



MPO POLICY COMMITTEE

AGENDA - FINAL

Thursday, June 9, 2022

9:30 AM

Please join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/84648891483?pwd=Z0xkNFFNT0gzNW9aUS9ldVNiL0xWZz09>

Meeting ID: 846 4889 1483

Passcode: 189126

One tap mobile

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1.0 Call to Order and Introductions

2.0 Agenda Changes and Announcements

2.01 IDOT MEGA applications from northeastern Illinois

[22-240](#)

PURPOSE & ACTION: Secretary Osman will provide an update on IDOT's MEGA grant applications: I-290 and CTA Blue Line Forest Park project and the Amtrak Union Station project.

ACTION REQUESTED: Information

2.02 FHWA and FTA TMA Certification Update

[22-284](#)

ACTION REQUESTED: Information

3.0 Appointment of subcommittee

3.01 Appointment of a subcommittee for nominating the Office of Vice Chair

[22-270](#)

PURPOSE & ACTION: The MPO Policy Committee's by-laws state that "each year during June, after notice to the membership in the call and agenda of a particular meeting, the Chairman shall appoint a subcommittee of five members of the Policy Committee to nominate at a meeting in October, the name or names of candidates for election to the office of Vice Chair of the Policy Committee for the following year." The members of the nominating committee must include one person from each of the following organization types: municipal government or municipal corporation, highway or roads administration, public transportation agency or other transportation provider, regional planning agency, and county government.

ACTION REQUESTED: Information

4.0 Approval of Minutes

4.01 Minutes from March 10, 2022

[22-267](#)

ACTION REQUESTED: Approval

Attachments: [MPO 3.10.22 Minutes - Final](#)

5.0 Reports

5.01 Executive Director's report [22-273](#)

ACTION REQUESTED: Information

5.02 CMAP Board report [22-143](#)

ACTION REQUESTED: Information

5.03 Council of Mayors report [22-144](#)

ACTION REQUESTED: Information

6.0 Other Items for Approval

6.01 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. Pending the June 3, 2022 meeting of the Transportation Committee, the subarea allocations between northwest Indiana- northeastern Illinois and southeastern Wisconsin-northeastern Illinois is recommended to the MPO Policy Committee for approval.

ACTION REQUESTED: Approval

Attachments: [FY 2023 Subarea Funding Allocations Memo](#)

7.0 Information Items

7.01 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](#)

7.02 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](#)

7.03 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](#)

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

The next meeting is scheduled to be held jointly with the CMAP Board on Wednesday, October 12, 2022

11.0 Adjournment



MPO POLICY COMMITTEE

MEETING MINUTES - FINAL

Thursday, March 10, 2022

9:30 AM

Please join from your computer, tablet or smartphone.

Join Zoom Meeting

<https://us06web.zoom.us/j/84648891483?pwd=Z0xkNFFNT0gzNW9aUS9ldVNiL0xWZz09>

Meeting ID: 846 4889 1483

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+19292056099,,84648891483#,,,,*189126# US (New York)

1.0 Call to Order and Introductions

Secretary Osman called the meeting to order at 9:33 a.m.

Present: IDOT Representative, CDOT Representative, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, and Will Co Representative

Absent: CMAP Representative 1

Non-Voting: FHWA Representative, FTA Representative, and Class I Railroads Representative

Secretary Omer Osman served as IDOT Representative; Kevin O'Malley served as CDOT Representative; Matt Brolley and John Noak alternatively served as CMAP Representative 2; Mike Connelly served as CTA Representative; Sis Killen served as Cook County Representative; Jeff Schielke served as Council of Mayors Representative; Dan Cronin served as DuPage County Representative; Arlene Kocher and John Donovan alternatively served as FHWA Representative; Tony Greep served as FTA Representative; Rocco Zuccherro served as Tollway Representative; Tom Rickert served as Kane County Representative; Scott Koeppel served as Kendall County Representative; Shane Schneider served as Lake County Representative; Scott Hennings served as McHenry County Representative; Lynnette Civarella served as Metra Representative; Melinda Metzger served as Pace Representative; Leanne Redden served as RTA Representative; Elaine Bottomley served as Will County Representative; and Liisa Stark served as Class 1 Railroads Representative.

Staff present: Erin Aleman, Victoria Barrett, Aaron Brown, Anthony Cefali, Michael Collins, Daniel Comeaux, Teri Dixon, Kama Dobbs, Doug Ferguson, Elizabeth Ginsberg, Jane Grover, Leroy Kos, Angela Manning-Hardimon, Alexis McAdamas, Amy McEwan, Tim McMahon, Tom Murtha, Russell Pietrowiak, Yousef Salama, Todd Schmidt, Elizabeth Scott, Blanca Vela-Schneider, Mary Weber, Simone Weil

Others present: Garland Armstrong, Holly Bieneman, Jason Biernat, Joe Breinig, Leonard Cannata,

Lynnette Ciavarella, Doug DeLille, Jon Paul Diipla, Jackie Forbes, Jacky Grimshaw, Scott Gryder, Jessica Hector-Hsu, John Paul Jones, Tom Kelso, Mike Klemens, Daniel Knickelbein, Jon-Paul Kohler, David Kralik, Jill Leary, Leon Rockingham, Heidi Lichtenberger, Brittany Matyas, Troy Simpson, Christopher Snyder, Joe Surdam, David Tomzik, Michael Vanderhoof

2.0 Agenda Changes and Announcements

Executive Director Erin Aleman reported that the Governor may not extend his disaster declaration. If and when the disaster declaration is terminated, meetings will resume to in-person attendance.

Secretary Osman reported that the Investment and Infrastructure Job Act (IIJA) has created opportunities to implement a number of projects but the federal funding still requires a local match. Because of the timing of the Act, the Illinois Department of Transportation (IDOT) has agreed to fund the first year local match for metropolitan planning organizations in Illinois to allow them the opportunity to plan for future years.

Secretary Osman reported on Governor Pritzker's announcement on the release of the fifth round of funding of Rebuild Illinois.

IDOT's proposed budget for the next fiscal year includes an increase of up to 400 positions for its agency in anticipation of the increased demand of project applications resulting from the IIJA and Rebuild Illinois funding. He noted that the job market is competitive and there is a shortage of employees which could prove challenging.

3.0 Approval of Minutes

3.01 Minutes from January 13, 2022

[22-127](#)

Attachments: [MPO 1.13.2022 Minutes - Final](#)

A motion was made by CoM Representative Jeff Schielke, seconded by RTA Representative Leanne Redden, to approve the meeting minutes as presented. On a roll call vote, the motion was unanimously approved.

Aye: IDOT Representative, CDOT Representative, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, and Will Co Representative

Absent: CMAP Representative 1

Non-Voting: FHWA Representative, FTA Representative, and Class I Railroads Representative

4.0 Committee Reports

(CMAP Representative 2 John Noak arrived at 9:38 a.m.)

4.0A CMAP Board report

[22-213](#)

Vice-Chair Leanne Redden reported that at the February 2022 CMAP Board meeting, the annual financial audit report and management letter was presented, the FY 2023 comprehensive annual workplan and budget was approved, and an update on the ON TO 2050 Plan update with a focus on socio-economic forecast, the federal targets and system performance report, the financial plan for transportation, and the evaluation of regionally significant projects.

At the March 2022 CMAP Board Meeting, staff presented a state legislative update that could impact key recommendations from the ON TO 2050 Plan on the indexing of the motor fuel tax to inflation, an update was provided on strategic engagement and the committees, and a presentation of CMAP's mobility recovery work was given. Staff also gave an update on regionally significant projects and the financial plan for the ON TO 2050 Plan.

The CMAP Board report was read into the record.

4.0B Council of Mayors report [22-214](#)

Mayor Jeff Schielke reported that at the January 2022 meetings, the Council of Mayors Executive Committee received updates from the STP Project Selection Committee and the Illinois Department of Transportation Bureau of Local Roads. Staff provided an overview of CMAP's safety action agenda and zoning reforms that communities can make to support equity and housing choice. Staff also provided updates on the progress of the regional socio-economic forecast, its legislative affairs team, and the local government network. The next Council of Mayors Meeting is scheduled for April 19, 2022.

The Council of Mayors report was read into the record.

4.01 Executive Director's report [22-135](#)

Executive Director Aleman reported that the Board should plan for an in-person committee meeting in June should the Governor discontinue the disaster declaration.

The executive director's report included the following: the Regional Transportation Vulnerability Assessment and Electric Vehicle workshops held by CMAP, the Illinois Department of Transportation's commitment to awarding State Planning Funds for metropolitan planning organizations' non-federal matching requirements for the state's Fiscal Year (FY) 2023; and the submittal of CMAP's draft FY 2023 annual workplan and budget to the state.

Executive Director Aleman reported on the governor's budget proposal for a one-year freeze on the motor fuel tax rate, that Congress has approved a resolution to keep the government funded into next week, and the release of a \$1.5 trillion bill for 2022 funding. by the House and Senate appropriations which will result in \$135 million in relinquished revenue in FY 2023. Executive Director Aleman announced that the Federal Highway Authority and Federal Transit Authority are in the process of conducting their joint MPO Certification review.

Finally, Executive Director Aleman announced that nominations are open for the third annual Public Service Awards which recognize the extraordinary service of CMAP staff.

Discussion ensued.

The Executive Director's report was read into the record.

5.0 Other Items for Approval

5.01 American Rescue Plan Act (ARPA) Federal Transit Administration (FTA) Funding Allocations [22-138](#)

Attachments: [PolicyCmteMemo--ARP ACT FTA Funding Splits mar 2022 corrected 3-7-22 ARP Funding Agreement](#)

Teri Dixon, CMAP staff, clarified that the Federal Fiscal Year 2021 ARPA Federal Allocations to the

Service Boards and the subarea allocations are only for Section 5307 and that the attachment correctly reflects this. The packet also includes an RTA memo. It was noted that the RTA's board of directors approved the allocations at their November 5, 2021 meeting.

A motion was made by Cook County Representative Sis Killen, seconded by CMAP Representative John Noak, to approve the ARPA FTA funding allocations. On a roll call vote, the motion was unanimously approved.

Aye: IDOT Representative, CDOT Representative, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, and Will Co Representative

Absent: CMAP Representative 1

Non-Voting: FHWA Representative, FTA Representative, and Class I Railroads Representative

5.02 Regional ITS Architecture v4.0

[22-098](#)

Attachments: [Regional ITS Architecture v4.0 Summary Report](#)
[Regional ITS Architecture v4.0 Maintenance Plan](#)

Daniel Comeaux, CMAP staff, provided an update to the Regional ITS Architecture, the roadmap to transportation systems integration in the northeastern Illinois region. Staff is requesting that the committee approve and adopt version 4.0, which include numerous revisions since the ON TO 2050 Plan was adopted. Revisions of the Regional ITS Architecture are included as an attachment to this agenda item. An ongoing maintenance plan will be handled by the Transportation Technology and Operations Coalition, an informal working group. Discussion occurred.

A motion was made by Council of Mayors Representative Jeff Schielke, seconded by Pace Representative Melinda Metzger, to approve the fourth version of the Regional ITS Architecture. On a roll call vote, the motion was unanimously approved:

Aye: IDOT Representative, CDOT Representative, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, and Will Co Representative

Absent: CMAP Representative 1

Non-Voting: FHWA Representative, FTA Representative, and Class I Railroads Representative

5.03 FY2023 Unified Work Program (UWP) Budget

[22-065](#)

Attachments: [MPO Policy Committee FY23 UWP Budget Memo 2.25.2022](#)

A presentation of the FY 2023 UWP Budget was presented. Chief of Staff Amy McEwan provided opening remarks. Deputy Executive Director of Research, Analysis, and Planning Yousef Salama reviewed objectives related to transportation. Executive Deputy Director of Planning Stephane Phifer, discussed regional economic competitiveness work. Deputy Executive Director of Plan Implementation and Legislative Affairs Laura Wilkison reviewed work related to climate.

Deputy Executive Director of Finance and Administration Angela Manning-Hardimon provided highlights on the core operations and budget for Fiscal Year 2023. Revenues are expected to increase 23 percent compared to Fiscal Year 2022. Expenses for CMAP's comprehensive budget are expected

to increase 37 percent more than Fiscal Year 2022.

A motion was made by CTA Representative Michael Connelly, seconded by Pace Representative Melinda Metzger, to approve the UWP Budget. On a roll call vote, the motion was unanimously approved:

Aye: IDOT Representative, CDOT Representative, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, and Will Co Representative

Absent: CMAP Representative 1

Non-Voting: FHWA Representative, FTA Representative, and Class I Railroads Representative

6.0 Information Items

6.01 CMAP's strategic direction and the committees

[22-099](#)

Jane Grover, CMAP staff, provided a presentation on CMAP's strategic direction and its committees. The strategic planning process led to a theory of change which connects the actions of the organization to its work on the ON TO 2050 plan in three core areas: transportation, regional economic competitiveness, and climate.

Jane Grover reviewed CMAP's framework and identified the committees approved by the CMAP Board in January. Ms. Grover discussed the goals of the three core areas and how these goals will be accomplished through the work of its committees.

A presentation on CMAP's strategic direction was presented to the committee.

6.02 ON TO 2050 Update

[22-131](#)

Attachments: [MPO Memo - ONTO2050Update- Draft RSP List 3.3.22](#)
[MPO Memo - Forecast 3.3.22](#)

A presentation was provided by CMAP staff, Jonathan Burch, on the ON TO 2050 update, specifically the regional significant projects (RSPs). Mr. Burch reviewed the RSP process and reported that 65 projects were submitted for consideration, including 13 new fiscally constrained projects.

CTA Representative Michael Connelly commented that the I-290 Eisenhower expressway and the CTA Blue Line Forest Park Reconstruction be consolidated into one larger project.

A presentation on the ON TO 2050 update was presented to the committee.

6.03 2022 US DOT planning certification review

[22-129](#)

John Donovan, Federal Highway Authority, provided an overview of CMAP's 2022 US DOT planning certification review process. Mr. Donovan discussed scope of the review and the planning regulations that impact the review. While the formal review occurs every four years, there are many review phases that occur throughout the four-year cycle. Findings of the review are expected to be presented to the MPO Policy Committee at its June 2022 meeting. He reported that the public can comment through March 25, 2022 to him or Tony Greep of the Federal Transit Authority (FTA).

The 2022 US DOT planning certification review process was presented to the committee.

7.0 Other Business

There was no other business before the committee.

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.

Heather Armstrong, Iowa resident, commented on the need for double-decker expressways to ease congestion.

9.0 Next Meeting

The MPO Policy Committee will meet on June 9, 2022

10.0 Adjournment

The meeting was adjourned at 10:49 a.m.

A motion was made by CTA Representative Michael Connelly, seconded by Cook County Representative Sis Killen, to adjourn the meeting. On a roll call vote, the meeting was adjourned.

Aye: IDOT Representative, CDOT Representative, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, and Will Co Representative

Absent: CMAP Representative 1

Non-Voting: FHWA Representative, FTA Representative, and Class I Railroads Representative

Minutes prepared by Blanca Vela-Schneider.



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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

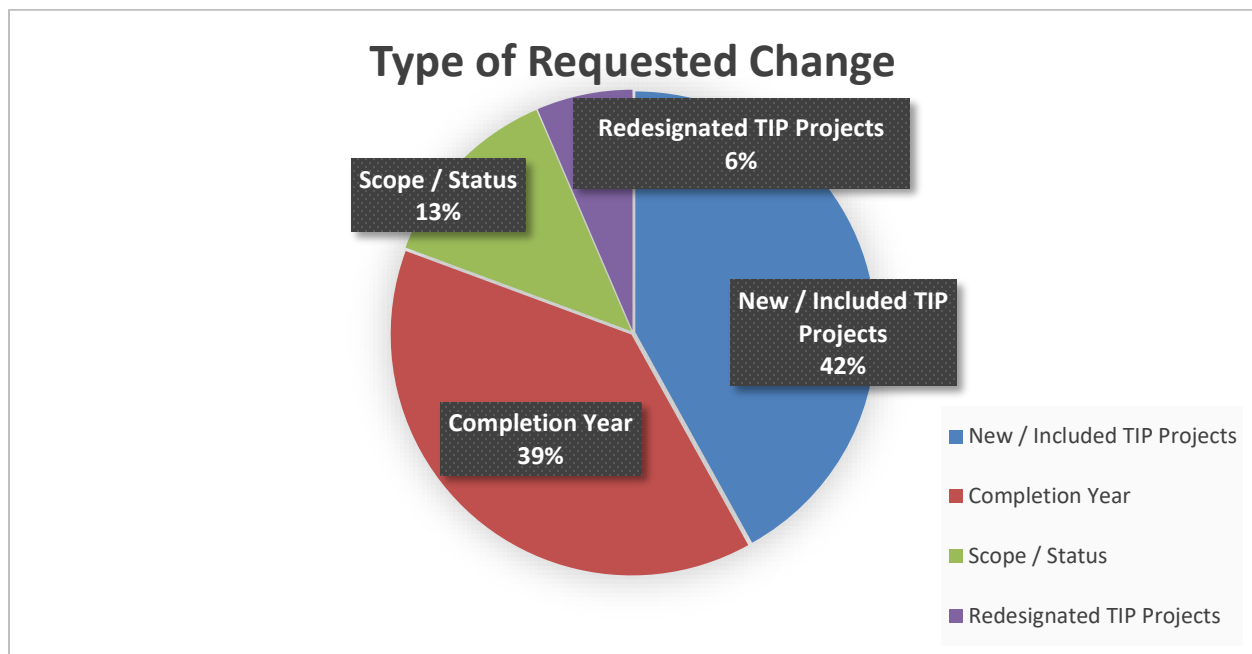
To: CMAP Transportation Committee

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