

Tier 2 Consultation Meeting
Thursday, December 19, 2002
Final Meeting Summary

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| Participants | |
| Vanessa Adams | USDOT/FTA |
| Patricia Berry | CATS |
| Randy Blankenhorn | IDOT/OP&P |
| Steve Call | USDOT/FHWA |
| Dean B. Englund | CATS |
| Don Kopec | CATS |
| Clay Evers | IDOT/OP&P |
| Patricia Morris | USEPA |
| Ross Patronsky | CATS |
| Mark Pitstick | RTA |
| Mike Rogers | IEPA |
| Gordon Smith | IDOT/OP&P |
| Kermit Wies | CATS |

1. Approval of November 15 meeting summary

Consideration of the meeting summary was deferred. The meeting summaries from November 15 and today's meeting will be faxed around for approval by the end of the week.

2. MOBILE6 Budgets Timetable

Mr. Rogers said that IEPA has continued working with CATS and IDOT to update the attainment demonstration budgets for 2005 and 2007. He had asked for this consultation meeting to assure that all are comfortable with the work that has been done and with the proposed northeastern Illinois' budgets and timetable.

Mr. Rogers distributed the Draft of *A Proposed State Implementation Plan to Revise the Chicago Attainment Demonstration Motor Vehicle Emissions Budgets Using MOBILE6*. He reviewed the document with the consultation team and noted that it is consistent with the *Attainment Demonstration*. The VMT estimates and control programs remain the same. The different inputs required by MOBILE6 are the only thing that changed.

Because the work on the St. Louis metropolitan area mobile source emissions budgets has moved forward, IEPA had an opportunity to establish an agreement with OTAQ about which inputs should be local--where the national default values should not be used. Those inputs are temperature and humidity, fuel and vehicle inspection and maintenance program, vehicle registration and VMT mix, and VMT and speed by road type by time of day. IEPA has used CATS' model output for the VMT by time of day and facility type data. IEPA and CATS agreed on how to convert the travel model vehicle types to the twenty eight vehicle types used in MOBILE6.

The results indicate that emissions are less than those in the *ROP* and *Attainment Demonstration SIPs* and therefore are acceptable on that level. On the conformity front, since IEPA and CATS are working together, the inputs will be consistent. The emissions estimates listed on page ten of the draft reflect the off model VOC reductions that will be taken. The off model reductions are listed on page eight and include TCMs, Illinois' clean fuel program and the federal alternative fuel usage requirements. The off model reductions are eight tons of VOC in 2005 and nine tons of VOC in 2007.

Mr. Englund said that he has been working closely with Mr. Long of IEPA and has spent a lot of time learning the subtleties of the MOBILE6 model. They have investigated what you can and can't do with the model and have worked to assure that assumptions are consistent, especially regarding vehicle types. Mr. Long and Mr. Englund worked independently and came up with close to the same answer.

The biggest change on the conformity side is the need for vehicle types. MOBILE6 reflects a lot more splits of what would typically be called simply "auto" in the highway assignment process. Mr. Long and Mr. Englund found a high correlation between autos and B plate trucks and agreed to combine the two categories for allocation of those vehicles among MOBILE6 categories of light duty vehicles and light duty trucks (LDV and LDTs).

Another change is the handling of emissions from buses. While this estimate was previously done off model, now there is a per mile emission rate in the MOBILE6 model. CATS will take bus volumes from the transit network and put them on the highway network links for emissions calculations. What used to be three classes of trucks is now a lot more. Mr. Long and Mr. Englund agreed on an appropriate distribution for these classes.

On the whole, the new conformity analysis approach employs the same or better assumptions. One change being left behind is tracking the cold starts. The work to do this would be extremely onerous and it is agreed that use of the default is acceptable. The I/M and non-I/M light duty emission rates will be developed and used. Any changes made will have to follow through the whole process. The distributions of VMT by time of day and facility type have been passed on to IEPA. All of the VMT growth rates are consistent with what has been developed in the past.

Mr. Englund said that the 2007 assignments from the last RTP development cycle were used for a variety of test runs. The 204 million budget VMT level allowed by the SIP resulted in approximately 132 tons of VOC and 200 tons of NO_x. Mr. Rogers asked if that number was before or after the reductions. It was before, so these results are comparable to IEPA values. For 2007 conformity test runs using the 187 million VMT estimated by the modeling, the

result was approximately 123 tons for VOC and just under 250 tons for NOx (before off-model reductions).

Mr. Blankenhorn asked what was happening between 2005 and 2007 that is causing a 25-ton drop in emissions. Mr. Rogers said the tier two programs kick in and the effect of improvements in the fleet as more older vehicles are removed are two things that would contribute to that reduction. Mr. Englund agreed and said the tier two programs were handled very imprecisely under MOBILE5.

Ms. Morris asked about IEPA's time frame. Mr. Rogers said he was working with a new attorney at IEPA, but hoped to get something published by the end of December. Public comment would then be in January or February. If USEPA's review can occur simultaneously with the public comment period, an adequacy determination could be made by May. Ms. Morris noted that if a request for extension of the public comment period was made it would be granted.

Mr. Blankenhorn asked if that schedule would work for the RTP. Mr. Wies said that the initial RTP reviews are independent of the conformity schedule. Ms. Berry noted that the public comment period on the RTP, TIP and Conformity Determination are scheduled for August. The various CATS Committees could act on the Plan, TIP and Conformity Determination prior to the adequacy determination as long as they were comfortable that the Plan and TIP would meet the proposed budgets. It was concluded that July is the absolute latest date for the adequacy determination.

Mr. Rogers reiterated that USEPA policy would not allow a conformity determination between January 29, 2003 (one year after the release of MOBILE6) and the issuance of the MOBILE6 budgets' adequacy determination.

3. Other Business

No other business was brought before the consultation team.

4. Next Meeting

The next meeting was left on call.