for each month of each scenario year. NOx emissions are also sensitive to inspection & maintenance programs, so another “non-I/M” run was also created for each month. Each scenario year thus required 24 MOBILE runs.

SCENARIO RECORD : ramp vmt only w/ I&M
 CALENDAR YEAR : 2007
 EVALUATION MONTH : 7

END OF RUN

Input values

The input values used are described below:

POLLUTANTS : HC NOX

This instructs MOBILE6 to report emission rates for hydrocarbons and oxides of nitrogen, the two regulated ozone precursors in the region.

REPORT FILE : C:\rtp\mobile6\ozone\rates07.txt

The general log file, listing input commands, warnings, and error messages is put in this file

SPREADSHEET : C:\rtp\mobile6\ozone\rates07.tab

The emission rates are put in this file in a format suitable for importing into a spreadsheet.

ABSOLUTE HUMIDITY : 95.0

Humidity affects emission rates; MOBILE6 requires an absolute humidity input (in grains per pound). This value was developed using relative humidity data at O’Hare International Airport from the ten highest ozone days in the 1988 to 1990 period. These same data were used in the Chicago 1990 inventory, the 15 Percent and 9 Percent Rate of Progress Plans, the Attainment Demonstration, the current SIP, and previous conformity analyses. The method was developed by the U.S. Environmental Protection Agency, and applied by the Illinois Environmental Protection Agency.

MIN/MAX TEMP : 70. 96.

MOBILE6 requires the maximum and minimum temperature to calculate emission rates. These values were developed using data at O’Hare International Airport from the ten highest ozone days in the 1988 to 1990 period. These same data were used in the Chicago 1990 inventory, the 15 Percent and 9 Percent Rate of Progress Plans, the Attainment Demonstration, the current SIP, and previous conformity analyses.

FUEL PROGRAM : 2 N

This input specifies that reformulated gasoline for northern states will be used in the region during the period for which emission rates are being calculated. This is consistent with values used in the SIP.

In the Fall of 2005, it was discovered that MOBILE6 has an error whereby specifying a fuel program results in summer fuel sulfur levels being applied to winter months as well, rather than using the default higher winter sulfur levels. For years after 2007, winter and summer sulfur levels will be the same, and the error has no effect. This is the case for analysis years 2010, 2020 and 2030. The 2007 analysis year only applies to ozone conformity, so the analysis is for the summer, and the error again has no effect.

The 2002 baseline year for PM_{2.5} conformity is affected by the error. The nature of the error is to underestimate particulate and NOx emissions, so in fact the baseline values for these emissions are understated. Since emissions for the analysis years of 2010, 2020 and 2030 are all less than the understated baseline emissions, they are also less than the unknown, but higher, baseline emissions that would result from correcting winter sulfur levels. Because the correction would not affect the analysis, the baseline emissions have not been recalculated.

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