



**MEMORANDUM**

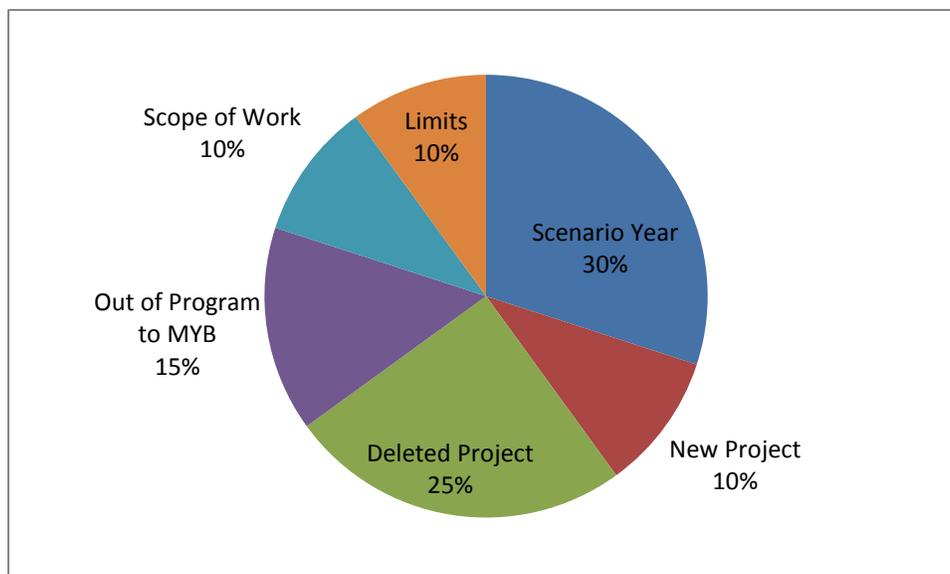
**To:** CMAP Board  
**From:** CMAP Staff  
**Date:** March 7, 2012  
**Re:** **Transportation Consent Agenda**

There is one item for the Transportation Consent Agenda:

**Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments**

The public comment period for the conformity analysis on the GO TO 2040/Transportation Improvement Program (TIP) and TIP Amendments has closed. No Comments were received. The following describes the conformity analysis and the TIP Amendments.

In accordance with the biannual conformity analysis policy, CMAP staff asked programmers to submit changes to projects included in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. We received responses from all programmers and specific TIP changes are listed in the attached report. Of the numerous changes requested, twenty projects require air quality conformity analysis. Following is a summary of the requested changes.



Two new projects were included in the TIP and conformity analysis:

1. TIP ID [03-12-0022](#) is adding capacity on Lake-Cook Road from Pfingsten Road to IL 43.
2. TIP ID [17-12-0001](#) is a major transit service improvement along the I-90 corridor between Randall Road & Rosemont.

Two existing projects requested a scope change to add a non-exempt work type. Work types explain the work the project is accomplishing.

- Non-exempt work types may affect air quality and must be tested for conformity. Examples of non-exempt work types are adding lanes to a road, signal timing and extending a rail line.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of the work types in the travel demand model. Exempt tested projects include lane widening to standard (e.g., 10 ft to 12 ft) and new commuter parking lots
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are road resurfacing and bus rehabilitation.

The two projects requesting new non-exempt work types are:

1. TIP ID [05-07-0004](#) IL 171 with the addition of auxiliary lanes between 47<sup>th</sup> & 55<sup>th</sup> Streets
2. TIP ID [11-03-0007](#) IL 31 expanded capacity between McCullom Lake Road & IL 120.

Five projects are being deleted from the TIP :

1. TIP ID [08-07-0003](#), Thorndale Avenue
2. TIP ID [08-99-0031](#) Eola Road
3. TIP ID [09-96-0021](#) IL 56 Expansion
4. TIP ID [10-96-0003](#) Bradley Road
5. TIP ID [12-09-0009](#) Lily Cache Lane

Two projects requested to extend the original limits of the project:

1. TIP ID [10-00-0119](#) Cedar Lake Road, where the road will extend beyond IL 120 south to Townline Road.
2. TIP ID [01-07-0001](#) CREATE Southwest Service Corridor Improvement which now includes service from Union Station to McCook.

Six projects changed completion year. Completion years indicate when a project is anticipated to be in service to users and determines in which analysis year(s) the project will be included.

The current conformity analysis includes four analysis years – 2016, 2020, 2030 & 2040. When a project's completion year moves across analysis years, a new conformity analysis for the project is required.

1. Projects moved into the 2016 analysis year include:
  - TIP ID [09-02-9008](#) I-90 Northwest Tollway from Newburg Road to Plaza 9
  - TIP ID [08-00-0020](#) Eola Road from Montgomery Road to 87<sup>th</sup> Street
2. Projects moved into the 2020 analysis year include:
  - TIP ID [09-03-0002](#) Huntley Road
  - TIP ID [09-00-0029](#) Fabyan Parkway
  - TIP ID [10-94-0018](#) Peterson Road
  - TIP ID [11-03-0018](#) Randall Road
3. Projects moved out of an analysis year are:
  - TIP ID [07-96-0013](#) Joe Orr Road Extension
  - TIP ID [06-04-0008](#) IL 7 Wolf Road
  - TIP ID [16-08-0009](#) the Circle Line

Each TIP ID includes a hyperlink to the TIP database for further project information, and the changes are also included in the report attached. The TIP map is available at <http://www.cmap.illinois.gov/tip/tip-map>.

The 2016, 2020, 2030 and 2040 highway and transit networks were coded to include the project changes listed in the “Non-Exempt Projects Requiring Conformity Determination” report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by speed and facility type for eight vehicle classes was expanded to the twenty-eight vehicle types needed for use with USEPA’s MOBILE model. The on-road emission estimates are the sum of those emissions 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 precursors, the resulting emissions estimates fell below the applicable attainment demonstration SIP budgets.

Since there are no SIP budgets for annual direct PM<sub>2.5</sub> and NO<sub>x</sub> emissions, these estimates were combined with estimates from northwest Indiana, which is also part of the nonattainment area. The combined direct PM<sub>2.5</sub> and NO<sub>x</sub> emissions remain below emissions estimates for 2002, the baseline year.

**Northeastern Illinois Transportation Improvement Program  
TIP Amendment March 8, 2012  
Conformity Analysis Summary Results**

**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 Oxide        |                   |                          |
|------|-------------------------|-------------------|--------------------------|-----------------------|-------------------|--------------------------|
|      | Northeastern Illinois   | Northwest Indiana | Nonattainment area Total | Northeastern Illinois | Northwest Indiana | Nonattainment area Total |
| 2002 | 3,070.78                | 562.64            | 3,633.42                 | 167,630.81            | 30,397.97         | 198,028.78               |
| 2016 | 1,066.41                | 112.30            | 1,178.71                 | 40,758.40             | 3,931.12          | 44,689.52                |
| 2020 | 959.82                  | 104.74            | 1,064.56                 | 27,518.74             | 2,733.80          | 30,252.54                |
| 2030 | 945.01                  | 109.60            | 1,054.61                 | 18,875.09             | 1,964.01          | 20,839.10                |
| 2040 | 1,001.36                | 122.55            | 1,123.91                 | 19,268.18             | 2,111.42          | 21,379.60                |

conformity is demonstrated by comparison of analysis year emissions to the baseline year (2002)

**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 |
| 2016 | 60.47                      | 133.78     | 110.09                | 284.65     |
| 2020 | 51.68                      | 73.68      | 73.55                 | 88.17      |
| 2030 | 51.09                      | 73.68      | 48.91                 | 88.17      |
| 2040 | 55.49                      | 73.68      | 49.55                 | 88.17      |

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  
NIRPC emissions from December 8, 2011 conformity analysis, assuming construction of Cline Avenue Bridge

ACTION REQUESTED: Approval