



## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

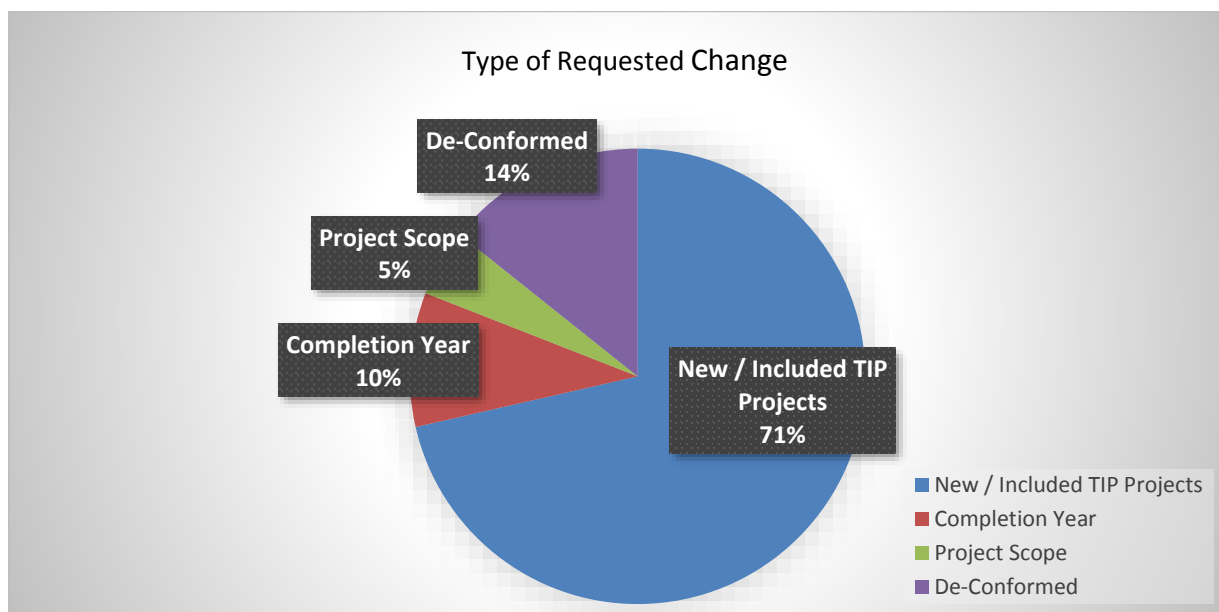
**Date:** June 1, 2018

**Re:** ON TO 2050/2019-2024 TIP Conformity Analysis & TIP Amendment 18-09 release for public comment

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In accordance with the required plan update conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects included in the FFY 2014-19 TIP that are anticipated to be carried forward into the FFY 2019-24 TIP and proposed ON TO 2050 Regionally Significant Projects (RSPs) for inclusion in the regional air quality analysis. Of the changes requested, twenty-one projects require air quality conformity analysis. Below is a summary by type of requested change.



If the 2019-24 TIP and ON TO 2050 are approved, eleven Regionally Significant Projects (RSPs) and three new non-exempt projects will be included in the conformed TIP for the first time. One

additional project that was previously delayed, and thus de-conformed, is also included. The federal government requires regional planning agencies to demonstrate fiscal constraint by determining that sufficient resources will be available to construct projects recommended in the plan. Careful selection of these projects must meet the federal standard of fiscal constraint, while also helping to achieve regional goals. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP or within the planning horizon of ON TO 2050. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis, except in those years when a plan is required by the MPO.

The new RSP interstate projects are:

- TIP ID **03-18-0017**: I-290/IL 53 Interchange Improvement – RSP 21
- TIP ID **09-12-0036**: I-80 from Ridge Rd to US 30 Lincoln Hwy – RSP 36
- TIP ID **12-02-9034**: I-55 from I-80 to Coal City Rd - RSP 34
- TIP ID **12-12-0037**: I-80 Managed Lanes from U.S. 30 to I-294 – RSP 37
- TIP ID **13-18-0005**: I-290/I-88/I-294 Interchange Improvement – RSP 24

The new Arterial RSPs are:

- TIP ID **07-14-0003**: Vollmer Road from Kedzie Avenue to Western Avenue - RSP 145
- TIP ID **08-95-0024**: IL 83 Kingery Hwy from 31st St to N of 55th St, S of 63rd St to Central Avenue - RSP 111
- TIP ID **09-18-0015**: Randall Road from North County Line Road to Orchard Road - RSP 46
- TIP ID **10-07-0001**: IL 60/IL 83 from IL 176 to Townline Road (IL 60) - RSP 10
- TIP ID **11-16-0008**: IL 62 (Algonquin Rd), IL 25 (JF Kennedy Memorial Dr.) to IL 68 (Dundee Rd.) - RSP 11
- TIP ID **12-18-0021**: Wilmington-Peotone Road: IL Route 53 to Drecksler Road – RSP 56

The new non-exempt projects are:

- TIP ID **01-17-0025**: Roadway Improvements to Support the Update to the South Lakefront Framework Plan
- TIP ID **12-11-0054**: Kings Road from Hassert Blvd to Rodeo Drive
- TIP ID **12-18-0019**: I-55 - I-80 to US 52 (Jefferson St) and @ ILL 59

Sponsor indicated status change to a recently de-conformed project that is no longer delayed:

- TIP ID **12-07-0021**: Ridge Road from South of Minooka Rd to McEvelly Road

Other changes to existing projects are described below.

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

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.

The following non-exempt RSPs crossed an analysis year:

- TIP ID **01-06-0052**: 63rd St at BRC 59th St Line (CREATE GS-01) - RSP 109
- TIP ID **12-10-9001**: I-55 Managed Lane from I-355 to I-90 I-94 (I-55 Stevenson Express Toll Lanes) - RSP 146

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 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.

This proposed ON TO 2050 Regionally Significant Project revision is now defined by the addition of integrated flex lanes, implementation of SmartRoad technology, reconfiguration and improvements to the interstate interchanges for the conformity analysis.

- TIP ID **13-16-0009**: I-294 Central Tri-State Reconstruction and Mobility Improvements from Balmoral Avenue to 95<sup>th</sup> Street –RSP 23

A status change to “Not Conformed”, of these former GO TO 2040 Major Capital Projects. The latter two of these three projects are now considered “unconstrained” and will be reintroduced in the TIP at the conclusion of the Tri-County Access project EIS:

- TIP ID 12-02-9024: Illiana Expy from I-55 to I-65 (IN)
- TIP ID 10-06-0061: IL 53 North-South Tollway from IL 120 to Lake Cook Rd IL53/120 Tollway
- TIP ID 10-94-0047: IL 120 from Wilson Rd to US 41 IL 53/120 Tollway (IL 120 Bypass)

The public website of the **eTIP database** is available through the hyperlink for current project information. Newly submitted change details are found in the **18-09 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.

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).

### Direct PM<sub>2.5</sub> and NO<sub>x</sub> Emissions in Tons per Year for PM<sub>2.5</sub> Conformity

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	1,558.13	5,100.00	43,609.87	127,951.00
2025	1,149.69	2,377.00	29,653.51	44,224.00
2030	944.30	2,377.00	23,589.19	44,224.00
2040	849.54	2,377.00	20,736.13	44,224.00
2050	902.63	2,377.00	21,513.59	44,224.00

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

### VOC and NO<sub>x</sub> Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	76.18	117.23	115.81	373.52
2025	59.07	60.13	77.44	150.27
2030	46.54	60.13	60.47	150.27
2040	36.30	60.13	51.46	150.27
2050	36.62	60.13	53.44	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 May 18, 2018

**ACTION REQUESTED:** Recommend release of the ON TO 2050/2019-2024 TIP conformity analysis and TIP amendment 18-09 for public comment.

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