

TRANSPORTATION COMMITTEE

AGENDA - FINAL

Friday, June 3, 2022

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

1.0 Call to Order and Introductions

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

3.1 Meeting Minutes from April 29, 2022

[22-256](#)

ACTION REQUESTED: Approval

Attachments: [TC\(DraftMinutes\)04-29-22](#)
[TC\(PublicCommentLetter\)04-29-22](#)

4.0 CMAP Board Meeting Updates

Staff will provide updates from recent CMAP Board meetings and other agency activities.

5.0 Items for Approval

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

[22-257](#)

PURPOSE & ACTION: TIP Amendment 22-06 was published to the eTIP web site on May 27, 2022 for committee review and public comment. A memo summarizing formal TIP amendment 22-06 and administrative amendments 22-06.1 and 22-06.2 are included in the meeting materials. Staff requests approval of TIP Amendment 22-06.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend22-06](#)
[Formal Amendment 22-06](#)
[Administrative Amendment 22-06.1](#)
[Administrative Amendment 22-06.2](#)

5.2 FFY 2022 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. [22-260](#)

PURPOSE & ACTION: At its May 19, 2022 meeting the RTA Board approved the splits of FFY 2022 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: [FY 2023 Subarea Funding Allocations Memo](#)

6.0 Information Items

6.1 ON TO 2050 Plan Update [22-254](#)

PURPOSE & ACTION: CMAP is developing the federally required update to ON TO 2050, which is due in October 2022. Staff will present on plan components, including the financial plan, regionally significant projects, socioeconomic forecasts, and performance measures. The draft version of the ON TO 2050 Plan Update will be available for public comment from June 10 to August 13, 2022.

ACTION REQUESTED: Information

Attachments: [Executive Director's Introduction-ON TO 2050 Plan Update](#)
[ON TO 2050 Plan Update - Summary](#)
[ON TO 2050 Plan Update - Appendices](#)

6.2 FFY 2023-2028 Transportation Improvement Program (TIP) [22-259](#)

PURPOSE & ACTION: Federal regulations mandate the update of the TIP by October 2022. The draft TIP document includes discussion of how the TIP implements the recommendations of ON TO 2050 within the constraints of the updated financial plan and describes the federal, state, and local resources available, including new Infrastructure Investment and Jobs Act (IIJA) and Rebuild Illinois resources. The document also discusses the processes for selecting projects to be included in the TIP and amending the selected projects. The FFY 2023- 2028 TIP public comment period will run concurrently with the ON TO 2050 Update comment period from June 10 to August 13, 2022. Consideration of the proposed TIP is anticipated in October.

ACTION REQUESTED: Information

Attachments: [2023-28 TIP Document Final Draft](#)

6.3 ON TO 2050 Update/2023-2028 TIP Conformity Analysis and TIP Amendment[22-261](#)

PURPOSE & ACTION: The ON TO 2050 Update/TIP conformity analysis and TIP amendment 23-01 will be released for a public comment period running concurrently with the ON TO 2050 update comment period from June 10 to August 13, 2022. The analysis and amendment include additions, deletions, and changes to Not Exempt or Exempt Tested projects proposed to be designated as ON TO 2050 Regionally Significant Projects and changes to existing Not Exempt or Exempt Tested projects currently included in the FFY 2014-2019 TIP that are anticipated to be carried forward into the FFY 2023-2028 TIP.

ACTION REQUESTED: Information

Attachments: [TC\(ConformityMemo\)06-03-22](#)

7.0 Legislative Updates

Staff will update the committee on relevant legislative activities.

8.0 Other Business**9.0 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.

10.0 Next Meeting

July 29, 2022 at 9:30 a.m.

11.0 Adjournment

TRANSPORTATION COMMITTEE**MEETING MINUTES - DRAFT**

Friday, April 29, 2022

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

1.0 Call to Order and Introductions

Chair Jessica Hector-Hsu called the meeting to order at 9:30 a.m. and reminded the members that the meeting is being recorded. She requested that Mary Weber call the roll.

Present: Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, CDOT Representative, CMAP Representative, CNT 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: CoM Representative, IEPA Representative, and NIRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

Jessica Hector-Hsu (Chair) served as representative to RTA; Kevin Carrier (Vice-Chair) served as representative to Lake County; Joe Schofer served as representative to Academic Research 1; P.S. Sriraj served as representative to Academic Research 2; Jessica Ortega served as representative to Bicycle and Pedestrian Task Force, Vig Krishnamurthy served as representative to CDOT; Teri Dixon served as representative to CMAP; Heidy Persaud served as representative to CNT; 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; Tony Greep served as representative to FTA; John Baczek served as representative to IDOT D1; Chuck Abraham served as representative to IDOT OIPI; Doug Delille served as representative to IDOT OP&P; Jackie Forbes served as representative to Kane Co; Heidi Lichtenberger served as representative to Kendall Co; Jon Paul Diipla served as representative to McHenry; David Kralik served as representative to Metra; Audrey Wennink served as representative to MPC; Eric Llewellyn served as representative to Pace; Chris Heibert served as representative to SEWRPC; Rocco Zucchero served as representative to Tollway; Christina Kupkowski served as representative to Will Co;

Staff Present: Laurent Ahiablame, Erin Aleman, Victoria Barrett, Lindsay Bayley, Nora Beck, Aaron Brown, Michael Brown, Jonathan Burch, Anthony Cefali, Daniel Comeaux, Austin Edwards, Kate Evasic, Elizabeth Ginsberg, Craig Heither, Mitch Hirst, Leroy Kos, Jen Maddux, Linda Mastandrea, Tim McMahon, Martin Menninger, Jason Navota, Arthur Nicholas, Stephane Phifer, Russell Pietrowiak, Katie Piotrowska, Greta

Ritzenbthaler, Yousef Salama, Todd Schmidt, Elizabeth Scott, Jennie Vana, Mary Weber, Laura Wilkison

Others Present: Garland Armstrong, Noel Basquin, Joseph Breinig, Kevin Brubaker, Len Cannata, Eric Czarnota, Eva De Laurentiis, Tina Fassett Smith, Mike Fricano, Henry Guerriero, Malika Hainer, Rick Harnish, Kendra Johnson, John Paul Jones, Thomas Kelso, Tom Kotarac, Aimee Lee, John Loper, Brittany Matyas, Daniel Maziarz, Laura McFadden, Laura McMahan, Melissa Meyer, Andrew O'Donnell, Ellen Partridge, Leslie Phemister, Linda Pilecky, Jerome Quandt, Chad Riddle, Steven Schilke, Shane Schneider, Troy Simpson, Brian Stepp, Joe Surdam, Daniel Thomas, Jazmin Vega, Bill Wetzel, Kyle Whitehead

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

3.01 Meeting Minutes from February 25, 2022

[22-211](#)

ACTION REQUESTED: Approval

Attachments: [TC\(DraftMinutes\)02-25-22](#)

A motion was made by DuPage Co Representative, seconded by Lake Co Representative, that the agenda item be approved. The motion carried by the following vote:

Aye: Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, CDOT Representative, CMAP Representative, CNT 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: CoM Representative, IEPA Representative, and NIRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

4.0 CMAP Board Meeting Updates

Staff will provide updates from recent CMAP Board meetings and other agency activities.

Executive Director Erin Aleman, CMAP, informed the committee that the CMAP Board met in March but did not meet in April. At the March meeting the Board discussed the ON TO 2050 update and CMAP's Mobility Recovery work. Linda Mastrandrea was introduced as CMAP's new ADA Planning Director and committee members were asked to make connections between their agencies' ADA coordinators and CMAP's ADA team. With the strategic realignment of CMAP's committees, four new working groups have been established which are Complete Streets and Safe Streets, Transportation Technology and Operations Coalition, Freight, and Safety.

These various activities were discussed.

5.0 Items for Approval

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

[22-212](#)

PURPOSE & ACTION: TIP Amendment 22-05 was published to the eTIP web site on April 22, 2022 for committee review and public comment. A memo summarizing formal TIP amendment 22-05 and administrative amendments 22-05.1 and 22-05.2 are included in the meeting materials. Staff requests approval of TIP Amendment 22-05.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend22-05 Amendment 22-05](#)
[Administrative Amendment 22-05.1](#)
[Administrative Amendment 22-05.2](#)

Russell Pietrowiak, CMAP, presented an overview of the formal TIP amendment 22-05 and the administrative amendments 22-05.1 and 22-05.2.

A motion was made by Cook Co Representative, seconded by Lake Co Representative, that the agenda item be approved. The motion carried by the following vote:

Aye: Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, CDOT Representative, CMAP Representative, CNT 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: CoM Representative, IEPA Representative, and NIRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

6.0 Information Items

6.01 Infrastructure Investment and Jobs Act (IIJA) Update

[22-208](#)

PURPOSE & ACTION: Staff will provide an update on the implementation of the IIJA's formula and competitive opportunities.

ACTION REQUESTED: Information

Attachments: [IIJA Regional Coordination](#)

Laura Wilkison, CMAP, discussed the Infrastructure Investment and Jobs Act (IIJA) and provided an overview on some of the new and updated funding programs contained in the bill. CMAP's efforts to build regional consensus on applications for the competitive program and coordinate access to funding opportunities were shared.

The agenda item was discussed.

6.02 ON TO 2050 Plan Update

[22-209](#)

PURPOSE & ACTION: CMAP is developing the federally required update to ON TO 2050, which is due in October 2022. Staff will present on the identification of regionally significant projects.

ACTION REQUESTED: Information

Attachments: [Prelim-Draft RSPs Benefit Report Appendix1-TC V2](#)

Yousef Salama, CMAP, provided an overview of the work on the ON TO 2050 Update which included a summary of the Regionally Significant Project (RSP) process, evaluation and selection.

The agenda item was discussed.

7.0 Legislative Update

Staff will provide an update on relevant federal and state legislative activities.

Laura Wilkison, CMAP, gave a state legislative update on the state budget, RTA -transit funding report, the temporary suspension of the motor fuel tax inflation increases, the local government exemption from GATA requirements, the new design-build legislation, the increase to local government distributed fund and local government consolidation requirements. With note to CMAP's Fee, Fines and Fares report, the state increased the earned income tax credit which was a recommendation of the report.

This matter was discussed.

8.0 Other Business

Leah Mooney, CTA, highlighted the study being done jointly by the CTA and CDOT on Better Streets for Buses plan.

9.0 Public Comment

This is an opportunity for comments from members of the audience. Since this meeting will be held virtually, members of the public are encouraged to send an email to transportation@cmmap.illinois.gov by April 28, 2022 indicating that they would like to make a public comment. The amount of time available to speak will be at the chair's discretion.

Kyle Whitehead, Active Transportation Alliance, read a letter from a coalition of advocacy groups including Active Transportation Alliance, Center for Neighborhood Technology, Climate Reality Project, Environmental Law and Policy Center, Shared Use Mobility Center, Illinois Environmental Council, Illinois PIRG, Illinois Chapter of the Sierra Club, NRDC, and the Respiratory Health Association. The statement shared concerns on the Regionally Significant Projects (RSP) and the number of arterial widening projects that will hinder the shared goals on safety, equity and sustainability. The statement called into question the analysis and evaluation of the arterial and expressway widening projects and asked for these projects to be removed from the list of RSPs to allow for further analysis and for CMAP to improve the RSP evaluation criteria. [Copy of the letter attached]

Garland Armstrong (former Illinois resident) expressed thanks to the City of Chicago and its efforts to getting the people mover at O'Hare Airport operating 24/7, encouraged ADA improvements to increase access to O'Hare, and encourage more coordination at Metra stations on freight interference and platform boarding.

Rick Harnish, High Speed Rail Alliance, expressed concern with the RSP process and the region missing an opportunity to modernized the rail system so that frequency is increased, operations costs reduced, better connections to transit are made, and the benefits of improved inter-city rail are realized.

10.0 Next Meeting

The next meeting will be June 3, 2022

11.0 Adjournment

A motion was made by CTA Representative, seconded by DuPage Co Representative, that the meeting be adjourned. The motion carried unanimously.

The meeting was adjourned at 11:30 a.m.

Respectfully submitted,
Minutes prepared by Doug Ferguson

Transportation Committee Members:

We are in a critical moment for the future of the Chicago area's transportation network. A wealth of federal and state funds provides opportunities to transform our streets and improve quality of life in communities across the region. We are excited about the potential for the updates to the regional plan to result in progress on our shared safety, equity, and sustainability goals. This will not happen, however, if CMAP takes a "business as usual" approach with this update and advances projects that increase emissions and make our streets less safe for everyone.

The current list of new regionally significant projects includes a troubling number of arterial widening proposals. It is well documented how recent spikes in traffic crashes, serious injuries, and fatalities can be attributed to safety issues on arterial streets. These streets already divide communities and are unsafe and uncomfortable for people walking and biking. Widening them only makes these problems worse while encouraging more people to drive and increasing emissions.

Evidence shows adding lanes to expressways and arterials does not result in long-term congestion relief for people driving because any new capacity is quickly filled up by additional cars and trucks, leading to more emissions. CMAP's current scoring criteria fail to account for this reality. In fact, projects that add new lanes to expressways are shown to *reduce* emissions because of supposed increases in speeds. For individual projects that add lanes to arterials, emissions impacts are not considered at all.

In ON TO 2050 we as a region committed to [creating a modern, multimodal transportation system](#) that [reduces greenhouse gas emissions](#) and doubles transit ridership from 2018 levels. Adding 122 additional lane miles of interstates and 55 lane miles of arterials, as this list would do according to analysis by the Metropolitan Planning Council, is entirely inconsistent with this goal. To improve safety, equity, and sustainability, we need to make it easier for people to drive less - not fund projects that make it easier for them to drive more.

These arterial widening projects are often framed as multimodal projects and awarded Complete Streets points from CMAP because they include enhanced painted crossings for people walking or marked shared lanes for people biking. This approach is flawed because it fails to acknowledge the negative effects of more car and truck traffic on people on foot and on bikes. Any incremental benefits from additional paint are quickly washed out by longer pedestrian crossing distances and more high-speed traffic.

CMAP needs to develop a better way to evaluate and score these projects that fully accounts for their long-term impacts. Factors beyond vehicle speed and free-flowing traffic must be more effectively measured and factored into funding decisions, particularly safety, equity, and sustainability.

We urge you to remove the widening projects from this list to allow more time to fully evaluate their potential impact on the region's safety, climate, and equity goals. This is consistent with [guidance from the Federal Highway Administration](#) calling for states to use new federal funds to prioritize projects that fix existing infrastructure and support multimodal travel above projects that expand road capacity.

CMAP should work with partners to [explore new USDOT tools to support agencies flexing](#)

[highway funds](#) to projects that better deliver on safety, accessibility, and connectivity goals. CMAP staff should update and improve evaluation and scoring criteria to better reflect the long-term costs and effects of each project. Committees like this one should be provided with more information and analysis before being asked to weigh in on whether these projects should be prioritized for funding.

This list features more of the same widening and resurfacing projects while doing little to change the fundamental flaws in our transportation network. From both an equity perspective and a sustainability dimension, persisting on this course would be a tragic missed opportunity.

Signed,

Active Transportation Alliance
Center for Neighborhood Technology
Climate Reality Project, Chicago Metro Chapter
Environmental Law & Policy Center
Shared-Use Mobility Center
Illinois Environmental Council
Illinois PIRG
Illinois Sierra Club Chapter
NRDC (Natural Resources Defense Council)
Respiratory Health Association



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: May 27, 2022
Re: Transportation Improvement Program (TIP) Amendments

Since the April 29th committee meeting, project programmers submitted 135 formal amendments for Transportation Committee consideration. Additionally, 134 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 22-06.

Formal Amendment 22-06

A total of 135 formal amendments were submitted for Transportation Committee approval on amendment [22-06](#). Eighty-three (83) new projects totaling \$226 million, with \$175.6 million in federal participation, were added to the TIP. The majority (73) of these projects are IDOT roadway and bridge maintenance projects. Cost changes associated with 27 projects adding phases to or removing phases from federal fiscal years 2022 – 2026 added \$304.7 million in total cost to the TIP. Twenty-four (24) other projects experienced cost changes exceeding the formal amendment thresholds, adding \$120.8 million in total cost to the TIP. One project was deleted from the TIP removing \$19.2 million. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$632.2 million in total cost and an increase of federal participation in projects by \$460.4 million, as summarized below.

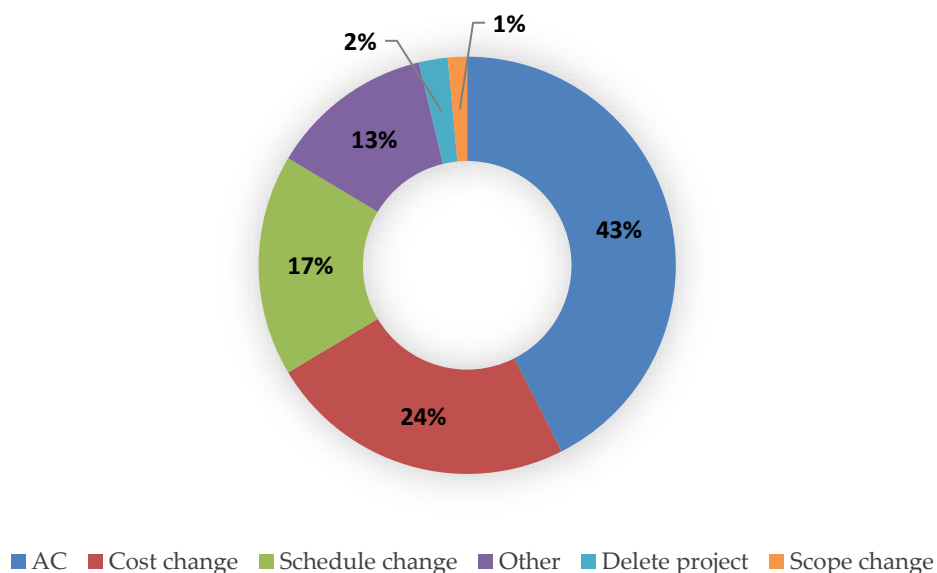
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
New Project	83	\$226.2	\$0.0	\$226.2	\$175.6	\$0.0	\$175.6
Phase(s) added to or removed from TIP	27	\$304.7	\$2,340.7	\$2,645.4	\$178.4	\$1,684.5	\$1,862.9
Cost change	24	\$120.8	\$4,520.2	\$4,641.0	\$106.4	\$1,434.1	\$1,540.6
Delete project	1	-\$19.6	\$19.6	\$0.0	\$0.0	\$0.0	\$0.0
Grand Total	135	\$632.2	\$6,880.5	\$7,512.7	\$460.4	\$3,118.6	\$3,579.0

All costs in \$ millions

Administrative Amendments 22-06.1 and 22-06.2

A total of 134 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments 22-06.1 and 22-06.2. 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.

22-05.1 & 22-05.2 Administrative Amendments - Type of Change



The majority of administrative changes occurred when project phases were placed into (20 projects) or converted from (37 projects) Advance Construction status. Cost adjustments made with these changes resulted in the removal of \$4.5 million in total cost from the TIP. Thirty-two (32) projects experienced cost changes below the thresholds for formal amendments or in years beyond the current TIP years. These changes resulted in \$71.8 million in total cost and \$55.5 million in federal participation being added to the TIP. Three (3) projects were deleted, removing \$2.0 million in total cost. In total, \$65.3 million total was added to the TIP administratively, and federal participation increased by \$45.8 million. Schedule, scope, and other changes were made on 42 projects. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table on the following page. 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
Phase(s) converted from AC status	37	-\$2.5	\$130.7	\$128.3	-\$2.7	\$97.1	\$94.4
Phase(s) placed in AC status	20	-\$2.0	\$876.6	\$874.6	-\$2.0	\$668.5	\$666.5
Cost change	32	\$71.8	\$5,779.6	\$5,851.4	\$55.5	\$4,650.7	\$4,706.2
Delete project	3	-\$2.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0
Schedule change	23	\$0.0	\$390.0	\$390.0	\$0.0	\$68.6	\$68.6
Other	17	\$0.0	\$7,489.6	\$7,489.6	-\$5.0	\$3,175.6	\$3,170.6
Scope change	2	\$0.0	\$102.3	\$102.3	\$0.0	\$61.5	\$61.5
Grand Total	134	\$65.3	\$14,771.0	\$14,836.3	\$45.8	\$8,722.0	\$8,767.8

All costs in \$ millions

ACTION REQUESTED: Approval of formal TIP Amendment 22-06



MEMORANDUM

To: Transportation Committee and MPO Policy Committee

From: CMAP Staff

Date: May 27, 2022

Re: Sections 5307 including 5340, 5339, 5337 and 5310 sub-area funding allocations between Illinois/Indiana and Illinois/Wisconsin

In the CMAP region there are two urbanized areas: Chicago, IL-IN and Round Lake Beach-McHenry-Grayslake, IL-WI. Each of these urbanized areas is within the boundaries of two MPOs. The 5307 including Section 5340, Section 5339 and Section 5337 funding that is allocated to each urbanized area is then sub-allocated based on the agreements negotiated between Illinois and Indiana and Illinois and Wisconsin. The RTA Board of Directors approved the allocations of this funding at the May 19, 2022 Board meeting. The MPO is being asked for its endorsement of the allocation split between Illinois/Indiana and Illinois/Wisconsin (Table 1). Table 2, the allocation split between the Service Boards, is for informational purposes only. Section 5310 funding is not included in the Service Boards allocations as it is used throughout the region.

Table 1 – Allocation Split between Illinois/Indiana and Illinois/ Wisconsin

Region	Total	Illinois	Indiana	Wisconsin
Chicago, Illinois/Indiana Urbanized Area	\$763,164,253	\$721,802,165	\$41,362,088	
Round Lake Beach, McHenry, Grayslake Urbanized Area	\$ 16,923,053	\$ 16,629,462		\$ 293,591
Total	\$780,087,305	\$738,431,627	\$41,362,088	\$ 293,591

Table 2 – Allocation split between Service Boards

Service Board	CTA	Metra	Pace	Total
Allocations	\$422,724,475	\$247,804,003	\$58,306,824	\$728,835,303

ACTION REQUESTED: Recommend MPO Approval

###



MEMORANDUM

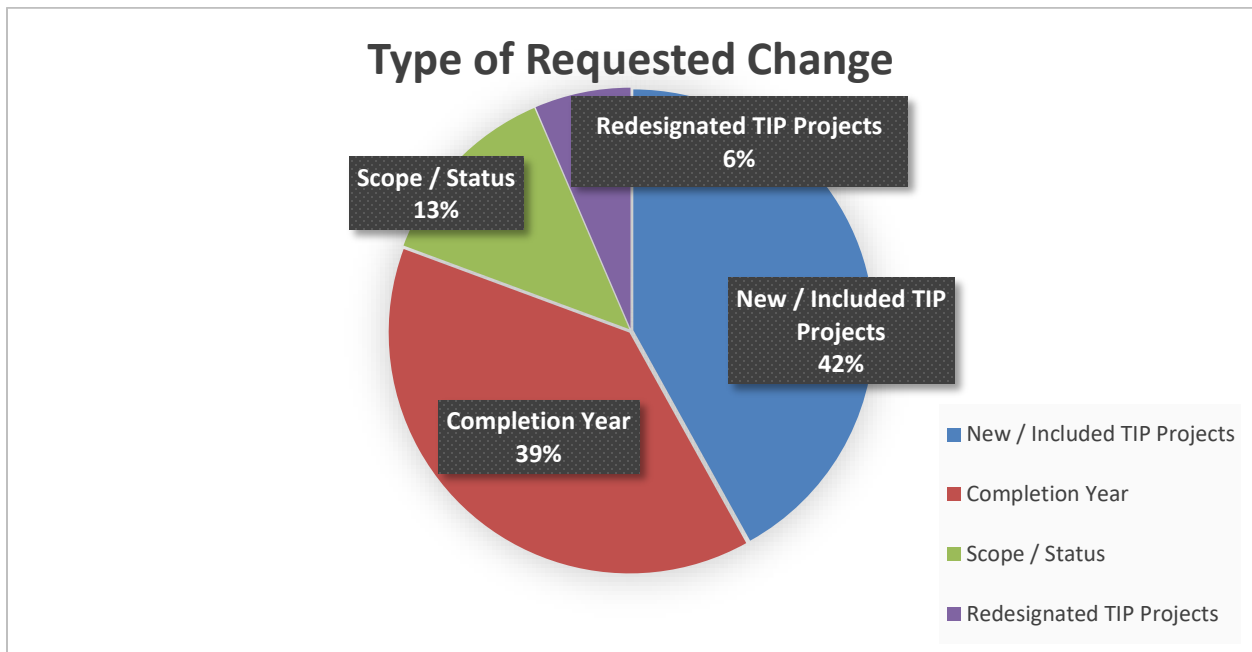
To: CMAP Transportation Committee

From: CMAP Staff

Date: May 27, 2022

Re: ON TO 2050 Plan Update /TIP Conformity Analysis & TIP Amendment

In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the FFY 2023-27 Transportation Improvement Program (TIP) and ON TO 2050 Plan Update. Of the changes requested, twenty-nine projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, two non-exempt projects, with one being a former RSP will no longer be considered conformed and not part of the analysis. Twenty-nine non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

A former exempt tested project indicated a change in scope, and is a new not exempt addition:

- TIP ID [17-94-0008](#): Pace - Purchase/Replace Fixed Route Buses

The new not exempt projects are:

- TIP ID [10-20-0004](#): Ill 120 Belvidere Rd - Ashford Ln to US 45
- TIP ID [17-21-0001](#): Pulse 95th Street Line

Identified by the sponsor and have met the thresholds to be noted as newly designated RSPS:

- TIP ID [01-22-0022](#): Elston-Armitage-Ashland-Cortland Intersection Improvement RSP 152
- TIP ID [01-22-0023](#): Ashland-Ogden Metra Infill Station - RSP 153
- TIP ID [16-22-0004](#): Brown Line Core Capacity Improvement - RSP 165
- TIP ID [17-22-0002](#): I-294 Tri-State Express Bus Stations RSP 155
- TIP ID [12-22-0034](#): US 6 from I-55 to US 52 RSP 158
- TIP ID [06-22-0022](#): IL 7/143rd from Will-Cook Rd to IL7/SW Highway RSP 161
- TIP ID [09-22-0063](#): IL 47 from south of I-90 to south of Old Plank Rd - RSP 162
- TIP ID [08-22-0046](#): IL 56 from IL 25 to IL 59 - RSP 163
- TIP ID [10-22-0010](#): IL 60 from IL 120 to IL 176 - RSP 164
- TIP ID [12-22-0005](#): I-57 - At Eagle Lake Rd - RSP 157

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 following RSP project begins its next phase:

- TIP ID [12-10-9001](#): I-55 Managed Lane from I-355 to I-90 I-94 (I-55 Stevenson Express Toll Lanes) - RSP 146. The project descriptive indicates expansion of I-55 from I-355 to I-294 (toll lane); I-294 to I-90/94 (2 toll lanes).

These established projects have acquired a Major Improvement Status of 2050 RSP:

- TIP ID [09-09-0040](#): IL 47 from Cross Street to FAU 3793 Kennedy Road (D3# 926) - RSP 166
- TIP ID [09-09-0099](#): US 30 from IL 47 to Albright Rd - RSP 159
- TIP ID [10-09-0146](#): US 45 McHenry Rd from IL 173 to N of the Milburn Bypass to South of Milburn Bypass to IL 132 – RSP 160. The bypass begins north of Independence Blvd. and ends north of Country Pl. to the south.

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 sponsor indicates an earlier completion year of the following project, therefore requiring a revision to the conformity analysis.

- TIP ID [12-19-0038](#): Gougar Road: Laraway Road to US Route

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

- TIP ID [02-09-0003](#): Willow Rd from E of I-294 to E of IL 43, from IL 43 to I-94, and over Middle Fork of N Branch of Chicago River to W of Sunset Ridge Rd
- TIP ID [02-94-0001](#): Willow Rd from East of Des Plaines River to Waterview Dr / Protection Parkway
- TIP ID [02-97-0001](#): IL 21 Milwaukee Ave from N of Sanders Rd to S of Euclid Ave
- TIP ID [03-14-0010](#): US 14 NW Hwy at CN Railroad
- TIP ID [03-99-0018](#): CH V62 Quentin Road from CH A50 Lake Cook Road to IL 68 Dundee Road
- TIP ID [08-16-0024](#): IL 56 Butterfield Rd from IL 53 to I-355
- TIP ID [12-15-0002](#): Bell Rd (CH 16) from 131st St to IL 7 (159th St) with omissions at 151st Street and 143rd Street Intersections. (Bell Road Corridor)
- TIP ID [13-16-0005](#): Barrington Rd from IL 62 to Central Rd

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

- TIP ID [08-95-0024](#): IL 83 Kingery Hwy from 31st St to N of 55th St, 63rd St (south of) to Central Avenue - RSP 111
- TIP ID [11-06-0018](#): IL 47 from Charles Rd to US 14 - RSP 110
- TIP ID [11-07-0014](#): IL 47 Eastwood Drive from US 14 Northwest Hwy to Reed Road - RSP 110

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 to a road, interchange expansion, new bridge, 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, rolling stock replacement, 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 following project with a change in scope is being re-designated:

- TIP ID [07-20-0072](#): Richton Park: Richton Road/Poplar Avenue- Sauk Trail to Governors Hwy

The individual project sponsor indicated a change for the following project and is no longer conformed and is now considered unconstrained:

- TIP ID [01-19-0009](#): O'Hare Express Service: RSP - A1

Newly submitted changes are found in the [23-01 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 new MOVES3 model. The MOVES3 model is a significant upgrade from the previous model, MOVES 2014a that CMAP had been using. MPO's are required to start using the MOVES3 model by November of 2022 but CMAP chose to use the new model for the ON TO 2050 plan update which is part of this conformity analysis. The MOVES3 model has updated data for vehicle populations, travel activity, and emission rates as well as updated fuel supply information at the county level. MOVES3 also adjusted modeling to better account for vehicle starts, long-haul truck hotelling, and off-network idling and incorporated the impacts of the Heavy-Duty Greenhouse Gas Phase 2 rule and the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. In various test of the MOVES3 model by U.S. EPA and practitioners, both ozone precursors, volatile organic compounds (VOC) and nitrogen oxides (NOx) produced changes in the mobile source emission results compared to the previous model even when the input data was relatively unchanged. Specifically, VOC emissions went down, and NOx emissions increased in urbanized areas. While all emissions decreased in rural areas. CMAP's modeling produced similar results with a decrease in VOC and an increase in NOx compared to the emissions estimated using MOVES 2014a. As part of the migration to MOVES3 all of the data inputs into the model were reviewed and updated. The changes in data inputs and modeling procedures make it nearly impossible to attribute a percentage change in the emissions estimates to the MOVES3 model. CMAP did conduct some internal testing of MOVES3 prior to using it for conformity and has a high degree of confidence that a substantial amount of the changes seen in the emissions estimates shown in the table below can be attributed to a change in emissions models and not changes attributed to transportation projects in the TIP or travel behavior modeled in the travel demand 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	41.89	60.13	112.04	150.27
2030	36.31	60.13	85.63	150.27
2035	32.56	65.00	75.86	110.00
2040	29.49	65.00	75.02	110.00
2050	27.55	65.00	80.17	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 May 2022

Direct PM_{2.5} and NOx 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	1,372.71	5,100.00	38,187.65	127,951.00
2030	1,088.06	2,377.00	29,082.15	44,224.00
2035	945.13	2,377.00	25,591.97	44,224.00
2040	940.36	2,377.00	25,218.07	44,224.00
2050	978.19	2,377.00	26,610.41	44,224.00

Greenhouse Gas Mobile Source Emissions (Informational Only)

CO ₂ Equivalent in Tons per Year	
Year	Northeastern Illinois
2025	33,674,602.03
2030	31,539,569.41
2035	30,598,332.46
2040	30,725,751.45
2050	31,878,970.25

ACTION REQUESTED: Information