



MEMORANDUM

To: CMAP Board

Date: March 5, 2009

From: CMAP Staff

Re: Transportation Consent Agenda

There are three items regarding Transportation for the consent agenda. They are as follows:

8.1 Biannual RTP/TIP Conformity analysis and TIP Amendment

The public comment period for the conformity analysis on the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) and the TIP amendment has closed. No comments were received. A memo describing the conformity analysis and TIP amendment is attached.

8.2 Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Revised CMAQ Procedures

The CMAQ Project Selection Committee has discussed many strategies for creating a more effective programming process to assure that the region gets the congestion reduction and air quality improvements of projects more quickly and does not have a large amount of unobligated funding in danger of being lost to the region. The recommended programming revisions were presented as an informational item at the February Programming Coordinating Committee. The recommended programming revisions are attached.

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MEMORANDUM

To: CMAP Board

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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 requests for [75 changes](#).

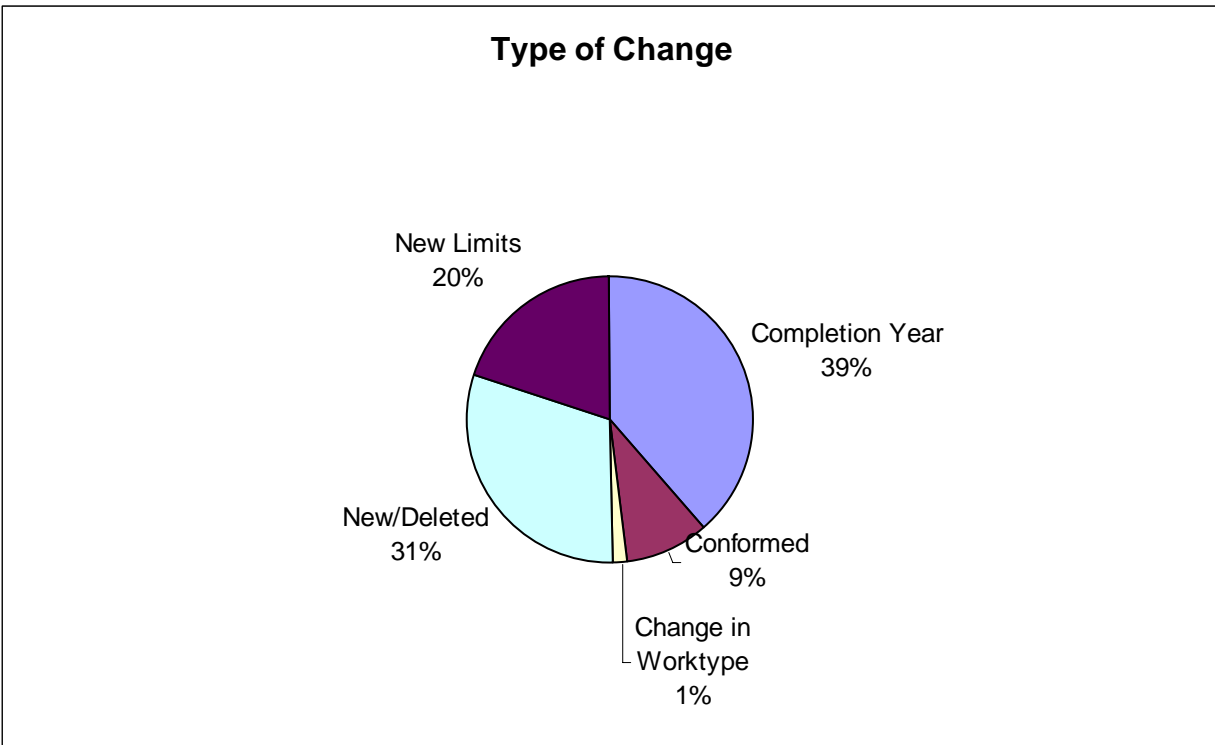
There were 10 changes requested that include adding, changing, or removing worktypes. Worktypes describe the work being completed in a project. Worktypes also determine if a project is exempt, exempt tested, or non-exempt. An exempt worktype does not require an air quality conformity analysis. Examples 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.

There were seven changes that requested changing the conformity status from not conformed to conformed. This change occurs when funding is included in the current years of the TIP or a project is seeking approval of phase I engineering. A non-exempt project cannot receive federal authorization for anything other than phase I engineering and protective right-of-way until it has been conformed.

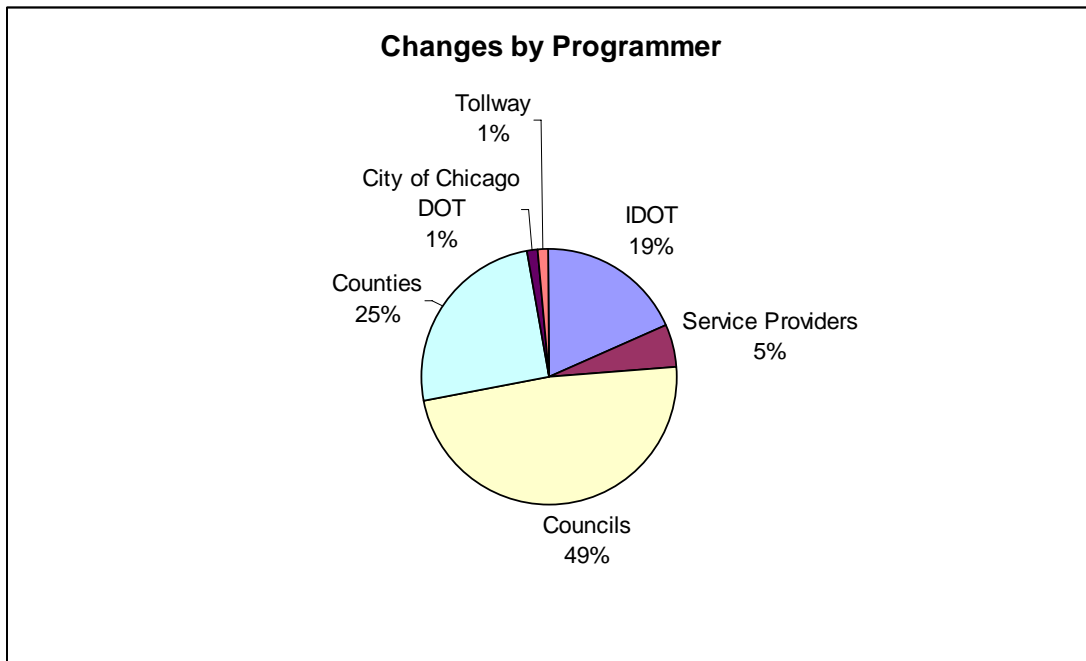
There were fifteen limit changes. Limits are the cross-streets, mileposts or other boundaries that define the extent of a project.

There were six new projects and seventeen deleted projects.

Twenty-nine projects had new completion years that require conformity analysis. Completion years indicate when a project is anticipated to be in service to users. The conformity analysis looks at selected years of the plan (currently 2010, 2020 and 2030). When a completion year change crosses one of these years, the conformity analysis must be redone.



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 break down of changes submitted by programmer please see the chart below.



Fiscal constraints for the projects have been examined by CMAP staff. There is \$6,560,350,000 in federal resources available through the TIP and with these changes there is \$4,179,816,000 programmed therefore demonstrating fiscal constraint.

The 2010, 2020 and 2030 highway networks were coded to include the changes listed above and the regional travel demand model was run using the updated networks. The resultant VMT by speed and facility type for eight vehicle classes (including urban bus) was expanded to twenty-eight MOBILE vehicle types for multiplication by regional emission rates developed using the MOBILE model. The highway 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, analysis horizon years 2010, 2020 and 2030 were evaluated using the current CMAP conformity model and the approved regional MOBILE6.2.03 emission rates. The results fell below SIP emission budgets for the attainment year and were very similar to emission estimates from the conformity analysis documentation for the 2030 RTP Update and FY 07-12 TIP approved in October, 2006.

PM2.5 emissions were calculated based on the project changes listed previously. PM2.5 and NOx emissions remain below the baseline year numbers.

**Northeastern Illinois Transportation Improvement Program 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	58,896,884,998	0.0475	3,070.78	562.64	3,633.42	2.5908	167,630.81	30,397.97	198,028.78
2010	64,277,978,335	0.0243	1,722.66	158.90	1,881.56	1.1824	83,779.86	8,442.66	92,222.52
2020	69,128,864,124	0.0139	1,057.13	114.32	1,171.45	0.3804	27,464.63	3,004.68	30,469.31
2030	73,718,843,928	0.0127	1,030.01	116.46	1,146.47	0.2353	19,120.18	2,065.23	21,185.41

Ozone

Year	Summer Day VMT	VOC			NOx		
		Global rate (gm/mi)	Tons	SIP	Global rate (gm/mi)	Tons	SIP
2007	176,951,339	0.6238862	121.69	127.42	1.4346931	279.84	280.40
2010	182,866,817	0.4660281	93.94	127.42	1.0959892	220.92	280.40
2020	196,160,728	0.2401002	51.92	127.42	0.3327261	71.94	280.40
2030	209,722,313	0.2274779	52.59	127.42	0.2126504	49.16	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, 2006



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MEMORANDUM

To: CMAP Board

Date: March 5, 2009

From: CMAP Staff

Re: Recommended CMAQ Revised Programming Procedures

The CMAQ Project Selection Committee has recently adopted strategies to assure that the region gets the congestion reduction and air quality improvements of CMAQ projects more quickly and reduces the large amount of unobligated funding which is at risk of being lost to the region. The recommended revised programming procedures are attached. The procedures were an informational item at the January 16, 2009 meeting of the Transportation Committee and the February 11 Programming Coordinating Committee. The CMAQ Project Selection Committee recommends the strategies to the Transportation Committee for approval to send them to the MPO Policy Committee and CMAP Board at their March meetings for consideration of approval.

The region has over \$200 million in unobligated CMAQ funds. The region also faces the continued threat of federal rescissions that target unobligated balances.

The Project Selection Committee is taking steps to reduce the unobligated balance and speed the implementation of projects. The primary strategy used to date has been multi-year programming, begun in FY 2007. Under multi-year programming, project phases are programmed in successive years, so that funds for later phases do not automatically increase the unobligated balance.

The attached recommendations also address timely implementation of already programmed projects. By actively adjusting when funds are available and dropping projects that are not making progress, we hope to ensure the benefits of the projects come to the region more quickly and the unobligated amounts will be reduced.

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MEMORANDUM

To: CMAP Board

Date: March 5, 2009

From: CMAP Staff

Re: CMAQ PSC Recommendations for Programming Changes

A: Programming of CMAQ funds for new projects

- 1) Application materials
 - a) Applications submitted without the following will be rejected:
 - i) Complete project financing & CMAQ funding request section
 - ii) Input module worksheets (traffic flow improvement projects only)
 - iii) Scoping document (traffic flow improvement, commuter parking and pedestrian/bicycle projects only)
 - b) If an application is missing other information, only one attempt will be made via both e-mail and certified mail to collect that information. If the sponsor does not respond by the deadline then the application will be rejected. Staff recommends 30 days from the date of the letter as the deadline.
 - c) Project applications submitted by municipal agencies (villages, cities, park districts, school districts, townships, etc.) are required to be reviewed by their Council of Mayors staff (Planning Liaison (PL)).
 - i) The individual PLs would be responsible for reviewing applications and advising the sponsor of missing information.
 - ii) A PL sign-off will be incorporated into the application forms.
 - iii) A deadline for submitting applications to the PLs will be included in the CMAQ program development schedule. The "review deadline" will be two weeks in advance of the deadline for submission to CMAP.
 - iv) The applicant is ultimately responsible for application completeness. If a municipal agency submits an application with missing information (other than items a) i), ii) and iii), b will apply.
- 2) Programming Funds
 - a) Normally funding for all phases of a project will be considered in one application.

- b) On an exceptional basis, proposals will be considered for funding phase I engineering separately from other phases
 - i) in this case, future phases are not eligible for funding until the project has been submitted for design approval.
 - ii) Sponsor must apply for future phases, phase II engineering, right-of-way acquisition, and construction; funding of the future phases is not automatically guaranteed.
- c) Proposals that don't seek funding for phase I engineering must be submitted for design approval by June of the application cycle to be considered for funding of the later phases in the fiscal year of the application cycle.
 - i) Applicants completing phase I engineering with local funds must certify that they will meet federal standards.
 - ii) Proposals that seek funding of later phases in an out year will be considered on a case-by-case basis. (Out years are, for example, 2011 and 2012 in the 2010 application cycle.)
- d) Proposals seeking phase 1 engineering as well as subsequent phases will have phase II engineering programmed in the third year (i.e., the program year plus two) rather than the second year as is the current practice.
 - i) Construction in such cases will be programmed in the fourth year.
 - ii) Funding for subsequent phases can be moved up on request if the project is ready.
- e) The CMAQ program mark will be the northeastern Illinois share of the state's federal apportionment.
- f) Create a "B" list of projects in the programming cycle approved by the MPO Policy Committee. It will include all projects with a reasonable cost/benefit ratio as well as partially funded projects. The projects will remain in the list until the end of that Federal Fiscal Year¹.
- g) All sponsors will be required to attend a mandatory project initiation meeting once the eligibility determination has been received from USDOT. The meeting will distribute necessary forms and information for sponsors to initiate their projects and will go over project schedules.

B: Active Program Management of Projects

- 1) Projects with funds programmed prior to FFY 2007
 - a) Move funding (reprogram) for these projects to realistic out years for the unobligated phases.
 - i) The funding made available by moving the phases out of 2009 would be available for potential cost increases for already approved projects.
 - ii) If the amount of funds made available is of a sizeable amount, then new projects could be considered.
 - iii) Once this is done the project could move funding for an approved phase one more time before it is considered for withdrawal of funding.

¹ The Federal Fiscal Year (FFY) runs from October 1st of the prior calendar year through September 30th. Example: FFY 2007 is October 1, 2006 through September 30, 2007.

- iv) If phases of the projects move beyond the final year of the TIP (2012) into MYB, the funding for those MYB phases will be withdrawn. Sponsor will need to reapply at the appropriate time for funding.
- 2) For projects programmed FFY 2007 and later
 - a) Projects approved only for phase I engineering would have only one fiscal year to initiate phase I with a job number request form submitted to IDOT or a FTA grant agreement. Failure to do so would cause funding to be considered for withdrawal from the project. This decision will be by recommendation of the CMAQ Project Selection Committee to the Transportation Committee.
 - b) Projects programmed in the multi-year programming with phases beyond phase I engineering could move funding to new fiscal years only once. The exception to this rule is if the moving of a phase to a new fiscal year is the direct result of actions out of the control of the sponsor. Funding will be considered for withdrawal if the funding is not obligated in that new fiscal year.
 - 3) Review of projects with phases in the annual element would be conducted in May and October.
 - a) Projects that will not obligate their annual element phase by the end of the fiscal year will be able to use their one time adjustment to their project schedule.
 - i) If the phase is phase I engineering, however, the phase still must be initiated by the end of the fiscal year.
 - ii) Projects that have already adjusted their schedule once will be considered for withdrawal of funding if the additional delay is not the direct result of actions out of the sponsor's control.
 - b) Funds freed up by schedule adjustments will be reprogrammed
 - i) Funds available for reprogramming will be considered for cost increases as needed.
 - ii) In May, projects included in the "B" list will be reviewed to identify candidates for programming the funds.
 - iii) In October, new projects from the just-completed programming cycle will be reviewed for programming the funds.

Job number requests forms are required to have been submitted to IDOT by the time of the May review for non-transit projects. Grant applications are required to have been submitted to FTA by the time of the May review for transit projects.

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