East-West Gateway Council of Governments  
March 20, 2020

**Status of TIP Development and Conformity Determination**

In November applications were made available for Local Program projects for Surface Transportation Block Grant Program-Suballocated (STP-S) and Congestion Mitigation Air Quality (CMAQ) program funds. Applications were due February 13. IL sponsors submitted: 30 STP-S applications requesting $17.5 million in federal funds; and 10 CMAQ applications requesting $9.1 in federal funds. MO sponsors submitted: 73 STP-S applications requesting $104.6 million in federal funds; and 24 CMAQ applications requesting $32.8 in federal funds. TIP staff (Jason) has begun evaluation of the applications. At the beginning of March, descriptions of all proposed projects were made available for public comment. This list is to be presented to Board as an informational item at an upcoming meeting. After TIP staff completes project evaluation, this information is to be presented to the Transportation Planning Committee (TPC) in early May for funding recommendations.

Conformity Determination is to be performed for the 2008 and 2015 eight-hour ozone standards. The regional emissions analysis will be performed for the 2008 eight-hour ozone standard (maintenance) and 2015 eight-hour ozone standard (non-attainment). At this time, do not know if there will be a regionally significant project(s) in the Jersey County, IL “orphan area” which would require a conformity determination for the 1997 eight-hour ozone standard. This information should be available by the end of April.

**Conformity Determination/TIP Schedule**

The draft Conformity Determination schedule is attached. If any changes take place, staff will keep the IACG informed. The schedule indicates that in early April information on partner project programs (MoDOT, IDOT, Metro and MCT) and on non-federally funded local-sponsored regionally significant projects is to be provided to EWG. This is not a hard deadline. IDOT cannot make public information about their program until after the Governor releases it. IDOT staff will be communication with EWG staff.

In mid to late April, TIP staff is to send information on new projects and projects with changes in scope or completion years to the Systems Evaluation staff (Lubna). Systems Evaluation needs a minimum of five weeks for network development, transportation demand and emissions modeling runs and post-processing to take place. From these actions the regional emissions analysis is conducted.

Sometime in early May, EWG staff is to send the IACG a list of projects with their air quality classification (regionally significant, exempt, etc.) used in Conformity Determination modeling. The IACG will be asked for concurrence on the classifications.

The Draft Conformity Determination and Draft TIP are to be completed in June. At that time, EWG staff plans to send a Draft for Preview Conformity Determination document to the IACG for review. The Draft Conformity Determination is to be presented to the EAC and Board at
their June meetings. The public comment period starts June 30 and will run through August 5. The open house schedule and locations are still to be determined.

The Board will act on the Conformity Determination and TPC recommendations for TIP at their August 2020 meeting. The Board-approved documents will then be transmitted to MoDOT and IDOT.

**Regional Emissions Analysis**

The components of the regional emissions analysis will be the same as what was used for the Mid-Year Conformity Determination for Amendment to FY 2020-2023 TIP. The regional emissions analysis will be performed for the 2008 eight-hour ozone standard (maintenance) and 2015 eight-hour ozone standard (non-attainment). The attached pdf has the tables and the maps showing the respective maintenance and non-attainment areas. Because the non-attainment area for the 2015 eight-hour ozone standard is smaller than the 2008 eight-hour ozone standard maintenance area, two separate regional emissions analysis have to be performed for each state. Both analyses use the same motor vehicle emissions budgets.

<table>
<thead>
<tr>
<th>2008 Eight-hour Ozone Standard</th>
<th>2015 Eight-hour Ozone Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tests for ozone precursors – VOC &amp; NOx</td>
<td>Tests for ozone precursors – VOC &amp; NOx</td>
</tr>
<tr>
<td>Analysis years – 2025, 2030, 2035 &amp; 2045</td>
<td>Analysis years – 2020, 2025, 2030, 2035 &amp; 2045</td>
</tr>
<tr>
<td>IL budgets used in analysis – 2025 &amp; 2030</td>
<td>IL budgets used in analysis – 2008, 2025 &amp; 2030</td>
</tr>
<tr>
<td>MO budgets used in analysis – 2015 &amp; 2030</td>
<td>MO budgets used in analysis – 2015 &amp; 2030</td>
</tr>
</tbody>
</table>

These tests are to show that estimated emissions from projects included in the FY 2021-2024 TIP will be less than or equal to the motor vehicle emissions budgets established by Illinois and Missouri.