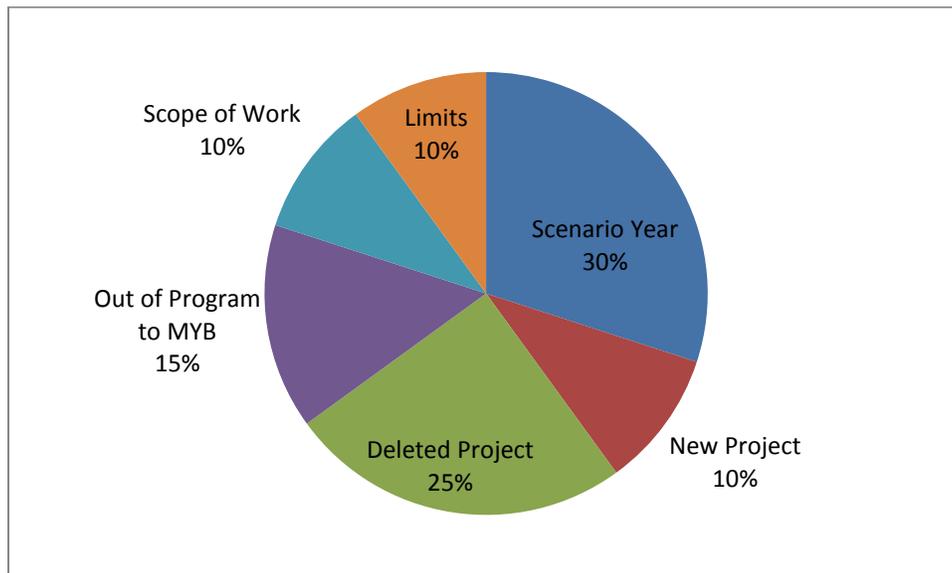




MEMORANDUM

To: Transportation Committee
Date: January 20, 2012
From: CMAP Staff
Re: Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments

In accordance with the biannual conformity analysis policy, CMAP staff asked programmers to submit changes to projects included in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. We received responses from all programmers and specific TIP changes are listed in the attached report. Of the numerous changes requested, twenty projects require air quality conformity analysis. Below is a summary of the changes requested.



Two new projects were included in the TIP and conformity analysis:

- TIP ID [03-12-0022](#) is adding capacity on Lake-Cook Road from Pfingsten Road to IL 43.

- TIP ID [17-12-0001](#) is a major transit service improvement along the I-90 corridor between Randall Road & Rosemont.

Two existing projects requested a scope change to add a non-exempt work type. Work types explain the work the project is accomplishing.

- Non-exempt work types may affect air quality and must be tested for conformity. Examples of non-exempt work types are adding lanes to a road, signal timing and extending a rail line.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of the work types in the travel demand model. Exempt tested projects include lane widening to standard (e.g., 10 ft to 12 ft) and new commuter parking lots
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are road resurfacing and bus rehabilitation.

The two projects requesting new non-exempt work types are:

- TIP ID [05-07-0004](#) IL 171 with the addition of auxiliary lanes between 47th & 55th Streets
- TIP ID [11-03-0007](#) IL 31 expanded capacity between McCullom Lake Road & IL 120.

Five projects are being deleted from the TIP :

- TIP ID [08-07-0003](#), Thorndale Avenue
- TIP ID [08-99-0031](#) Eola Road
- TIP ID [09-96-0021](#) IL 56 Expansion
- TIP ID [10-96-0003](#) Bradley Road
- TIP ID [12-09-0009](#) Lily Cache Lane

Two projects requested to extend the original limits of the project:

- TIP ID [10-00-0119](#) Cedar Lake Road, where the road will extend beyond IL 120 south to Townline Road.
- TIP ID [01-07-0001](#) CREATE Southwest Service Corridor Improvement which now includes service from Union Station to McCook.

Six projects changed completion year. Completion years indicate when a project is anticipated to be in service to users and determines in which analysis year(s) the project will be included. The current conformity analysis includes four analysis years – 2016, 2020, 2030 & 2040. When a project's completion year moves across analysis years, a new conformity analysis for the project is required.

- Projects moved into the 2016 analysis year include:
 - TIP ID [09-02-9008](#) I-90 Northwest Tollway from Newburg Road to Plaza 9
 - TIP ID [08-00-0020](#) Eola Road from Montgomery Road to 87th Street
- Projects moved into the 2020 analysis year include:
 - TIP ID [09-03-0002](#) Huntley Road
 - TIP ID [09-00-0029](#) Fabyan Parkway
 - TIP ID [10-94-0018](#) Peterson Road
 - TIP ID [11-03-0018](#) Randall Road
- Projects moved out of an analysis year are:
 - TIP ID [07-96-0013](#) Joe Orr Road Extension
 - TIP ID [06-04-0008](#) IL 7 Wolf Road
 - TIP ID [16-08-0009](#) the Circle Line

Each TIP ID includes a hyperlink to the TIP database for further project information, and the changes are also included in the report attached. The TIP map is available at <http://www.cmap.illinois.gov/tip/tip-map>.

The 2016, 2020, 2030 and 2040 highway and transit networks were coded to include the project changes listed in the “Non-Exempt Projects Requiring Conformity Determination” report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by speed and facility type for eight vehicle classes was expanded to the twenty-eight vehicle types needed for use with USEPA’s MOBILE model. The on-road emission estimates are the sum of those emissions for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

For ozone precursors, the resulting emissions estimates fell below the applicable attainment demonstration SIP budgets.

Since there are no SIP budgets for annual direct PM_{2.5} and NO_x emissions, these estimates were combined with estimates from northwest Indiana, which is also part of the nonattainment area. The combined direct PM_{2.5} and NO_x emissions remain below emissions estimates for 2002, the baseline year.

**Northeastern Illinois Transportation Improvement Program
TIP Amendment March 8, 2012
Conformity Analysis Summary Results**

Direct PM_{2.5} and NO_x Emissions in Tons per Year for PM_{2.5} Conformity

Year	Fine Particulate Matter			Nitrogen Oxide		
	Northeastern Illinois	Northwest Indiana	Nonattainment area Total	Northeastern Illinois	Northwest Indiana	Nonattainment area Total
2002	3,070.78	562.64	3,633.42	167,630.81	30,397.97	198,028.78
2016	1,066.41	112.30	1,178.71	40,758.40	3,931.12	44,689.52
2020	959.82	104.74	1,064.56	27,518.74	2,733.80	30,252.54
2030	945.01	109.60	1,054.61	18,875.09	1,964.01	20,839.10
2040	1,001.36	122.55	1,123.91	19,268.18	2,111.42	21,379.60

conformity is demonstrated by comparison of analysis year emissions to the baseline year (2002)

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2016	60.47	133.78	110.09	284.65
2020	51.68	73.68	73.55	88.17
2030	51.09	73.68	48.91	88.17
2040	55.49	73.68	49.55	88.17

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
NIRPC emissions from December 8, 2011 conformity analysis, assuming construction of Cline Avenue Bridge