



**Tier II Consultation Meeting
DRAFT Minutes – February 22, 2018**

Committee Members

Chris Schmidt	IDOT OP&P – via phone
John Donovan	FHWA
Matt Fuller	FHWA – via phone
Michael Leslie	EPA
Tony Greep	FTA
Mark Pitstick	RTA
Buzz Asselmeier	IEPA – via phone
David Bloomberg	IEPA – via phone
Russell Pietrowiak	CMAP

Participants

Doug Ferguson	CMAP
Craig Heither	CMAP
Tom Kotarac	CMAP
Teri Dixon	CMAP
Kama Dobbs	CMAP
Claire Bozic	CMAP
Elizabeth Schuh	CMAP
Leroy Kos	CMAP
Jose Rodriguez	CMAP
John Fortman	TranSystems
Jeremy Grey	Center Point
Andrea Cline	Geosyntec
Corey Smith	IDOT
Steve Schilke	IDOT
John Cruikshank	WCGL – via phone

1.0 Call to Order and Introductions

The meeting was called to order at 1:00 p.m. All participants introduced themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes – September 14, 2017

On a motion by Mr. Leslie and seconded by Mr. Donovan, the minutes of the September 14, 2017 meeting were approved as presented.

4.0 Conformity Amendment

Mr. Pietrowiak went over the [Cover Memo](#) and [Conformity Amendment](#) that was released for public comment at the January 19, 2018 Transportation Committee meeting. He stated that the public comment period had closed and that CMAP had not received any public comments. It was then mentioned to the committee that for the scenario year 2025 the region is very close to the VOC SIP budget of 60.13. The analysis for scenario year 2025 showed the region at 60.04. He stated that changes to existing conformed projects, specifically open to traffic year changes along with the addition of new projects need to be watched very carefully to insure that the region remains in conformity.

5.0 12-10-9001: I-55 Managed Lane from I-355 to I-90/94

Mr. Schilke from IDOT gave a presentation to the committee on the I-55 Managed Lane from I-355 to I-90/94 project. He highlighted the various changes that have occurred to the project, specifically the addition of more lanes and changing of lanes widths. Mr. Schilke stated that one way to look at the project is as a large restriping project in which existing medians, grassy areas, etc. will be turned into managed lanes. In 2016, the project was issued a FONSI by FHWA. IDOT, in response to various comments went back and looked into adding 2 lanes from east of I-294 to I-90/94. Mr. Schilke stated that at this time IDOT is considering taking existing shoulders and ROW for a second managed lane. It was stated that a second managed lane has a number of benefits to potential investors and the public as it would allow for the revenue model to work, the Pace bus on shoulder to continue, along with increased speeds of close to 45 mph for the two express toll lanes (ETL). Modeling information is being updated and a new environmental assessment is underway. Mr. Pietrowiak stated that a TIP change was made in December to reflect the two ETL and CMAP's modeling has been updated. The current TIP amendment/conformity document that was previously discussed reflects this change. Mr. Pitstick asked if the intention is to do the project quickly without a lot of construction as it originally was proposed and if there is enough ROW to do the project. Mr. Schilke stated that there is enough ROW but the construction time frame is essentially the same. One bridge, the Cicero Bridge will need to be replaced as well as the IHB and Lemont bridges as part of this project.

6.0 09-12-0036: I-80 from Ridge Rd to US 30 Lincoln Highway

Mr. Schilke from IDOT gave a presentation to the committee on the I-80 from Ridge Road to US 30 Lincoln Highway project, which has a number of components to it. Mr. Schilke stated that this is a challenging corridor. The priority was to look at condition, followed by safety, then mobility issues. Mr. Schilke stated that IDOT looked primarily at bridge conditions in the near term study and bridge, mobility, etc. in the long term study. The EI near term study, which is primarily rehabilitation, has been approved for eight bridges and the rehabilitation of two bridges (package A) and the Des Plaines River Bridge Deck replacement (package B). Long term study is based on what the greatest needs of the corridor. Replacement of the Des Plaines River Bridge is part of the long term work. The removal of the Center Street and Richards Street interchanges was considered as part of this study. However, if these interchanges were removed, the diverted traffic would adversely

affect the interchanges at Larkin Avenue and Chicago Street. Therefore, Mr. Schilke stated that all current interchange locations will be retained. He said the interchanges at Larkin Avenue, Richards Street, and Briggs Street only require minor modifications to improve traffic and safety and the interchange at Houbolt Road is currently the subject of a separate ongoing study. The I-55, Center Street, and Chicago Street interchanges will need major reconfigurations to address high traffic volumes or to provide additional access. The alternative also proposes extending an auxiliary lane in each direction between Larkin Avenue and Center Street as well as Richards Street to Briggs Street where high traffic volumes were observed. At the I-55 Interchange, in order to address high volume movements, the preferred alternative creates a new turbine ramp connecting southbound I-55 directly to eastbound I-80 and removes the existing loop ramp in the southwest quadrant. At Larkin Avenue, the westbound to southbound loop ramp in the northwest quadrant will be eliminated and all westbound traffic will utilize the exit ramp east of the interchange. At Center Street, a $\frac{3}{4}$ -diamond with one loop ramp in the SW quadrant is proposed. A partial cloverleaf with jughandle interchange is proposed at Chicago Street and at Briggs Street, the interchange will be reconstructed and the south ramps of the interchange will be shifted north. The goal is to have the EIS finished in the summer.

Mr. Pietrowiak asked if IDOT was going for design approval this summer, which IDOT confirmed. He stated that currently the I-80 project is being modeled with no changes to I-80 and it a reconstruction of some existing bridges at this time. The understanding is that the bridges are being built to accommodate additional lanes in the future but none of the long term improvements, such as add lanes, add auxiliary lanes, which CMAP considers as an add lane, or interchange reconfigurations are currently being modeled. To do so would require a TIP change and updated modeling information.

Mr. Pietrowiak asked IDOT if the design approval will include any of the long term improvements. Mr. Schilke stated that there would be some elements of the long term improvements in the design approval that IDOT is seeking this summer. Mr. Pietrowiak informed the consultation committee that the auxiliary lanes and intersection improvements are not being modeled at this time. Mr. Pietrowiak stated that the next opportunity for conformity project changes will be in April, with approval of those conformity amendments in October to coincide with the adoption of the ON TO 2050 plan. After October 2018 the next time opportunity for to do conformity amendment changes will be in December of 2018. He asked the committee if IDOT should make a TIP change to model the auxiliary lanes and interchange reconfigurations in the next Conformity amendment analysis. Mr. Pietrowiak stated there is an issue with how the project is represented in the TIP because the project is shown as one project without any demarcation between the short term and long term improvements. Mr. Pietrowiak recommended working with IDOT to separate out the short term and long term improvements in the TIP so that when components trigger a conformity analysis it is clear what they are. Mr. Schilke stated that IDOT had an interest in being able to move forward on some of the long term improvements, such as land acquisition even if construction funding hadn't been identified yet.

Mr. Donovan stated asked what the longest auxiliary was. Mr. Schilke stated that it was about one mile. Mr. Donovan stated about one mile was the threshold that FHWA and EPA had agreed to before an auxiliary lane was considered adding capacity. Mr. Pietrowiak stated that while the one mile auxiliary lane is the longest segment, what was provided CMAP by IDOT could also be considered a series of improvements throughout the corridor, which all together are adding a lot of capacity. Mr. Schilke stated that IDOT does look at this project as a corridor too. Mr. Leslie asked what analysis year CMAP would put the project in. Mr. Pietrowiak stated that CMAP could work with IDOT to improve the project's representation in the TIP by having the phases of the project tied to their potential completion years, improvement types, etc. to enable various aspects of the project to be modeled in different scenario years. This would better reflect when various improvements would actually take place as opposed to modeling and adding all the components into the model right now. Mr. Pietrowiak stated an issue is that the auxiliary lanes are considered add lanes in CMAP's model. Mr. Heither stated that for practical purposes the model sees auxiliary lanes as added capacity regardless of the length of the lane because the model sees this as additional pavement, which equals more capacity and more traffic. He also stated that the model needs to reflect what the conditions on the ground are. The consultation members agreed with the approach to modeling and the TIP representation suggested by CMAP staff. CMAP staff stated that they would work with IDOT to minimize the impact that the conformity process may have on IDOT getting the design approval they are seeking.

7.0 12-18-0006 and 12-18-0007: Improvements on Houbolt Rd from US 6 to I-80 and at I-80/Houbolt Rd Interchange and a new Houbolt Rd Bridge (over Des Plaines River).

Mr. Grey from Center Point gave a presentation on the Houbolt Road Bridge project. The bridge project (12-18-0007) is being privately financed and has proposed timeframe for completion of FFY 2019. The road length is about one mile with the bridge being about half a mile with a speed of 45 mph. The road south of Route 6 to the bridge is privately financed. Mr. Grey stated that they will need to work with Will County on the tolls. He also stated that the design is 30% complete and that the project is moving forward and the permitting is progressing. The project is targeting mid-2020 and will use design build to expedite the project. Mr. Grey stated that construction will start this summer and will take two seasons to complete. Mr. Pietrowiak stated that the project was modeled as completed in 2019 and asked to clarify the completion date for modeling. Mr. Pietrowiak stated that Center Point has provided information to model the project, except for toll information. Mr. Pietrowiak stated that the Chicago Skyway tolls were used as a proxy so that CMAP could add tolling information to the model for this project. The committee was asked if this approach was acceptable, to confirming the completion year for modeling of 2020. Mr. Schmidt asked if IDOT was consulted on the proxy toll amount that CMAP used in the modeling. Mr. Pietrowiak stated that IDOT had not been consulted due to the tight time constraints associated with getting the project into the TIP and modeled in time to meet the conformity deadline. Mr. Schilke stated that IDOT had not received any of the proxy toll information.

Mr. Grey asked what the impact of the tolls are. Mr. Heither stated that the models are sensitive to tolling and stated that this was meant to be a place holder so that modeling could proceed. Mr. Grey stated that they tolls will likely be about \$6.50 for trucks and \$1.65 for cars. Mr. Pietrowiak then stated that CMAP would follow up with Center Point so that the model will be more in line with the anticipated the tolls. Mr. Donovan stated that the tolls seemed reasonable as did the open to traffic year of 2020. Committee members also agreed that 2020 was a reasonable open to traffic year to use for modeling.

Mr. Fortman then gave a brief presentation of the Houbolt Rd from US 6 to I-80 improvements including the reconstruction/reconfiguration of the I-80 Houbolt Rd interchange into a divergent diamond. Mr. Pietrowiak asked for the anticipated open to traffic year. Mr. Fortman stated that these improvements should be ready with the Houbolt Rd Bridge which is scheduled for 2020. The committee agreed to keep the open to traffic year in the model as 2020.

8.0 Ozone SIP development

On December 11th a [Federal Register Notice](#) from the EPA for Findings of Failure To Submit State Implementation Plan Submittals for the 2008 Ozone National Ambient Air Quality Standards (NAAQS) was made. What this may mean for the region and the status of a response to the finding was discussed. Mr. Bloomberg provided a brief overview of how the current situation developed and stated that the region was a moderate nonattainment area that was supposed to submit an attainment demonstration in 2017. The IEPA was preparing to do the attainment demonstration but it became apparent that the ozone season was not going well and that the region would not be in attainment, thus an attainment demonstration was thought to be somewhat meaningless. Mr. Bloomberg then stated that the EPA said this is required and the IEPA stated that they would then go through the process and do the attainment demonstration even though the region did not attain. Mr. Pietrowiak asked for a timeline of when the items in the notices would be addressed. Mr. Bloomberg stated that the plan is to do something in the spring/summer of 2018. Mr. Asselmeier then asked if the SIP budget for NO_x of 204 tons per day and for VOM 103 tons per day, which is the same as before is acceptable. There were no objections. Mr. Asselmeier stated that the budget was unchanged at this time. Mr. Leslie said that he was available to look at any draft documents the IEPA may have. Mr. Donovan asked if there would be a public hearing. Mr. Bloomberg stated that they may have a hearing if there is interest.

9.0 Ozone designation

Mr. Leslie stated that the EPA is looking to make nonattainment designations for the 2015 ozone NAAQS by April 30th. He stated that he did not anticipate any changes to the boundaries from what Illinois recommended. Mr. Bloomberg stated that it would be the same nonattainment area as before (2008 NAAQS). Mr. Pietrowiak asked if the region would be bumped up to the next nonattainment level, serious for the 2008 standard. Mr. Leslie said that it is possible and Mr. Bloomberg stated that a recent court decision may

impact things so this will be an ongoing issue that the committee will need to follow. Mr. Pietrowiak stated that CMAP plans to continue to use the current SIP/MVEB budgets that they have been using until such time as they are no longer valid.

10.0 Updated Transportation Conformity SIP

Mr. Bloomberg stated that there were no updates on this item at this time.

11.0 ON TO 2050 Status and Regionally Significantly Project Development

Mr. Ferguson stated that the definition of Major Capital Projects and Regionally Significant projects has changed from GO TO 2040 for ON TO 2050 to include arterial improvements and state of good repair projects that meet a \$250M threshold. Mr. Ferguson stated that staff is working on developing a process for amendments to the plan and that will be developed in the fall of 2018 and will be brought to this committee. Mr. Pietrowiak stated that conformity for ON TO 2050 will be done in early May. He added that this would be the last Conformity Amendment scheduled for approval in 2018 and it will be released for public comment along with ON TO 2050 in June of 2018.

12.0 FHWA/FTA Certification Review Preliminary Findings

Mr. Greep stated that the site review was done in December and while it is not finalized it is anticipated that there will not be a corrective action regarding conformity but that it will note the ambiguity of the PM 2.5 status. Mr. Donovan stated that the process doesn't hold up projects and that the consultation process is very useful. Mr. Donovan stated that special conformity amendments may also be addressed in the MPO review.

13.0 Other Business

None

14.0 Public Comment

None

15.0 Next Meeting

The next meeting will be on call.

16.0 Adjournment

The meeting adjourned at 2:55pm.

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		