



Tier 2 Consultation Meeting Minutes

November 18, 2010

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

Participants:	Reginald Arkell	FTA
	Patricia Berry	CMAP
	Michael Claggett	FHWA
	John Donovan	FHWA
	Matt Fuller	FHWA
	Rebecca King	CH2M Hill – via phone
	Michael Leslie	USEPA
	Jane Lin	UIC
	Larry Martin	CH2M Hill
	Ross Patronsky	CMAP
	Mike Rogers	IEPA
	Susan Stitt	IDOT
	Kermit Wies	CMAP
	Walt Zyznieuski	IDOT

- 1.0 Call to Order and Introductions** 11:00 a.m.
All participants introduced themselves.
- 2.0 Agenda Changes and Announcements**
There were no changes to the agenda.
- 3.0 Approval of Minutes – August 19, 2010**
Mr. Rogers made a motion to approve the draft minutes from the August 19 meeting, Mr. Leslie seconded the motion. Motion Carried.
- 4.0 GO TO 2040 and FFY 2010-2015 TIP Approval**
GO TO 2040 and the FFY 2010-2015 TIP received federal approval in October. CMAP is expected to prepare its first post-approval conformity amendment for approval by the MPO Policy Committee and CMAP Board in March of 2011. New Starts funding that expired on September 30, 2010 will be addressed as part of the March 2011 amendment. The next amendment is scheduled to be considered by the CMAP policy bodies in October 2011 with all changes being due to CMAP by June 25.

5.0 SIP Status and use of MOVES

IEPA stated that the 8-hour ozone maintenance SIP was submitted in March, 2010; the PM_{2.5} maintenance SIP was submitted in September. USEPA has requested revisions to the Reasonably Available Control Technology rules for both volatile organic compounds and oxides of nitrogen which are going to require a revision to the maintenance plans. . As a result, the motor vehicle emissions budgets will also need to be revised. IEPA expects to submit the SIPs with the revised budgets in late 2011 or early 2012. USEPA expects fairly quick action on the submissions, with approval expected within a year of the submission.

However, this revision has two consequences. First, the motor vehicle emissions budgets will need to be redone using MOVES, not MOBILE6. Second, the year 2020 will no longer be useable as a budget year, since it will no longer be at least ten years from the approval date. Given the expected submission and approval schedule, IEPA intends to use 2025 as a budget year.

Mr. Leslie indicated that it should take about 2 months to make an adequacy finding on the budgets. Given this, it was agreed that CMAP will continue to use the existing budgets (and MOBILE6) for the conformity analysis that will be submitted to the MPO Policy Committee in March, 2012, since the analysis will be completed before the adequacy finding.

The team discussed the status of MOVES implementation and the reports of dramatically increased running time for the MOVES model compared to MOBILE6. Mike Claggett suggested that a two-day training session could be offered in Chicago if necessary.

6.0 Elgin O'Hare-West Bypass-Tier 2 Project-Particulate Matter Hot-Spot Procedures

P. 12510 of the March 10, 2006 Federal Register/Vol. 71, No. 47 on procedures for determining localized CO, PM₁₀ and PM_{2.5} concentration (hot-spot analysis) was distributed as was the June 30 RFP. Mr. Zyznieuski stated IDOT is beginning the Tier 2 analysis of the Elgin O'Hare-West Bypass which requires a more detailed environmental analysis. On June 17, 2010 they received a Record of Decision for Tier 1. A brief history of the Elgin O'Hare – West Bypass was given. IDOT then explained that Tier 2 will begin shortly. It isn't expected to be completed until 2012 so MOVES needs to be utilized for air quality analysis. IDOT and FHWA headquarters staff decided to complete a test case and took MOBILE6 inputs from IEPA and converted it to MOVES. There was a lengthy discussion regarding importing MOBILE6 inputs into MOVES; some issues were identified. Mr. Fuller asked when the final USEPA PM hot-spot guidance will be available for project-level analysis. Mr. Leslie stated it would be within a few months and is unsure if there would be a grace period once it is available. IDOT stated they are using a 2040 planning horizon for any analysis. There was a discussion regarding what mode mix, diesel percentage, ADT, etc. should be used when the analysis is performed. Mr. Leslie stated that he agreed with the approach IDOT is taking and suggested they wait on any

further work until the final PM hot-spot guidance is available. The estimated cost for construction is \$3.6 billion for the entire project footprint but not all travel lanes.

7.0 Conformity of CREATE projects

Mr. Zyznieuski stated that CREATE consists of 71 railroad and grade separation projects, some of which have multiple components. He distributed a summary of general conformity and a handout listing five points on CREATE air quality methodologies/procedures: general and transportation conformity, locomotive and microscale analysis, particulate matter hot-spot analysis, roadway carbon monoxide analysis and construction-related particulate matter. Mr. Zyznieuski then gave an overview of the five points and there was general discussion on the conformity approach used on CREATE projects in the past. He noted railroads have their own model. It was determined that the CREATE projects should be reviewed through the general conformity process rather than the transportation conformity process, unless they are in the TIP.

8.0 Ozone NAAQS

Mr. Leslie stated that not much has changed since the last meeting and that USEPA requested an extension until the end of the year. The extension will lead to an expedited process for re-designation. Mr. Rogers asked if presumptive boundaries would be used and if it would cause a change in the determination of non-attainment. Mr. Leslie stated that is not the case.

9.0 Transportation Conformity Particulate Matter Hot-Spot Air Quality Modeling

Mr. Zyznieuski reviewed IDOT's project for evaluating particulate matter hot-spot analysis for the Metro East and CMAP region (the two non-attainment areas in Illinois). A June 30 RFP was distributed. He stated there is similarity in the methodology that is being used on the Elgin – O'Hare West Bypass. Dr. Lin described the project. When complete, a software application will be available to IDOT Districts 1, 3 and District 8. Staff there will be able to enter project information into the application to determine whether a hot-spot analysis is required for the project. Mr. Leslie stated that the concept is sound and that other states use a similar process. Mr. Zyznieuski stated that IDOT is the first to complete it for PM_{2.5}. Mr. Leslie stated USEPA would provide documented support for the process once it was completed. Mr. Wies asked how the model would be maintained in the long term. Mr. Zyznieuski stated IDOT is aware it will need to be updated if the MOVES model is updated.

10.0 Public Comment

There were no public comments.

11.0 Other Business

12.0 Public Comment

13.0 Next Meeting

The next meeting is on call.

14.0 Adjournment

A motion was made and seconded to adjourn the meeting.

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		