APPENDIX A2

Air Quality System (AQS) Monitoring Data Values for Indiana's Portion (Lake and Porter Counties), Illinois' Portion, and Wisconsin's Portion of the Chicago-Naperville, IL-IN-WI, 2008 8-Hour Ozone Nonattainment Area Year

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

User ID: BJR

DESIGN VALUE REPORT

Report Request ID: 1864071 Report Code: AMP480 Aug. 20, 2020

GEOGRAPHIC SELECTIONS

Tribal Code	State	County	Site	Parameter	POC	City	AQCR	UAR	CBSA	CSA	EPA Region
	18	089									
	18	127									

PROTOCOL SELECTIONS

Parameter Classification	Parameter	Method	Duration
DESIGN VALUE	44201		

SELECTED OPTIONS

Option Type	Option Value
WORKFILE DELIMITER	,
SINGLE EVENT PROCESSING	EXCLUDE REGIONALLY CONCURRED EVENTS
QUARTERLY DATA IN WORKFILE	NO
AGENCY ROLE	PQAO
USER SITE METADATA	STREET ADDRESS
MERGE PDF FILES	YES
USE LINKED SITES	YES

DATE CRITERIA

Start Date	End Date
2013	2019

APPLICABLE STANDARDS

Standard Description
Ozone 8-hour 2015

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
AIR QUALITY SYSTEM
PRELIMINARY DESIGN VALUE REPORT

Report Date: Aug. 20, 2020

Pollutant: Ozone(44201)
Standard Units: Parts per million(007)
NAAQS Standard: Ozone 8-hour 2015
Statistic: Annual 4th Maximum **Level:** .07

Design Value Year: 2013
REPORT EXCLUDES MEASUREMENTS WITH REGIONALLY CONCURRED EVENT FLAGS.
State: Indiana

Site ID	Poc	STREET ADDRESS	2013 Valid Days	2013 Percent Complete	2013 4th Max	2013 Cert& Eval	2012 Valid Days	2012 Percent Complete	2012 4th Max	2012 Cert& Eval	2011 Valid Days	2011 Percent Complete	2011 4th Max	2011 Cert& Eval	3 - Year Percent Complete	3 - Year Design Value	D. V. Validity
18-089-0022		201 MISSISSIPPI ST., IITRI BUNKER	170	93	.064	Y	178	97	.078	Y	178	97	.066	Y	96	.069	Y
18-089-0030		1751 OLIVER ST/ WHITING HIGH SCHOOL	180	98	.062	Y	176	96	.081	Y	182	99	.069	Y	98	.070	Y
18-089-2008		1300 141 ST STREET	179	98	.063	Y	128	70	.077 *	Y	166	91	.072	Y	86	.070	Y
18-127-0024		84 DIANA RD/ WATER TREATMENT PLANT	176	96	.069	Y	164	90	.081	Y	164	90	.068	Y	92	.072	Y
18-127-0026		1000 WESLEY ST./ VALPARAISO WATER DEPT.	182	99	.063	Y	154	84	.067	Y	177	97	.063	Y	93	.064	Y

Notes:
1. Computed design values are a snapshot of the data at the time the report was run (may not be all data for year).
2. Some PM2.5 24-hour DVs for incomplete data that are marked invalid here may be marked valid in the Official report due to additional analysis.
3. Annual Values not meeting completeness criteria are marked with an asterisk ('*').

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NAAQS Standard: Ozone 8-hour 2015
Statistic: Annual 4th Maximum **Level:** .07

Design Value Year: 2014
REPORT EXCLUDES MEASUREMENTS WITH REGIONALLY CONCURRED EVENT FLAGS.
State: Indiana

Site ID	Poc	STREET ADDRESS	2014 Valid Days	2014 Percent Complete	2014 4th Max	2014 Cert& Eval	2013 Valid Days	2013 Percent Complete	2013 4th Max	2013 Cert& Eval	2012 Valid Days	2012 Percent Complete	2012 4th Max	2012 Cert& Eval	3 - Year Percent Complete	3 - Year Design Value	D. V. Validity
18-089-0022		201 MISSISSIPPI ST., IITRI BUNKER	176	96	.067	Y	170	93	.064	Y	178	97	.078	Y	95	.069	Y
18-089-0030		1751 OLIVER ST/ WHITING HIGH SCHOOL	181	99	.065	Y	180	98	.062	Y	176	96	.081	Y	98	.069	Y
18-089-2008		1300 141 ST STREET	173	95	.067	Y	179	98	.063	Y	128	70	.077*	Y	88	.069	N
18-127-0024		84 DIANA RD/ WATER TREATMENT PLANT	174	95	.071	Y	176	96	.069	Y	164	90	.081	Y	94	.073	Y
18-127-0026		1000 WESLEY ST./ VALPARAISO WATER DEPT.	177	97	.067	Y	182	99	.063	Y	154	84	.067	Y	93	.065	Y

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REPORT EXCLUDES MEASUREMENTS WITH REGIONALLY CONCURRED EVENT FLAGS.
State: Indiana

Site ID	Poc	STREET ADDRESS	2015 Valid Days	2015 Percent Complete	2015 4th Max	2015 Cert& Eval	2014 Valid Days	2014 Percent Complete	2014 4th Max	2014 Cert& Eval	2013 Valid Days	2013 Percent Complete	2013 4th Max	2013 Cert& Eval	3 - Year Percent Complete	3 - Year Design Value	D. V. Validity
18-089-0022		201 MISSISSIPPI ST., IITRI BUNKER	171	93	.064	Y	176	96	.067	Y	170	93	.064	Y	94	.065	Y
18-089-0030		1751 OLIVER ST/ WHITING HIGH SCHOOL	182	99	.070	Y	181	99	.065	Y	180	98	.062	Y	99	.065	Y
18-089-2008		1300 141 ST STREET	145	79	.060	Y	173	95	.067	Y	179	98	.063	Y	91	.063	Y
18-127-0024		84 DIANA RD/ WATER TREATMENT PLANT	182	99	.066	Y	174	95	.071	Y	176	96	.069	Y	97	.068	Y
18-127-0026		1000 WESLEY ST./ VALPARAISO WATER DEPT.	174	95	.060	Y	177	97	.067	Y	182	99	.063	Y	97	.063	Y

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NAAQS Standard: Ozone 8-hour 2015
Statistic: Annual 4th Maximum **Level:** .07

Design Value Year: 2016
REPORT EXCLUDES MEASUREMENTS WITH REGIONALLY CONCURRED EVENT FLAGS.
State: Indiana

Site ID	Poc	STREET ADDRESS	2016 Valid Days	2016 Percent Complete	2016 4th Max	2016 Cert& Eval	2015 Valid Days	2015 Percent Complete	2015 4th Max	2015 Cert& Eval	2014 Valid Days	2014 Percent Complete	2014 4th Max	2014 Cert& Eval	3 - Year Percent Complete	3 - Year Design Value	D. V. Validity
18-089-0022		201 MISSISSIPPI ST., IITRI BUNKER	177	97	.070	Y	171	93	.064	Y	176	96	.067	Y	95	.067	Y
18-089-0030		1751 OLIVER ST/ WHITING HIGH SCHOOL				*	182	99	.070	Y	181	99	.065	Y	66	.067	N
18-089-2008		1300 141 ST STREET	174	95	.068	Y	145	79	.060	Y	173	95	.067	Y	90	.065	Y
18-127-0024		84 DIANA RD/ WATER TREATMENT PLANT	181	99	.070	Y	182	99	.066	Y	174	95	.071	Y	98	.069	Y
18-127-0026		1000 WESLEY ST./ VALPARAISO WATER DEPT.	172	94	.071	Y	174	95	.060	Y	177	97	.067	Y	95	.066	Y

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NAAQS Standard: Ozone 8-hour 2015
Statistic: Annual 4th Maximum **Level:** .07

Design Value Year: 2017

REPORT EXCLUDES MEASUREMENTS WITH REGIONALLY CONCURRED EVENT FLAGS.

State: Indiana

			2017				2016				2015				3 - Year		
Site ID	Poc	STREET ADDRESS	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Percent Complete	Design Value	D. V. Validity
18-089-0022		201 MISSISSIPPI ST., IITRI BUNKER	238	97	.070	Y	177	97	.070	Y	171	93	.064	Y	96	.068	Y
18-089-0030		1751 OLIVER ST/ WHITING HIGH SCHOOL				*				*	182	99	.070	Y	33	.070	N
18-089-2008		1300 141 ST STREET	230	94	.069	Y	174	95	.068	Y	145	79	.060	Y	89	.065	N
18-127-0024		84 DIANA RD/ WATER TREATMENT PLANT	240	98	.072	Y	181	99	.070	Y	182	99	.066	Y	99	.069	Y
18-127-0026		1000 WESLEY ST./ VALPARAISO WATER DEPT.	231	94	.077	Y	172	94	.071	Y	174	95	.060	Y	94	.069	Y

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NAAQS Standard: Ozone 8-hour 2015
Statistic: Annual 4th Maximum **Level:** .07

Design Value Year: 2018

REPORT EXCLUDES MEASUREMENTS WITH REGIONALLY CONCURRED EVENT FLAGS.

State: Indiana

Site ID	Poc	STREET ADDRESS	2018 Valid Days	2018 Percent Complete	2018 4th Max	2018 Cert& Eval	2017 Valid Days	2017 Percent Complete	2017 4th Max	2017 Cert& Eval	2016 Valid Days	2016 Percent Complete	2016 4th Max	2016 Cert& Eval	3 - Year Percent Complete	3 - Year Design Value	D. V. Validity
18-089-0022		201 MISSISSIPPI ST., IITRI BUNKER	233	95	.071	Y	238	97	.070	Y	177	97	.070	Y	96	.070	Y
18-089-2008		1300 141 ST STREET	240	98	.062	Y	230	94	.069	Y	174	95	.068	Y	96	.066	Y
18-127-0024		84 DIANA RD/ WATER TREATMENT PLANT	233	95	.071	Y	240	98	.072	Y	181	99	.070	Y	97	.071	Y
18-127-0026		1000 WESLEY ST./ VALPARAISO WATER DEPT.	244	100	.071	Y	231	94	.077	Y	172	94	.071	Y	96	.073	Y

Notes:
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Pollutant: Ozone(44201)
Standard Units: Parts per million(007)
NAAQS Standard: Ozone 8-hour 2015
Statistic: Annual 4th Maximum **Level:** .07

Design Value Year: 2019

REPORT EXCLUDES MEASUREMENTS WITH REGIONALLY CONCURRED EVENT FLAGS.

State: Indiana

Site ID	Poc	STREET ADDRESS	2019 Valid Days	2019 Percent Complete	2019 4th Max	2019 Cert& Eval	2018 Valid Days	2018 Percent Complete	2018 4th Max	2018 Cert& Eval	2017 Valid Days	2017 Percent Complete	2017 4th Max	2017 Cert& Eval	3 - Year Percent Complete	3 - Year Design Value	3 - Year D. V. Validity
18-089-0022		201 MISSISSIPPI ST., IITRI BUNKER	231	94	.065	Y	233	95	.071	Y	238	97	.070	Y	95	.068	Y
18-089-2008		1300 141 ST STREET	244	100	.065	Y	240	98	.062	Y	230	94	.069	Y	97	.065	Y
18-127-0024		84 DIANA RD/ WATER TREATMENT PLANT	233	95	.068	Y	233	95	.071	Y	240	98	.072	Y	96	.070	Y
18-127-0026		1000 WESLEY ST./ VALPARAISO WATER DEPT.	236	96	.071	Y	244	100	.071	Y	231	94	.077	Y	97	.073	Y

Notes:
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CERTIFICATION EVALUATION AND CONCURRENCE FLAG MEANINGS

FLAG	MEANING
M	The monitoring organization has revised data from this monitor since the most recent certification letter received from the state.
N	The certifying agency has submitted the certification letter and required summary reports, but the certifying agency and/or EPA has determined that issues regarding the quality of the ambient concentration data cannot be resolved due to data completeness, the lack of performed quality assurance checks or the results of uncertainty statistics shown in the AMP255 report or the certification and quality assurance report.
S	The certifying agency has submitted the certification letter and required summary reports. A value of "S" conveys no Regional assessment regarding data quality per se. This flag will remain until the Region provides an "N" or "Y" concurrence flag.
U	Uncertified. The certifying agency did not submit a required certification letter and summary reports for this monitor even though the due date has passed, or the state's certification letter specifically did not apply the certification to this monitor.
X	Certification is not required by 40 CFR 58.15 and no conditions apply to be the basis for assigning another flag value
Y	The certifying agency has submitted a certification letter, and EPA has no unresolved reservations about data quality (after reviewing the letter, the attached summary reports, the amount of quality assurance data submitted to AQS, the quality statistics, and the highest reported concentrations).

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

User ID: BJR

DESIGN VALUE REPORT

Report Request ID: 1864078 Report Code: AMP480 Aug. 20, 2020

GEOGRAPHIC SELECTIONS

Tribal Code	State	County	Site	Parameter	POC	City	AQCR	UAR	CBSA	CSA	EPA Region
	17	031									
	17	043									
	17	089									
	17	097									
	17	111									
	17	197									
	55	059									

PROTOCOL SELECTIONS

Parameter Classification	Parameter	Method	Duration
DESIGN VALUE	44201		

SELECTED OPTIONS

Option Type	Option Value
WORKFILE DELIMITER	,
SINGLE EVENT PROCESSING	EXCLUDE REGIONALLY CONCURRED EVENTS
QUARTERLY DATA IN WORKFILE	NO
AGENCY ROLE	PQAO
USER SITE METADATA	STREET ADDRESS
MERGE PDF FILES	YES
USE LINKED SITES	YES

DATE CRITERIA

Start Date	End Date
2013	2019

APPLICABLE STANDARDS

Standard Description
Ozone 8-hour 2015

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
AIR QUALITY SYSTEM
PRELIMINARY DESIGN VALUE REPORT

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			2013				2012				2011				3 - Year		
Site ID	Poc	STREET ADDRESS	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Percent Complete	Design Value	D. V. Validity
17-031-0001		4500 W. 123RD ST.	197	92	.064		212	99	.079	Y	211	99	.071	Y	97	.071	Y
17-031-0032		3300 E. CHELTENHAM PL.	212	99	.071		211	99	.091	Y	209	98	.079	Y	99	.080	Y
17-031-0064		5720 S. ELLIS AVE	203	95	.058		212	99	.081	Y	213	100	.074	Y	98	.071	Y
17-031-0076		7801 LAWNDALE	209	98	.062		199	93	.081	Y	212	99	.073	Y	97	.072	Y
17-031-1003		6545 W. HURLBUT ST.	187	87	.066		189	88	.079	N	206	96	.067	Y	90	.070	Y
17-031-1601		729 HOUSTON	206	96	.064		199	93	.081	Y	208	97	.069	Y	95	.071	Y
17-031-3103		4743 MANNHEIM RD.	189	88	.062				*				*		29	.062	N
17-031-4002		1820 S. 51ST AVE.	212	99	.063		206	96	.083	N	209	98	.072	Y	98	.072	Y
17-031-4007		9511 W. HARRISON ST	211	99	.067		212	99	.073	Y	205	96	.065	Y	98	.068	Y
17-031-4201		750 DUNDEE ROAD	188	88	.069		213	100	.087	Y	210	98	.076	Y	95	.077	Y
17-031-7002		531 E. LINCOLN	211	99	.069		202	94	.093	Y	194	91	.078	Y	95	.080	Y
17-043-6001		RT. 53	185	86	.063	Y	214	100	.074	Y	212	99	.068	Y	95	.068	Y
17-089-0005		665 DUNDEE RD.	193	90	.064	Y	195	91	.075	Y	214	100	.070	Y	94	.069	Y
17-097-1007		ILLINOIS BEACH STATE PARK	205	96	.072	Y	214	100	.093	Y	207	97	.076	Y	98	.080	Y
17-111-0001		FIRST ST. & THREE OAKS RD.	206	96	.065	Y	211	99	.077	Y	211	99	.071	Y	98	.071	Y
17-197-1011		36400 S. ESSEX RD.	198	93	.061	Y	212	99	.071	Y	208	97	.061	Y	96	.064	Y

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17-031-0032		3300 E. CHELTENHAM PL.	209	98	.067	Y	212	99	.071		211	99	.091	Y	99	.076	Y
17-031-0064		5720 S. ELLIS AVE				*	203	95	.058		212	99	.081	Y	65	.069	N
17-031-0076		7801 LAWNDALE	197	92	.067	Y	209	98	.062		199	93	.081	Y	94	.070	Y
17-031-1003		6545 W. HURLBUT ST.	198	93	.065	Y	187	87	.066		189	88	.079	N	89	.070	N
17-031-1601		729 HOUSTON	207	97	.070	Y	206	96	.064		199	93	.081	Y	95	.071	Y
17-031-3103		4743 MANNHEIM RD.	207	97	.063	Y	189	88	.062					*	62	.062	N
17-031-4002		1820 S. 51ST AVE.	205	96	.063	Y	212	99	.063		206	96	.083	N	97	.069	Y
17-031-4007		9511 W. HARRISON ST	208	97	.069	Y	211	99	.067		212	99	.073	Y	98	.069	Y
17-031-4201		750 DUNDEE ROAD	200	93	.068	Y	188	88	.069		213	100	.087	Y	94	.074	Y
17-031-7002		531 E. LINCOLN	204	95	.072	Y	211	99	.069		202	94	.093	Y	96	.078	Y
17-043-6001		RT. 53	194	91	.064	Y	185	86	.063	Y	214	100	.074	Y	92	.067	Y
17-089-0005		665 DUNDEE RD.	213	100	.066	Y	193	90	.064	Y	195	91	.075	Y	94	.068	Y
17-097-1007		ILLINOIS BEACH STATE PARK	212	99	.073	Y	205	96	.072	Y	214	100	.093	Y	98	.079	Y
17-111-0001		FIRST ST. & THREE OAKS RD.	214	100	.067	Y	206	96	.065	Y	211	99	.077	Y	98	.069	Y
17-197-1011		36400 S. ESSEX RD.	190	89	.064	Y	198	93	.061	Y	212	99	.071	Y	94	.065	Y

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State: Illinois

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17-031-0001		4500 W. 123RD ST.	207	97	.066	Y	204	95	.066	Y	197	92	.064		95	.065	Y
17-031-0032		3300 E. CHELTENHAM PL.	207	97	.066	Y	209	98	.067	Y	212	99	.071		98	.068	Y
17-031-0064		5720 S. ELLIS AVE				*				*	203	95	.058		32	.058	N
17-031-0076		7801 LAWNDALE	212	99	.065	Y	197	92	.067	Y	209	98	.062		96	.064	Y
17-031-1003		6545 W. HURLBUT ST.	212	99	.068	Y	198	93	.065	Y	187	87	.066		93	.066	Y
17-031-1601		729 HOUSTON	209	98	.066	Y	207	97	.070	Y	206	96	.064		97	.066	Y
17-031-3103		4743 MANNHEIM RD.	210	98	.058	Y	207	97	.063	Y	189	88	.062		94	.061	Y
17-031-4002		1820 S. 51ST AVE.	212	99	.061	Y	205	96	.063	Y	212	99	.063		98	.062	Y
17-031-4007		9511 W. HARRISON ST	211	99	.068	Y	208	97	.069	Y	211	99	.067		98	.068	Y
17-031-4201		750 DUNDEE ROAD	213	100	.068	Y	200	93	.068	Y	188	88	.069		94	.068	Y
17-031-7002		531 E. LINCOLN	205	96	.070	Y	204	95	.072	Y	211	99	.069		97	.070	Y
17-043-6001		RT. 53	210	98	.067	Y	194	91	.064	Y	185	86	.063	Y	92	.064	Y
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17-097-1007		ILLINOIS BEACH STATE PARK	211	99	.070	Y	212	99	.073	Y	205	96	.072	Y	98	.071	Y
17-111-0001		FIRST ST. & THREE OAKS RD.	201	94	.064	Y	214	100	.067	Y	206	96	.065	Y	97	.065	Y
17-197-1011		36400 S. ESSEX RD.	209	98	.064	Y	190	89	.064	Y	198	93	.061	Y	93	.063	Y

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State: Illinois

Site ID	Poc	STREET ADDRESS	2016 Valid Days	2016 Percent Complete	2016 4th Max	2016 Cert& Eval	2015 Valid Days	2015 Percent Complete	2015 4th Max	2015 Cert& Eval	2014 Valid Days	2014 Percent Complete	2014 4th Max	2014 Cert& Eval	3 - Year Percent Complete	3 - Year Design Value	D. V. Validity
17-031-0001		4500 W. 123RD ST.	203	95	.075	Y	207	97	.066	Y	204	95	.066	Y	96	.069	Y
17-031-0032		3300 E. CHELTENHAM PL.	213	100	.077	Y	207	97	.066	Y	209	98	.067	Y	98	.070	Y
17-031-0076		7801 LAWNDALE	210	98	.075	Y	212	99	.065	Y	197	92	.067	Y	96	.069	Y
17-031-1003		6545 W. HURLBUT ST.	208	97	.075	Y	212	99	.068	Y	198	93	.065	Y	96	.069	Y
17-031-1601		729 HOUSTON	211	99	.073	Y	209	98	.066	Y	207	97	.070	Y	98	.069	Y
17-031-3103		4743 MANNHEIM RD.	206	96	.067	Y	210	98	.058	Y	207	97	.063	Y	97	.062	Y
17-031-4002		1820 S. 51ST AVE.	213	100	.076	Y	212	99	.061	Y	205	96	.063	Y	98	.066	Y
17-031-4007		9511 W. HARRISON ST	212	99	.076	Y	211	99	.068	Y	208	97	.069	Y	98	.071	Y
17-031-4201		750 DUNDEE ROAD	212	99	.079	Y	213	100	.068	Y	200	93	.068	Y	97	.071	Y
17-031-7002		531 E. LINCOLN	205	96	.076	Y	205	96	.070	Y	204	95	.072	Y	96	.072	Y
17-043-6001		RT. 53	185	86	.074	Y	210	98	.067	Y	194	91	.064	Y	92	.068	Y
17-089-0005		665 DUNDEE RD.	204	95	.074	Y	211	99	.065	Y	213	100	.066	Y	98	.068	Y
17-097-1007		ILLINOIS BEACH STATE PARK	213	100	.077	Y	211	99	.070	Y	212	99	.073	Y	99	.073	Y
17-111-0001		FIRST ST. & THREE OAKS RD.	210	98	.073	Y	201	94	.064	Y	214	100	.067	Y	97	.068	Y
17-197-1011		36400 S. ESSEX RD.	214	100	.064	Y	209	98	.064	Y	190	89	.064	Y	96	.064	Y

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NAAQS Standard: Ozone 8-hour 2015
Statistic: Annual 4th Maximum **Level:** .07

Design Value Year: 2017
REPORT EXCLUDES MEASUREMENTS WITH REGIONALLY CONCURRED EVENT FLAGS.
State: Illinois

			2017				2016				2015				3 - Year		
Site ID	Poc	STREET ADDRESS	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Percent Complete	Design Value	D. V. Validity
17-031-0001		4500 W. 123RD ST.	223	91	.078	Y	203	95	.075	Y	207	97	.066	Y	94	.073	Y
17-031-0032		3300 E. CHELTENHAM PL.	243	99	.074	Y	213	100	.077	Y	207	97	.066	Y	99	.072	Y
17-031-0076		7801 LAWNDALE	238	97	.078	Y	210	98	.075	Y	212	99	.065	Y	98	.072	Y
17-031-1003		6545 W. HURLBUT ST.	229	93	.060	Y	208	97	.075	Y	212	99	.068	Y	96	.067	Y
17-031-1601		729 HOUSTON	238	97	.070	Y	211	99	.073	Y	209	98	.066	Y	98	.069	Y
17-031-3103		4743 MANNHEIM RD.	237	97	.061	Y	206	96	.067	Y	210	98	.058	Y	97	.062	Y
17-031-4002		1820 S. 51ST AVE.	222	91	.068	Y	213	100	.076	Y	212	99	.061	Y	97	.068	Y
17-031-4007		9511 W. HARRISON ST	242	99	.071	Y	212	99	.076	Y	211	99	.068	Y	99	.071	Y
17-031-4201		750 DUNDEE ROAD	350	96	.070	Y	212	99	.079	Y	213	100	.068	Y	98	.072	Y
17-031-7002		531 E. LINCOLN	240	98	.073	Y	205	96	.076	Y	205	96	.070	Y	97	.073	Y
17-043-6001		RT. 53	221	90	.069	Y	185	86	.074	Y	210	98	.067	Y	91	.070	Y
17-089-0005		665 DUNDEE RD.	237	97	.069	Y	204	95	.074	Y	211	99	.065	Y	97	.069	Y
17-097-1007		ILLINOIS BEACH STATE PARK	243	99	.074	Y	213	100	.077	Y	211	99	.070	Y	99	.073	Y
17-111-0001		FIRST ST. & THREE OAKS RD.	233	95	.070	Y	210	98	.073	Y	201	94	.064	Y	96	.069	Y
17-197-1011		36400 S. ESSEX RD.	234	96	.068	Y	214	100	.064	Y	209	98	.064	Y	98	.065	Y

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State: Illinois

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17-031-0001		4500 W. 123RD ST.	239	98	.079	Y	223	91	.078	Y	203	95	.075	Y	95	.077	Y
17-031-0032		3300 E. CHELTENHAM PL.	227	93	.076	Y	243	99	.074	Y	213	100	.077	Y	97	.075	Y
17-031-0076		7801 LAWNDALE	241	98	.074	Y	238	97	.078	Y	210	98	.075	Y	98	.075	Y
17-031-1003		6545 W. HURLBUT ST.	210	86	.073	Y	229	93	.060	Y	208	97	.075	Y	92	.069	Y
17-031-1601		729 HOUSTON	236	96	.068	Y	238	97	.070	Y	211	99	.073	Y	97	.070	Y
17-031-3103		4743 MANNHEIM RD.	238	97	.065	Y	237	97	.061	Y	206	96	.067	Y	97	.064	Y
17-031-4002		1820 S. 51ST AVE.	235	96	.072	Y	222	91	.068	Y	213	100	.076	Y	96	.072	Y
17-031-4007		9511 W. HARRISON ST	242	99	.075	Y	242	99	.071	Y	212	99	.076	Y	99	.074	Y
17-031-4201		750 DUNDEE ROAD	353	97	.083	Y	350	96	.070	Y	212	99	.079	Y	97	.077	Y
17-031-7002		531 E. LINCOLN	242	99	.084	Y	240	98	.073	Y	205	96	.076	Y	98	.077	Y
17-043-6001		RT. 53	230	94	.071	Y	221	90	.069	Y	185	86	.074	Y	90	.071	Y
17-089-0005		665 DUNDEE RD.	243	99	.072	Y	237	97	.069	Y	204	95	.074	Y	97	.071	Y
17-097-1007		ILLINOIS BEACH STATE PARK	235	96	.074	Y	243	99	.074	Y	213	100	.077	Y	98	.075	Y
17-111-0001		FIRST ST. & THREE OAKS RD.	241	98	.074	Y	233	95	.070	Y	210	98	.073	Y	97	.072	Y
17-197-1011		36400 S. ESSEX RD.	238	97	.071	Y	234	96	.068	Y	214	100	.064	Y	98	.067	Y

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Statistic: Annual 4th Maximum **Level:** .07

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State: Illinois

			2019				2018				2017				3 - Year		
Site ID	Poc	STREET ADDRESS	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Percent Complete	Design Value	D. V. Validity
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17-031-0076		7801 LAWNDALE	234	96	.065	Y	241	98	.074	Y	238	97	.078	Y	97	.072	Y
17-031-1003		6545 W. HURLBUT ST.	233	95	.069	Y	210	86	.073	Y	229	93	.060	Y	91	.067	Y
17-031-1601		729 HOUSTON	236	96	.068	Y	236	96	.068	Y	238	97	.070	Y	96	.068	Y
17-031-3103		4743 MANNHEIM RD.	241	98	.064	Y	238	97	.065	Y	237	97	.061	Y	97	.063	Y
17-031-4002		1820 S. 51ST AVE.	209	85	.064	Y	235	96	.072	Y	222	91	.068	Y	91	.068	Y
17-031-4007		9511 W. HARRISON ST	232	95	.066	Y	242	99	.075	Y	242	99	.071	Y	98	.070	Y
17-031-4201		750 DUNDEE ROAD	347	95	.069	Y	353	97	.083	Y	350	96	.070	Y	96	.074	Y
17-031-7002		531 E. LINCOLN	243	99	.069	Y	242	99	.084	Y	240	98	.073	Y	99	.075	Y
17-043-6001		RT. 53	242	99	.070	Y	230	94	.071	Y	221	90	.069	Y	94	.070	Y
17-089-0005		665 DUNDEE RD.	244	100	.071	Y	243	99	.072	Y	237	97	.069	Y	99	.070	Y
17-097-1007		ILLINOIS BEACH STATE PARK	244	100	.066	Y	235	96	.074	Y	243	99	.074	Y	98	.071	Y
17-111-0001		FIRST ST. & THREE OAKS RD.	227	93	.070	Y	241	98	.074	Y	233	95	.070	Y	95	.071	Y
17-197-1011		36400 S. ESSEX RD.	243	99	.060	Y	238	97	.071	Y	234	96	.068	Y	97	.066	Y

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NAAQS Standard: Ozone 8-hour 2015
Statistic: Annual 4th Maximum **Level:** .07

Design Value Year: 2013

REPORT EXCLUDES MEASUREMENTS WITH REGIONALLY CONCURRED EVENT FLAGS.

State: Wisconsin

			2013				2012				2011				3 - Year		
Site ID	Poc	STREET ADDRESS	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Percent Complete	Design Value	D. V. Validity
55-059-0019		CHIWAUKEE PRAIRIE, 11838 FIRST COURT	214	100	.075	Y	213	100	.092	Y	210	98	.081	Y	99	.082	Y
55-059-0025		4504 64th Ave.	171	80	.069					*				*	27	.069	N

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NAAQS Standard: Ozone 8-hour 2015
Statistic: Annual 4th Maximum **Level:** .07

Design Value Year: 2014

REPORT EXCLUDES MEASUREMENTS WITH REGIONALLY CONCURRED EVENT FLAGS.

State: Wisconsin

			2014				2013				2012				3 - Year		
Site ID	Poc	STREET ADDRESS	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Percent Complete	Design Value	D. V. Validity
55-059-0019		CHIWAUKEE PRAIRIE, 11838 FIRST COURT	214	100	.076	Y	214	100	.075	Y	213	100	.092	Y	100	.081	Y
55-059-0025		4504 64th Ave.	206	96	.070	Y	171	80	.069					*	59	.069	N

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NAAQS Standard: Ozone 8-hour 2015
Statistic: Annual 4th Maximum **Level:** .07

Design Value Year: 2015

REPORT EXCLUDES MEASUREMENTS WITH REGIONALLY CONCURRED EVENT FLAGS.

State: Wisconsin

			2015				2014				2013				3 - Year		
Site ID	Poc	STREET ADDRESS	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Percent Complete	Design Value	D. V. Validity
55-059-0019		CHIWAUKEE PRAIRIE, 11838 FIRST COURT	211	99	.075	Y	214	100	.076	Y	214	100	.075	Y	100	.075	Y
55-059-0025		4504 64th Ave.	213	100	.068	Y	206	96	.070	Y	171	80	.069		92	.069	Y

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NAAQS Standard: Ozone 8-hour 2015
Statistic: Annual 4th Maximum **Level:** .07

Design Value Year: 2016

REPORT EXCLUDES MEASUREMENTS WITH REGIONALLY CONCURRED EVENT FLAGS.

State: Wisconsin

			2016				2015				2014				3 - Year		
Site ID	Poc	STREET ADDRESS	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Percent Complete	Design Value	D. V. Validity
55-059-0019		CHIWAUKEE PRAIRIE, 11838 FIRST COURT	213	100	.080	Y	211	99	.075	Y	214	100	.076	Y	100	.077	Y
55-059-0025		4504 64th Ave.	213	100	.076	Y	213	100	.068	Y	206	96	.070	Y	99	.071	Y

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Design Value Year: 2017

REPORT EXCLUDES MEASUREMENTS WITH REGIONALLY CONCURRED EVENT FLAGS.

State: Wisconsin

			2017				2016				2015				3 - Year		
Site ID	Poc	STREET ADDRESS	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Percent Complete	Design Value	D. V. Validity
55-059-0019		CHIWAUKEE PRAIRIE, 11838 FIRST COURT	245	100	.079	Y	213	100	.080	Y	211	99	.075	Y	100	.078	Y
55-059-0025		4504 64th Ave.	245	100	.076	Y	213	100	.076	Y	213	100	.068	Y	100	.073	Y

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State: Wisconsin

			2018				2017				2016				3 - Year		
Site ID	Poc	STREET ADDRESS	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Valid Days	Percent Complete	4th Max	Cert& Eval	Percent Complete	Design Value	D. V. Validity
55-059-0019		CHIWAUKEE PRAIRIE, 11838 FIRST COURT	245	100	.079	Y	245	100	.079	Y	213	100	.080	Y	100	.079	Y
55-059-0025		4504 64th Ave.	245	100	.080	Y	245	100	.076	Y	213	100	.076	Y	100	.077	Y

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			2019				2018				2017				3 - Year		
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55-059-0019		CHIWAUKEE PRAIRIE, 11838 FIRST COURT	245	100	.067	Y	245	100	.079	Y	245	100	.079	Y	100	.075	Y
55-059-0025		4504 64th Ave.	245	100	.066	Y	245	100	.080	Y	245	100	.076	Y	100	.074	Y

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CERTIFICATION EVALUATION AND CONCURRENCE FLAG MEANINGS

FLAG	MEANING
M	The monitoring organization has revised data from this monitor since the most recent certification letter received from the state.
N	The certifying agency has submitted the certification letter and required summary reports, but the certifying agency and/or EPA has determined that issues regarding the quality of the ambient concentration data cannot be resolved due to data completeness, the lack of performed quality assurance checks or the results of uncertainty statistics shown in the AMP255 report or the certification and quality assurance report.
S	The certifying agency has submitted the certification letter and required summary reports. A value of "S" conveys no Regional assessment regarding data quality per se. This flag will remain until the Region provides an "N" or "Y" concurrence flag.
U	Uncertified. The certifying agency did not submit a required certification letter and summary reports for this monitor even though the due date has passed, or the state's certification letter specifically did not apply the certification to this monitor.
X	Certification is not required by 40 CFR 58.15 and no conditions apply to be the basis for assigning another flag value
Y	The certifying agency has submitted a certification letter, and EPA has no unresolved reservations about data quality (after reviewing the letter, the attached summary reports, the amount of quality assurance data submitted to AQS, the quality statistics, and the highest reported concentrations).

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APPENDIX A3

Mobile Source Emission Budgets
and
MOVES2014a Input Data and Parameters

Northwest Indiana Regional Planning Commission
(NIRPC) Lake, Porter, and LaPorte Counties,
Indiana

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Northwest Indiana (Lake and Porter Counties)
Nonattainment/Maintenance Area Onroad Mobile Emission Estimates

OZONE Estimates Should be Shown in Tons per Summer Day

County	Emission Type	2011		2015		2017		2020	
		VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx
		Tons/Summer Day	Tons/Summer Day	Tons/Summer Day	Tons/Summer Day	Tons/Summer Day	Tons/Summer Day	Tons/Summer Day	Tons/Summer Day
Lake County, Indiana	Running & Non-Running	6.94	17.24	6.58	16.18	5.73	12.91	4.40	8.94
Porter County, Indiana	Running & Non-Running	2.64	7.46	2.59	7.27	2.30	5.86	1.78	4.07
All Counties Running and Non-running TOTALS		**9.58**	**24.70**	**9.17**	**23.45**	**8.03**	**18.77**	**6.18**	**13.01**

General Notes:
1) Make sure the units of measurement are in Tons per Summer Day
2) It will be typical for there to be an interim as well as a horizon year MVEB
3) Make sure that any margins of safety applied to budget years are within overall margin of safety in table below

Actual MOVES Model Runs
Interpolated Values
From previous NIRPC Conformity Run Deemed Reasonable by U.S. EPA

: All Sources Emission Year
: All Sources Emission Year AND MVEB Year

Motor Vehicle Emission Budget/Margin of Safety Discussion Sheet

Total Onroad Emissions	2011	2017	2020	2020 + 5%	Mobile MOS (@ 5%)	2020 + 10%	Mobile MOS (@ 10%)	2020 + 15%	Mobile MOS (@ 15%)
VOC (tons/summer day)	9.58	8.03	6.18	6.49	0.31	6.80	0.62	7.11	0.93
NO_x (tons/summer day)	24.70	18.77	13.01	13.66	0.65	14.31	1.30	14.96	1.95

Maximum All Source Margin of Safety Allowable

	2011 to 2020 Decrease
VOC	9.00
NOx	26.62

All Sources in Tons per Summer Day

Sector	2011 VOC	2020 VOC
EGU	0.54	0.26
Nonpoint	18.26	19.00
Nonroad	21.43	13.87
Onroad	9.58	6.18
Point	17.22	18.72
Total	**67.03**	**58.03**
All Source Safety Margin	NA	9.00
Sector	**2011 NO_x**	**2020 NOx**
EGU	24.04	6.53
Nonpoint	9.39	8.99
Nonroad	15.84	12.73
Onroad	24.70	13.01
Point	70.77	76.86
Total	**144.74**	**118.12**
All Source Safety Margin	NA	26.62

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Transportation Conformity Determination Report

Between

The **Northwestern Indiana 2050 Plan (NWI 2050 Plan) and**

The **Fiscal Year 2020 to 2024 Transportation Improvement Program (2020-2024 TIP)**

and

The **Indiana State Implementation Plan (SIP)**

April 1, 2019

Northwestern Indiana Regional Planning Commission

www.nirpc.org

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Acknowledgements

This *Transportation Conformity Determination Report* between the Northwestern Indiana 2050 Plan (NWI 2050 Plan), the Fiscal Year 2020 to 2024 Transportation Improvement Program (2020-2024 TIP) and the Indiana State Implementation Plan (SIP) was prepared by the Northwestern Indiana Regional Planning Commission (NIRPC). Individuals from the following agencies (hereafter collectively referred to as the Interagency Consultation Group on Air Quality or ICG) contributed their efforts towards the completion of the *Transportation Conformity Determination Report*. They include:

- Northwestern Indiana Regional Planning Commission (NIRPC)
- Indiana Department of Transportation (INDOT)
- Indiana Department of Environment Management (IDEM)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- United States Environmental Protection Agency (EPA)

Executive Summary

As part of its transportation planning process as a Metropolitan Planning Organization, NIRPC at least every 4 years is required to develop both a Metropolitan Transportation Plan, a plan of the Northwestern Indiana Region's priorities for the next few decades, as well as a Transportation Improvement Program, a listing of transportation projects that are consistent with the Metropolitan Transportation Plan. Because NIRPC administers these transportation planning requirements in at least one area designated by the United States Environmental Protection Agency (EPA) as nonattainment or maintenance for one or more criteria pollutants in the Clean Air Act (CAA), NIRPC is also subjected to Transportation Conformity requirements.

The Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans (MTPs), transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

Of the six criteria pollutants regulated by the CAA (Ozone, Particulate Matter, Carbon Monoxide, Lead, Sulfur Dioxide, and Nitrogen Dioxide), only Ozone applies for this *Transportation Conformity Determination Report* because it is the only one of the pollutants for which EPA has designated portions of the NIRPC planning area (Lake, Porter, and LaPorte Counties) nonattainment or maintenance that the ICG has found to have transportation-related emissions contributing to the nonattainment or maintenance designation. The EPA has made area designations for Ozone for the 1997, 2008, and 2015 National Ambient Air Quality Standards (NAAQSs). Transportation conformity must be demonstrated for the area designated under each NAAQS, unless an area for a newer designation is completely within the area from an older designation, in which case demonstrating conformity for the larger area is considered adequate for meeting the transportation conformity determination requirements. Lake and Porter Counties are designated as maintenance for the 1997 Ozone NAAQS and nonattainment for the 2008 Ozone NAAQS. Portions of northern Lake County are designated as nonattainment for the 2015 Ozone NAAQS, but since this area is completely within the area designated by the 2008 NAAQS, a transportation conformity determination for the 2008 Ozone NAAQS is adequate for the 2015 NAAQS. LaPorte County is designated maintenance for the 1997 Ozone NAAQS. Per the *South Coast Air Quality Management District v. EPA* decision and EPA's *Transportation Conformity Guidance for the South Coast II Court Decision*, LaPorte County is subjected to less stringent transportation conformity determination requirements.

This transportation conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1970, which included a provision to ensure that transportation investments conform to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from MTPs, TIPs and projects are consistent with ("conform to") the State's air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported (though not necessarily federally funded) transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

Lake, Porter, and LaPorte Counties were designated as nonattainment for the 1997 Ozone NAAQS effective June 15, 2004 according to 69 FR 23857. On July 19, 2007, LaPorte County was reclassified to attainment with a maintenance plan (became a maintenance area) according to 72 FR 39574. On May 11, 2010, Lake and Porter Counties were reclassified to attainment with a maintenance plan (became a maintenance area) according to 75 FR 26113.

Lake and Porter Counties were designated as nonattainment for the 2008 Ozone NAAQS effective July 20, 2012 according to 77 FR 34221. EPA denied IDEM's redesignation request for Lake and Porter Counties for attainment on January 9, 2015, so Lake and Porter Counties remain a nonattainment area for the 2008 Ozone NAAQS.

Portions of Lake County (Calumet, Hobart, North, Ross, and St. John Townships) were designated as nonattainment for the 2015 Ozone NAAQS effective August 3, 2018 according to 83 FR 25776. Since these townships are all completely within the 2008 Ozone NAAQS nonattainment area that spans all of Lake and Porter Counties, demonstrating transportation conformity for all of Lake and Porter Counties with respect to the 2008 Ozone NAAQS satisfies the requirement for demonstrating transportation conformity for the Lake County portion of the 2015 Ozone NAAQS.

2.0 Metropolitan Transportation Plan (MTP)

Metropolitan Planning Organizations (MPOs) operating fully or in part in NAAQS nonattainment or maintenance areas such as NIRPC are required to develop a metropolitan transportation plan (MTP) at least every 4 years that looks out to a horizon at least 20 years in the future according to 23 CFR Part 450.324.

2.1 Northwestern Indiana 2050 Plan (NWI 2050 Plan)

The NWI 2050 Plan is scheduled to be adopted by the NIRPC Full Commission on May 16, 2019.[1] This plan satisfies the requirements mentioned in section 2.0 above and upon adoption will be the MTP for the Northwestern Indiana Region that includes all of Lake, Porter, and LaPorte Counties in Indiana.

The NWI 2050 Plan includes the following regionally significant, non-exempt transportation projects completed since the 2017 baseline year subject to the transportation conformity requirements (see Appendix A-2 for Regional Significance Guidance):

Table 2.1.1 Transportation Conformity-Required Projects Included in NWI 2050 Plan

Projects Complete by 2020	Beginning Point	End Point	Sponsor
I 65 Added Travel Lanes	US 30	SR 2	INDOT
Cline Ave Bridge	Riley Rd Interchange	Michigan Ave Interchange	East Chicago
45th Ave Added Center Turn Lane	Chase St	Grant St	Lake County
101st Ave Added Travel Lanes	Georgia St	Mississippi St	Merrillville
Parrish Ave Added Center Turn Lane	Joliet St	US 231	St. John
Broadway Metro Express	Gary Metro Center	Methodist Southlake Hospital	Gary Public Transportation Corporation
US 20 Added Center Turn Lane	US 421	US 35/SR 212	INDOT
US 20 Interchange Modification at US-35/SR 212	Meer Rd	US 35/SR 212 Interchange	INDOT
US 20 New Interchange at SR 2	1,590 feet from US 20/SR 2 Interchange	1,590 feet from US-20/SR-2 Interchange	INDOT

[1] Available at: http://bit.ly/NWI2050Plan

Projects Complete by 2025	Beginning Point	End Point	Sponsor
US 41 Added Center Turn Lane	Standard Ave	US 231	INDOT
SR 49 Consecutive Intersection Improvements	Porter Ave	Gateway Blvd	INDOT
US 20 Added Center Turn Lane	SR 39	Fail Rd	INDOT
109th Ave Added Travel Lanes	SR 53	Iowa St	Crown Point
Gostlin St/Sheffield Ave/Chicago St Added Travel Lanes	Illinois State Line	US 41	Hammond
45th St Added Center Turn Lane	Whitcomb St	Chase St	Lake County
Mississippi St Added Travel Lanes	93rd Ave	101st Ave	Merrillville
45th St Grade Separation and Realignment	0.3 miles West of Calumet Ave	Southwood Dr	Munster
93rd Ave Added Center Turn Lane	White Oak Ave	US 41	St. John
109th Ave Added Center Turn Lane	Calumet Ave	US 41	St. John
Calumet Ave Added Center Turn Lane	101st Ave	109th Ave	St. John
Kennedy Ave Expansion	Oak St	US 30	Schererville
Vale Park Rd Extension	Winter Park Dr	Windsor Tr	Valparaiso
South Shore Line Double Track	Tennessee St	Michigan Blvd	NICTD
West Lake Corridor commuter rail service	Hammond Gateway Station	Main St - Munster/Dyer	NICTD

Projects Complete by 2030	Beginning Point	End Point	Sponsor
US 41 Added Center Turn Lane	US 231	SR 2	INDOT
Main St Extension	Burnham Ave (Illinois)	Columbia Ave/Sheffield Ave	Munster
Willowcreek Rd Extension	700 N	SR 130	Porter County
85th Ave Added Center Turn Lane	US 41	Parrish Ave	St. John
93rd Ave Added Travel Lanes	Calumet Ave	Cline Ave	St. John
109th Ave Added Travel Lanes	Calumet Ave	US 41	St. John
Blaine Ave Added Center Turn Lane	93rd Ave	101st Ave	St. John
Calumet Ave Added Travel Lanes	101st Ave	109th Ave	St. John
Cline Ave Added Travel Lanes	101st Ave	109th Ave	St. John
White Oak Ave Added Center Turn Lane	93rd Ave	101st Ave	St. John
Kennedy Ave Added Travel Lanes	Main St	Oak St	Schererville
Vale Park Rd Added Center Turn Lane	Calumet Ave	Silhavy Rd	Valparaiso

Projects Complete by 2040	Beginning Point	End Point	Sponsor
Division Rd Added Center Turn Lane	Sturdy Rd	375 E	Valparaiso
LaPorte County Eastern Bypass	SR 39	US 35	LaPorte County

Projects Complete by 2050	Beginning Point	End Point	Sponsor
Division Rd Added Center Turn Lane	SR 2	Sturdy Rd	Valparaiso/Porter County

3.0 Transportation Improvement Program (TIP)

Metropolitan Planning Organizations (MPOs) such as NIRPC are required to develop a Transportation Improvement Program (TIP), which is a listing of FHWA and FTA funded transportation projects, covering a period of at least 4 years and in cooperation with the state and public transit providers according to 23 CFR Part 450.326. MPOs in Indiana produce TIPs covering 5 years.

3.1 Fiscal Year (FY) 2020 to 2024 Transportation Improvement Program (TIP)

The Fiscal Year 2020 to 2024 Transportation Improvement Program (2020-2024 TIP) is scheduled to be adopted by the NIRPC Full Commission on May 16, 2019.[2] The 2020-2024 TIP satisfies the requirements mentioned in section 3.0 above and upon adoption will be the TIP for the Northwestern Indiana Region that includes all of Lake, Porter, and LaPorte Counties in Indiana.

The 2020-2024 TIP includes all federally funded projects in the State Fiscal Years 2020 to 2024 (July 1, 2019 through June 30, 2024) but does not include all of the projects listed in Table 2.1.1 above, namely those beyond the year 2024 or those that are not federally funded.

[2] Available at http://bit.ly/20-24TIP

4.0 Transportation Conformity Determination: General Process

Generally, demonstrating transportation conformity between an MTP/TIP and a SIP means showing that regionally significant, non-exempt highway and transit projects will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone. The State of Indiana developed a Regional Significance Guidance document included in Appendix A-2 that satisfies the 40 CFR Part 93.101 definition of regionally significant project. A non-exempt project is any project not included as an exempt project type in 40 CFR Part 93.126. Thus, demonstrating transportation conformity is required for any transportation project that meets the Regional Significance Guidance and that is not on the list of exempt projects.

In nonattainment or maintenance areas for transportation-related criteria pollutants, demonstrating transportation conformity is required for all newly adopted MTPs and TIPs, and for any amendments to MTPs or TIPs that include regionally significant, non-exempt projects. Since the NWI 2050 Plan is a newly adopted MTP and the 2020-2024 TIP is a newly adopted TIP, it is necessary to demonstrate transportation conformity to the SIP with respect to the applicable criteria pollutants and their associated precursors. In this case the only applicable criteria pollutant is Ozone, which includes Nitrous Oxides (NOx) and Volatile Organic Compounds (VOC) as precursors.

5.0 Requirements

5.1 Overview

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for demonstrating transportation conformity. The transportation conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), fiscal constraint, consistency with motor vehicle emissions budgets in the SIP, and regional emissions analysis or interim emissions test (93.118 and/or 93.119).

For the 1997 Ozone NAAQS areas that are not designated nonattainment or maintenance for either the 2008 Ozone NAAQS or 2015 Ozone NAAQS (i.e. LaPorte County), transportation conformity can be demonstrated with only the latest planning assumptions, consultation, transportation control measures, and fiscal constraint requirements per 40 CFR 93.109(c) and the EPA Transportation Conformity Guidance for the South Coast II Court Decision.[3] Thus, all of the additional requirements in the previous paragraph only are applied to demonstrating transportation conformity with respect to Lake and Porter Counties in this *Transportation Conformity Determination Report*.

5.2 Latest Planning Assumptions

Use of the latest planning assumptions in demonstrating transportation conformity is required per 40 CFR 93.110 of the conformity rule. Use of the latest planning assumptions ensures that the underlying assumptions and data that are inputted into the regional emissions analysis accurately reflect the planning assumptions of the region demonstrating transportation conformity. As part of the NWI 2050 Plan and FY 2020 to 2024 TIP development, the Northwestern Indiana Region developed demographic forecasts for population and employment growth as shown on Table 5.2.1.

Table 5.2.1 Demographic Baseline and Forecasts for Lake, Porter, and LaPorte Counties

Year	Population	Households	Employment
2017	766,924	291,750	286,970
2020	773,689	294,313	292,121
2025	784,974	298,567	300,688
2030	796,251	302,838	309,281
2040	818,813	311,378	326,436
2050	841,382	319,903	343,604

Population forecasts are based on the baseline 2017 year as found in the US Census Bureau's American Community Survey, 2013-2017 Estimates Table B01003. The 2050 horizon year population forecast is based on an average of 5 different sources that have already conducted population forecasts for the NWI Region: INDOT Statewide Travel Demand Model, INDOT REMI PI+ 2.0 Model, Woods & Poole Economics, Inc., Louis Berger Group (for the Chicago Metropolitan Agency for Planning), and the Indiana Business Research Center.[4] The interim years between the 2017 baseline year and the 2050 horizon

[3] Available from https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf

[4] INDOT Statewide Travel Demand Model, INDOT REMI PI+ 2.0 Model, and Woods & Poole Economics, Inc. population forecasts were emailed to NIRPC by INDOT on October 11, 2017 and have privacy restrictions- these forecasts are technically for a 2045 horizon year that is extrapolated out to 2050 based on a linear trend model of fit; Louis Berger Group forecasts are available at https://datahub.cmap.illinois.gov/dataset/89f66569-

year are extrapolated from a simple linear trend model of fit. Household forecasts are based on the baseline 2017 year as found in the US Census Bureau's American Community Survey, 2013-2017 Estimates Table S1101. All other years are based on the number of persons per household for each county found by dividing the county's population by its number of households. Employment forecasts are based on the baseline 2017 year as found in the US Bureau of Labor Statistics' Quarterly Census of Employment and Wages (QCEW) State and County Wages series annual average employment. The 2050 horizon year employment forecast is based on an average of 4 different sources that have already conducted employment forecasts for the NWI Region: INDOT Statewide Travel Demand Model, INDOT REMI PI+ 2.0 Model, Woods & Poole Economics, Inc., and Louis Berger Group (for the Chicago Metropolitan Agency for Planning).[5] The interim years between the 2017 baseline year and the 2050 horizon year are extrapolated from a simple linear trend model of fit.

The Highway Performance Monitoring System (HPMS) data provides the basis or an analysis of the growth in Vehicle-Miles of Travel as shown on Table 5.2.2.

5f51-4c14-8b02-5ecc1ca00909/resource/a812de2f-d465-47f2-87df-0427e81da2cf/download/CMAPSocioeconomicForecastFinal-Report04Nov2016.pdf; Indiana Business Research Center forecasts available at http://www.stats.indiana.edu/pop_proj/

[5] INDOT Statewide Travel Demand Model, INDOT REMI PI+ 2.0 Model, and Woods & Poole Economics, Inc. forecasts were emailed to NIRPC by INDOT on October 11, 2017 and have privacy restrictions- these forecasts are technically for a 2045 horizon year that is extrapolated out to 2050 based on a linear trend model of fit; Louis Berger Group forecasts are available at https://datahub.cmap.illinois.gov/dataset/89f66569-5f51-4c14-8b02-5ecc1ca00909/resource/a812de2f-d465-47f2-87df-0427e81da2cf/download/CMAPSocioeconomicForecastFinal-Report04Nov2016.pdf

Table 5.2.2 Growth in Vehicle Miles Traveled (VMT) in Lake, Porter, and LaPorte Counties

Year	Daily VMT Estimate (HPMS)	Annual Rate of Growth
1992	17,722,061	
1993	18,160,891	2.48%
1994	18,663,552	2.77%
1995	19,847,112	6.34%
1996	19,842,716	-0.02%
1997	21,058,741	6.13%
1998	21,638,065	2.75%
1999	21,249,847	-1.79%
2000	21,527,000	1.33%
2001	21,987,000	2.11%
2002	22,147,635	0.73%
2003	22,201,000	0.24%
2004	22,154,000	-0.21%
2005	22,216,000	0.28%
2006	22,305,000	0.40%
2007	22,397,000	13.95%
2008	21,792,000	-13.96%
2009	26,507,120	21.21%
2010	20,359,000	-23.19%
2011	26,545,000	30.38%
2012	25,461,000	-4.08%
2013	26,066,000	2.37%
2014	26,797,850	2.81%
2015	29,805,800	11.22%
2016	30,858,000	3.53%
2017	31,044,000	0.60%

Based on this data, the actual annual rate of growth of travel can be determined. For the three-county area as shown in Table 5.2.2, the rates range from -23.19% to 30.38% between 1992 and 2017. Over this period, the annual rate of daily VMT growth is 2.27%.

Vehicle registration data have been received from the Indiana Bureau of Motor Vehicles. These data are split by vehicle type, and have an associated date of approximately December 31, 2014. The Indiana Department of Environmental Management provided vehicle age information for cars and light trucks, from the application of a vehicle identification number (VIN) decoder as well as registrations by vehicle type directly from the Bureau of Motor Vehicles. This vehicle registration data have been used in MOVES, reflecting vehicle fleet age by vehicle type for smaller vehicles. For larger vehicle types, default data have been determined to be the best available fleet age information.

The methods and assumptions for the transportation network model in the regional emissions analysis are included in the NIRPC Travel Demand Model Documentation Report.[6]

[6] Available at https://www.nirpc.org/wp-content/uploads/2019/03/NIRPC-Travel-Demand-Model.pdf

5.3 Latest Emissions Model

For demonstrating transportation conformity for the Lake and Porter Counties 2008 Ozone NAAQS, the MOVES2014a model has been used for this *Transportation Conformity Determination Report*. Although technically the MOVES2014b is the latest emissions model, EPA allows MOVES2014a to satisfy the latest emissions model requirements for transportation conformity purposes.[7] The latest emissions model requirement does not apply to demonstrating transportation conformity for the 1997 Ozone NAAQS with respect to LaPorte County as mentioned in the EPA Transportation Conformity Guidance for the South Coast II Court Decision. The Motor Vehicles Emissions Budgets (MVEB) for 2008 Ozone NAAQS with respect to Lake and Porter Counties are based on the INDOT Air Quality Post-Processor (AQPP), which combines inputs from the NIRPC Travel Demand Model and MOVES2014a.

5.4 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with NIRPC, INDOT, IDEM, FHWA, FTA, and EPA. NIRPC sent an email to representatives from each of these agencies with a draft copy of this *Transportation Conformity Determination Report* on March 22, 2019. Representatives from each of these agencies offered feedback and recommended edits as appropriate and during a teleconference call on March 29, 2019, and these are reflected in this *Transportation Conformity Determination Report*. Interagency consultation was conducted consistent with the Indiana Conformity SIP. See section 7.1 for details of the interagency consultation correspondence.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. NIRPC followed its 2014 Public Participation Plan.[8] The *Transportation Conformity Determination Report* was made available to public comment on the NIRPC website from April 1, 2019 to April 30, 2019, fulfilling the 30-day public comment period that the 2014 Public Participation Requires for Conformity Determinations.

5.5 Timely Implementation of TCMs

The Indiana SIP with respect to Lake, Porter, and LaPorte Counties does not include any TCMs.

5.6 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The NWI 2050 Plan and 2020-2024 TIP are fiscally constrained, as demonstrated in the Action Plan section of the NWI 2050 Plan[9] and section Fiscal Constraint section of the 2020-2024 TIP.[10]

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[7] See https://www.epa.gov/moves/latest-version-motor-vehicle-emission-simulator-moves
[8] Available at https://nirpc.org/media/48081/nirpc_2014_ppp_final_adopted_12.11.2014.pdf
[9] Available at http://bit.ly/NWI2050Plan
[10] Available at http://bit.ly/20-24TIP

5.7 Consistency with the Motor vehicle emissions budgets in the SIP

This *Transportation Conformity Determination Report* is prepared consistent with the applicable EPA-approved Motor vehicle emissions budgets (MVEB) for the Ozone precursors of NOx and VOC. The MVEB are based on prior consultation between members of the Interagency Consultation Group on Air Quality (see Acknowledgments section) and are formulated using the latest emissions model and the NIRPC Travel Demand Model. Table 5.9.1 shows the MVEB for the applicable analysis years in the Regional Emissions Analysis. The consistency with the Motor vehicle emissions budgets requirement does not apply to demonstrating transportation conformity for the 1997 Ozone NAAQS with respect to LaPorte County as mentioned in the EPA Transportation Conformity Guidance for the South Coast II Court Decision.

5.8 Regional Emissions Analysis Methodology

The regional emissions analysis applicable to Lake and Porter Counties has estimated emissions of VOC and NO_X as ozone precursors. The regional emissions analysis includes estimates of emissions from the entire transportation system, including all regionally significant, non-exempt projects contained in the NWI 2050 Plan (see Table 2.1.1) and all other regionally significant, non-exempt highway and transit projects expected in the nonattainment area in the time frame of the transportation plan. Table 5.9.1 shows that regional emissions for the ozone precursors fall at or below the budgets in the State Implementation Plan for the 2008 Ozone NAAQS with respect to Lake and Porter Counties.

The emissions analysis methodology meets the requirements of 40 CFR 93.122(b) of the Transportation Conformity Rule, for transportation conformity determinations based on estimates of regional transportation-related emissions completed after January 1, 1997.

Implementation of the Lake and Porter County projects in the NWI 2050 Plan and 2020-2024 TIP results in motor vehicle emissions that are at or below the levels of the applicable Motor vehicle emissions budgets, as shown in Table 5.9.1.

The regional emissions analysis for the transportation projects includes calculations of vehicle emissions at the aggregate level for the entire transportation system, including all regionally significant, non-exempt projects expected in the nonattainment area. The analysis includes FHWA/FTA-funded projects proposed in the NWI 2050 Plan, all Indiana Toll Road projects and all other regionally significant, non-exempt projects which are disclosed to NIRPC (see Table 2.1.1 for the complete list). Vehicle miles traveled (VMT) from projects which are not regionally significant and non-exempt are estimated in accordance with reasonable professional practice, using the NIRPC Travel Demand Model.

The regional emissions analysis does not include any TCM. The regional emissions analysis does not include emissions reduction credit from projects, programs, activities, or control measures which require a regulatory action in order to be implemented.

Ambient temperatures used for the regional emissions analysis are consistent with those used to estimate the emissions in 2017. All other factors, for example the fraction of travel in a hot stabilized engine mode, are consistently applied.

Reasonable methods have been used to estimate nonattainment area VMT on off-network roadways within the urban transportation planning area, and on roadways outside the urban transportation planning area. For 2017, 2020, 2025, 2030, 2040, and 2050, estimates of regional transportation-related emissions used to support the conformity determination have been made using the MOVES2014a post-processor updated with the latest vehicle registration data. Regional transportation-related emissions estimates are included for 2011

since 2011 appears in the Lake and Porter Counties 2008 Ozone NAAQS attainment demonstration.

Land use, population, employment, and other network-based travel model assumptions have been documented based on the best available information (see Section 5.3). The distribution of population, households, and employment is based on prior 5-year moving averages of those trends in each of the 380 Travel Analysis Zones (TAZs) in Lake and Porter Counties and is a reasonable state of the practice.

A capacity-sensitive assignment methodology has been used, and emissions estimates are based on a methodology, which differentiates between peak and off-peak link volumes and speeds, and uses speeds based on final assigned volumes, post-processed in the database. TAZ-to-TAZ travel impedances used to distribute trips between origin and destination pairs are in reasonable agreement with the travel times that are estimated from final assigned traffic volumes, using a feedback procedure iterated five times. These times have also been used for modeling mode splits. The network-based travel model is reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices. Reasonable methods in accordance with good practice have been used to estimate traffic speeds and delays in a manner that is sensitive to the estimated volume of travel on each roadway segment represented in the network-based travel model. Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) are considered the primary measure of VMT within the portion of the nonattainment area and for the functional classes of roadways included in the nonattainment area.

The regional emissions analysis requirement does not apply to demonstrating transportation conformity for the 1997 Ozone NAAQS with respect to LaPorte County as mentioned in the EPA Transportation Conformity Guidance for the South Coast II Court Decision.

5.9 Regional Emissions Analysis Results

Table 5.9.1 shows the Regional Emissions Analysis Results for demonstrating transportation conformity between the NWI 2050 Plan and FY 2020 to 2024 TIP and the Indiana SIP for the 2008 Ozone NAAQS with respect to Lake and Porter Counties.

Table 5.9.1 Regional Emissions Analysis for Lake and Porter Counties - 2008 Ozone NAAQS

Year:	2011	2017	2020	2025	2030	2040	2050
NOx Budget	28.41	16.68	16.68	16.68	16.68	16.68	16.68
NOx Emissions	24.70	12.85	13.01	8.53	6.62	5.23	5.34
VOC Budget	11.02	6.85	6.85	6.85	6.85	6.85	6.85
VOC Emission	9.58	6.07	6.18	4.91	3.77	2.59	2.57

As shown in Table 5.9.1, baseline and forecasted emissions for the Ozone precursors of NOx and VOC are at or below the motor vehicle emissions budgets (MVEBs) in the Indiana SIP. Therefore, transportation conformity is demonstrated for the NWI 2050 Plan and 2020-2024 TIP for the 2008 Ozone NAAQS with respect to Lake and Porter Counties. Per the EPA Transportation Conformity Guidance for the South Coast II Court Decision, transportation conformity is demonstrated for the NWI 2050 Plan and 2020-2024 TIP for the 1997 Ozone NAAQS with respect to LaPorte County without a regional emissions analysis. Only the latest planning assumptions, consultation, transportation control measures, and fiscal constraint are required to demonstrate transportation conformity with respect to LaPorte County.

6.0 Conclusion

The transportation conformity determination process completed for the Northwestern Indiana 2050 Plan (NWI 2050 Plan) and the Fiscal Year 2020 to 2024 Transportation Improvement Program (2020-2024 TIP) demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity Rule requirements for the applicable National Ambient Air Quality Standards (NAAQS).

7.0 Appendices

7.1 Appendix A-1: Interagency Consultation Group Correspondence

NIRPC staff emailed members of the Interagency Consultation Group on Air Quality, comprised of NIRPC, INDOT, IDEM, FHWA, FTA, and EPA, a draft of this *Transportation Conformity Determination Report* on March 22, 2019.

On March 26, 2019, Anthony Maietta of EPA, and Shawn Seals of IDEM, notified Scott Weber of NIRPC, that the motor vehicle emissions budgets developed for the 2008 Ozone NAAQS with respect to Lake and Porter Counties supersede the Motor vehicle emissions budgets developed for the 1997 Ozone NAAQS with respect to Lake and Porter Counties. Anthony Maeitta and Shawn Seals also notified Scott Weber that demonstrating Transportation Conformity to the 2008 Ozone NAAQS with respect to all of Lake and Porter Counties fulfills the requirement to demonstrate Transportation Conformity to the 2015 Ozone NAAQS with respect to 5 townships in Lake County since those townships are completely within the Lake and Porter Counties geography for the 2008 Ozone NAAQS and since there are no motor vehicle emissions budgets yet for the 2015 Ozone NAAQS geography.

On March 29, 2019, there was an Interagency Consultation Group on Air Quality teleconference call. Scott Weber and Trey Wadsworth of NIRPC, Frank Baukert and Stephanie Belch of INDOT, Shawn Seals of IDEM, Joyce Newland of FHWA, and Anthony Maietta of EPA participated. All parties agreed with the project list in Table 2.1.1 upon hearing NIRPC's explanation that it included all of the draft STIP INDOT projects as well as Local Public Agency projects that NIRPC staff had heard about from reaching out to the Employees in Responsible Charge (ERCs). All parties agreed with the draft report in terms of the Requirements in Section 5. Scott Weber thanked Anthony Maeitta and Shawn Seals for their correspondence on March 26, 2019 in regards to clarifying which motor vehicle emissions budgets apply to this transportation conformity determination. Joyce Newland asked that all members of the ICG receive the link to the Federal Register and the motor vehicle emissions budgets for Lake and Porter Counties for the 2008 Ozone NAAQS. Shawn Seals responded that he would email the link out to the members of the ICG. Scott Weber thanked Frank Baukert for providing the updated INDOT HPMS Adjustment Fractions and asked that since he had only recently received them from INDOT and did not yet have all of the Air Quality Modeling results using them, that the ICG grant him additional time to revise the emissions in Table 5.9.1 using these latest HPMS Adjustment Fractions. The ICG agreed with Scott Weber's request given information from Scott that when he modeled the 2020 emissions based on the updated HPMS Adjustment Fractions, the emissions only changed by a few hundredths of a ton per summer day. The ICG agreed with NIRPC's planned public comment period and upcoming adoption schedule for this transportation conformity determination report as well as the NWI 2050 Plan and 2020-2024 TIP.

NIRPC staff posted this *Transportation Conformity Determination Report* document to the NIRPC website for public comment on April 1, 2019 through April 30, 2019.

7.2 Appendix A-2: Regional Significance Guidance

Regional Significance Guidance

This document is being provided as a guidance resource for local municipalities and project implementers to:

1. Help define what is meant by the term "regionally significant project"
2. Provide information on the regional air quality conformity process
3. Provide guidance on expected project-level informational requirements of local municipalities.

This document does not in any way change, modify, or supersede any regulatory or statutory requirements of the Clean Air Act, Clean Air Act Amendments, or other related federal and state legislation. The final determination on whether a project can be considered regionally significant is reserved by the air quality consultation committee.

NIRPC provides the conformity process as a service to local governments. By excluding regionally significant projects from the regional emissions analysis, project implementers may risk a violation of the Clean Air Act, and non-conformity for the regional transportation plan and transportation improvement program. The applicable federal regulations are included at the end of this document.

NIRPC's transportation network model includes all roads functionally classified a collector and higher and all interchange ramps. The collectors and some local roads are included to accurately load traffic onto the higher classification roads, including the minor arterials, principal arterials, expressways and interstates. All roads functionally classified as Minor Arterial or above should be considered as regionally significant. This includes all freeways, expressways, interchange ramps, principal arterials and minor arterials. All fixed guide-way transit services, including commuter rail are regionally significant. Fixed route bus services can also be regionally significant when they offer a significant alternative to regional highway travel.

Transportation projects, whether single or multi-jurisdictional, that modify these facilities can be regionally significant. Individually, projects can be considered as regionally significant when they are above certain thresholds. Collectively, when a series of smaller projects on a regionally significant facility are completed, the overall improvements can be regionally significant.

Thresholds of regional significance for the anticipated overall improvement projects are listed:

Interstates, Expressways, Toll Roads	
Expansion Type	Threshold
New Segment	No Minimum
Added Through Lanes	No Minimum
Continuous Auxiliary Lanes	> ¼ mile
New Interchanges	No Minimum
Modification of Existing Interchanges	AQ Consultation Required

Principal Arterials	
Expansion Type	Threshold
New Segment	No Minimum
Added Through Lanes	No Minimum
Continuous Auxiliary Lanes	> 1 mile
New Interchanges	No Minimum
Modification of Existing Interchanges	AQ Consultation Required
Separation of existing railroad grade crossings	Not regionally significant

Minor Arterials	
Expansion Type	Threshold
New Segment	¾ to 1 mile - AQ Consultation Required
New Segment	> 1 mile
Added Through Lanes	¾ to 1 mile - AQ Consultation Required
Added Through Lanes	> 1 mile
Continuous Auxiliary Lanes	> 1 mile
Separation of existing railroad grade crossings	Not regionally significant

Rail and Fixed Guide-way Transit	
Expansion Type	Threshold
New Route or Service	No Minimum
Route Extension with Station	> 1 mile from current terminus
Added track or guide-way capacity	> 1 mile
New Intermediate Station	AQ Consultation Required

Bus and Demand Response Transit	
Expansion Type	Threshold
New Fixed Route	AQ Consultation Required
New Demand Response Service	Not Regionally Significant
Added Service to existing	Not Regionally Significant

New segments or added through lanes on arterials that are also associated with large land development projects may need AQ consultation even if the project is below the threshold in the table. Land development projects can be regionally significant when they have the potential to generate many trips or vehicle-miles of travel. Such developments are incorporated into the regional model during the update of socioeconomic forecasts, at the beginning of the update cycle for a new regional transportation plan. Local agencies shall provide their comprehensive plans to NIRPC as they're updated, which reflect the known development projects.

Local agencies should proactively include anticipated developments in their comprehensive plans without specific reference to potential high profile private sector developments.

Implementation

Conceptual "place-holder" projects can be included in the conformity determination long before commitments are made for their implementation. For plan milestone years, anticipated projects should be included. Local agencies shall submit to NIRPC thoroughfare plans that use the functional classification system as they're adopted. Functional classification changes shall be done in the context of the Regional Transportation Plan.

At the start of each conformity cycle, NIRPC will solicit new project and related development information from all local agencies, so that the analysis will use the latest planning assumptions. Local agencies that wish to proceed with transportation improvement projects, regardless of funding sources, must respond to the solicitation to be sure that their projects are included in the regional emissions analysis. Projects that are excluded from the analysis may be delayed until the next conformity cycle (a minimum of six months), when they will be included in the regional emissions analysis. In addition, at the start of each plan update cycle NIRPC will request an update of land development that local agencies anticipate, for inclusion in the regional emissions analysis, by including updated population, household and employment data.

This guidance is intended to help NIRPC and project sponsors to comply with the following federal regulation: **40 CFR Part 93** (Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule) **§93.101** (Definitions) *Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.*; **§93.105** (Consultation) **(c)** (Interagency Consultation Procedures: Specific Processes) *Interagency consultation procedures shall also include the following specific processes:* **(ii)** *Determining which minor arterials and other transportation projects should be considered "regionally significant" for the purposes of regional emissions analysis (in addition to those functionally classified as principal arterial or higher or fixed guideway systems or extensions that offer an alternative to regional highway travel), and which projects should be considered to have a significant change in design concept and scope from the transportation plan or TIP.*; **§93.121** (Requirements for adoption or approval of projects by other recipients of funds designated under title 23 U.S.C. or the Federal Transit Laws.) **(a)** *Except as provided in paragraph (b) of this section, no recipient of Federal funds designated under title 23 U.S.C. or the Federal Transit Laws shall adopt or approve a regionally significant highway or transit project, regardless of funding source, unless the recipient finds that the requirements of one of the following are met:* **(1)** *The project was included in the first three years of the most recently conforming transportation plan and TIP (or the conformity determination's regional emissions analysis), even if conformity status is currently lapsed; and the project's design concept and scope have not changed significantly from those analyses; or* **(2)** *There is a currently conforming transportation plan and TIP, and a new regional emissions analysis including the project and the currently conforming plan and TIP demonstrates that the transportation plan and TIP would still conform if the project were implemented (consistent with the requirements of §93.118 and/or 93.119 for a project not from a conforming transportation plan and TIP).* **(b)** *In isolated rural nonattainment areas and maintenance areas subject to §93.109(g), no recipient…*