



MEMORANDUM

To: CMAP Transportation Committee

Date: July 26, 2009

From: CMAP Staff

Re: Biannual TIP/RTP Conformity Analysis and TIP Amendments

In accordance with the biannual conformity analysis policy agreed to in 2007, CMAP staff asked programmers to submit changes to non-exempt and exempt tested projects within the TIP. Staff received change requests for 98 projects; less than 10% of the projects had more than one action requested.

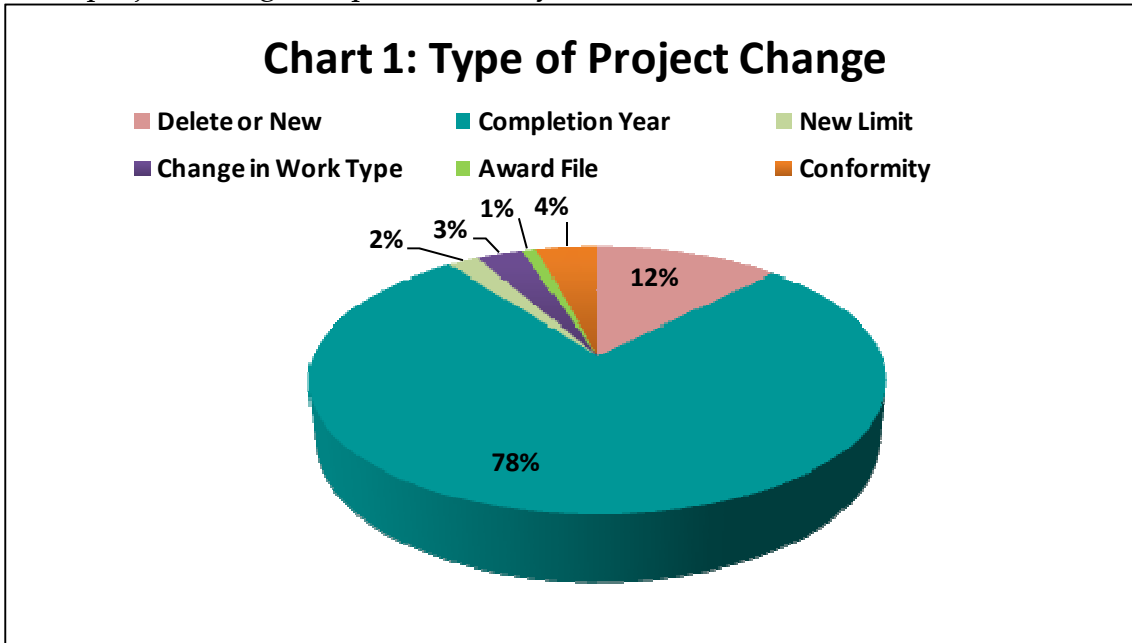
There were three changes requested that included adding, changing, or removing worktypes. Worktypes describe the work being completed in a project. Worktypes also determine if a project is exempt, exempt tested, or non-exempt.

- An exempt worktype does not require an air quality conformity analysis. Examples of exempt projects include road resurfacing and bus rehabilitation.
- Exempt tested worktypes do not require a conformity analysis, but the region has chosen to include their impacts in the travel demand model. Exempt tested projects include lane widening and new commuter parking lots.
- Non-exempt projects have an effect on air quality and must be tested for conformity. Non-exempt projects include adding lanes to a road or extending a rail line.

Other changes include six new projects and six deleted projects. Also, there were two limit changes. Limits are the cross-streets, mileposts or other boundaries which define the extent of a project.

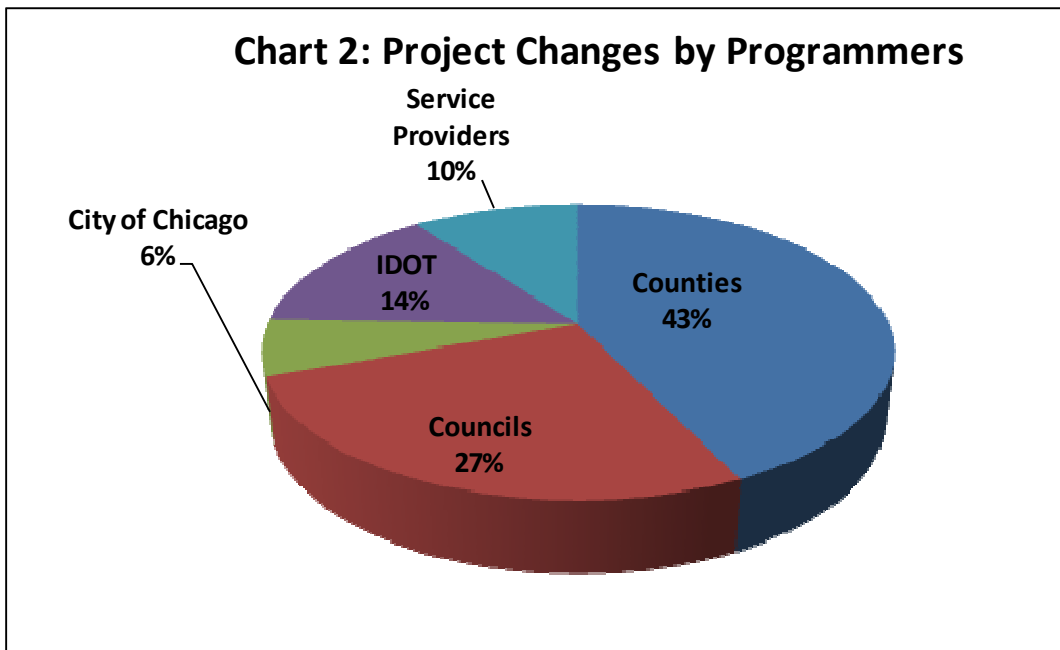
In total, seventy six projects had new completion years that required conformity analysis. Completion years indicate when a project is anticipated to be in service to users. The conformity analysis looks at certain years (currently 2010, 2020 and 2030). When a completion year change crosses one of these years, the conformity analysis must be redone. Almost half of the new completion years fall between 2009 and 2012. Most of the other completion years fall between 2013 and 2017 and a small number of the projects are for 2020 and beyond.

Chart 1 shows a breakdown of the type of project changes requested. The table below Chart 1 shows a comparison of project changes requested in July 2009 vs. March 2009.



| Summary Comparison 2009 | | | |
|-------------------------|--------|--------|-------------|
| Type | Mar-09 | Jul-09 | Change |
| Delete or New | 31% | 12% | -19% |
| Completion Year | 39% | 76% | 37% |
| New Limit | 20% | 2% | -18% |
| Change in worktype | 1% | 3% | 2% |
| Award File | 0% | 1% | 1% |
| Conformity | 9% | 4% | -5% |

All programmers were contacted and requested to submit any changes. CMAP staff did receive a response from all programmers and specific changes are listed in the attached reports. For a breakdown of changes submitted by programmer please see Chart 2. The table following Chart 2 is a summary comparison of changes by programmers in comparison to March 2009.



| Summary Comparison 2009 | | | |
|-------------------------|--------|--------|-------------|
| Agency Type | Mar-09 | Jul-09 | Change |
| Counties | 25% | 43% | 18% |
| Councils | 49% | 27% | -22% |
| City of Chicago | 1% | 6% | 5% |
| IDOT | 19% | 14% | -5% |
| Service Providers | 5% | 10% | 5% |
| Tollway | 1% | 0% | -1% |

The 2010, 2020 and 2030 highway networks were coded to include the changes listed in the attachments. The regional travel demand model was run using the updated networks. The resultant VMT by speed and facility type for eight vehicle classes was expanded to twenty-eight vehicle types for multiplication by regional emission rates developed using USEPA's MOBILE model. The on-road emission estimates are the sum of those calculations 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 not 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 combine direct PM_{2.5} and NO_x emissions remain below emissions estimates for 2002, the baseline year.

**Northeastern Illinois Transportation Improvement Program
October 8, 2009 Amendment
Conformity Analysis Summary Results**

PM_{2.5}

| Year | Annual VMT | Fine Particulate Matter | | | | Nitrogen Oxides | | | |
|------|----------------|-------------------------|----------|-------------------|--------------------------|---------------------|------------|-------------------|--------------------------|
| | | Global rate (gm/mi) | Tons | Northwest Indiana | Nonattainment area Total | Global rate (gm/mi) | Tons | Northwest Indiana | Nonattainment area Total |
| 2002 | 58,090,684,998 | 0.0475 | 3,070.78 | 562.64 | 3,633.42 | 2.5908 | 167,630.81 | 30,397.97 | 198,028.78 |
| 2010 | 63,912,953,159 | 0.0240 | 1,692.20 | 158.90 | 1,851.10 | 1.1708 | 82,485.85 | 8,442.66 | 90,928.51 |
| 2020 | 68,531,088,972 | 0.0138 | 1,043.44 | 114.32 | 1,157.76 | 0.3575 | 27,003.16 | 3,004.68 | 30,007.84 |
| 2030 | 73,156,752,971 | 0.0126 | 1,019.42 | 116.46 | 1,135.88 | 0.2343 | 18,896.56 | 2,065.23 | 20,961.79 |

Ozone

| Year | Summer Day VMT | VOC | | | NOx | | |
|------|----------------|---------------------|--------|--------|---------------------|--------|--------|
| | | Global rate (gm/mi) | Tons | SIP | Global rate (gm/mi) | Tons | SIP |
| 2007 | 178,951,339 | 0.8238862 | 121.69 | 127.42 | 1.4346931 | 279.84 | 280.40 |
| 2010 | 181,829,162 | 0.4649368 | 93.19 | 127.42 | 1.0840784 | 217.28 | 280.40 |
| 2020 | 194,463,095 | 0.2392760 | 51.29 | 127.42 | 0.3296930 | 70.67 | 280.40 |
| 2030 | 208,121,484 | 0.2287527 | 52.02 | 127.42 | 0.2116367 | 48.55 | 280.40 |

Notes

Off-model benefits are not included in the total emissions estimates
NIRPC values from analysis of December, 2008
2007 ozone values from conformity analysis approved in October, 2008