



**CMAP BOARD**

**AGENDA - FINAL**

Wednesday, June 8, 2022

9:30 AM

**Please join from your computer, tablet or smartphone.**

**<https://us06web.zoom.us/j/83554862584?pwd=aldKb0E4MjNTbFBBRE5PMGtKaW1Gdz09>**

**Meeting ID: 835 5486 2584      Passcode: 162541**

**One tap mobile**

**+13126266799,,83554862584#,,,,\*162541# US (Chicago)**

**+13017158592,,83554862584#,,,,\*162541# US (Washington DC)**

**1.0 Call to Order and Introductions**

**2.0 Agenda Changes and Announcements**

**3.0 Approval of Minutes**

**3.01 Minutes from May 11, 2022**

**[22-265](#)**

ACTION REQUESTED: Approval

**Attachments:**    [CMAP Board 5.11.22 Minutes - Final](#)

**4.0 Executive Director's Report**

**4.01 Executive Director's report**

**[22-274](#)**

ACTION REQUESTED: Information

**5.0 Procurements and Contract Approvals**

**5.01 Contract approval for Arctic IT in an amount not to exceed \$2,394,220 for selection of the Microsoft Dynamics 365 product as the agency's new Enterprise Resource Planning (ERP) system and project management and implementation services related to the ERP**

**[22-263](#)**

PURPOSE & ACTION: The agency is seeking to leverage the newest technology, streamline processes, provide more timely financial reporting, manage projects more efficiently, implement performance management, manage the compliance requirements of federal and state grants, provide appropriate internal controls and compliance with auditing standards, and provide required cybersecurity protection needed for financial information in today's high data security environment through the implementation of a new ERP system. The vendor limit is not to exceed \$2,394,220. Funding for this project will be included in the FY22-FY24 operating budgets.

ACTION REQUESTED: Approval

**Attachments:**     [ArcticIT Board Report V4](#)

## **6.0 Committee Reports**

### **6.01 Committee updates**

[\*\*22-154\*\*](#)

ACTION REQUESTED: Information

## **7.0 Other Items for Approval**

## **8.0 Information Items**

### **8.01 ON TO 2050 Plan Update**

[\*\*22-254\*\*](#)

PURPOSE & ACTION: CMAP has been 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](#)

### **8.02 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](#)

## **9.0 Other Business**

## **10.0 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.

## **11.0 Executive Session**

### **11.01 Executive Session to review closed session minutes pursuant to 5 ILCS 120/2 (c)21.**

[\*\*22-275\*\*](#)

ACTION REQUESTED: Information

- 11.01 Action on the November 18, 2020 and June 9, 2021 closed session minutes, [22-281](#)**  
**A recommendation from counsel regarding prior closed session minutes, and the destruction of closed session recordings after 18 months**

ACTION REQUESTED: Approval

**12.0 Next Meeting**

The next meeting is scheduled for September 14, 2022

**13.0 Adjournment**



**CMAP BOARD**

**MEETING MINUTES - FINAL**

Wednesday, May 11, 2022

9:30 AM

**Please join from your computer, tablet or smartphone.**

**<https://us06web.zoom.us/j/83554862584?pwd=aldKb0E4MjNTbFBBRE5PMGtKaW1Gdz09>**

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**1.0 Call to Order and Introductions**

Chair Bennett called the meeting to order at 9:39 a.m.

**Present:** Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Stefan Schaffer, and Anne Sheahan

**Absent:** Matthew Walsh, and Diane Williams

**Non-Voting:** Kouros Mohammadian, and Leanne Redden

Staff present: Erin Aleman, Nora Beck, Michael Brown, Dustin Calliari, Michael Collins, Daniel Comeaux, Brian Daly, Penny Dubernat, Austen Edwards, Alex Ensign, Kate Evasic, Elizabeth Ginsberg, Jane Grover, Jonathan Haadsma, Kasia Hart, Angela Manning-Hardimon, Linda Mastandrea, Terry Matern, Alexis McAdams, Amy McEwan, Martin Menninger, Tom Murtha, Jason Navota, Stephane Phifer, Katie Piotrowska, Russell Pietrowiak, Yousef Salama, Elizabeth Scott, Vicky Smith, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider, and Mary Weber

Others present: Jason Biernat, Joe Breinig, Catherine Brickell, Leonard Cannata, Eric Czarnota, Jon Paul Diipla, Jackie Forbes, Lindsey Frey, Scott Hennings, Kendra Johnson, Tom Kelso, Tom Kotarac, Heidi Lichtenberger, Brittany Matyas, Gordon Smith, Kim Stone, Joe Surdam, and Jazmin Vega

**2.0 Agenda Changes and Announcements**

There were no agenda changes or announcements.

**3.0 Approval of Minutes**

3.01 Minutes from March 9, 2022

**[22-224](#)**

**Attachments:** [CMAP Board 5.11.2022 Minutes - Final](#)

A motion was made by Richard Reinbold, seconded by Karen Darch, that the minutes be approved. The motion carried by the following vote:

**Aye:** Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Stefan Schaffer, and Anne Sheahan

**Absent:** Matthew Walsh, and Diane Williams

**Non-Voting:** Kouros Mohammadian, and Leanne Redden

**Not Present:** John Noak

#### 4.0 Executive Director's Report

(Member Noak arrived at 9:40 a.m.)

##### 4.01 Executive Director's report

[22-155](#)

Executive Director Aleman introduced the new director of regional ADA planning and local safety, Linda Mastandrea, and the new communications and engagement deputy executive director, Jennie Vana.

The executive director's report included the following: a presentation to the City Club of Chicago on April 27 and attendance at the American Association of State Highway Transportation (AASHTO) conference. Some key takeaways were provided regarding the ON TO 2050 Plan Update. A second convening of the Chicagoland Inclusive Regional Economy group with the Brookings Institution and Chicago Community Trust is scheduled to take place in July.

The Executive Director's report was received and filed.

#### 5.0 Procurements and Contract Approvals

##### Approval of the Group Vote

A motion was made by Board Member Darch, seconded by Board Member Rotering, to approve agenda items 5.01 through 5.04 under one vote. The motion carried by the following vote:

**Aye:** Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Stefan Schaffer, and Anne Sheahan

**Absent:** Matthew Walsh, and Diane Williams

**Non-Voting:** Kouros Mohammadian, and Leanne Redden

- 5.01 Contract approval with ADP, a change from the initial vendor selection, for RFP 252 Outsourced Payroll System and Human Capital Management (HCM) System for three-years, for a not-to-exceed cost of \$300,000

[22-221](#)

**Attachments:** [ADP Contract Approval](#)

Finance and Administration Deputy Executive Director Angela Manning-Hardimon reported that this item is for the implementation of an outsourced payroll system and HCM System. This agreement will replace Ceridian as the vendor for the HCM System as staff was unable to reach a satisfactory agreement with them.

Approved.

- 5.02 Cost increase in the amount of \$52,000 with Cities GPS for the Chicago Inclusive Regional Economy Outreach Project

[22-220](#)

**Attachments:** [Cities GPS Cost increase](#)

Finance and Administration Deputy Executive Director Angela Manning-Hardimon reported that CMAP requested that Cities GPS perform additional tasks, resulting in a cost increase of \$52,000 for the Chicago Inclusive Regional Economy Outreach Project.

Approved.

- 5.03 Cost increase in the amount of \$80,000 and 13-month contract extension with [22-219](#)  
Jacobs Engineering Group, Inc., for Grade-Crossing Feasibility Project

**Attachments:** [Jacobs Contract Extension/Cost Increase FY2023](#)

Finance and Administration Deputy Executive Director Angela Manning-Hardimon reported that this item is for a 13-month contract extension and \$80,000 cost increase to complete the grade-crossing feasibility project.

Approved.

- 5.04 Contract approval with Oates Associates selected as vendor to conduct local [22-222](#)  
community ADA self-evaluation and transition plan training for three-years for  
a not-to-exceed cost of \$236,100

**Attachments:** [Oates Contract Approval](#)

Finance and Administration Deputy Executive Director Angela Manning-Hardimon reported that this item is a three-year agreement with a not to exceed cost of \$236,100 for the vendor to conduct a local ADA self-evaluation and transition plan training.

Approved.

**6.0 Committee Reports**

- 6.01 Committee updates [22-153](#)

Alexandra Ensign, CMAP staff, reported on the Regional Economy, Climate, Transportation, and Coordinating Committee meetings. Alexandra reviewed working level groups and indicated that they will continue to provide accountability and alignment to CMAP's strategic direction. Additionally, working level groups and the Coordinating Committee will use a new format to annually report their activities to their board and/or MPO Policy Committee.

Member Healy discussed the need for county representation at the working level and advisory level groups. Executive Director Aleman reported that the County Board Chairs have a seat on the MPO Policy Committee and that Counties are also represented by their transportation engineers who serve on the Transportation Committee.

A committee update was received and filed.

**7.0 Information Items**

- 7.01 ON TO 2050 Plan update [22-230](#)

**Attachments:** [Prelim-Draft RSPs Benefit Report Appendix1-TC V2 \(1\)](#)

Elizabeth Scott, CMAP staff, provided an update on the ON TO 2050 Plan. The Federal-Aid Highway Act requires regional entities with populations over 50,000 to have a metropolitan planning organization. The Illinois Regional Planning Act extended CMAP's responsibilities to include planning

for land use and transportation, in addition to other quality of life issues impacting northeastern Illinois.

Elizabeth provided a brief history of the development of the ON TO 2050 Plan which included significant engagement with the public and stakeholders. CMAP is federally required to update the ON TO 2050 and it is due in October 2022. An overview of the plan update milestones was provided and the activities involved in updating the plan.

Elizabeth discussed the indicators update, system performance report, the financial plan for transportation, regionally significant projects, and next steps of the ON TO 2050 Plan update.

Elizabeth sought input from the board regarding the ON TO 2050 Plan update. Discussion ensued. The ON TO 2050 Plan Update was presented.

## 7.02 Legislative update

[22-229](#)

Executive Director Aleman report that the General Assembly passed legislation requesting CMAP and RTA work together to develop and submit a report of recommendations to the state on potential changes that would ensure the financial viability of the region's public transportation system. The State authorized a six-month temporary suspension of the inflationary increase of the state's motor fuel tax (MFT) beginning on July 1 through December 31. The state also approved legislation that would exempt local governments from the Grant Accountability and Transportation Act (GATA) requirements for awards, including capital appropriated funds, made by IDOT to local governments for transportation projects utilizing either or both state and federal funds.

Executive Director Aleman reported that the state also approved legislation that would allow IDOT, the Tollway, and Counties to pursue a design-build delivery method to expedite the project delivery process. The state expanded and increased the earned income tax credit. This will make the income tax system more progressive and could mitigate against regressiveness of transportation fees, fines, and fares system. The Local Government Distributive Fund was increased slightly from 6.06 percent to 6.16 percent. Consolidated legislation recently passed would require any tax-levying body, outside of municipalities and counties, to form a committee to study local efficiencies and create a report with recommendations.

Executive Director Aleman introduced Kasia Hart who is the new government affairs senior who will work on state and local issues.

A legislative update was provided.

## 7.03 Equitable engagement

[22-225](#)

Ryan Thompto, CMAP staff, provided a presentation CMAP's equitable engagement program. The goal of program is to overcome barriers to more equitable engagement in order to drive more equitable outcomes and opportunities for everyone throughout the region.

CMAP will work to build stronger relationships with environmental justice communities and directly engage community organizations in CMAP's long-range planning and program activities. CMAP will provide financial compensation to 12 local community groups in the amount of \$10,000 annually for their time and expertise.

Ryan identified potential strategies to garner interest in the program from local community groups. Discussion ensued.

An update to the equitable engagement program was presented.

## **8.0 Other Business**

There was no other business to come before the board.

## **9.0 Public Comment**

Kim Stone, a resident of Highland Park and member of the Climate Project - Chicago Metro Chapter, provided public comment on item 7.01, the ON TO 2050 Plan Update. She expressed surprise that climate and transportation are in two different sections of the plan. She indicated that the 122 lane miles in interstates and 55 miles of class 2 and 3 roadways identified as regionally significant projects are not in alignment with CMAP's ON TO 2050 Plan goals nor the region's climate action plan. Kim encouraged bike and pedestrian projects in lieu of road projects due to safety and equity.

## **10.0 Next Meeting**

**The next CMAP Board meeting is scheduled for June 8, 2022**

## **11.0 Adjournment**

The meeting was adjourned at 10:52 a.m.

A motion was made by Nancy Rotering, seconded by Karen Darch, that the meeting be adjourned. The motion carried by the following vote:

**Aye:** Gerald Bennett, Frank Beal, Karen Darch, Paul Goodrich, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Stefan Schaffer, and Anne Sheahan

**Absent:** Matthew Walsh, and Diane Williams

**Non-Voting:** Kouros Mohammadian, and Leanne Redden

**Not Present:** Matthew Brolley, and Jim Healy

Minutes prepared by Blanca Vela-Schneider.



## MEMORANDUM

**To:** CMAP Board

**From:** Angela Manning-Hardimon  
Deputy Executive Director, Finance and Administration

**Date:** June 8, 2022

**Re:** Contract Approval for a 14-month agreement with Arctic Information Technology, Inc., for the not-to-exceed amount of \$2,394,220, for an Enterprise Resource Planning System

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### Background

On April 7, 2021, the Board approved a contract with BerryDunn to assist the agency in developing business requirements, issuing a Request for Proposal, and selecting a vendor for a new ERP (Enterprise Resource Planning). One of the primary objectives of this project was to identify the agency's technology business requirements in the areas of General Ledger and Financial reporting, Budgeting, Purchasing, Bids and Contracts, Accounts Payables, Accounts Receivables, Fixed Assets, and Project and Grant Accounting system and select and implement a system that could provide the modern technology required to meet the agency's growing reporting, compliance, and performance management needs. The agency's current ERP, OneSolution, is beyond its useful life and has been the agency's financial system since 2008. Use of OneSolution is not intuitive for staff and many functions required by finance and project managers are performed outside of the system based using Monarch, Excel, Word, Access, Teams, Tableau, and SharePoint.

Implementing a new ERP presents an opportunity for the agency to leverage the newest technology, streamline processes, provide more timely financial reporting, manage projects more efficiently, implement performance management, manage the compliance requirements of federal and state grants, provide appropriate internal controls and compliance with auditing standards, and provide required cybersecurity protection needed for financial information in today's high data security environment. In addition, a new ERP will allow the agency to integrate with other applications and maximize functionality with applications such as Microsoft Project Management, ADP, BI Power, and SAP Concur. To reduce the agency's long-term technical support and infrastructure cost, the agency wants to implement an ERP that is hosted by a third-party provider, software as a service (SaaS).

### Review Process

A Request for Proposals (RFP) was sent to potential consultants and posted to the CMAP website on January 5, 2022. Staff held a non-mandatory pre-bid information session for consultants on January 14, 2022. Questions and answers from the information session were transcribed and posted on the CMAP website. Interested participants were permitted to submit additional questions by February 9, 2022. The RFP submissions were due on February 9, 2022. CMAP received timely responses from five firms: Arctic Information Technologies, BS&A, Highstreet, Rock Solid, and Tyler.

Proposals were reviewed by three CMAP staff members who served on the scoring committee with input considered from additional staff in the areas of Finance, Planning, and Plan Implementation. The selection process included multiple scoring phases. The Vendor Short-Listed phase utilized the following selection criteria:

1. The functionality of the application including the ability of the software to integrate with the CMAP systems environment
2. CMAP's preferred technical specifications
3. The vendor's approach to achieve CMAP's goals and objectives regarding timeline, proposed resource hours, implementation plan and on-going maintenance and support
4. The vendor's experience delivering the services requested with previous clients of similar size and complexity
5. Proposed staff skill and experience level

Table 1 shows the average score of each firm that submitted a response to the RFP.

**Table 1: Initial Scoring for All Firms**

Criteria	Maximum Score	Arctic IT (MS Dynamics)	BS&A	Highstreet (Oracle)	Rock Solid (MS Dynamics)	Tyler
Functionality	35	27	10	31	30	12
Technical Qualifications	15	11	6	11	12	8
Approach	25	20	19	22	18	17
Vendor Experience with similar firms	20	15	16	16	11	18
Proposed Staff Experience with similar sized firms and complexity	5	3	4	4	3	2
Total	100	76	55	84	74	57

The initial scoring identified Arctic IT, Highstreet and Rock Solid as the short-listed candidates, who were invited to deliver in-depth demonstrations of their applications to the committee and select staff members. Arctic IT and Rock Solid proposed the Microsoft Dynamics 365 product and Highstreet proposed the Oracle product. The agency's goal was to implement a Tier 2

product. However, no Tier 2 vendor provided a product that met the critical business requirements of the agency.

After the demonstrations were completed, committee members reviewed comments submitted by select staff members before submitting their final revised scores. The procurement officer included scores for cost and comparable references for only the short-listed firms. Reference verifications were requested and were reviewed by the committee members. Table 2 reflects the final scores for short-listed firms.

**Table 2: Final Scoring for Short-Listed Firms with Cost Breakdowns**

Criteria	Maximum Score	Arctic IT	Highstreet	Rock Solid
Functionality	35	29	31	31
Technical Qualifications	15	12	11	12
Approach	25	20	22	15
Vendor Experience with similar firms	20	19	17	10
Proposed Staff Experience with similar sized firms and complexity	5	3	4	3
Comparable References	5	5	1	1
Cost	20	5	7	20
Implementation	-	\$1,930,756	\$1,729,960	\$429,205
Travel	-	\$80,000	\$69,000	\$43,100
Training	-	\$61,364	\$260,091	\$0
Subscription/3 <sup>rd</sup> Party Costs	-	\$152,100	\$158,915	\$157,781
Maintenance	-	\$170,000	\$0	\$0
Total 1 <sup>st</sup> cost	-	\$2,394,220	\$2,217,966	\$630,086
Total 10-year cost of Investment	-	\$3,915, 220 (Implementation, Subscription)	\$3,824,470 (Implementation and Subscription)	\$2,635,360 (Implementation and Subscription)
Total	125	93	93	92

### Recommendation for Contractor Selection

After demonstrations and subsequent follow-up conversations with each vendor, the selection committee reached a consensus to recommend **Arctic IT** as the provider for the Enterprise Resource Planning project.

Microsoft Dynamics 365 (MS 365) and Oracle are both great products that met the agency's critical business requirements, and final scores for all three vendors were comparable. The agency received great proposals. Arctic IT and Rock Solid both proposed Microsoft Dynamics 365 solutions. The cost proposed by Rock Solid quoted was significantly less than Arctic IT. However, Rock Solid did not demonstrate the level of experience with similar clients as CMAP. Rock Solid offered a good change management approach, which is important in any ERP implementation, but they had limited if any experience with clients in US. Rock Solid's client base resides in Puerto Rico and the Caribbeans.

Highstreet proposed the Oracle product which was also well received by the committee, and there was great confidence in the Highstreet team's implementation ability as several of their clients are partners in the CMAP region. However, the committee felt that the Oracle platform was too ambitious for the agency from a complexity, implementation, configuration, training, and maintenance perspective. This application is powerful and can accomplish far more than the requirements as stated in the RFP. In addition, the long-term cost of Oracle would be greater when factoring ongoing training and technical support cost.

Finally, Arctic IT proposed the Microsoft Dynamics 365 solution. As previously mentioned, MS 365 met the agency's critical business requirements. The product is very user intuitive, integrates well with platforms mentioned above, and easier to configure. The agency base environment is Microsoft, so Microsoft Dynamics 365 is a seamless integration with the CMAP environment. ADP, the agency's Human Capital Management system integrates easily into the MS 365 platform as well. The committee felt Arctic IT presented the best project approach and comparable experience with the CMAP project. Arctic was the only vendor that submitted a proposal that provided full maintenance support post go live for the agency, which resulted in their price proposal outpacing Highstreet's price proposal. Arctic provided a proposal that considered staff's available time to work on the project, realistic timeline to complete the project, and post go live support needs. Arctic IT provided a full turnkey solution to the agency.

In addition, all three vendors provided 10- year cost proposal that included implementation plus subscription. Arctic IT cost was \$3,915,220, Highstreet was \$3,824,470 and Rock Solid was \$2,635,360. Arctic IT proposed **optional** post go live maintenance support above what is provided by the application vendor for an additional \$1,609,710 for a total of \$5,202,830. BerryDunn recommends that the agency negotiate price and refine scope with the selected vendor during the contract negotiation process to further reduce the cost of this project.

CMAP staff is seeking Board approval for the award of a fourteen-month contract with **Arctic Information Technology** for the not-to-exceed cost of \$2,394,220. Support for this contract will be provided from the FY22, FY23 and FY24 Operating Grants.

ACTION REQUESTED: Approval



## MEMORANDUM

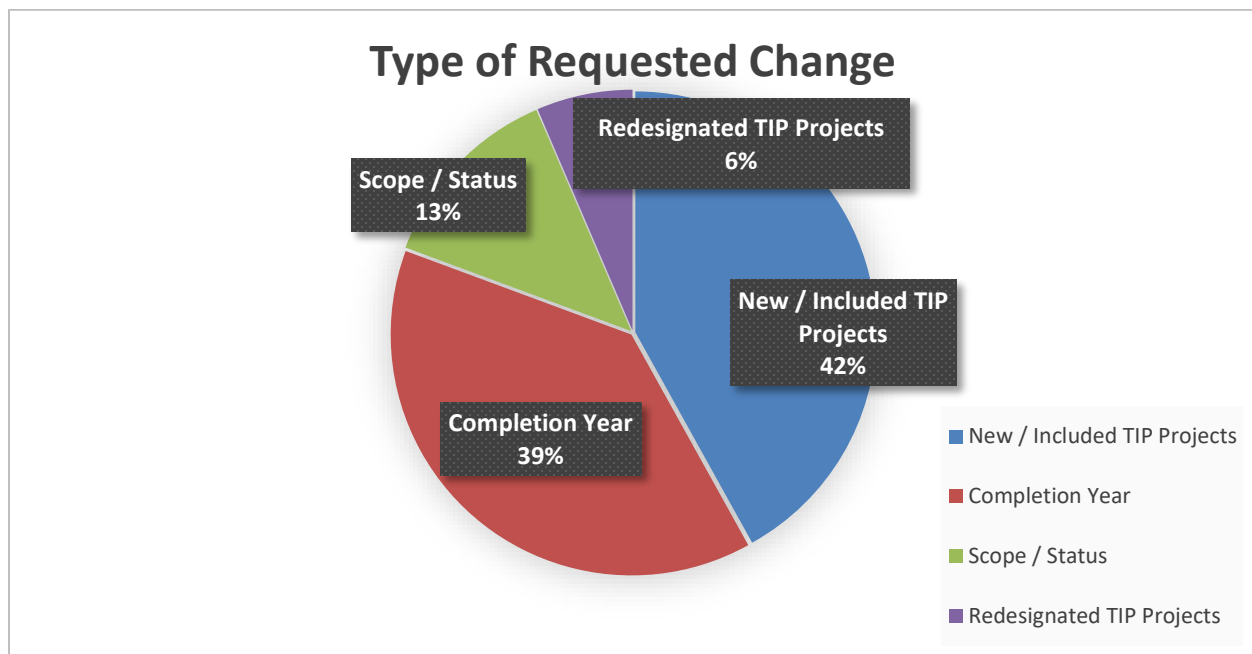
**To:** CMAP Transportation Committee

**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 NO<sub>x</sub> 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<sub>2.5</sub> and NO<sub>x</sub> Emissions in Tons per Year for PM<sub>2.5</sub> (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 <sub>2</sub> 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