Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: November 18, 2025

Subject: ON TO 2050/2023-2028 TIP Conformity Analysis & TIP Amendment 26-03

Action Requested: Recommendation for approval by the MPO Policy Committee

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Purpose

In accordance with CMAP's established Conformity process (see Conformity FAQs for more information), CMAP staff asked programmers to submit changes, additions, or deletions to projects that are currently included in or are being submitted for inclusion in the ON TO 2050/2023-2028 TIP that are Not Exempt from air quality emissions analysis and are thus required to being included in the regional emissions analysis. In response, programmers submitted two new Not Exempt projects and conformity changes to eight existing projects, as part of formal conformity amendment 26-03.

The Transportation Improvement Program (TIP) is required under federal regulations to be both fiscally constrained and conformed. As a Metropolitan Planning Organization (MPO), CMAP is responsible for ensuring that the TIP is fiscally constrained by determining that sufficient resources will be available to construct projects shown 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 or within the planning horizon of ON TO 2050. Not Exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis. Transportation Conformity is a requirement of the Clean Air Act section 176(c).

Details of the submittals and results of the emissions analysis are provided below. By approving the ON TO 2050/2023-2028 TIP Conformity Analysis & TIP Amendment 26-03, the MPO Policy Committee has determined that with these new projects and the conformity related changes for the existing projects, the TIP remains fiscally constrained and conformed.

Conformity Amendment 26-03

New Not Exempt projects to be conformed:

- 09-26-0001, Randall Rd at I-90 Improvement
  This new project will be increasing the number of through lanes in each direction from 2 to 3 on Randall Rd from Capital St to Carrington Dr. This project also includes reconfiguring the interchange of Randall Rd and I-90 to include a new ramp from SB Randall Rd to EB I-90 along with a reconfiguration of the existing interchange to reduce the number of left turns movements at Randall Rd and I-90.

- 12-26-0005, Weber Road: Airport Road to 135th Street
  This new project will be increasing the number of through lanes in each direction from 2 to 3 on Weber Rd from Airport Rd to 135th St.

Existing Not Exempt TIP projects with conformity changes:

- 06-24-0032, Intersection Safety and Shared-Use Path Improvements, Lemont Street at Bluff Road and Old Lemont Road
  The conformity change is to modify the project scope to include new traffic signals on Lemont Road at Bluff Road and at Old Lemont Road.

- 07-24-0007, North and South Orchard Dr Road Improvement
  The conformity change is to modify the project scope to remove a through lane in each direction on Orchard Rd from Indianwood Blvd to Lakewood Blvd, which will result in the number of through lanes being reduced from 2 to 1 in each direction.

- 09-23-0024, Galligan Rd from Freeman Rd to Binnie Rd
  This project previously was conformed to include the addition of new traffic signals at two locations. The scope has changed, and roundabouts will be installed instead of traffic signals. The conformity change is removing the new traffic signals from the modeled network. This change will also result in the project being reclassified from a Not Exempt project to an Exempt project.

- 10-01-0022, IL 22 (Lake Zurich Rd) from Quentin Rd to W of IL 83
  The conformity change is to change the anticipated completion date for the project from 2031-35 to 2027-30. This requires the project to be included in the emissions analysis for 2030 and not 2035, which it previously had been.

- 10-09-0037 US 41 (Skokie Hwy) from Quassey Ave to 0.5 Miles S. of IL 176
  The conformity change is to change the anticipated completion date for the project from 2027-30 to 2031-35. This requires the project to be included in the emissions analysis for 2035 and not 2030, which it previously had been.

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- 10-94-0007, US 45 (Lake Ave) from Rollins Rd to Washington St and US 45 from Washington St to N of IL 120.
  The conformity change is to change the anticipated completion date for the project from 2027-30 to 2031-35. This requires the project to be included in the emissions analysis for 2035 and not 2030, which it previously had been.

- 12-16-0027, I-55 @ Ill 129, Ill 129 to Lorenzo Rd, I-55 Frontage Rds: Kavanaugh Rd to Lorenzo Rd & at Lorenzo Rd. - RSP 34.
  The conformity change is to modify the project scope to include new traffic signals at 4 locations: SB exit ramp and IL 129, NB exit ramp and IL 129, Lorenzo Rd and I-55, and IL-129 and Strip Mine Rd.

- 12-18-0019, I-55 - I-80 to US 52 (Jefferson St) and @ ILL 59; US 52 Jefferson St - River Rd to Houbolt Rd - RSP A4.
  This project has multiple segments. Each segment has a completion date associated with it. The conformity change is to change the completion date for the US 52 (Jefferson Rd) from River Rd to Houbolt Rd segment from 2027-30 to 2031-35. This segment will now be included in emissions analysis for 2035 and not 2030 which it previously had been.

CMAP's eTIP public website displays information about projects in the TIP. Projects submitted and analyzed as part of the conformity amendment can also be viewed on the public website under PLAN REVISIONS, by clicking on amendment CMAP/TIP 2026-2030/ 26-03 (Conformity Formal)

Emissions modeling

The two new projects and changes to existing projects were included in CMAP's regional emissions analysis. 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 (U.S. EPA) MOVES4 model for emissions modeling.

The Chicago Nonattainment area is within the CMAP region and is classified as Serious Nonattainment for Ozone. Ozone is a gas that is formed by the reaction of Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NO_X) in the atmosphere in the presence of sunlight (VOC and NOX are referred to as ozone precursors). Illinois EPA has an approved State Implementation Plan (SIP) to reduce Ozone levels in the CMAP region to meet the current National Ambient Air Quality Standards (NAAQS). The SIP has emissions budgets including the Motor Vehicle Emissions budget (MVEB) for VOC and NO_x that CMAP needs to demonstrate conformity to. The MVEB for the NEIL nonattainment area for 2035 and beyond are from the federal register notice on May 20, 2022 (87 FR 30828) and is part of 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 NO_x in 2035. Prior year MVEBs remain unchanged. Using MOVES4, CMAP modeled on-road emission estimates for ozone precursors VOC and NO_x in each analysis year were produced. The emission analysis shown in the table

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below demonstrates that FFY 2025-2029 TIP and the ON TO 2050 plan conform to the Motor Vehicle Emissions Budget for volatile organic compounds (VOC) and nitrogen oxides (NO_x) as required.

VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

	Volatile Organic Compounds		Nitrogen Oxides	
Year	**Northeastern Illinois**	**SIP Budget**	**Northeastern Illinois**	**SIP Budget**
2025	**56.49**	60.13	**130.29**	150.27
2030	**45.56**	60.13	**73.06**	150.27
2035	**39.12**	65.00	**46.36**	110.00
2040	**34.10**	65.00	**37.05**	110.00
2050	**28.10**	65.00	**33.55**	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 November 2025

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