



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Programming Committee

Annotated Agenda

Wednesday, March 8, 2017

8:00 a.m.

DuPage County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

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|------------|--|-----------|
| 1.0 | Call to Order | 8:00 a.m. |
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| 2.0 | Agenda Changes and Announcements | |
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| 3.0 | Approval of Minutes – January 11, 2016
ACTION REQUESTED: Approval | |
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| 4.0 | State Legislative Update
Staff will update the committee on relevant legislative activities and the bills that we are monitoring based on our State Legislative Principles and Agenda .
ACTION REQUESTED: Discussion | |
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| 5.0 | Local Technical Assistance Program, Call for Projects and Project Implementation
CMAP Staff will update the committee on the upcoming call for new Local Technical Assistance (LTA) projects, which opens on May 5, followed by a symposium on May 16, and proposal deadline on June 29. Staff will also report on implementation of completed projects and encourage committee discussion of this issue. This memo contains additional background and discussion questions.
ACTION REQUESTED: Discussion | |
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| 6.0 | I-90 Express Bus: A CMAQ funded project
Staff from PACE will present information on the I-90 Bus Rapid Transit project, which was partially funded by CMAQ funds.
ACTION REQUESTED: Information | |
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| 7.0 | Planning for Stormwater Management and Urban Flooding
Over the past two years, CMAP has been developing and piloting an approach to assessing urban flood risk in the region's | |

communities, as well as to identify areas of the region facing urban flooding challenges. The LTA program continues to apply and refine the approach in LTA communities, which aligns with another NOAA funded project to incorporate climate data into local planning efforts. Staff will present an overview of the approach.

ACTION REQUESTED: Information

7.0 Approval of GO TO 2040/TIP Conformity Analysis and TIP Amendments

The public comment period for the semiannual GO TO 2040/TIP conformity analysis and TIP amendments closed February 20, 2017. No comments were received. The Transportation Committee recommends that the CMAP Board and MPO Policy Committee approve the GO TO 2040/TIP conformity analysis and TIP amendments. The Regional Coordinating Committee will consider recommending approval prior to the joint meeting.

ACTION REQUESTED: Approval

8.0 Other Business

9.0 Public Comment

This is an opportunity for comments from members of the audience. The Chair will recognize non-committee members as appropriate. Non-committee members wishing to address the Committee should so signify by raising their hand in order to be recognized by the Chair. The Chair will have discretion to limit discussion.

10.0 Next Meeting – June 14, 2017

11.0 Adjournment

Committee Members:

___ Rita Athas (chair)	___ Sis Killen	___ Peter Silvestri
___ Allison Clements	___ John Noak	___ Peter Skosey
___ Sheri Cohen	___ Heather Tabbert	___ William Rodeghier
___ Franco Coladipietro	___ Matt Brolley	___ Sean Wiedel
___ Judith Kossy		



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Programming Committee

DRAFT Minutes

Wednesday, January 11, 2017

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

- Members Present:** Rita Athas (Chair, CMAP Board), Matt Brolley (CMAP Board), Sheri Cohen (Human and Community Development Committee), Nancy Firfer (Housing Committee), Sis Killen (Transportation Committee), Judith Kossy (Economic Development Committee), John Noak (CMAP Board), William Rodeghier (CMAP Board), Peter Skosey (CMAP Board), Heather Tabbert (Land Use Committee), Sean Wiedel (Environment and Natural Resources Committee)
- Members Absent:** Andrew Madigan, Peter Silvestri
- Staff Present:** Jason Navota (staff liaison for PC), Jesse Elam (staff liaison for PC), Patrick Day, Gordon Smith, Tom Kotarac
- Others Present:** Mike Albin-DMMC, Allison Buchwach-Metra, Len Canata-WCMC, Mike Fricano-WCMC, Mike Klemens-WCGL, Patrick Knapp-Kane/Kendall Council of Mayors, Brian Pigeon-NWMC, Mark Pitstick-RTA

1.0 Call to Order

Rita Athas, chair, called the meeting to order at approximately 8:00 a.m.

2.0 Agenda Changes and Announcements

None

3.0 Legislative Framework and Agenda

Gordon Smith presented the draft 2017 State Legislative Framework and Agenda, which describes CMAP's legislative principles based on GO TO 2040 and highlights the policy priorities for CMAP in the upcoming legislative session, as well as the Federal Agenda. Rita Athas asked whether there was a committee formed to examine implementation of the 'lockbox amendment' and whether there was a role for CMAP. Gordon replied that no committee had been formed; discussions were underway as to how the amendment would be implemented, but no real movement at this time.

Rita asked Gordon to review for the committee what our primary objections to the amendment are, to which Gordon replied that the language of the amendment was too broad in some areas and too narrow in others, specifically, there was no mention of transportation planning, and transit was not adequately addressed.

William Rodeghier mentioned that he has concerns over whether vehicle registration fees would be included, and whether there was IDOT guidance on that. Gordon replied that he does not anticipate IDOT guidance in the near term, and in the long run, nothing may change from how things are done today.

Sean Wiedel asked whether this amendment would affect the discussion about updating the Motor Fuel Tax (MFT), which Gordon said was possible, but the political climate for that discussion is unfavorable. Sis Killen suggested that this may actually delay movement on MFT because the amendment secures revenues for transportation projects, thereby negating the need to change the MFT and making it hard to advocate for increased revenues via the MFT.

Tom Kotarac presented the committee with an update of the MPO merger rule finalized by the USDOT in December 2016 and the potential response options: a formal request for exemption from the rule, which requires the governors and MPOs to be in agreement, legislative action, administrative relief (i.e., changes to the rule), and legal action. Sheri Cohen asked about the reason for the new rule, which Tom responded was due to issues with the USDOT with one particular MPO. Nancy Firfer suggested that perhaps the force of MPOs could undo this rule. Nancy also suggested that CMAP advocate for housing to be included in any new federal capital infrastructure bill. Tom responded that CMAP does advocate for broad bills that address multiple issues such as the previous HUD Sustainable Communities grant.

4.0 LTA Plan Implementation

Riverside Village President Benjamin Sells and Village Manager Jessica Frances presented on progress towards plan implementation since the 2013 adoption of its [Central Business District Plan](#), which was produced in partnership with the CMAP LTA program. The village representatives highlighted the importance of various factors for implementation, and thanked CMAP for its assistance with the plan, which made all the difference in improving their downtown. Judith Kossey asked whether the community was supportive, and President Sells responded that yes there was broad support, but as usual, the small opposition was more vocal. Heather Tabbert asked about the Metra station, to which village representatives responded that there are plans afoot to upgrade the station and to use the station to attract visitors to Riverside. Nancy Firfer asked whether the village was trying to bring new housing to the central business district, to which village representatives responded that the town is built out and new housing isn't really a possibility.

5.0 Overview of Transportation Programming at CMAP

Jesse Elam presented an overview of CMAP's current practices in programming federal transportation funds as well as key policy issues affecting programming. Sheri Cohen suggested that equity, inclusivity, and health be included in performance measures. Sean Wiedel noted that the city has a new Vision Zero policy and asked whether that fits within the programs that Jesse presented, and Jesse responded that there is a separate pool of funds for that purpose.

6.0 2016 Municipal Survey

Patrick Day presented the results of the 2016 CMAP biennial Municipal Survey, which is used to inform agency work and track the progress of GO TO 2040 implementation by the region's municipalities.

7.0 LTA Program

The committee received the monthly updates on the status of each active project within the LTA program.

8.0 Other Business

There was no other business brought for discussion.

9.0 Public Comment

There was no public comment.

10.0 Next Meeting

March 8, 2017

11.0 Adjournment

The meeting adjourned at 9:25 a.m.

Respectfully submitted,

Jason Navota

Jason Navota, Director


Jesse Elam, Director



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.0

233 South Wacker Drive
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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: March 1, 2017

Re: State Legislative Update

Illinois has operated without a complete budget since July 1, 2015. During this time, the state's bill backlog has grown to \$12.4 billion. Immediate budgetary action by the Governor and General Assembly is acutely needed.

The 100th Illinois General Assembly convened on January 11, 2017. On February 15, following the State of the State address, Governor Rauner delivered his fiscal year 2018 (FY18) **budget proposal** to a joint meeting of the Illinois General Assembly. The Governor's proposal includes a \$32.7 billion operating budget and a \$17.7 billion capital budget. Alternatively, the Senate Grand Bargain introduced by Senate President Cullerton and Leader Radogno proposes an operating budget of \$37.3 billion. CMAP Staff will continue to monitor budget negotiations.

Thus far, more than 6,000 bills have been introduced in the General Assembly. The deadlines for introducing substantive bills passed in February. By March 31, substantive bills in the House or Senate must be out of committee in the chamber of origin. The House and Senate have met infrequently thus far this year. As a result, relatively few issues have been reviewed by committee or passed to the floor for consideration by the full House or Senate.

Staff continues to track and analyze bills with particular relevance to CMAP. Legislation included in this memorandum impact CMAP's 2017 State Legislative **Principles** and **Agenda** or is of interest to CMAP and its partners, and have at a minimum been assigned to a substantive committee ahead of the March 31 committee deadline.

Staff recommends the Board support eight bills that contribute to the implementation of GO TO 2040 by bolstering the region's ability to manage stormwater, facilitate efficient governance, invest strategically in transportation, and increase our commitment to public transit.

ACTION REQUESTED: Discussion

March 2017 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
MANAGE AND CONSERVE WATER AND ENERGY				
Stormwater management	SB1507 HB2756	<p>Sen. Heather Steans (D-Chicago) Rep. Mike Fortner (R-West Chicago)</p> <p>Amends the stormwater management sections of county codes to account for urban flooding, prioritize green infrastructure solutions, and provide grants for stormwater management. The bill also gives stormwater management authority to counties outside the CMAP region.</p> <p>Staff recommends support of the legislation because it aligns with GO TO 2040 and current program areas in stormwater management by providing communities with tools to mitigate flooding and manage stormwater.</p>	<p>2/22/2017 Senate Local Government Committee</p> <p>2/22/2017 House Counties & Townships Committee</p>	Support
PURSUE COORDINATED INVESTMENTS				
Local government consolidation	HB496	<p>Rep. Tom Demmer (R-Dixon)</p> <p>Provides a dissolution process for a single township that exists within a coterminous municipality. Currently, only Evanston, which dissolved the coterminous Evanston Township, may use the process outlined in PA 98-127. In the region, Zion, Oak Park, River Forest, Berwyn, and Cicero have coterminous municipalities.</p> <p>Staff recommends support of this legislation because it provides a process for combining coterminous townships and municipalities, and promotes locally driven efforts to find government efficiencies—both contained in the GO TO 2040 recommendations.</p>	<p>2/14/2017 House Government Consolidation & Modernization Committee</p>	Support

Subject	Bill	Summary	Status	Agency Position
Local government consolidation	SB3	<p>Sen. Thomas Cullerton (D-Villa Park)</p> <p>The bill would make several changes to existing law that facilitate local government consolidation by expanding the DuPage, Lake, and McHenry pilot program allowing the county board to consolidate/eliminate certain units of government to all counties in Illinois. The bill would allow counties to cease township organization structure (eliminate townships countywide) and choose whether to restructure into a commission form of government, rather than requiring that form of government in order to cease township organization. The bill would remove restrictions that limit townships to 126 square miles. The bill would provide a process by which any township within a coterminous municipality can dissolve and allows township road districts to be abolished when they have less than 15 center lane miles.</p> <p>While the efficient governance proposals articulated in this bill align well with GO TO 2040, staff recommends a neutral position because this bill is inseparable from the Senate's Grand Bargain.</p>	<p>2/8/2017 Senate</p> <p>Third Reading – <i>Passed with a motion filed by the sponsor to reconsider</i></p>	Neutral

INVEST STRATEGICALLY IN TRANSPORTATION

Transportation user fees	HB662	<p>Rep. Thomas Morrison (R-Palatine)</p> <p>Increases the state's electric vehicle registration fee from \$35 for two years to \$216 per year, and increases the plug-in hybrid vehicle registration fee from \$101 to \$158.50.</p> <p>Staff recommends supporting the legislation because it will enhance transportation revenue through user fees. As these types of vehicles continue to proliferate, it will be necessary to ensure that users of the system are charged in order to ensure sufficient funding for transportation.</p>	<p>2/23/2017 House</p> <p>Placed on Calendar 2nd Reading</p>	Support
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Motor fuel tax increase	HB3136	Rep. Robert Pritchard (R-Sycamore) Increases the state motor fuel tax (MFT) by 10 cents to 29 cents per gallon. The bill would also revise proportion of revenue disbursed to local governments. Currently, after various deductions, 45.6 percent of MFT revenue goes to state transportation funds (Road Fund and State Construction Account), and 54.4 percent of the revenue goes to counties, townships, and municipalities. Of the increased revenues generated, 60 percent would go to the Road Fund and 40 percent would go to local governments. Within the portion for local governments, the distribution criteria would remain the same as current law. Although GO TO 2040 promotes an increase in MFT, staff recommends a neutral position. This bill does not index the MFT rate to inflation, which means growth in construction costs will continue to reduce the buying power of the MFT. Nor does the bill address the fact that vehicle fuel economy improvements are driving low growth in fuel consumption, and that a full replacement to the MFT is needed. Finally, the bill uses a formula rather than performance-based funding allocations.	2/22/2017 House Transportation: Regulation, Roads & Bridges Committee	Neutral
I-55 managed lanes	SJR7 HJR12	Sen. Martin Sandoval (D-Cicero) Rep. Jim Durkin (R-Western Springs) Authorizes IDOT to begin a procurement process pursuant to the authority provided under the Public-Private Partnerships (PPP) for Transportation Act. Specifically, IDOT proposes using a PPP to provide additional highway capacity along Interstate 55 from Interstate 355 to Interstate 90/Interstate 94 in DuPage, Cook, and Will Counties, and tolling the additional capacity. The I-55 Express Toll Lane is included in the GO TO 2040 list of fiscally constrained projects.	1/24/2017 Senate Assignments Committee 2/22/2017 House Executive Committee	Support

INCREASE COMMITMENT TO PUBLIC TRANSIT

Transit benefits programs	HB2802	Rep. Theresa Mah (D-Chicago)	2/22/2017 House Mass Transit Committee	Support
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Requires all businesses with more than 20 employees to offer their employees either (1) the federal pre-tax transportation benefit program or (2) a program to supply transit passes to employees or reimburse employees for commute-related parking expenses. The bill would be effective January 1, 2018.

Staff recommends supporting this legislation because it is consistent with GO TO 2040's goal of increasing regional transit ridership. Increased access to the benefit program could incentivize more transit ridership.

RTA working cash	HB3004	Rep. Al Riley (D-Chicago)	2/22/2017 House Assigned to Mass Transit Committee	Support
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Allows the RTA to sell additional Working Cash Notes before July 1, 2020 (now 2018) that are over and above and in addition to the \$100,000,000 authorization. Working Cash Notes are essentially short-term (i.e. less than 24- month) loans to cover operating expenses.

Staff recommends supporting this legislation because the RTA's capacity to issue working cash notes is a critical tool for mitigating the impact of the state's practice of delaying payments.

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Chicago Metropolitan Agency for Planning

Agenda Item No. 5.0

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: March 1, 2017

Re: Local Technical Assistance (LTA) program

The purpose of the Local Technical Assistance (LTA) program is to implement GO TO 2040 by providing assistance to communities in aligning their local plans and regulations with the regional plan. Since its initiation, the LTA program has been a major CMAP activity, devoting approximately \$20 million in consulting contracts and staff resources to assist communities with planning. CMAP maintains a separate webpage for each completed project and many ongoing projects on the [LTA website](#).

During January and February, CMAP staff met with working committees to update them on the current status of the LTA program, and to cover two items in particular: the LTA call for projects, which will identify new projects to begin in late 2017 and early 2018; and advancing implementation of completed projects. At the Board meeting in March, staff will discuss both of these items with the Board.

New call for projects

The LTA program faced significant challenges in 2016, mainly due to state fiscal issues. The annual LTA call for projects was cancelled due to financial uncertainty, and consultant-led projects were paused for the first half of the year, as CMAP was unable to pay invoices. CMAP's financial position has stabilized in the second half of 2016, with receipt of state funding and a restructured dues program, so the LTA program can now be reinvigorated.

CMAP will conduct a call for new LTA projects in 2017, with a process and schedule similar to previous years. The call for projects will begin in early May, with applications due in late June or early July, and project selection complete by October. As usual, CMAP will coordinate with the RTA on the call for projects and project selection.

The call for projects will be highly publicized, as it has been in the past. CMAP will host a one-day workshop on May 16 to publicize the program, provide an opportunity for past project sponsors to describe their work, highlight implementation successes, and help to generate ideas and form partnerships for new applications. This will be the largest single activity to publicize

the program, but CMAP will also present to COGs and other groups of prospective applicants, send email updates, and hold an information session with both call-in and in-person attendance options. The review of applications will involve CMAP committees, Counties and COGs, transit agencies, nonprofit partners, and similar groups.

While the general structure of the new call for LTA projects will remain consistent, there are some new areas of emphasis. Project types have evolved over the years, with fewer comprehensive plans and more projects that address development regulations, build local capacity, and otherwise move toward implementation. The new call for projects also provides an opportunity to link to emerging priorities of ON TO 2050, including community capacity, inclusive growth, stormwater management, climate resilience, and freight.

As in the past, project types are constrained by funding eligibility. While CMAP's federal transportation funds provide broad eligibility for projects that affect transportation and land use, some specialized projects require outside funding to cover all or part of their cost. CMAP currently has grants to address many of these, from sources like the IEPA (water quality and watershed planning), NOAA (climate resilience), Cook County CDBG-DR (stormwater), and the Chicago Community Trust (housing). Other funding sources are currently being pursued.

Implementation of completed plans

The purpose of the LTA program is not simply to produce good plans, but to achieve actual results, making implementation an important follow up activity. As part of an [evaluation of the LTA program](#) in 2014, several changes were made to support implementation of completed projects. These have been helpful, but have raised additional questions about CMAP's role in implementation.

Current practice

Currently, CMAP supports implementation through the following methods:

- Implementation relies most strongly on local commitment. A local match was put in place in 2015 to ensure local commitment, and a screening of commitment now occurs in the evaluation of the project proposals.
- Implementation updates on projects completed recently (within two years) are prepared quarterly, and updates on all completed projects are prepared each July.
- Staff resources are devoted to small-scale implementation activities. Staff roles typically include linking communities with other public agencies, nonprofit organizations, or private developers; CMAP can effectively act as a "matchmaker," aligning local needs with organizations with the resources to address them. Other common roles have included conducting trainings or small research projects, or assisting communities with pursuing grant funding. These are small-scale activities, and have been accomplished with limited time by staff.
- The involvement of partner organizations – particularly those with implementation resources to commit – is also important to advance implementation. Partner involvement in each project is tracked and updated regularly, with new partners added as implementation priorities are identified. CMAP staff regularly discuss the LTA program with common implementers, like IDOT, transit agencies, and nonprofit partners.

- Other implementation activities are larger in size, such as a zoning ordinance update that follows a comprehensive plan, and these require the community to submit a separate follow-up LTA application. Projects of this magnitude fall outside of the small-scale implementation assistance that CMAP regularly provides.

Questions about future implementation involvement

The current level of staff resources devoted to implementation allows staff to push progress in small ways, without excessive time expenditure. However, questions remain concerning the expenditure of resources other than staff time – namely, funding – on project implementation. To date, all implementation activities have been achieved by staff, or by partner organizations at no cost to CMAP.

From one perspective, there is an argument for CMAP to commit resources of all types to project implementation, just as it does for the LTA program overall. Staff may lack necessary expertise or time availability to effectively advance implementation. On the other hand, commitment of funding for implementation to consulting firms, or directly to the community, opens the agency to difficult decisions. There will be great interest in receiving financial implementation assistance, and implementation activities are typically shorter-term and more opportunistic than a full plan, making a regular competitive selection process ineffective. Unless there is a clear way of determining what activities to fund in what communities, concerns about fairness will emerge.

Over the past few months, staff have asked working committees to respond to questions on this subject, including: Are there any overall flaws or problems in the agency's approach to LTA implementation to date? Is there value in committing financial resources to implementation beyond staff time – namely, direct grants to communities or contracts with consulting firms? If so, what kinds of standards might be used to make funding decisions?

In their discussions, working committee members strongly favored CMAP taking a role in helping to implement LTA plans. However, there were some caveats and concerns about funding implementation, such as:

- Committee members noted that CMAP should retain some control over the use of funds that are given as grants. Implementation funding should be project-specific, not unrestricted.
- Committee members supported small-scale implementation activities that are closely related to planning, but several committee members had concerns about moving beyond planning-related activities to fund engineering or construction or other major capital costs.
- There was strong interest in ensuring local commitment, and providing implementation funding only as a match, contingent on significant funding from the local sponsor. However, there was also discussion of the limited ability of lower-income or smaller communities to contribute funding.
- Several committee members were comfortable with funding implementation activities if the program were small, and considered a pilot, rather than a major activity that would redirect significant resources from new LTA projects.

- Finally, it was noted that RTA, one of CMAP's major partners in the design and management of the LTA program, had been devoting resources to implementation for years and had positive experiences.

Recommendations

Based on committee feedback and internal staff discussions, staff recommends beginning to devote small amounts of funding to assist with implementation of completed LTA projects. To try this idea as a pilot, staff recommends setting aside \$50,000 of the funding available for new LTA contracts in FY 18. Each individual grant will be in the range of approximately \$5,000 to \$10,000.

Rather than doing a formal call for implementation ideas, staff proposes to evaluate funding opportunities as they arise. Proposals will be evaluated according to several criteria: consistency with the adopted plan and with GO TO 2040; demonstrated local commitment (including local match or non-monetary commitment); community need; feasibility of the proposed activity and likelihood of success; eligibility of the proposed activity within the restrictions of CMAP's funding sources; and size of funding request.

ACTION REQUESTED: Discussion

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Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

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MEMORANDUM

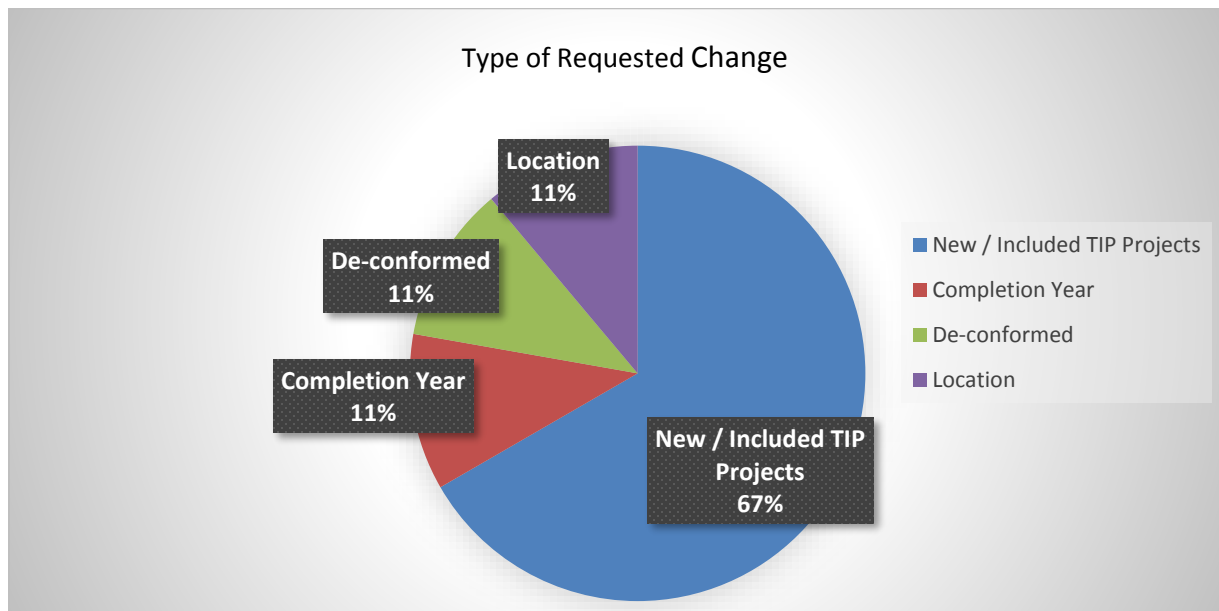
To: CMAP Board and Committees

From: CMAP Staff

Date: March 1, 2017

Re: GO TO 2040/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 Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, nine projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, six new 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.

The new projects are:

- TIP ID [01-17-0003](#): Removal of lane on Chicago Avenue between Latrobe Avenue and Kedzie Avenue.
- TIP ID [09-09-0099](#): U.S. 30 corridor expansion from IL 47 to IL 31 Lake Street.
- TIP ID [09-16-0041](#): The reconstruction of the IL 23 bridge over I-90, with a proposed new interchange.
- TIP ID [10-01-0022](#): Capacity added improvements along the IL 22 Lake Zurich Road corridor between Quentin Rd to west of IL 83.
- TIP ID [11-16-0012](#): Roadway extension and intersection improvement, inclusive of W Diggins St, Lawrence Rd, Potawatomi Way and Commanche Circle. A city of Harvard economic development initiative.
- TIP ID [13-16-0005](#): Barrington Road, additional lanes and bridge reconstruction between IL 62 to Mundhank Road.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There is one project for which the limits are being changed. After an extensive phase one engineering process, the determination is to extend the limits of this corridor project.

- TIP ID [10-09-0149](#): The limits for this project on IL 173 Rosecrans Road are now from IL 59 to U.S. 41, an extension of over 1.5 miles of additional lane capacity.

A status change to de-conformed, after the sponsor indicated the following project is delayed:

- TIP ID [02-09-0003](#): Willow Road from E of I-294 to US 41.

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 2040. The analysis years are currently 2020, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis. Sponsors indicated that several projects have updated completion years, but the Chicago Transit Authority's (CTA) Major Capital Project has a revised completion year requiring a revision to the conformity analysis.

- TIP ID [01-94-0006](#): CTA Red Line South Extension, from 95th Street to 130th Street. The sponsor requested changing the completion year from 2018 to 2026.

At this time, no projects are requesting a scope change. 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, signal timing 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 (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 public website of the [TIP database](#) is available through the hyperlink for current project information. Newly submitted changes are found in the [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 the US Environmental Protection Agency's MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP).

As of April 2015, the region was designated as "unclassifiable" with respect to the 2012 fine particulate matter standard. Effective October 2016, the 1997 fine particulate matter standard was revoked – this is the standard to which the region has been conforming. Thus, for regulatory purposes, the region has no conformity requirement with respect to fine particulate matter. To reflect this, the conformity inventory table shows only the inventories for ozone precursors.

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
2020	76.08	117.23	104.77	373.52
2025	59.57	60.13	68.30	150.27
2030	47.19	60.13	52.27	150.27
2040	37.05	60.13	43.24	150.27

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 January 3, 2017

ACTION REQUESTED: Approval

###