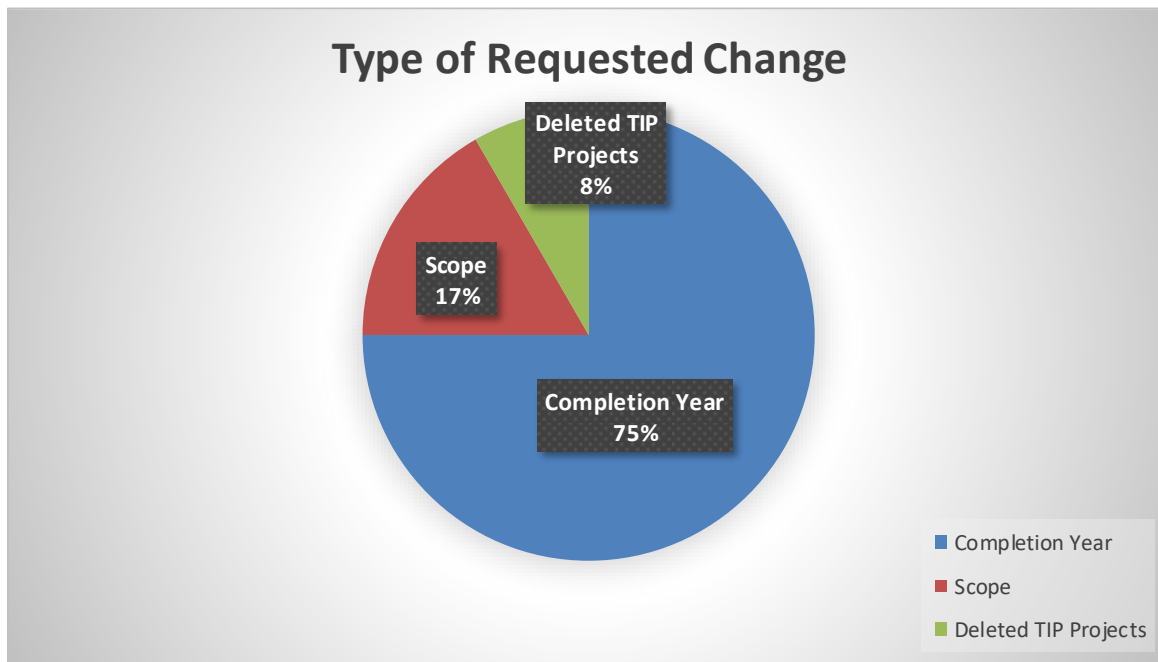




MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: May 15, 2020
Re: ON TO 2050/TIP Conformity Analysis & TIP Amendment

In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the FFY 2020-24 Transportation Improvement Program (TIP) and ON TO 2050. Of the changes requested, twelve projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, one non-exempt project will be removed from the TIP eleven existing non-exempt projects will be included 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. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

This former exempt tested project, indicated a change in scope and became a new not exempt addition:

- TIP ID [04-17-0009](#): Franklin Avenue Reconstruction.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There are no projects with significant limit changes.

Other changes to existing projects are described below.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2050. The analysis years are currently 2020, 2025, 2030, 2040 and 2050. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis.

These non-exempt projects crossed an analysis year and are included in the conformity analysis:

- TIP ID [01-03-0017](#): Taylor Street over the Chicago River
- TIP ID [01-17-0003](#): Chicago Avenue from Latrobe Ave to Kedzie Avenue.
- TIP ID [03-11-0020](#): CH A50 Lake Cook Road from Raup Boulevard to Hastings Lane
- TIP ID [03-12-0034](#): CH A62 Shoe Factory Road from Essex Drive to Beverly Road
- TIP ID [11-03-0018](#): Randall Road from Polaris Drive / Acorn Lane to Harnish Drive
- TIP ID [12-07-0005](#): Weber Road from 119th Street (Rodeo Rd) to 135th St (Romeo Rd)
- TIP ID [12-07-0021](#): Ridge Road from (¼ mi. South of) Minooka Road to McEvelly Road
- TIP ID [18-11-0046](#): Peterson / Ridge New Station – Union Pacific North Line

The following not exempt Regionally Significant Projects (RSP) crossed an analysis year:

- TIP ID [01-02-9009](#): The near term phase of the renamed Chicago Union Station Master Plan Implementation. RSP 85

The scope of a project is determined by the [work types](#) associated with the project.

- Non-exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, interchange expansion, new bridge, and the major expansion of bus route service.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard widths (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

The project sponsor indicated a new roadway and highway extension to the individual project for conformity analysis:

- TIP ID [01-02-0020](#): Burley Avenue from 106th Street to 126th Place (Burley Avenue Extension)

The following project is now being deleted and will be removed from the travel demand model:

- TIP ID [09-02-9033](#): Prairie Parkway from US 34 to US 47

The public website of the [eTIP database](#) is available through the hyperlink for current project information. Newly submitted changes are found in the [20-06 Conformity Amendments](#) report. 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 the US Environmental Protection Agency’s MOVES 2014a model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year were produced using the new vehicle population file.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP) and the 2008 and 2015 Ozone NAAQS as shown in the table below.

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

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	2,036.63	5,100.00	55,547.87	127,951.00
2025	1,286.01	2,377.00	32,186.40	44,224.00
2030	953.98	2,377.00	23,709.28	44,224.00
2040	850.58	2,377.00	20,525.09	44,224.00
2050	899.31	2,377.00	21,658.68	44,224.00

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

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
2020	71.34	117.23	146.33	373.52
2025	53.20	60.13	85.02	150.27
2030	43.42	60.13	60.79	150.27
2040	33.90	60.13	51.37	150.27
2050	34.12	60.13	53.85	150.27

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 April 6, 2020

ACTION REQUESTED: Approval to recommend a finding of conformity and approval of TIP amendment 20-06 by the CMAP Board and MPO Policy Committee.