



TRANSPORTATION COMMITTEE

AGENDA - FINAL

Friday, June 2, 2023

9:30 AM

**Cook County Conference Room
433 West Van Buren Street, Suite 450
Chicago, IL 60607**

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until Thursday, June 1 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

You can also join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/89329932835>

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to info@cmap.illinois.gov at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.

The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.

To review CMAP's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.

If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email (info@cmap.illinois.gov) or phone (312-454-0400).

1.0 Call to Order and Introductions**2.0 Agenda Changes and Announcements****2.01 Requests for Agenda Changes**[23-281](#)**2.02 Executive Director's Announcements**

ACTION REQUESTED: Information

[23-282](#)**3.0 Approval of Minutes****3.01 Minutes from April 28, 2023**

ACTION REQUESTED: Approval

Attachments: [TC\(DraftMinutes\)04-28-23](#)[23-283](#)**4.0 Items for Approval****4.01 FFY 2023-2028 Transportation Improvement Program (TIP) Amendments and Administrative Modifications**[23-284](#)

PURPOSE & ACTION: TIP Amendment 23-09 was published to the eTIP web site on May 26, 2023 for committee review and public comment. A memo summarizing formal TIP amendment 23-09 and administrative amendments 23-09.1 and 23-09.2 is included in the meeting materials. Staff requests approval of TIP Amendment 23-09.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend23-09](#)
[TIP Amendment 23-09](#)
[TIP Amendment 23-09.1](#)
[TIP Amendment 23-09.2](#)**4.02 ON TO 2050/2023-2027 TIP Conformity Analysis & TIP Amendment Memo**[23-286](#)

PURPOSE & ACTION: ON TO 2050/2023-2027 TIP Conformity Analysis & TIP Amendment 23-08 was released for committee review and public comment. Staff requests approval recommending the ON TO 2050/2023-2027 TIP Conformity Analysis & TIP Amendment 23-08 to the MPO Policy Committee for their consideration. A memo summarizing the conformity amendment is included in the meeting materials.

ACTION REQUESTED: Approval

Attachments: [230608_conformityTCreport_official_draft](#)**5.0 Information Items**

5.1 Plan of Action for Regional Transit (PART) report update[23-285](#)

PURPOSE: Update of CMAP's ongoing work to develop a transit system report, the Plan of Action for Regional Transit (PART), required by the Illinois General Assembly.

ACTION REQUESTED: Information

6.0 Legislative Update**7.0 Other Business****8.0 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 public comment period will immediately follow the last item on the agenda.

9.0 Next Meeting

The next meeting is scheduled for Friday, July 28, 2023.

10.0 Adjournment

TRANSPORTATION COMMITTEE**MEETING MINUTES - DRAFT**

Friday, April 28, 2023

9:30 AM

Please register in advance of the meeting at:
<https://attendee.gotowebinar.com/register/3526262852302064910>

To participate by phone,
call (631) 992 3221 with access code 521 732 278

If you would like to speak during a public meeting, email your statement or question to transportation@cmap.illinois.gov at least 24 hours before the meeting. CMAP staff will read aloud submitted comments and allow any others who wish to speak during time scheduled for public comment.

If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email (info@cmap.illinois.gov) or phone (312-454-0400).

1.0 Call to Order and Introductions

Kevin Carrier called the meeting to order at 9:30 a.m., reminded the audience that the meeting is being held virtually as permitted by the governor's disaster declaration, and that the meeting was being recorded.

Present: CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, IEPA Representative, NIRPC Representative, and FTA Representative

Non-Voting: FHWA Representative

Kevin Carrier (Vice Chair) served as representative to Lake County; Jeff Sriver served as representative to CDOT; Doug Ferguson served as representative to CMAP; Bob Dean served as representative to CNT; Leon Rockingham served as representative to CoM; Tara Orbon served as representative to Cook Co; Leah Mooney served as representative to CTA; Chris Snyder served as representative to DuPage Co; John Donovan served as representative to FHWA; Steve Schilke served as representative to IDOT D1; Jack Cruikshank served as representative to IDOT OIPI; Brandon Gerber served as representative to IDOT OP&P; Jackie Forbes served as representative to Kane Co; Heidi Lichtenberger served as representative to Kendall Co; Audrey Wennink served as representative to MPC; Scott Hennings served as representative to McHenry Co; Lynnette Ciavarella served as representative to Metra; Eric Llewellyn served as representative to Pace; Kyle Whitehead served as representative to RTA; Chris Hiebert served as representative to SEWRPC; Henry Guerriero served as representative to Tollway; Christina Kupkowski served as representative to Will Co

Staff Present: Laurent Ahiablame, Erin Aleman, Bill Barnes, Victoria Barrett, Lindsay Bayley, Nora Beck, Karly Cazzato, Daniel Comeaux, Stephen Di Benedetto, Teri Dixon, Kama Dobbs, Phoebe Downey, Ryan Ehlke, Alex Ensign, Jon Haadsma, Kasia Hart, Craig Heither, Michael Kray, Aimee Lee, Jen Maddux, Tony Manno, Martin Menninger, Nikolas Merten, Jason Navota, Timothy O'Leary, Stephane Phifer, Russell Pietrowiak, Katie Piotrowska, Julie Reschke, Elizabeth Scott, Sarah Stolpe, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider, Mary Weber, Laura Wilkison

Others Present: Garland Armstrong, Zachary Braun, Melanie Castle, Michael Connelly, Hugo Coronado, Mimi Cowan, Kaci Crowley, Michele Curran, Dina Dawn, Michael Einhorn, Peter Fahrenwald, Michael Gillis, Kendra Johnson, John Paul Jones, Daniel Knickelbein, David Kralik, Michael LaFargue, Ted Lachus, John Loper, Jack Malec, Brittany Matyas, Daniel Maziarz, Melissa Meyer, John Morris, Heather Mullins, Alan Ochab, Mark Pitstick, Leslie Rauer, Chad Riddle, Julie Roberts, Todd Schmidt, Shane Schneider, Brian Schumacher, Tina Smith, Brian Stepp, Mike Sullivan, Joe Surdam, Michael Vanderhoof, Jazmin Vega

2.0 Agenda Changes and Announcements

Jessica Hector-Hsu has left the RTA and will no longer be Chair of the Transportation Committee. Kevin Carrier the Vice Chair led the meeting.

2.1 Requests for Agenda Changes

[23-208](#)

There were no changes to the agenda.

2.2 Executive Director's Announcements

[23-209](#)

ACTION REQUESTED: Information

CMAP Executive Director Erin Aleman shared that the next meeting will be in-person, with an updated Public Participation Policy that allows the public and other stakeholders to participate virtually. Aleman provided the committee with highlights from the 2022 Annual Report and public opinion survey of regional residents, which has helped guide CMAP's evaluation of technical assistance and allocation of resources. Aleman concluded her remarks by celebrating the 2023 Regional Excellence awardees.

3.0 Approval of Minutes

3.1 Minutes from February 24, 2023

[23-215](#)

ACTION REQUESTED: Approval

Attachments: [TC 2.24.23 Minutes - final draft](#)

A motion was made by Lynette Ciavarella, seconded by Mayor Rockingham, that the minutes from February 24, 2023 be approved as presented. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, IEPA Representative, NIRPC Representative, and FTA Representative

Non-Voting: FHWA Representative

4.0 Items for Approval

4.1 FFY 2023-2028 Transportation Improvement Program (TIP) Amendments and Administrative Modifications

[23-210](#)

PURPOSE & ACTION: TIP Amendment 23-07 was published to the eTIP web site on April 21, 2023 for committee review and public comment. A memo summarizing formal TIP amendment 23-07 and administrative amendments 23-07.1 and 23-07.2 is included in the meeting materials. Staff requests approval of TIP Amendment 23-07.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend23-07](#)
[TIP Amendment 23-07](#)
[TIP Amendment 23-07.1](#)
[TIP Amendment 23-07.2](#)

Russell Pietrowiak, CMAP staff, summarized highlights from the formal 23-07 TIP Amendment and administrative amendments 23-07.1 and 23-07.2. With all cost changes, the TIP remains fiscally constrained. Audrey Wennink, MPC, posed questions about 4 projects from the update: 02-94-0001, 02-97-0006, 10-03-0005, and 18-10-0046. Wennink encouraged the project managers to consider multimodal improvements and transit-oriented development, expressing concern about roadway expansion projects.

A motion was made by Tara Orbon, seconded by Jackie Forbes, that the FFY 2023-2028 TIP Amendments be approved. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, IEPA Representative, NIRPC Representative, and FTA Representative

Non-Voting: FHWA Representative

4.2 FFY 2023 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois of 5307/5340 Urbanized Area, 5337 State of Good Repair, 5339 Bus and Bus Facilities and 5310 Enhance Mobility of Seniors and Individuals with Disabilities funds

[23-213](#)

At its March 16, 2023 meeting the RTA Board approved the splits of FFY 2023 FTA §5307/§5340, §5337, §5339 and §5310 funding with northwestern Indiana and southeastern Wisconsin as presented in the attached memo. Staff requests approval recommending the subarea allocations between northwest Indiana- northeastern Illinois and southeastern Wisconsin-northeastern Illinois to the MPO Policy Committee for their consideration.

ACTION REQUESTED: Approval

Attachments: [TC\(FTA Funding Splits Memo\)04-28-23](#)

Russell Pietrowiak, CMAP staff, reviewed the funding splits designated in the FFY 2023 FTA Subarea Allocation

between IL and WI and IN memo. In response to a question about the historical splits between IL/IN/WI, staff responded that the splits are established in a letter of understanding between the RTA, NIRPC and SEWRPC.

A motion was made by Mayor Rockingham, seconded by Jack Cruikshank, that the FTA Subarea Allocation be approved. The motion carried by the following vote:

Aye: CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, CDOT Representative, NIRPC Representative, and FTA Representative

Non-Voting: FHWA Representative

5.0 Information Items

5.1 Plan of Action for Regional Transit (PART) report update

[23-229](#)

PURPOSE: Update regarding CMAP's work to develop a transit system report, the Plan of Action for Regional Transit (PART) report, as required by the Illinois General Assembly. The update will include progress since February related to new public revenue sources, efficiencies, governance and system improvements. It will also include an overview of expected activities over the next couple of months.

ACTION REQUESTED: Information

Laura Wilkison, CMAP staff, provided an update on the Plan of Action for Regional Transit (PART). Discussion included governance approach, funding discussion, system improvements updates, and timeline. The PART team is exploring service coordination and various revenue options. The individual transit service boards also gave presentations regarding potential savings and efficiencies at their agencies. Kyle Whitehead, RTA, added that the fiscal cliff is less to do with inefficiencies and bloated budgets, and more to do with structural shifts in the economy because of the pandemic. Wilkison concluded that system improvement recommendations are set to be completed by June and final draft recommendations will be developed by September. Jack Cruikshank, IDOT, asked about congestion issues in downtown and its relation to tolling and highways. Ms. Staff responded that tolling is included in the roadway system menu of options. Christopher Snyder, DuPage County, suggested that if transit is not an option, there should not be punitive measures for road usage.

5.2 Regionally Significant Project Evaluation Measures

[23-225](#)

PURPOSE & ACTION: CMAP is developing a Transportation Project Analysis Tool (TPAT). This tool will be used to aid in the analysis of Regionally Significant Projects for long-range transportation planning. Staff are working with High Street Consulting to compare past measures with best practice. Potential changes to evaluation measures and methods will be discussed.

ACTION REQUESTED: Discussion

Martin Menninger, CMAP staff, shared an overview of the Transportation Project Analysis Tool (TPAT) being developed to assess the alignment of RSPs with the long-range plan. A peer literature review has been completed and a tool to automate some of the analysis work will be underway this summer. Menninger noted that Community Alliance for Regional Equity (CARE) members stressed the need to maintain and improve existing transportation systems. Kyle Whitehead, RTA, emphasized alignment with goals and targets for safety, environment, and modal choices. Kevin Carrier, Lake County, added that Lake County has struggled to gather data of usage for sidewalks and bike facilities.

6.0 Legislative Update

There were no legislative updates.

7.0 Other Business

Jack Cruikshank shared on behalf of the IDOT that a Notice of Funding Opportunity (NOFO) for transit planning funds has been issued. The call for applications closes on May 24, 2023. Cruikshank also shared interest in hydrogen fuel cell vehicles and encouraged the committee to discuss further performance safety targets, going above and beyond that of the IDOT Safety Plan. Staff noted in response to a question about the status of forming working groups, that there is no update at this time.

8.0 Public Comment

Garland Armstrong, a member of the disability community and former resident of the region, made a comment concerning the transit fiscal cliff in 2026 emphasizing that federal lawmakers should intervene alongside state and local actors. John Paul Jones, Grow for Englewood, expressed concern about the changes with a lot of projects that are incredibly cost intensive. Jones suggested a better fine tuning and alignment of projects, as they need to keep those involved in the community energized. Michael LaFargue echoed Mr. Jones' comments and advocated for expediting projects in specific communities to allow for greater community engagement.

9.0 Next Meeting

The next meeting is scheduled for Friday, June 2, 2023.

10.0 Adjournment

A motion was made by Leah Mooney, seconded by Jackie Forbes, that the meeting be adjourned. The motion carried by a voice vote.

The meeting was adjourned at 11:44 a.m.

Minutes prepared by Sarah Stolpe

MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: May 26, 2023

Subject: Transportation Improvement Program (TIP) Amendments

Purpose: TIP Amendment 23-09 was published to the eTIP web site on May 26, 2023 for committee review and public comment. This memo summarizes formal TIP amendment 23-09 and administrative amendments 23-09.1 and 23-09.2.

Action Requested: Approval of Formal TIP Amendment 23-09

Since the committee's last meeting, project programmers submitted 60 formal amendments for Transportation Committee consideration. Additionally, 85 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 23-09.

Formal Amendment 23-09

A total of 60 formal amendments were submitted for Transportation Committee approval on amendment [23-09](#). Twenty-two (22) new projects with a total cost of \$54.3 million and federal participation of \$34.3 million were added to the TIP. The majority of these new projects are funded through the Illinois Transportation Enhancement Program (ITEP) utilizing federal Transportation Alternatives Program (TAP) funding. The majority of the changes to existing projects (19) were cost changes exceeding administrative thresholds, which added \$68.8 million in total cost to the TIP. Schedule and scope changes resulted in sixteen (16) projects having phases moved into or out of the current years (2023 – 2027) of the TIP. Cost adjustments with these changes added \$85.2 million to the TIP. Finally, three (3) projects were deleted from the TIP, removing \$5.1 million in total cost. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$203.2 million in total cost, and \$177.9 million in federal participation, as summarized below.

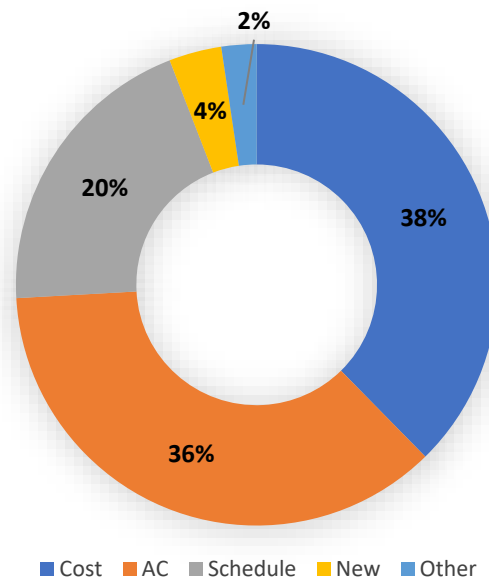
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
New Project	22	\$54.3	\$0.0	\$54.3	\$34.3	\$0.0	\$34.3
Cost change	19	\$68.8	\$768.8	\$837.6	\$72.5	\$327.8	\$400.3
Phase(s) added to or removed from TIP	16	\$85.2	\$1,389.3	\$1,474.5	\$74.9	\$1,058.0	\$1,132.9
Delete project	3	-\$5.1	\$5.1	\$0.0	-\$3.7	\$3.7	\$0.0
Grand Total	60	\$203.2	\$2,163.1	\$2,366.3	\$177.9	\$1,389.5	\$1,567.5

All costs in \$ millions

Administrative Amendments 23-09.1 and 23-09.2

A total of 85 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [23-09.1](#) and [23-09.2](#). 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.

22-09.1 & 22-09.2 Administrative Amendments - Type of Changes



The majority of the administrative changes (32) were cost changes, adding over \$40 million in total cost to the TIP; of which \$23 million is federal funding. Thirty-one (31) changes were made to either place funding into Advance Construction (AC) status or convert funding from AC status (ACC). Cost adjustments made with these changes added about \$800,000 in total cost to the TIP. Three (3) new projects, totaling \$54 million were added to the TIP administratively. Nineteen (19) other non-financial changes, including schedule changes, adding project IDs, and updating the current status of implementation were also made. In total, \$95.2 million in total cost was added to the TIP administratively. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP.

Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	32	\$40.1	\$2,919.9	\$2,960.0	\$22.8	\$1,991.5	\$2,014.3
Phase(s) placed in AC status	18	\$0.5	\$71.7	\$72.2	\$0.4	\$46.5	\$46.9
Phase(s) converted from AC status	13	\$0.3	\$65.2	\$65.5	\$0.0	\$37.5	\$37.5
Schedule change	17	\$0.0	\$136.9	\$136.9	\$0.5	\$67.8	\$68.3
New project	3	\$54.3	\$0.0	\$54.3	\$37.0	\$0.0	\$37.0
Other	2	\$0.0	\$181.1	\$181.1	\$0.0	\$73.3	\$73.3
Grand Total	85	\$95.2	\$3,374.8	\$3,469.9	\$60.8	\$2,216.6	\$2,277.5

All costs in \$ millions



MEMORANDUM

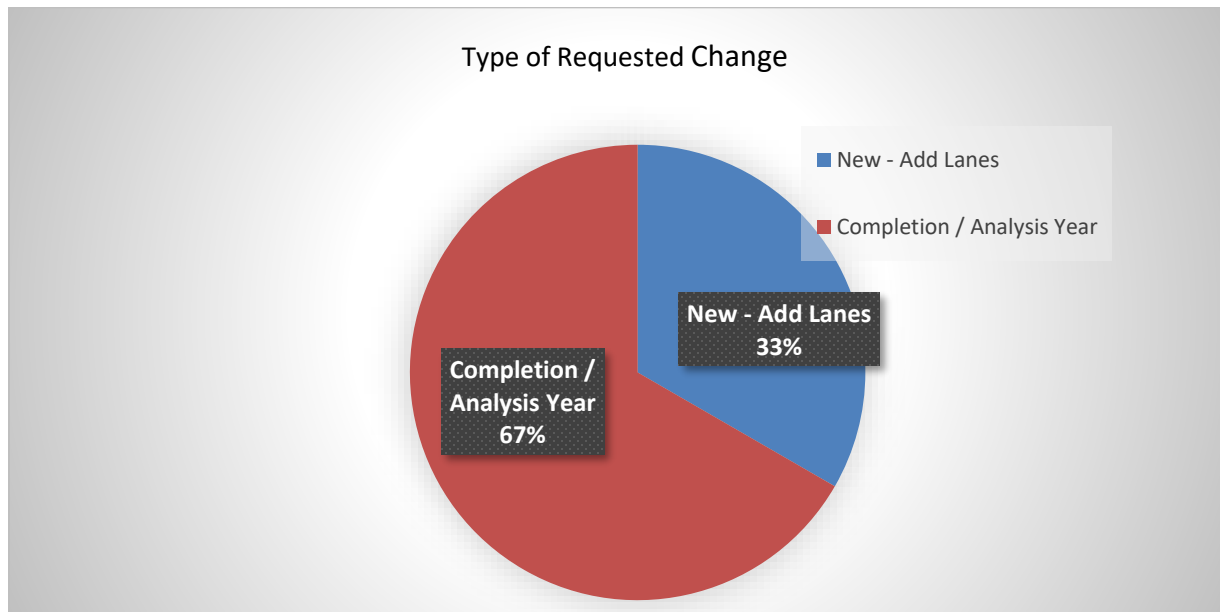
To: CMAP Transportation Committee

From: CMAP Staff

Date: June 8, 2023

Re: ON TO 2050/2023-2027 TIP Conformity Analysis & TIP Amendment 23-08 release for public comment

In accordance with the required plan update conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects included in the FFY 2023-28 TIP that are anticipated to be carried forward into the FFY 2023-27 TIP and ON TO 2050 for inclusion in the regional air quality analysis. Of the changes requested, three projects require air quality conformity analysis. Below is a summary by type of requested change.



If the 2023-27 TIP is approved, a new non-exempt project, and two long established projects crossed a scenario year. The federal government requires regional planning agencies to demonstrate fiscal constraint by determining that sufficient resources will be available to

construct projects recommended in the plan. Careful selection of these projects must meet the federal standard of fiscal constraint, while also helping to achieve regional goals. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP or within the planning horizon of ON TO 2050. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new non-exempt project is:

- [09-23-0024](#): Galligan Road from Freeman Road to Binnie Road.

Other changes to existing projects are described below.

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

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 2025, 2030, 2035, 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 following non-exempt projects crossed an analysis year:

- TIP ID [06-03-0005](#): 143rd St from Will-Cook Rd to IL 7 Wolf Rd.;
- TIP ID [10-01-0022](#): IL 22 Lake Zurich Rd from Quentin Rd to W of IL 83.

The scope of a project is determined by the [work types](#) associated with the project.

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

The conformity status of [12-22-0006](#), Theodore Street from Drauden Road to Wesmere Parkway was predetermined by its inclusion within the initial Theodore Street corridor improvement project [12-21-0026](#), submitted for the June 10, 2021 conformity. The scope of the parcel being split focuses on the road widening which requires storm sewer installation, sidewalk replacement, tree replacement, street lighting, with new traffic signals and modifications.

Newly submitted changes are found in the [23-08 Conformity Amendments](#) report.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into U.S. Environmental Protection Agency’s MOVES3 model.

Using the MOVES3 model on-road emission estimates for each precursor or direct pollutant in each analysis year were produced. The MVEB for the NEIL nonattainment area for 2035 and beyond was revised in a federal register notice on May 20, 2022 (87 FR 30828) to correspond to the 2008 ozone maintenance SIP that was approved in that noticed by U.S. EPA. The result is that the MVEB changes to 65 tons/day of VOCs and 110 tons/day of NOx in 2035. Prior year MVEB remain unchanged. In addition to a revised MVEB the analysis year of 2035 is now being modeled as that corresponds to the last year of the 2008 ozone maintenance plan and demonstrates conformity for the 2008 ozone maintenance SIP. For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting mobile source emissions estimates fell below the applicable motor vehicle emissions budgets for ozone as shown in the table below.

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
2025	42.31	60.13	122.17	150.27
2030	36.73	60.13	94.48	150.27
2035	32.89	65.00	84.82	110.00
2040	29.79	65.00	84.09	110.00
2050	27.89	65.00	90.06	110.00

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

Notes:

Off-model benefits are not included in the total emissions estimates
 Results updated as of April
 2023

Direct PM_{2.5} and NO_x Emissions in Tons per Year for PM_{2.5} (Informational Only)

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	Historical SIP Budget	Northeastern Illinois	Historical SIP Budget
2025	1,433.01	5,100.00	40,253.89	127,951.00
2030	1,151.12	2,377.00	31,844.80	44,224.00
2035	993.38	2,377.00	28,319.94	44,224.00
2040	986.85	2,377.00	27,999.78	44,224.00
2050	1,026.73	2,377.00	29,610.63	44,224.00

Greenhouse Gas Mobile Source Emissions (Informational Only)

CO ₂ Equivalent in Tons per Year	
Year	Northeastern Illinois
2025	34,323,851.35
2030	32,903,307.41
2035	31,954,711.04
2040	32,109,251.47
2050	33,318,041.83

ACTION REQUESTED: Recommend finding of conformity and approval of TIP amendment 23-08 by the MPO Policy Committee.