



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## Tier II Consultation Meeting

### Agenda

July 7, 2016

Kane and McHenry County Rooms

CMAP Offices

Teleconference # 800-747-5150, Access Code 3868836

**1.0 Call to Order and Introductions** 10:00 a.m.

**2.0 Agenda Changes and Announcements**

**3.0 Approval of Minutes – February 29, 2016**

ACTION REQUESTED: Approval

**4.0 I-355 Veteran's Tollway at 75<sup>th</sup> Street**

This project had originally been included in 08-08-0012, I-355 Veterans Memorial Tollway from I-88 Reagan Memorial Tollway to 75th St (5476), but was removed due to value engineering considerations. The Tollway wishes to proceed with the project this summer. Staff recommends adding the current funding and scope of work to the project in the TIP and conforming it with the analysis to be considered by the MPO Policy Committee in October.

ACTION REQUESTED: Concurrence in treatment of project

**5.0 Farnsworth Road at I-88**

This project is currently in final design; the Tollway plans to begin construction later this summer. Staff recommends adding the current funding and scope of work to the project in the TIP and conforming it with the analysis to be considered by the MPO Policy Committee in October.

ACTION REQUESTED: Concurrence in treatment of project

**6.0 Illiana Expressway**

CMAP has updated modeling of the Illiana to reflect the project's current status.

ACTION REQUESTED: Information

**7.0 Conformity Analysis**

CMAP has updated the source type population input for MOVES to incorporate data from the Secretary of State vehicle registration files, replacing the source type population estimate based on the MOVES default procedure.

ACTION REQUESTED: Concurrence in the use of the updated input

## **8.0 Fiscal Constraint Procedures in eTIP**

The roll-out of the new online eTIP database has necessitated changes to the process for demonstrating fiscal constraint in order to accurately represent the extensive use of Advance Construction by the state of Illinois. These changes include modifications to the available funding for locally programmed fund sources included in the database, state regional resources table and the Council of Mayors marks table.

ACTION REQUESTED: Concurrence with the methodology for demonstrating fiscal constraint and changes to the state/regional resources table and Council of Mayors marks table.

## **9.0 Ozone attainment status**

The status of the region's air quality with respect to the 2008 ozone NAAQS will be discussed.

ACTION REQUESTED: Information

## **10.0 Revocation of 1997 PM<sub>2.5</sub> standard**

The timeline for this action will be discussed.

ACTION REQUESTED: Information

## **11.0 Updated Transportation Conformity SIP**

The status of this update will be discussed.

ACTION REQUESTED: Information

## **12.0 Final Planning Rule**

FHWA and FTA have issued a [final rule](#) on metropolitan and nonmetropolitan planning.

The impact on the region's planning processes will be discussed.

ACTION REQUESTED: Information

## **13.0 Major Capital Project Updates**

A brief update on the status of Major Capital Projects is available on the Transportation Committee [minutes page](#).

ACTION REQUESTED: Information

## **14.0 Other Business**

## **15.0 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 exact time for the public comment period will immediately follow the last item on the agenda.

## **16.0 Next Meeting**

The next meeting will be on call; one is anticipated in conjunction with public comment on the upcoming conformity amendment.

## **17.0 Adjournment**

**Tier II Consultation Team Members:**

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		



**Tier II Consultation Meeting**  
**DRAFT MINUTES – February, 29 2016**

**Participants:**

John Donovan	FHWA
Michael Leslie	USEPA
Ross Patronsky	CMAF
Russell Pietrowiak	CMAF
Jen Maddux	CMAF
Holly Ostdick	CMAF
Liz Schuh	CMAF
Mark Pitstick	RTA
Tony Greep	FTA – via phone
Chris Schmidt	IDOT OP&P – via phone
Ken Runkle	IDOT– via phone
David Bloomberg	IEPA– via phone
Buzz Asselmeier	IEPA– via phone

**1.0 Call to Order and Introductions**

The meeting was called to order at 9:05 a.m. All participants introduced themselves.

**2.0 Agenda Changes and Announcements**

None.

**3.0 Approval of Minutes – February 19, 2015**

On a motion by Mr. Pitstick, seconded by Mr. Leslie the minutes were approved as amended which including Mark Pitstick in attendance and Mr. Runkle as IDOT rather than FHWA.

**4.0 Semi-Annual GO TO 2040 and TIP Conformity Amendment**

Mr. Patronsky reported that the semi-annual GO TO 2040 and TIP conformity amendment had been posted on CMAP's website for public comment; no comments were received. He also stated that the conformity amendments would be presented to CMAP's Transportation Committee, Regional Coordinating Committee and then to the CMAP Board and MPO Policy Committee for approval in March, 2016. The Consultation Team had no comments of its own.

#### **5.0 Update to Monthly and Daily VMT inputs and to MOVES model**

Mr. Patronskey stated that at the last meeting all the attendees were in agreement regarding the inputs to be used in the MOVES model except that IEPA had requested more time to discuss the matter as they were in the process of transitioning to new staff for this committee. Mr. Patronskey stated the IEPA had subsequently reviewed the inputs and indicated via email that they were also in agreement. Mr. Patronskey then asked if everyone was still in agreement on the MOVES inputs and everyone in attendance or on the phone indicated that they were in agreement.

#### **6.0 Transition to MOVES 2014a model**

Mr. Patronskey stated that CMAP would be transitioning to the new MOVES model, MOVES 2014a for the next conformity analysis. It was also pointed out that there have been some technical challenges involved in getting MOVES 2014a to work. Mr. Leslie stated that the US EPA is aware of a number of technical issues that users have been experiencing.

#### **7.0 Ozone NAAQS Update**

Mr. Patronskey asked on the status and process of the Ozone NAAQS Update. Mr. Leslie indicated initial action is anticipated this year but that IEPA could provide more information. Mr. Bloomberg said that states have until October 1, 2016 to make recommendations regarding nonattainment areas. IEPA will use 2016 data in their recommendation, and will try to make a presentation on their recommendation, although the timing will be tight.

He also stated that it was unclear what affect the summer of 2017 might have on the recommendation as the ozone season does not end until after US EPA is scheduled to make designations. Mr. Leslie stated that there would not be enough time to certify the 2017 data to influence things one way or the other. Mr. Bloomberg thought that if the 2017 ozone season started off with exceedances that US EPA might take that into account, but if it didn't they wouldn't.

Mr. Bloomberg stated that the northeastern Illinois is likely to be in marginal non-attainment status and that they did not foresee any new Illinois counties being recommended for nonattainment designation. It is possible that East St. Louis may be in attainment.

#### **8.0 Ozone attainment status**

Mr. Asselmeier stated that IEPA was working with Wisconsin, Indiana, and US EPA on a redesignation request, and that the holdup has been the development of motor vehicle emissions budgets for northeastern Illinois. IEPA is in the process of exchanging inventory numbers with Wisconsin and Indiana. They are also working on a draft document that is needed for a public hearing.

The public hearing process will likely take at least 2 ½ months when the public comment and notice time are taken into consideration. Mr. Asselmeier said it would likely be early to mid-summer before IEPA makes a submittal to US EPA. Mr. Asselmeier also stated that the summer of 2016 can have an effect on what they do – if there are any violations in 2016, US EPA has said that that might be an issue for them. Mr. Patronskey CMAP's MOVES runs had yielded a higher than expected VOC emissions inventory; he asked whether that will create a problem for the SIP budget. Mr. Asselmeier said that, as shown on the slides included in the meeting materials, there is an adequate margin of safety. Mr. Patronskey said that CMAP would double check the data they are using to ensure that emissions inventories forwarded to IEPA are accurate.

#### **9.0 Revocation of 1997 PM<sub>2.5</sub> standard**

Mr. Leslie stated that the current standard would likely be revoked in late spring or early summer. That in turn would mean that CMAP is no longer required to run a regional emissions analysis for PM<sub>2.5</sub>, nor will implementers be required to assess the need for PM<sub>2.5</sub> hot spot analyses. Mr. Leslie then said that when CMAP does conformity in the fall of 2016, PM<sub>2.5</sub> will not need to be included. Mr. Patronskey then asked if it was still required for NEPA and Mr. Leslie responded that it can be done but won't be required.

#### **10.0 Updated Transportation Conformity SIP**

Mr. Leslie stated that US EPA was working with IEPA on a conformity SIP.

#### **11.0 Long- Range Plan**

Ms. Schuh gave a brief overview of the process that will be used to develop ON TO 2050, highlighting the snapshot reports and strategy papers for the plan development along with the timeline for plan development and adoption. All of this information was contained in a brochure that was handed out and can also be found on the CMAP website, <http://www.cmap.illinois.gov/onto2050>.

ON TO 2050 will build on GO TO 2040, but will provide more specificity to implement the plan recommendations. In addition, the scenarios [words not coming here – seems like they had been policy alternatives in 2010, are focused more on anticipated futures this time]

Ms. Schuh noted that the kickoff for the plan will be on March 2, 2016. A series of open houses around the region will also be held. CMAP staff are beginning to develop a list of regionally significant projects, based on the criteria for identifying them.

She finished by stating that the plan will be finalized in late 2017 to early 2018, with public comment following, and adoption in the fall of 2018.

Mr. Donovan asked for more information regarding the Climate Resilience snapshot. Ms. Schuh stated that Kristin Ihnchak from CMAP and the Chicago Community Trust (CCT) were leading this effort and that the CCT had hired a consultant to work on this.

#### **12.0 Major Capital Project Updates**

Mr. Patronsky gave a brief update on the status of Major Capital Projects stating that more information is available on the Transportation Committee [minutes](#) page.

#### **13.0 Other Business**

None

#### **14.0 Public Comment**

None.

#### **15.0 Next Meeting**

The next meeting was left on call.

#### **16.0 Adjournment**

The meeting adjourned at 9:35 a.m.

#### **Tier II Consultation Team Members:**

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		





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## MEMORANDUM

**To:** Tier II Consultation Team  
**From:** CMAP Staff  
**Date:** June 29, 2016  
**Re:** Illiana Expressway project coding for October 2016 Air Quality Conformity Analysis

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For the October 2016 Air Quality Conformity analysis, the Illiana Expressway project coding has been separated into two TIP projects:

- 12-02-9024 – Illiana Expressway from I-55 to I-65. This facility is modeled to include a toll rate of \$3.90. The “base scenario” included in [Appendix C: Toll Sensitivity Analysis](#) of the Illiana Tier II EIS used a toll value of \$0.23 per mile per passenger vehicle. For Conformity modeling, this per-mile rate was converted to an average toll amount based on a modeling analysis of the average distance passenger vehicles travel on the Illiana per trip (approximately 17 miles). This project is modeled with a completion year of 2040.
- 12-16-0027 – I-55 from IL 129 to Lorenzo Road. This project, involving interchange reconstruction and auxiliary lanes on I-55, has been separated from the Illiana coding and is modeled with a completion year of 2022.

This change was made at IDOT’s request. It does not affect the status of the Illiana as a major capital project in GO TO 2040, but allows the work on I-55 from IL 129 to Lorenzo Road, which has independent utility, to proceed.



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## MEMORANDUM

**To:** Tier II Consultation Team

**From:** CMAP Staff

**Date:** June 30, 2016

**Re:** Advanced Construction Fiscal Constraint and eTIP

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CMAP has adjusted the way in which programming marks for local programs including STP – Locally Programmed (STP-L), CMAQ, and TAP – Locally Programmed (TAP-L) funds are managed in the eTIP database to account for the impact that the extensive use of Advance Construction (AC) by the State of Illinois has on the fiscal constraint determination and to bring more consistency to the development of programming marks for all federal fund sources. These adjustments have led to changes to the layout of the Council of Mayors STP-L Marks Table, but do not affect the amount of funding available for programming in current or future federal fiscal years.

Prior to this change, CMAP had developed programming marks for FHWA fund sources differently for fund sources programmed by IDOT compared to those programmed locally. Programming marks for fund sources that IDOT typically programs are developed by taking the unobligated balance as shown in FHWA's FMIS database on the final day (September 30) of the prior Federal Fiscal Year (FFY) and adding it to the current FFY allotment for each individual fund source. Project phases in AC are not considered an obligation by FHWA so the unobligated balance shown in FMIS, and hence the programming mark, does not take into account project phases in AC.

For locally programmed fund sources, project phases that were in AC have historically been considered to be obligated by CMAP in the FFY they first were placed into AC status in FMIS. This approach acknowledged that the funds in AC were "committed" to project phases, and should not be programmed against. Using this approach the carryover amount was reduced by the AC "obligation", lowering the carryover amount that was added to the annual allotment, and thus lowering the programming mark.

Tracking of Advance Construction (AC) changes in CMAP's TIP began in early 2013 with IDOT providing notices to agencies responsible for managing projects in the TIP when project phases were placed into

AC or converted from AC. When a project phase is in AC, state funds, not federal funds, are being used to pay for it; therefore, these funds are not part of the fiscal constraint determination. However, when IDOT seeks federal reimbursement, the AC funds are converted back to federal funds (designated as ACC in eTIP), and must be constrained against available federal dollars. In order to demonstrate that funds are available, it is necessary to consider both the carryover unobligated balance and the unobligated balance due to project phases in AC. At the start of FFY 2016 there was a combined total of just under \$313 million for project phases in AC utilizing STP-L, CMAQ, and TAP-L funding, all of which had been previously counted as obligated by CMAP.

To properly account for AC and ACC in eTIP, going forward CMAP will not consider project phases in AC as obligated nor will project phases in AC be subject to constraint in eTIP. Instead, project phases in AC should be thought of as committed funds so that they are available to be used when a conversion needs to take place. Therefore, while overall available funds, or revenues, in eTIP have been increased to reflect AC balances, the amount of funding available for programming, after accounting for the committed projects in AC, remains unchanged.

The Council of Mayors STP-L Marks table has been adjusted to reduce obligations by the AC amount, which is shown in a new "Committed AC funds" column. The available unobligated balance, less the committed AC results in an "Adjusted Balance" which is added to the current year's allotment to arrive at the programming mark. These adjustments provide a more transparent accounting of the use of AC and do not result in changes to the programming marks approved by the Council of Mayors Executive Committee in November 2015. Advance Funding approval from the Council of Mayors Executive Committee is still required when a Council's current year STP-L obligations (whether AC or not) have exceeded or will exceed that Council's current year programming mark.



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## MEMORANDUM

**To:** Ross Patronsky  
**From:** Claire Bozic  
**Date:** July 1, 2016  
**Re:** Illinois License Plate File MOVES Categories

We received a license plate file from the Illinois Secretary of State's office covering 8 counties of northeastern Illinois. This file is a snapshot of the number of registered vehicles in northeastern Illinois as of February, 2015. It contains 7,207,996 records in the non-attainment area and includes the following variables.

### File Variables

#	Variable	Type	Columns
1	Year	Num	1-4
2	Make	Char	5-17
3	Body Type	Char	18-26
4	VIN	Char	27-46
5	Rent/Lease	Char	47-47
6	Registration Type	Char	48-64
7	County	Char	65-76
8	Municipality	Char	77-97
9	Zipcode	Num	98-102
10	(zip)+4	Num	103-106

The file includes registered vehicles (including heavy equipment and trailers) from the seven-county area.

	Registrations	Share
Cook	3,908,004	54.22%
DuPage	1,003,177	13.92%
Grundy	14,844	0.21%
Kane	495,236	6.87%
Kendall	47,098	0.65%
Lake	720,667	10.00%
McHenry	348,302	4.83%
Will	670,668	9.30%
Total	7,207,996	100.00%

The remainder of this memo refers to the attached Excel workbook.

## SAS\_Summary Tab

The dataset was processed to result in a cross-tabulation of body type by registration type for all records in the file. Added to the table are two calculated fields: MOVES category describing the body type (body\_cat) and MOVES category describing the registration type (regi\_cat). These fields are filled in by the lookup tables shown on the lookups tabs, discussed in the next section. There are 4,273 observed combinations of registration type/ body type. Some of the combinations don't make sense (for example, listed body type as motorcycle, registration type as auto). There are many inconsistencies in the file which require decisions about how to treat the records.

## Lookups Tab

This tab includes 2 lookup tables. The first is a listing of all the body types included in the file, with a list of which of the 13 MOVES categories they likely belong in. The second is a listing of all the registration types with the MOVES categories they likely belong in.

### *Body Type Lookup*

For body type, the auto category was straightforward. Note that passenger vans were included in the auto body category. 58 body types were classified as autos.

Other body types relied on a combination of looking up images of the vehicles where possible, and applying a judgment regarding how they might operate. This process is important because some important MOVES category vehicles are not identifiable by registration types. For example, passenger trucks are registered as automobiles, and other types of trucks are registered in weight categories. A number of body type classes were not considered as part of the vehicle population, such as trailers, construction equipment, and recreational/off road vehicles.

Combination and single unit trucks were identified, and put into two simple categories. For the time being, combination body type trucks were assumed to be long haul and single unit body type trucks were assumed to be short haul trucks. Further refinement of this will take place by evaluating the truck registration categories.

Autos			
2 DOOR	BUGGY	LIMOUSINE	SP.EQUIP.
2C	CABRIOLET	MAXI VAN	SP-CONSTD
2D HACHBK	CONVERTBL	NOTCHBACK	SPORT TRK
2D HARDTP	COUPE	ONE SEAT	SPORT VAN
2D LIFTBK	ELECTRIC	OPERA CP	SPORTTRAC
2D SEDAN	EXT SPTVN	PARK MODL	STN WAGON
4	EXT VAN	PASS CAR	TOURNGCAR
4 DOOR	EXT WINVN	PHAETON	TUDOR
4D HARDTP	FASTBACK	PI	VAN
4D HTCHBK	FWRD CONT	ROADSTER	VAN CAMPR
4D LIFTBK	GLIDERS	ROLLER	VANETTE
4D SEDAN	HARDTOP	RUNABOUT	WAGON
4WHEEL DR	HARDTP CV	SEDAN	WINDOW VN
5D HTCHBK	HATCHBACK	SEDAN DEL	
BS	HEARSE	*SKDSTRLDR	

\*I recently realized that this must be a skid steer loader. This will be corrected in the future

# MOVES Categories with included Vehicle Body types

Combination Long Haul Trucks	Single Unit Short Haul Trucks	Light Commercial Trucks	Refuse Trucks	Passenger Trucks	Motorcycles	Motor Homes
HOPPER POLE/PIPE REEFER TANKER TRACTR TK TRIALS TRL TRUCK DROP FLAT	BEVRG RCK BOTTM DMP DUMP TK FIRE APP FLATBED GRAIN/BOX OPEN BODY PUMPER STAKE/RAK TANDEM	AMBULANCE ARMORD TK AUTO CARY COACH DELIVERY GLASS RAK LUNCH WGN STEP VAN TILT CAB *TILT TAND TOW TRUCK WINCH	CONCR MXR GARBG TK SNOW RMVL ST SWEEPR	3DR EXTCC 3DR EXTCP 4DR EXTCC 4DR EXTCP 8PAS SPVN CAB CHASS CARGO CARRYALL CNVTR GER CREW PK CREW PKUP INC CHASS INC EXTVN JEEPSTER PANEL PICKUP PICKUP RV REGLR CAB SUPCAB PK SUPERCAB TRAVELALL TRUCK TRUCKSTER UTILITY	ENDURO MINI BIKE MINI CYCL MINI ROAD MOPED MOTO CROS MOTORCYCL MTR SCOOT RACER CYC SIDE CAR TRIKE TWO WHEEL	MOBILE HM MOBLE OFF MOTOR HOM
			Buses			
			BUS CANOPY EX CUTAWAY			

\*Recently discovered that this is a trailer and will fix it in the future.

## Body Types Not Included in any MOVES Categories

Trailers		Equipment		Off Road
MTRCY TRL	AIR COMP	BACKHOE	FORKLIFT	ALL TERRN
SEMI TLR	BOAT TRLR	BRSH CHPR	GRADER	AMPHIBIAN
SNOWBL TL	DOLLY	CABL REEL	LOADER	ATV
TENT TLR	DUMP TRLR	CNST TRAC	LOW SPEED	CAMPER
TOW DOLLY	GENERATOR	COMBINE	PALLET	CAMPING
TRAILER	GONDOLA	CRANE	SCRAPER	DUNE BUGY
TRAVL TLR	HORSE TLR	FARM EQIP	TRENCHER	PK CAMPER
TRLR JCKY	LIVESTOCK	FARM TRAC	WELL DRIL	ROAD/TRAL
WELDER	LOWBOY	FERTILIZR	WHL LOADR	TRKCAMPER

## MOVES Categories with Included Registration Types Lookup

Auto Registrations			
AFGHANISTAN CMPN AIR FORCE VETERAN ALPHA KAPPA ALPHA ALPHA PHI ALPHA AMATEUR RADIO AMERICA REMEMBERS ANTIQUES ARMED FORCES RET ARMED FORCES RSRV ARMY D.S.C ARMY VETERAN AUTISM AWARENESS BLACKHAWKS BOY SCOUT BRONZE STAR CHARITABLE VEH CHI POLICE MEM CHICAGO BEARS CHICAGO BULLS CHICAGO CUBS COLLEGIATE COLLEGIATE PLATE COMMERCE COMM POL COMMUTER VAN CONSERVATION DELTA SIGMA THETA DISABLED VETERANS DRIVER EDUCATION EAGLE SCOUT	EDUCATION ELECTRIC ENVIRONMENTAL EXPANDED ANTIQUE F.O.P. FLYING CROSS FUNERAL HOME GOLD STAR HEARING IMPAIRED HONORARY CONSULAR HOSPICE HOUSE OF REPRESENT IL POLICE ASSOC IL FIRE FIGHTER ILL SENATORS ILL SUPREME COURT ILL-MICH CANAL IRAQ CAMPAIGN KAPPA ALPHA PSI KOREAN SERVICE KOREAN WAR VET LIVERY MAMMOGRAM MASTER MASON MAYORAL MEDAL OF HONOR MUNI. HANDICAPPED MUNICIPAL POLICE MUNICIPALITY BUS	NATIONAL GUARD NAVY D.S.C. NAVY VETERAN NOTRE DAME OMEGA PSI PHI ORGAN DONOR OVARIAN CANCER PARATROOPER PARK DIST. YOUTH PASSENGER CAR PEARL HARBOR PET FRIENDLY PHI BETA SIGMA POLICE MEMORIAL POW/MIA PREVENT VIOLENCE PURPLE HEART RET SUPREME COURT RETIRED OFFICIAL RETIRED REPRESENT RETIRED SENATOR ROTARY INTRNATL ROUTE 66 SHARE THE ROAD SHEET METAL WRKR SHERIFF SIGMA GAMMA RHO SILVER STAR SPEC OLYMPICS	SPORTING SERIES STATE HANDICAPPED STATE OF ILLINOIS STATE OFFICIALS EL STATE POLICE STATE POLICE MCY SUPPORT OUR TROOP SURV SPOUSE-FF SURV SPOUSE-PO TAXI TINTED WINDOW U S CONGRESSMAN U S SENATORS U.S. VETERAN U.S. VETERAN MCY UNIV. OF CHICAGO US MARINE CORP USAF D.S.C. VIETNAM VETERAN WEST POINT BIC WHEELCHAIR WHITE SOX WILDLIFE PRAIRIE WOMEN VETERANS WORLD WAR II X-PRISONER OF WAR YOUTH GOLF ZETA PHI BETA

\*These were mainly van-type vehicles

Passenger Trucks	Motorcycles	Light Commercial Trucks
AGRICULTURE DUCKS UNLIMITED FARM TRUCKS FIRE CHIEF FLEET FMR MILITARY VEH PUBLIC TRANSPORT REC VEH TRUCK	MCY 150 AND OVER MCY UNDER 150 CC MUNI MOTORCYCLE STATE MOTORCYCLE	AMBULANCE FARM 16,000 LBS MEDICAL CARRIER TOW TRUCK TRUCK 12,000 LBS TRUCK 16,000 LBS TRUCK 8,000 LBS

Single Unit Trucks, All Trucks Less than 33,000 pounds	
Short Haul	Long Haul
FARM 20,000 LBS	TRUCK 26,000 LBS
FARM 24,000 LBS	TRUCK 28,000 LBS
FARM 28,000 LBS	TRUCK 32,000 LBS
FARM 32,000 LBS	
MILEAG TAX 12,000	
MILEAG TAX 16,000	
MILEAG TAX 20,000	Mileage tax trucks must travel <7000 miles annually
MILEAG TAX 24,000	
MILEAG TAX 28,000	
MILEAG TAX 32,000	

Combination Trucks, assumed to be all trucks over 33,000 pounds	
Short Haul	Long Haul
FARM 36,000 LBS	TRUCK 36,000 LBS
FARM 45,000 LBS	TRUCK 40,000 LBS
FARM 54,999 LBS	TRUCK 45,000 LBS
FARM 64,000 LBS	TRUCK 50,000 LBS
FARM 73,280 LBS	TRUCK 54,999 LBS
FARM 77,000 LBS	TRUCK 59,500 LBS
FARM 80,000 LBS	TRUCK 64,000 LBS
MILEAG TAX 36,000	TRUCK 73,280 LBS
MILEAG TAX 40,000	TRUCK 77,000 LBS
MILEAG TAX 45,000	TRUCK 80,000 LBS
MILEAG TAX 54,999	
MILEAG TAX 59,500	
MILEAG TAX 64,000	Mileage tax trucks must travel < 7000 miles annually
MILEAG TAX 73,280	
MILEAG TAX 77,000	
MILEAG TAX 80,000	

Municipal Other
MUNICIPAL VEHICLE
<i>Municipal vehicles encompassed a too-wide variety to assign them to a MOVES category</i>

School Bus
SCHOOL BUS

Registrations not included in Source Type Population		
Trailers		Equipment
FARM TR 10,000 LB	REC VEH TRAILER	FERTILIZER SPREAD
FARM TR 14,000 LB	TRAILER 3,000 LB	LOW SPEED VEHICLE
FARM TR 20,000 LB	TRAILER 5,000 LB	PERM. MNTED EQUIP
FARM TR 28,000 LB	TRAILER 8,000 LB	
FARM TR 36,000 LB	TRAILER 10,000 LB	
FARM TRAILERS	TRAILER 14,000 LB	
FMR MILITARY TRLR	TRAILER 20,000 LB	
MET 14,000 LBS	TRAILER 32,000 LB	
MFT 20,000 LBS	TRAILER 36,000 LB	
MLT 36,000 LBS	TRAILER 40,000 LB	
MMT 40,000 LBS		

### Non-Attainment Area Records

While the 6 counties of northeastern Illinois are included in the non-attainment area (Cook, DuPage, Kane, Lake, McHenry and Will) only small portions of Kendall and Grundy are included. The file we received included all recorded registrations for Kendall and Grundy counties. I performed a frequency on the municipalities listed for Kendall and Grundy records. Interestingly, the file seems to have numerous errors (attachment 1 shows the names). The Secretary of State's office could improve their data quality by using a system of dropdown menus for data entry. Here are the top 30 municipalities included in the file and listed as being in Kendall or Grundy County. The highlighted municipalities will be included as part of the nonattainment area



town	number	percent
OSWEGO	31370	18.18
MORRIS	23052	13.36
YORKVILLE	22583	13.09
MONTGOMERY	19051	11.04
AURORA	14410	8.35
MINOOKA	12636	7.32
PLANO	12003	6.96
COAL CITY	8334	4.83
MAZON	4576	2.65
SANDWICH	4001	2.32
NEWARK	3605	2.09
GARDNER	2678	1.55
PLAINFIELD	2057	1.19
BRISTOL	1709	0.99
BRACEVILLE	1579	0.92
JOLIET	1522	0.88
DIAMOND	1386	0.8
VERONA	976	0.57
SOUTH WILMINGTON	912	0.53
CHANNAHON	903	0.52
MILLINGTON	553	0.32
MILLBROOK	330	0.19
GODLEY	230	0.13
KINSMAN	212	0.12
CARBON HILL	192	0.11
WILMINGTON	164	0.1
DWIGHT	154	0.09

Non-attainment Area File Summary  
6-Counties + Oswego, Aurora, Minooka, Channahon,

	Registration Category													
Body Category	Auto	Equip ment	Motor cycle	Trailer	Passen ger truck	Light comm ercial truck	Single unit short haul	School bus	Single unit long haul	Combin ation short haul	Combi nation long haul	Muni cipal other	Missing	Total
Missing	2,857	1	105	2	12	152		3	11	3	6	291	4	3,447
Auto	4,564,148	60	8	47	6,419	57,140	91	312	703	10	60	34,207	145	4,663,350
Equipment	31	82	2	144	26	112	1	6	7	4	14	36	24	489
Motorcycle	5,920		157,611	1	4	38			1		1	93	7	163,676
Off road	87		109	1,817	200	177						59	281	2,730
Trailer	914	27	10	34,265	412	303	23	28	191	55	411	6,080	160,669	203,388
Passenger truck	1,591,042	214	4	694	11,232	427,495	1,564	1,559	16,948	1,157	6,971	34,960	8,791	2,102,631
Light commercial truck	331	30		55	95	3,403	7		371	222	1,262	492	150	6,418
Single unit short haul	361	4	2	1,813	1	908	149		522	99	299	4,583	3,239	11,980
Transit bus	1,295				881	921	13	12,300	218		106	8,453	3	24,190
Refuse truck	7	17		2		31	1		20	99	704	340	10	1,231
School bus	243				154	3,418	2	256	42		4	184		4,303
Combination short haul truck	1			1		1					2	1		6
Combination long haul truck	378	43		950	692	598	148	9	2,240	881	7,276	1,038	95	14,348
Motor home	92			163	5,294	177			26		4	29	24	5,809
Total	6,167,707	478	157,851	39,954	25,422	494,874	1,999	14,473	21,300	2,530	17,120	90,846	173,442	7,207,996

MOVES Categories Registration

Regional Summary	Registrations	How populations were calculated from summary table.
Motorcycles	157,851	Total motorcycles registered, by registration type column total
Passenger Car	4,601,357	cell, auto registration & auto body type
Passenger Truck	2,094,966	row body category passenger truck minus passenger trucks from combination long haul minus trucks registered as trailers
Light Commercial Truck	6,231	Light commercial trucks registered column plus lt commercial trucks from under auto category minus transit buses minus school buses minus auto minus passenger truck
Intercity Bus		can't identify
Transit Bus	2,594	This is from NTD
School Bus	21,367	school bus registration category + transit buses from municipal other category minus passenger truck
Refuse Truck	1,231	refuse truck row
Single Unit Short Haul Truck	6,582	single unit short haul trucks registered + single unit short haul from municipal other category
Single Unit Long Haul Truck	4,352	single unit long haul trucks registered minus passenger truck
Motor Home	5,646	row of motor home body types minus trailers
Combination Short Haul Truck	2,530	combination short haul trucks registered
Combination Long Haul Truck	17,120	combination long haul trucks registered.
Total	6,921,827	

Difference from C12 Q1 Conformity Analysis MOVEAS Input

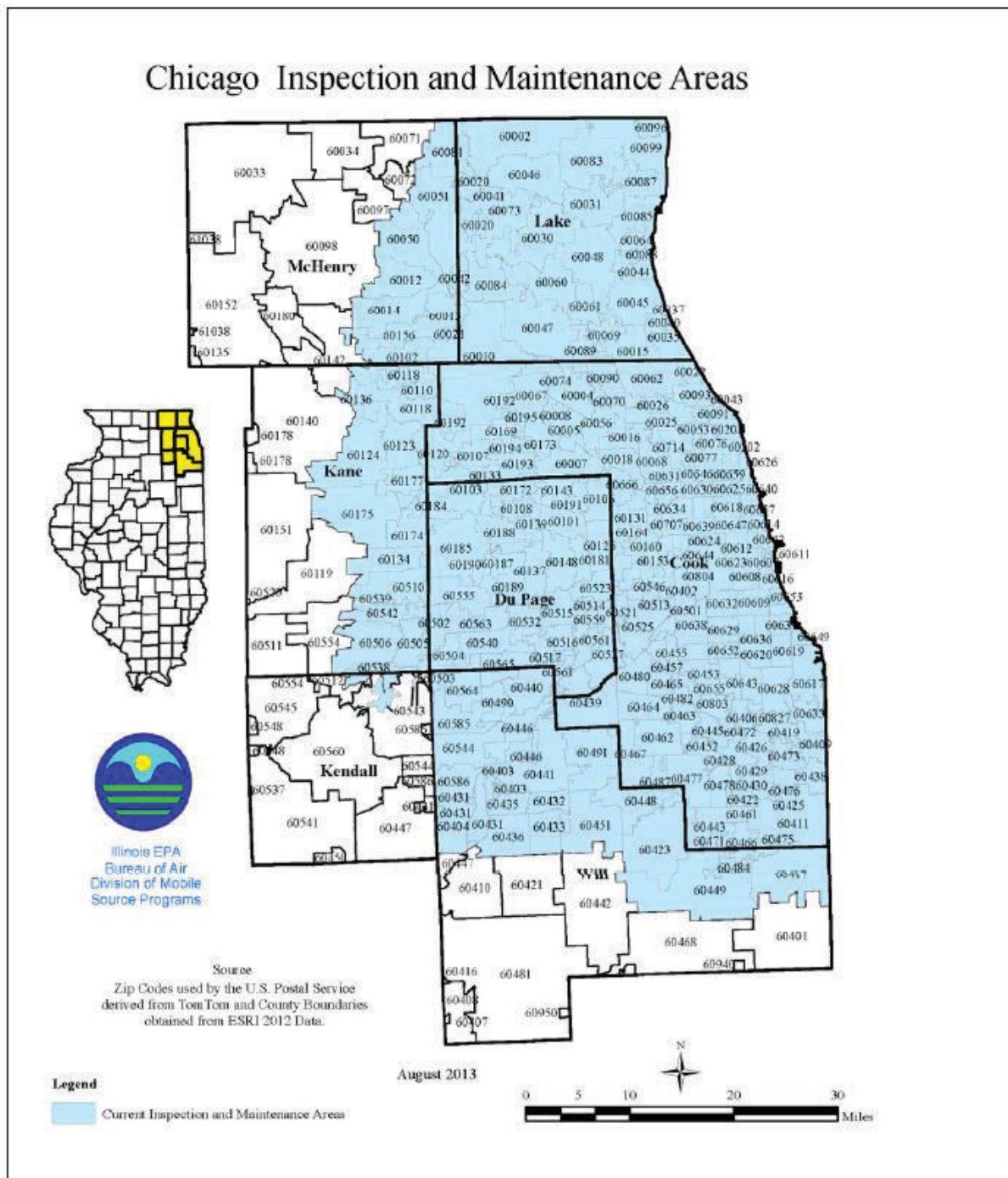
sourceTypeID	Vehicle	sourceTypePopulation	C12Q1	2015	Difference from License	Percent Difference
11	Motorcycle		121,381	157,851	(36,470)	-30%
21	Passenger Car		3,399,467	4,601,357	(1,201,890)	-35%
31	Passenger Truck		537,136	2,094,966	(1,557,830)	-290%
32	Light Commercial Truck		179,448	6,231	173,217	97%
41	Intercity Bus		1,465		1,465	100%
42	Transit Bus		679	2,594	(1,915)	-282%
43	School Bus		9,710	21,367	(11,657)	-120%
51	Refuse Truck		553	1,231	(678)	-123%
52	Single Unit Short-haul Truck		83,012	6,582	76,430	92%
53	Single Unit Long-haul Truck		13,315	4,352	8,963	67%
54	Motor Home		19,862	5,646	14,216	72%
61	Combination Short-haul Truck		15,085	2,530	12,555	83%
62	Combination Long-haul Truck		22,100	17,120	4,980	23%
Total			4,403,213	6,921,827	(2,518,614)	-30%



## Inspection and Maintenance (IM) vs. Non IM Populations

Since we are running MOVES for the IM and non IM areas separately, we needed population for both areas. We obtained a map of the two regions, with the areas defined by zipcodes.

### STATE OF ILLINOIS INSPECTION AREA MAP OF THE CHICAGO METROPOLITAN AREA



The following zipcodes were identified as non IM zipcodes

Non IM Area Zipcodes			
60071	60180	60548	60416
60072	60142	60544	60950
60097	60140	60560	60407
60034	60178	60537	60408
60098	60151	60541	60442
60033	60119	60447	60468
61038	60511	60586	60940
60152	60554	60410	60401
61038	60520	60421	
60135	60545	60481	

The entire process as previously described was carried out for only the records in the non IM area zipcodes. This identified the non IM population, which was subtracted from the total nonattainment area population to arrive at the IM population.