Chicago Metropolitan Agency for Planning

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# MEMORANDUM

**To:** Transportation Committee

**From:** Russell Pietrowiak, Program Lead

**Date:** November 17, 2026

**Subject:** Conformity Amendment for the FFY 2027-2032 Transportation Improvement Program (TIP)

**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 as part of conformity amendment 27-03 for projects that are currently included in or are being submitted for inclusion in the FFY 2027-2032 TIP that are not exempt from air quality emissions analysis and are thus required to being included in the regional emissions analysis.

The FFY 2027-2032 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. 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. If conformity amendment 27-03 is approved, the FFY 2027- 2032 TIP would include the addition of seven new not exempt projects along with conformity related TIP changes to two previously conformed projects in the TIP.

In approving the additions and changes of projects included in TIP amendment 27-03, the MPO Policy Committee has determined that the TIP remains fiscally constrained and conformed.

Conformity Amendment 27-03

New not exempt projects to be conformed:

- 03-27-0001, Springinsguth Road Resurfacing – Wise Road to Weathersfield Way. This project will change the roadway configurations from 2, 10' travel lanes in each direction to 1, 12' travel lane in each direction in part to accommodate an 10' multiuse path. Additionally, the project includes resurfacing the roadway, ADA improvements, and a watermain replacement.

- 07-21-0007, Ashland Ave Complete Steets Road Modernization (120th St to Thornton Rd). This project includes a road diet, which will result in the number of through lanes being reduced from 2 to 1 in each direction along with signal interconnects. Additionally, the project also includes a new shared-use path, reconstruction, intersection and ADA improvements, and continuous bi-directional turn lanes.

- 07-26-0004, Sauk Trail: Western Avenue to Chicago Road
  This project is removing a through lane in each direction on Sauk Trail from Western Ave to Ashland Ave, which will result in the number of through lanes being reduced from 2 to 1 in each direction. Additionally, the project also includes reconstruction of the existing roadway.

- 08-26-0035, 101st Street Resurfacing from Woodward Avenue to Lemont Road This project will remove a through lane on 101st St from Woodward Ave to Lemont Rd reducing the number of through lanes from 2 to 1. Additionally, the project also includes resurfacing, ADA improvements, and continuous bi-directional turn lanes.

- 09-26-0027, Ridge Road – Caton Farm Rd to Plainfield Rd
  This project will add a through lane in each direction, increasing the number of through lanes from 1 to 2 and new traffic signals at multiple intersections. Additionally, the project also includes various safety improvements, and a new shared-use path.

- 09-26-0070, Farnsworth Ave Widening and Resurfacing (north of Bilter to south of Butterfield)
  This project will add a through lane in each direction, increasing the number of through lanes from 2 to 3. Additionally, the project also includes various safety and ADA improvements, a new shared-use path, continuous bi-directional turn lanes, and pavement patching.

- 11-24-0014, High Road Extension
  This project will extend High Road from Cary-Algonquin Road to the Metra Station in downtown Cary. Additionally, the project also includes a new shared-use path, stormwater and commuter parking improvements, along with a new traffic signal.

Existing TIP projects with conformity changes:

- 07-94-0027, Joe Orr Road Realignment/Extension from Stony Island to Burnham Avenue
  The conformity change is to change the anticipated completion date for the project from 2025 to 2033. This requires the project to be included in the emissions analysis for 2035 not 2025, which it previously was.

- 09-22-0057, IL Route 38 & Anderson Road Intersection Improvements
  This project previously was conformed to include an additional through lane in each direction. The current scope does not include adding through lanes, only intersection and signal improvements. The conformity change is removing the added through lanes from the modeled network. This change will also result in the project being reclassified from a not exempt project to an exempt project.

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 2027-2031/ 27-03 (Conformity Formal).

Emissions modeling

The seven new projects and changes to two 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) MOVES5 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). A revision to the SIP was approved in the Federal Register on May 14, 2026 (91 FR 27207) that included a revised Motor Vehicle Emissions budget (MVEB) for VOC and $NO_x$ that CMAP needs to demonstrate conformity. Using MOVES5, CMAP modeled on-road emission estimates for ozone precursors VOC and $NO_x$ in each analysis year required.

The emission analysis shown in the table below demonstrates that the FFY 2027-2032 TIP conforms 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** |
| 2026 | **52.44** | 52.47 | **112.56** | 165.78 |
| 2030 | **46.77** | 52.47 | **70.89** | 165.78 |
| 2035 | **40.59** | 52.47 | **45.69** | 165.78 |
| 2040 | **36.16** | 52.47 | **36.55** | 165.78 |
| 2050 | **31.57** | 52.47 | **32.47** | 165.78 |

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 2026