



DRAFT MINUTES

April 23, 2010

IDOT Main Offices – 2311 South Dirksen Parkway, Springfield, Illinois 62704

I. ROLL CALL

In person: Gena McCullough and Stacy Lentsch, Bi-State Regional Commission; Jennifer Sicks and Scott Fowler, Bloomington-Normal Area Transportation Study; Linda Wheeland, Springfield Area Transportation Study; Maggie Martino and Ryan Granata, Tri-County Regional Planning Commission; Tom Caldwell, Curtis Jones, Tom Kelso and Susan Stitt, IDOT; Marta Perales, ILMPOAC, Mike Rogers, ILEPA and Betsy Tracy, FHWA. *Teleconference:* Danville Area Transportation Study, Angie Stenson; Mike Maddox, Mike Hren and Steve Ernst, Rockford Metropolitan Agency for Planning; Rita Black, Champaign Regional Planning Commission; Lindsey Wallace, Tri-County Regional Planning Commission, Brian Dickson and Steve Maney, DeKalb-Sycamore Area Transportation Study; Ylda Capriccioso, Chicago Metropolitan Agency for Planning.

II. APPROVAL OF MINUTES

Ms. McCullough entertained a motion to accept the minutes of February 11. Ms. Martino motioned to accept the minutes, seconded by Ms. Sicks. All members voting aye.

III. AIR QUALITY BRIEFING

Chairperson McCullough informed members ILMPOAC submitted comments to the USEPA regarding the proposed lowering of the NAAQS ground level ozone standards. Key comments include: setting an ozone standard that is realistically obtainable for MPOs, consider opening up the Clean Air Act and to increase the level of resources. There are nearly 400 monitors across the country and 20 will remain in attainment if set at the lowest level recommended.

She briefed members about Bi-State Regional Planning Commission's activities to raise awareness of the ozone level impact in their region. Their Commission created a Bi-State Air Quality Task Force formed in 1998 to originally cover ozone and has been expanded to fine particulates. The Illinois Quad Cities have taken advantage of the Illinois Green Fleets Programs and have received rebates from compressed natural gas buses and have partnered with John Deere for fuel efficient engines. The Commission gave an Earth Day power point presentation to John Deere recently.

The Task Force have modeled their efforts after St. Louis and sent a newspaper insert Check List which provided a comprehensive list of suggestions to alleviate ozone levels and a brief explanation of what the pollutants are and how close the community is to meeting the threshold. Their Bike to Work Week efforts included partnerships with local transit systems, YMCA and Park Districts, not only to promote alternative transportation but a healthier lifestyle. She recommended pre-packed marketing strategies, such as: 'Skip the Fuss, Take the Bus' or 'Hands Free Commuting'. They will be commissioning another newspaper tab with Bike To Work Week to promote alternative transportation.

Their funding source is the Iowa Clean Air Attainment Program which is source of CMAQ funds. It is a competitive grant program which they have received nearly \$40,000 annually to sustain their efforts through the years. They printed nearly 120,000 inserts at a cost of nearly \$8,000 with a few hundred

overruns for distribution. USEPA had an ozone flex program which provides credits for voluntary efforts.

It All Adds Up To Cleaner Air is a partnership between USEPA and FHWA. There are free downloadable TV ads to be used by your local media which have been market tested. They can run PSA's and then tag it as 'brought to you by Tri-County Regional Planning Commission'. She further recommended radio ads at a cost of a couple of thousands for a few weeks and they are most likely to capture commuters in their vehicle. The newspaper tablets also had their local logo and the USEPA. Staff with graphic abilities can make some modifications to tailor to your region. She further expressed a local calculator are helpful, but difficult to obtain the data.

Members bounced their mottos with each other. Ms. McCullough further suggested shotskis as a way to raise awareness such as magnets, and pens. John Deer encouraged not using plastic bottles and gave away mugs that were biodegradable. Tri-County is instituting an internet based ride sharing program through the use of JARC funds sometime this summer.

IV. TRANSPORTATION CONFORMITY

Mr. Rogers from ILEPA and Ms. Tracy from FHWA provided an introduction to transportation conformity training session. With the proposed lowering of the ozone standards, MPOs throughout the country will need to implement transportation conformity requirements per the Clean Air Act of 1990. Mr. Rogers provided a timeline of the USEPA decision making process along with a list of MPOs which would be in nonattainment if lowered at 0.70 ppm, 0.65 ppm and 0.60 ppm. A map of where the monitors exist in Illinois was provided by ILEPA.

The USEPA will make a final rule by August 2010 and the ILEPA will make their recommendations to the USEPA by January 2011. ILEPA will look at air quality data and other data specific to regions such as employment, industrial resources, commuting patterns, and emissions. Even though you may have a monitor in one location, the nonattainment designations are based on the metropolitan statistical area so ILEPA may well be looking at a three county area. Ozone is generated and formed as it travels downwind so it's broader than the specific location of the monitor. They do consider exceptional events which may affect the monitors, such as fires and 4th of July fireworks. Biogenic events, such as trees and grasses put off emissions that cause ozone which cannot be controlled but are a factor.

The Clean Air Act requires that long range transportation plans, transportation improvement plans (TIPS) and federal projects must conform to the purpose of the State Implementation Plan (SIP). Mr. Rogers further stated ILEPA will develop a base year emission inventory and if your area is designated in nonattainment, we would take a picture of what emission and what industries put out. He further stated in 1990, Chicago area emission were 190 tons of violate compounds tons per day and now it is 20 tons per day. This is through USEPA national standards and some cleaner fuels. While they are seeing a decrease in emissions from vehicles, there is an increase in emissions due to population growth.

Mr. Rogers provided a brief overview of what ozone is, including an example of pollutants and precursors. The only monitor in exceedance of the nitro dioxide levels is in downtown Chicago which is near several highways and has a lot of bus traffic and bus idling. He further cautioned members about hot spot conformity that is not an ozone issue but a PM2.5 issue in cases when there is a project with a lot of diesel emission from an excess of trucks or a multi-modal project. There may be a situation that you may need to have a conformity analysis for that specific project. Ms. McCullough asked about truck stops. Mr. Rogers responded if you have a truck stop being developed in a nonattainment area up to 'xx' amount of trucks and emissions, it may be subject to analysis.

Ms. Tracy stated that the MPOs will have a conformed TIP plan and it goes through the FHWA and FTA. The conformity must be in the plan every 4 years, within 2 years after certain SIP actions and within a year after a new nonattainment designation becomes effective. Members discussed the timeline further in regards to the additional responsibilities by MPOs. August 2011 is when the USEPA will state which areas are in nonattainment. The requirements include a regional emission analysis, latest planning assumptions and emissions model, along with timely implementation of transportation control measures (TCMs) in an approved SIP, and most importantly an interagency consultation. Mr. Rogers cautioned about setting a goal too low to obtain since an MPO was sued by an environmental group when they could not meet the new goals.

Both the FHWA and ILEPA expressed their support in working with MPOs in meeting transportation conformity affected by the lowering of the ozone standard due to the highly technical nature of this topic. During the designation process the ILEPA will provide a draft document to MPOs prior to the public hearing. Ms. McCullough questioned the availability of resources for smaller MPOs and whether the EPA provide technical support. She is not sure within a year if each MPO has the technical or knowledge base for specialized air models. Mr. Rogers stated that the USEPA just came out with a new emission factor model to use for 2010 and ILEPA has up to two years to get up to speed with it. USEPA and FHWA will both have training courses on the new model.

V. SUMMER TRAINING TOPIC

Chairperson McCullough briefly went through the summer training topic of non-motorized transportation as IDOT is preparing an update to their complete streets policy by the summer of 2010. Members discussed their availability for a June training session.

VI. IDOT FALL PLANNING CONFERENCE

Ms. Stitt stated that the fall planning conference is still in discussion and no date or location could be provided. However, she hopes that at the next meeting a location and date would be announced. She further recommended members provide feedback on what topics or guest speakers for the next fall planning conference

VI. OTHER BUSINESS

No other business was presented to members.

VII. ADJOURNMENT

Ms. Sick motioned to adjourn the meeting, seconded by Mr. Lammey. Ms. McCullough adjourned the meeting at 11:52 a.m.

Respectfully submitted

Marta Perales