



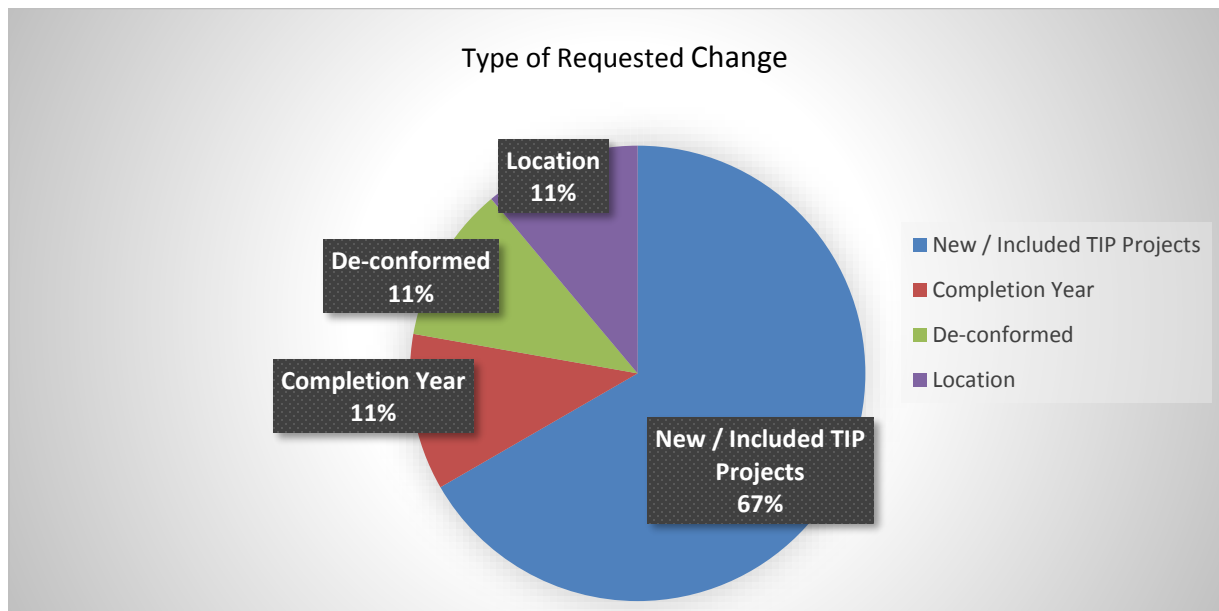
## MEMORANDUM

**To:** CMAP Board and Committees  
**From:** CMAP Staff  
**Date:** March 1, 2017  
**Re:** GO TO 2040/TIP Conformity Analysis & TIP Amendment

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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 Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, nine projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, six new 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.

The new projects are:

- TIP ID **01-17-0003**: Removal of lane on Chicago Avenue between Latrobe Avenue and Kedzie Avenue.
- TIP ID **09-09-0099**: U.S. 30 corridor expansion from IL 47 to IL 31 Lake Street.
- TIP ID **09-16-0041**: The reconstruction of the IL 23 bridge over I-90, with a proposed new interchange.
- TIP ID **10-01-0022**: Capacity added improvements along the IL 22 Lake Zurich Road corridor between Quentin Rd to west of IL 83.
- TIP ID **11-16-0012**: Roadway extension and intersection improvement, inclusive of W Diggins St, Lawrence Rd, Potawatomi Way and Commanche Circle. A city of Harvard economic development initiative.
- TIP ID **13-16-0005**: Barrington Road, additional lanes and bridge reconstruction between IL 62 to Mundhank Road.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There is one project for which the limits are being changed. After an extensive phase one engineering process, the determination is to extend the limits of this corridor project.

- TIP ID **10-09-0149**: The limits for this project on IL 173 Rosecrans Road are now from IL 59 to U.S. 41, an extension of over 1.5 miles of additional lane capacity.

A status change to de-conformed, after the sponsor indicated the following project is delayed:

- TIP ID **02-09-0003**: Willow Road from E of I-294 to US 41.

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 2040. The analysis years are currently 2020, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis. Sponsors indicated that several projects have updated completion years, but the Chicago Transit Authority's (CTA) Major Capital Project has a revised completion year requiring a revision to the conformity analysis.

- TIP ID **01-94-0006**: CTA Red Line South Extension, from 95<sup>th</sup> Street to 130<sup>th</sup> Street. The sponsor requested changing the completion year from 2018 to 2026.

At this time, no projects are requesting a scope change. 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, signal timing 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 (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 public website of the [TIP database](#) is available through the hyperlink for current project information. Newly submitted changes are found in the [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 model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

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).

As of April 2015, the region was designated as “unclassifiable” with respect to the 2012 fine particulate matter standard. Effective October 2016, the 1997 fine particulate matter standard was revoked – this is the standard to which the region has been conforming. Thus, for regulatory purposes, the region has no conformity requirement with respect to fine particulate matter. To reflect this, the conformity inventory table shows only the inventories for ozone precursors.

### VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	76.08	117.23	104.77	373.52
2025	59.57	60.13	68.30	150.27
2030	47.19	60.13	52.27	150.27
2040	37.05	60.13	43.24	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 January 3, 2017

**ACTION REQUESTED:** Approval

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