



Tier II Consultation Meeting

Minutes

February 9, 2012

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Lake County Conference Room

Participants:

Reggie Arkell	FTA
Patricia Berry	CMAP
Claire Bozic	CMAP
Bernardo Bustamante	FHWA
Kama Dobbs	CMAP
Bruce Carmitchel	IDOT – Office of Planning & Programming
John Donovan	FHWA
Kimberly Glinkin	Jacobs Engineering – via phone
Dave Grewe	CTCO – UP – via phone
Steve Hoyer	CTCO – BRC – via phone
Scott Kuhner	CTCO – CSX – via phone
John Leodoro	CTCO – BNSF –via phone
Michael Leslie	USEPA
Adin McCann	HNTB
Dave Nelson	CTCO – CP – via phone
Phil Oresik	CTCO – IHB – via phone
Ross Patronskey	CMAP
Mark Pitstick	RTA
Mike Rogers	IEPA
Danielle Stewart	IDOT
Bill Thompson	AAR – via phone
Walt Zyzniewski	IDOT – via phone

1.0 Call to Order and Introductions 11:00 a.m.
All participants introduced themselves.

2.0 Agenda Changes and Announcements
Items 9.0, 8.1, 8.2 and 10.0 were moved to the beginning of the agenda for the convenience of those calling in to the meeting.

3.0 Approval of Minutes – November 4, 2011

The minutes of November 4, 2011 were approved with corrections to the spelling of the names of two meeting participants.

4.0 SIP Update

Mr. Leslie reported that the US EPA is proposing to approve the redesignation of the Greater Chicago area to attainment of the 1997 8-hour ozone NAAQS, to approve, as a revision of the Illinois SIP, the State's plan for maintaining the 1997 8-hour ozone standard through 2025, to approve 2002 VOC and NO_x emission inventories and to approve the State's 2008 and 2025 VOC and NO_x Motor Vehicle Emission Budgets (MVEBs) for the Greater Chicago area.

Mr. Leslie added that issues with the interstate transport rule are holding up approval of the PM_{2.5} redesignation request and SIP. He estimates that they will be approved this summer.

5.0 Designations under the 2008 Ozone NAAQS

Mr. Leslie reported that U.S. EPA accepted the 2011 emissions data certified by the state and issued a revised 120-day letter outlining the intent to declare the Greater Chicago area, including portions of Northwest Indiana (Lake, Porter and part of Jasper Counties) and Southeast Wisconsin (Kenosha County) in non-attainment of the 2008 Ozone NAAQS.

Wisconsin has submitted their certified data for 2011 as well; there was a violation in Kenosha County. Northwest Indiana has clean data for 2011.

Mr. Leslie noted that Kenosha County does not have emission budgets and that the conformity analysis requirements would need to be determined.

6.0 TIP Conformity Amendment

6.1 Public Comment Period

Mr. Patronsky reported that the semi-annual conformity amendment is scheduled to be considered by the CMAP Board and MPO Policy Committee in March, 2012. The amendment was released for public comment at the Transportation Committee meeting on January 20, 2012 and tentatively recommended to the CMAP Board and MPO Policy Committee by the Regional Coordinating Committee on February 8, 2012. To date, no comments have been received.

The question of the appropriate year motor vehicle emissions budgets to use in the next conformity determination was raised. Currently, MOBILE6.2-based VOC and NO_x budgets for the 8-hour ozone standard for the years 2009 and 2020 have been determined "Adequate" by USEPA and should be being used in conformity determinations. For the annual PM_{2.5} standard, the 2002 Base Year PM_{2.5} and NO_x emissions interim budget are what should be used for conformity determinations.

However, in the Federal Register dated February 9, 2012, USEPA proposed to approve the 1997 8-hour ozone maintenance plan which contained year 2008 and 2025 VOC and NOx budgets which were generated using the MOVES model. The comment period for this proposal extends through March 12, 2012. Although the USEPA held an adequacy comment period for these budgets which expired on October 26, 2011, they have not been formally determined adequate. Barring a significant negative comment, these are the budget years for the 8-hour ozone standard that we will have to use in the next conformity determination.

Regarding the annual PM_{2.5} standard, the USEPA has not yet proposed to approve the Maintenance Plan IEPA submitted last September. They did conduct a similar and concurrent adequacy review for the Plan's proposed MOVES-based 2008 and 2025 annual PM_{2.5} emissions budgets. Those budgets have not yet been found adequate.

6.2 Network Corrections

Mr. Patrosky reported that five projects noted in the agenda have been included in the travel demand model for the current conformity analysis; one noted project was removed.

6.3 Model Updates

Mr. Patrosky reported that 2010 census data and toll increases have been included in the travel model, and that Metra fare increases would be included for the fall semi-annual conformity analysis.

7.0 Conformity for Construction on Red and Purple Lines

Mr. Arkell reported that a Notice of Intent to prepare an EIS for the Red and Purple Lines was issued approximately one year ago, and that there are station rehabilitation projects occurring on these lines now. He noted that FTA Environmental Specialists were assisting the CTA with air quality impact determination. Mr. Patrosky noted conformity-related portions of the Code of Federal Regulations that may apply to the project. These were discussed with Jacobs Engineering via the email contained in the agenda materials. Mr. Leslie and Mr. Rogers concurred with the conclusions in the email that the Illinois SIP does not contain any PM control measures that apply to the projects and that fugitive dust from construction is not a significant contributor to nonattainment.

8.0 CREATE Passenger Rail Projects

8.1 Projects of Air Quality Concern

Mr. Zyzniewski stated that the methodology for determining if CREATE Passenger Rail projects are "projects of air quality concern" was approved on November 27, 2007. He stated that although the use of MOVES at the project level is not required until December of 2012, a county-level analysis for Cook County was performed and deemed to be the worst case scenario for emissions, and requested concurrence on the use of MOVES model as part of the methodology. The team concurred on the approach used, but requested

further discussion between IEPA, USEPA, CMAP, and IDOT on the input values to be used with MOVES.

8.2 Emission Factors

Mr. Zyzniewski requested concurrence on the use of NONROAD 2005 emission factors. Mr. Rogers stated that since the 2005 factors were higher than the 2008 factors, this worst case approach is protective of the air quality standard. The team concurred with this approach.

9.0 CREATE Argo Connections/Clearing Main Lines Project (B9/EW1)

Mr. Zyzniewski noted that the NO_x analysis resulted in a design year change in emissions that exceeded the allowable change threshold, but that additional analysis that included equipment upgrades and operational polices demonstrated that the change threshold was not exceeded. Mr. McCann distributed a handout summarizing the effects of these upgrades and policies and briefly reviewed the summary. Mr. Leslie noted that this approach satisfies the intent of the general conformity process and Mr. Rogers stated that this analysis demonstrates the benefits of new switching engines and the regional impact of CREATE projects of this type and may be applicable to projects in other rail yards. Representatives of the railroads noted plans for similar projects in their yard. On a motion by Mr. Leslie, seconded by Mr. Rogers, the team concurred with the results of the NO_x analysis for the B9/EW1 CREATE projects.

10.0 Transportation Conformity Particulate Matter Hot-Spot Air Quality Modeling

Mr. Zyzniewski reported that the technical review panel will be convened in the coming weeks to review CAL3QHC modeling. Mr. Patronsky noted that the issue of urban versus rural remains unresolved.

11.0 Major Capital Project Updates

Ms. Bozic invited updates to the status included in the meeting materials. None were noted.

12.0 TIP Amendment Between Transportation Committee Meetings

Mr. Pitstick reported that updates to include 2012 funding for three JARC/New Freedom projects were not considered as TIP Amendments at the January 20th Transportation Committee meeting and that these projects were proceeding and it would be beneficial to have the 2012 funding included in the TIP prior to the next Transportation Committee meeting in order to process the FTA grant. Ms. Berry noted that the projects do not require conformity and are already included in RTA's program and that the Transportation Committee would be informed of the Amendments at their next meeting. The team approved the TIP Amendments.

13.0 Other Business

None.

14.0 Public Comment

None.

15.0 Next Meeting

The next meeting is on call.

16.0 Adjournment

The meeting adjourned at 12:04 p.m.

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		