



**Tier 2 Consultation Meeting**

**Minutes**

June 28, 2011

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

<b>Participants:</b>	Patricia Berry	CMAP
	Kama Dobbs	CMAP
	John Donovan	FHWA
	Don Kopec	CMAP
	Michael Leslie	USEPA
	Ross Patronsky	CMAP
	Mike Rogers	IEPA
	Susan Stitt	IDOT – via phone
	Kermit Wies	CMAP

**1.0 Call to Order and Introductions** 10:00 a.m.  
All participants introduced themselves.

**2.0 Agenda Changes and Announcements**  
There were no changes to the agenda.

**3.0 Approval of Minutes – February 25, 2011**  
The minutes of February 25, 2011 were approved with no corrections or changes.

**4.0 SIP Update**  
Mr. Rogers distributed draft “Chicago 8-Hour Ozone and PM<sub>2.5</sub> Maintenance Plan Transportation Conformity Motor Vehicle Emissions Budget Documentation” for discussion. Mr. Rogers noted that IEPA submitted maintenance plans for Ozone and PM<sub>2.5</sub> in 2010. However, USEPA required the revision of RACT rules. Since overall SIP approval was delayed, and the motor vehicle budgets needed to be redone, USEPA require that IEPA use the MOVES model to develop the revised budgets. He stated that due to the delay in SIP approval, the maintenance plan could no longer use a horizon year of 2020. Instead, the new budgets are being developed for a horizon year of 2025, with 2015 and 2020 as milestone years.

Mr. Rogers then presented an overview of the document and highlighted several items. He stated that the 2008 annual VMT provided by IDOT was projected to 2025 using an

annual growth rate of 1.5%, for input into MOVES. He stated that meteorological data from 2008 were used in the year 2025 emissions modeling.

Mr. Rogers stated that the USEPA allows for the use of a safety margin in the development of motor vehicle emissions budgets and noted that this possibility was discussed by CMAP, USEPA and IEPA in a phone conversation on June 24. Mr. Rogers stated that IEPA initially wanted to use the MOVES model to develop emissions factors, since this was similar to the approach that CMAP had taken using MOBILE6, but since CMAP was comfortable using the inventory method for conformity, IEPA would use it as well. Based on CMAP staff tests using Travel Demand Model results as input for MOVES, IEPA determined that a 15% safety margin would be appropriate. CMAP staff agreed and noted that if further analysis was completed with more local adjustments to the MOVES inputs, the budgets would likely decrease. Ms. Stitt asked for USEPA concurrence, which was provided by Mr. Leslie.

Mr. Rogers noted that in three years, when an attainment demonstration SIP for the new ozone standard is developed, the use of safety margins will not apply.

Mr. Rogers noted that a re-designation is needed prior to the effective date of the new ozone standard. Failure to receive the re-designation prior to the new standards going into effect would result in the threshold for stationary source review of 25 tons/year, instead of 100 tons/year.

He stated that the draft Maintenance Plans would be posted and advertised by the end of the week, with a comment period from early July through early August, and a public hearing, if requested, tentatively scheduled the week of August 9 – 13 to ensure re-designation prior to the effective date of the new standard.

## **5.0 TIP Conformity Amendments**

Ms. Berry reported that there were no unusual submittals for the next conformity analysis period. Subsequent to the meeting, IDOT submitted a TIP change for the I-55/Arsenal Rd. interchange project. This project had previously been identified with a work type of bridge reconstruction and the submitted TIP change required clarification. The project consists of relocating an existing interchange, with the same capacity for an off and on movements. It was agreed that this interchange relocation is exempt, which the USEPA confirmed. The project will be listed in the TIP as an interchange reconstruction and the relocation will be noted as part of the brief project description.

## **6.0 Major Project Updates**

Ms. Berry reported that there were no reports of significant action on major projects at this time, but that CMAP staff is tracking all of the projects, and will keep the team informed of major actions.

## **7.0 Other Business**

No other business was discussed.

**8.0 Public Comment**

No public comments were made.

**9.0 Next Meeting**

The next meeting is on call.

**10.0 Adjournment**

The meeting adjourned at 10:45 a.m.

**Tier II Consultation Team Members:**

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		