MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: June 7, 2017
Re: GO TO 2040/TIP Conformity Analysis & TIP Amendment

At the request of the Illinois Department of Transportation, CMAP has prepared a conformity analysis for public comment and consideration by the CMAP Board and MPO Policy Committee in June.

The sole project in the amendment is:


The project is being amended to reflect the preferred alternative – high occupancy toll lanes (HOT 3+) in the draft Environmental Impact Statement. Additionally, work types have been added to more accurately reflect the project, and funding past phase 1 engineering has also been added.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled 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).
VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

<table>
<thead>
<tr>
<th>Year</th>
<th>Volatile Organic Compounds</th>
<th>Nitrogen Oxides</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Northeastern Illinois</td>
<td>SIP Budget</td>
</tr>
<tr>
<td>2020</td>
<td>75.66</td>
<td>117.23</td>
</tr>
<tr>
<td>2025</td>
<td>59.23</td>
<td>60.13</td>
</tr>
<tr>
<td>2030</td>
<td>46.83</td>
<td>60.13</td>
</tr>
<tr>
<td>2040</td>
<td>39.52</td>
<td>60.13</td>
</tr>
</tbody>
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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 19, 2017

ACTION REQUESTED: Approval

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