



INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

We Protect Hoosiers and Our Environment.

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August 17, 2012

Ms. Susan Hedman
Regional Administrator
U.S. Environmental Protection Agency
Region 5
77 West Jackson Boulevard
Chicago, IL 60604-3950

Dear Ms. Hedman:

Re: MOBILE6.2 to MOVES MVEB
Replacement Update to the South Bend-
Elkhart Maintenance Area under the 1997
8-Hour Ozone Standard

The Indiana Department of Environmental Management (IDEM) submits the enclosed MOBILE6.2 to Motor Vehicle Emissions Simulator (MOVES) Motor Vehicle Emissions Budget (MVEB) replacement update for the South Bend-Elkhart maintenance area under the 1997 8-hour ozone standard. The South Bend-Elkhart maintenance area includes St. Joseph and Elkhart counties. IDEM requests that the United States Environmental Protection Agency (U.S. EPA) process this final submittal for approval into Indiana's State Implementation Plan.

IDEM provided an opportunity for a public hearing on the MVEB replacement update to the South Bend-Elkhart maintenance area if a public hearing request was received by July 11, 2012. A hearing was scheduled for July 20, 2012. No request for a public hearing was received and the hearing was cancelled. In addition, IDEM received no comments during the public notice process. Documents related to the public participation process are included in Appendix C of this submittal.

This MOBILE6.2 to MOVES MVEB replacement update incorporates onroad emission estimates and revised MVEBs using U.S. EPA's recently adopted MOVES model. The onroad emission estimates were calculated using the MOVES-based emission factors and data extracted from the South Bend-Elkhart area's travel-demand model.

MVEBs are being revised in anticipation of the mandatory use of the MOVES model in future transportation conformity determinations. Preliminary use of the new model indicates that emission estimates can be considerably different than similar calculations using MOBILE6.2, which was used to create the MVEBs in the original ozone maintenance plan.

Onroad safety margins, established through the interagency consultation process, are included for nitrogen oxides (NO_x) and volatile organic compounds (VOCs). These onroad safety margins are allocated to onroad emission estimates in order to account for the wide array of assumptions that are factored into the calculation process. With the addition of onroad safety margins applied to mobile sources, the South Bend-Elkhart maintenance area will continue to remain well below the overall safety margins for all sources. MVEBs are also constrained to ensure that total NO_x and VOC emissions (i.e., all source categories) do not exceed attainment year emissions, to ensure continued maintenance of the 1997 8-hour ozone standard.

This submittal consists of one (1) hard copy of the required documentation. An electronic version of the submittal in PDF format, that is identical to the hard copy, has been sent to Pamela Blakley, Chief of U.S. EPA Region 5's Control Strategies Section.

IDEM respectfully requests that U.S. EPA proceed with review of the MOBILE6.2 to MOVES MVEB replacement update and revised transportation conformity budgets and approval into Indiana's State Implementation Plan for the South Bend-Elkhart Maintenance Area under the 1997 8-hour ozone standard. If you have any questions or need additional information, please contact Scott Deloney, Chief, Air Programs Branch, at (317) 233-5694.

Sincerely,



Keith Baugues
Assistant Commissioner
Office of Air Quality

KB/sad/sms

Enclosure:

Onroad Emissions MOBILE6.2 to MOVES Replacement Submittal for the South Bend-Elkhart, Indiana Maintenance Area under the 1997 8-Hour Ozone Standard

Cc: Doug Aburano, U.S. EPA Region 5 (w/ enclosures)
Ed Doty, U.S. EPA Region 5 (w/ enclosures)
Pamela Blakley, U.S. EPA Region 5 (w/ enclosures)
Pat Morris, U.S. EPA Region 5 (w/ enclosures)
Steve Rosenthal, U.S. EPA Region 5 (no enclosures)
Sandi Seanor, MACOG (w/ enclosures)
Scott Deloney, IDEM (no enclosures)
Christine Pedersen, IDEM (no enclosures)
Shawn Seals, IDEM (w/ enclosures)

Onroad Emissions MOBILE6.2 to MOVES Replacement Submittal

For the South Bend-Elkhart, Indiana
Maintenance Area under the 1997
8-Hour Ozone Standard

August 2012

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Introduction

On May 30, 2006, the Indiana Department of Environmental Management (IDEM) submitted a *Request for Redesignation and Maintenance Plan for Ozone Attainment in the 8-Hour Ozone Nonattainment Area, St. Joseph-Elkhart Counties, Indiana*. The United States Environmental Protection Agency (U.S. EPA) subsequently approved the Indiana redesignation of the South Bend-Elkhart Area (including St. Joseph and Elkhart counties) to attainment for ozone on April 18, 2007 (72 FR 19413). Onroad emissions for the May 30, 2006, submittal were calculated using MOBILE6.2. U.S. EPA has encouraged mobile source stakeholders to transition to the new Motor Vehicle Emissions Simulator (MOVES) model as expeditiously as possible. Therefore, IDEM is providing this MOBILE6.2 to MOVES replacement update to the previously submitted 8-hour ozone maintenance plan for the South Bend-Elkhart Area that incorporates MOVES-based onroad emissions.

Emission Inventory

The table, “2010 and 2020 Projected Emission Inventory”, was included in Appendix C of the original Redesignation Petition and Maintenance Plan. This table also included the year 2004 (the middle year of the area’s attainment design value). The table, “2010 and 2020 Projected Emission Inventory – A”, (to be considered a replacement of the table included in Appendix C) has been revised to incorporate updated onroad emission estimates for nitrogen oxides (NO_x) and volatile organic compounds (VOCs) for the years 2004, 2010, and 2020; it results in a different overall safety margin for the area.

2010 and 2020 Projected Emission Inventory In Tons Per Summer Day, South Bend-Elkhart Area (MOBILE6.2-based Onroad Emissions)

Sector	NO_x 2004	NO_x 2010	NO_x 2020
Area	7.13	7.54	7.98
Nonroad	19.56	14.06	9.78
Onroad	30.11	19.29	7.35
Point	5.9	6.32	7.17
Total	62.70	47.21	32.28
Sector	VOC 2004	VOC 2010	VOC 2020
Area	29.43	31.15	35.20
Nonroad	13.40	10.47	8.06
Onroad	17.52	11.56	6.26
Point	25.63	29.16	39.78
Total	85.98	82.34	89.30

2010 and 2020 Projected Emission Inventory - A
In Tons Per Summer Day, South Bend-Elkhart Area (MOVES-based Onroad Emissions)

Sector	NO _x 2004	NO _x 2010	NO _x 2020
Area	7.13	7.54	7.98
Nonroad	19.56	14.06	9.78
Onroad	58.89	32.12	12.13
Point	5.90	6.32	7.17
Total	91.48	60.04	37.06
Overall Safety Margin	—	31.44	54.42
Sector	VOC 2004	VOC 2010	VOC 2020
Area	29.43	31.15	35.20
Nonroad	13.40	10.47	8.06
Onroad	28.37	13.87	5.85
Point	25.63	29.16	39.78
Total	96.83	84.65	88.89
Overall Safety Margin	—	12.18	7.94

Onroad emission estimates in the table, “2010 and 2020 Projected Emission Inventory - A”, were calculated using U.S. EPA’s MOVES model-produced emission factors and data extracted from the area’s travel-demand model. The MOVES model implements a significantly different approach to emissions estimation than the previous model (MOBILE6.2). Preliminary use of the MOVES model indicates that emission estimates can be considerably different than similar calculations using MOBILE6.2, which was used to create the original Motor Vehicle Emission Budgets (MVEBs) for the South Bend-Elkhart Area. A general summary of the MOVES methodology used in this area can be found in Appendix A. In addition, MOVES input and output files are being provided electronically with this submittal. Growth and control strategy assumptions for non-mobile sources (i.e. area, nonroad, and point) from the original submittal for the years 2004, 2010, and 2020 were developed before the economic challenges of the last several years. Because of this, the factors included in the original submittal may project more growth than will actually occur in the future. As a result, the growth and control strategy assumptions for the non-mobile sources for the years 2004, 2010, and 2020 continue to be valid and do not affect the overall conclusions of the plan.

Onroad safety margins have been included for onroad emission estimates to accommodate the wide array of assumptions that are factored into the calculation process. Since assumptions change over time, it is necessary to have an onroad safety margin that will accommodate the impact of refined assumptions in the process. The plan continues to meet all applicable Clean Air Act (CAA) requirements as the revised emission inventories clearly illustrate that total NO_x and VOC emissions in the South Bend-Elkhart Area will continue to decline leading to local reductions between 2004 (base year) and 2020 (maintenance plan horizon).

Transportation Conformity Budgets

Table 5.1 was included on Page 16 of the original Redesignation Petition and Maintenance Plan for the South Bend-Elkhart Area. Table 5.1 – A (to be considered a replacement of Table 5.1) has been revised to incorporate U.S. EPA’s MOVES model-produced emission factors and data extracted from the region’s travel-demand model.

Table 5.1
Emission Estimations for On-Road Mobile Sources
(MOBILE6.2-based Onroad Emissions)

St. Joseph and Elkhart	2004	2010	2020
VMT (miles/day)	11,653,900	12,408,975	13,282,621
VOC (tons/day)	17.52	11.56	6.64
NO _x (tons/day)	30.11	19.29	7.73

Table 5.1 - A
Emission Estimates for On-Road Mobile Sources
(MOVES-based Onroad Emissions)

St. Joseph and Elkhart Counties	2004	2010	2020
VOC (tons/day)	28.37	13.87	5.85
NO _x (tons/day)	58.89	32.12	12.13

Table 5.2 was included on Page 16 of the original Redesignation Petition and Maintenance Plan for the South Bend-Elkhart Area. Table 5.2 – A (to be considered a replacement of Table 5.2) has been revised to incorporate MVEBs calculated using U.S. EPA’s MOVES model-produced emission factors and data extracted from the region’s travel-demand model as detailed in Table 5.1 - A.

Table 5.2
Mobile Vehicle Emission Budgets
(MOBILE6.2-based Onroad Emissions)

St. Joseph and Elkhart	2020
VOC (tons/day)	6.64
NO _x (tons/day)	7.73

Table 5.2 - A
Motor Vehicle Emission Budgets
(MOVES-based Onroad Emissions)

St. Joseph and Elkhart Counties	2020
VOC (tons/day)	6.73
NO _x (tons/day)	13.95

Through the interagency consultation process, it was determined that a maintenance plan horizon year budget of 2020, would be appropriate. The interagency consultation group approved onroad margins of safety of fifteen percent (15%) for both VOC and NO_x onroad emission estimates for the year 2020. A summary of this interagency consultation discussion can be found in Appendix B. These revised emission inventories clearly illustrate that onroad VOC and NO_x emissions in the South Bend-Elkhart Area will continue to decline leading to local reductions between 2004 (base year) and 2020 (maintenance plan horizon).

Furthermore, when compared to the overall safety margin as defined in the Code of Federal Regulations (CFR) at 40 CFR 93.101, it is evident the onroad safety margin allocation is reasonable and appropriate. More specifically, even with the allocation of an onroad safety margin to mobile sources, emissions will continue to remain well below the overall safety margin for all sources in the South Bend-Elkhart Area as detailed in the table, "2010 and 2020 Projected Emission Inventory - A." MVEBs are constrained to ensure that the total emissions (i.e., all source categories) do not exceed the 2004 attainment year emissions of either VOC or NO_x, thereby ensuring continued maintenance of the 1997 8-hour ozone standard.

Conclusion

This MOBILE6.2 to MOVES replacement update to the previously submitted 8-hour ozone maintenance plan for the South Bend-Elkhart Area incorporates onroad emission estimates and a revised MVEB using U.S. EPA's recently adopted MOVES model. MVEBs have been revised in anticipation of the mandatory use of the MOVES model in future transportation conformity determinations. The onroad emission estimates were calculated using the MOVES-based emission factors and data extracted from the area's travel-demand model. Onroad safety margins for VOCs and NO_x, established through the interagency consultation process, are included in order to account for the wide array of assumptions that are factored into the calculation process. MVEBs are also constrained to ensure that total VOC and NO_x emissions (i.e., all source categories) do not exceed attainment year (2004) emissions to ensure continued maintenance of the 1997 8-hour ozone standard. With the addition of MOVES-based onroad safety margins applied to mobile sources, the South Bend-Elkhart Area will continue to remain well below the overall safety margins for all sources into the future. As such, the 8-hour ozone maintenance plan for the South Bend-Elkhart Area continues to meet all applicable CAA requirements.

Appendix A

South Bend-Elkhart MOVES Methodology

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MOVES Documentation

Inputs, Analysis, and Reporting

The following document is intended to outline the parameters used to run the MOVES emissions model for the MACOG 8-Hour Ozone maintenance area and identify the various sources of information used.

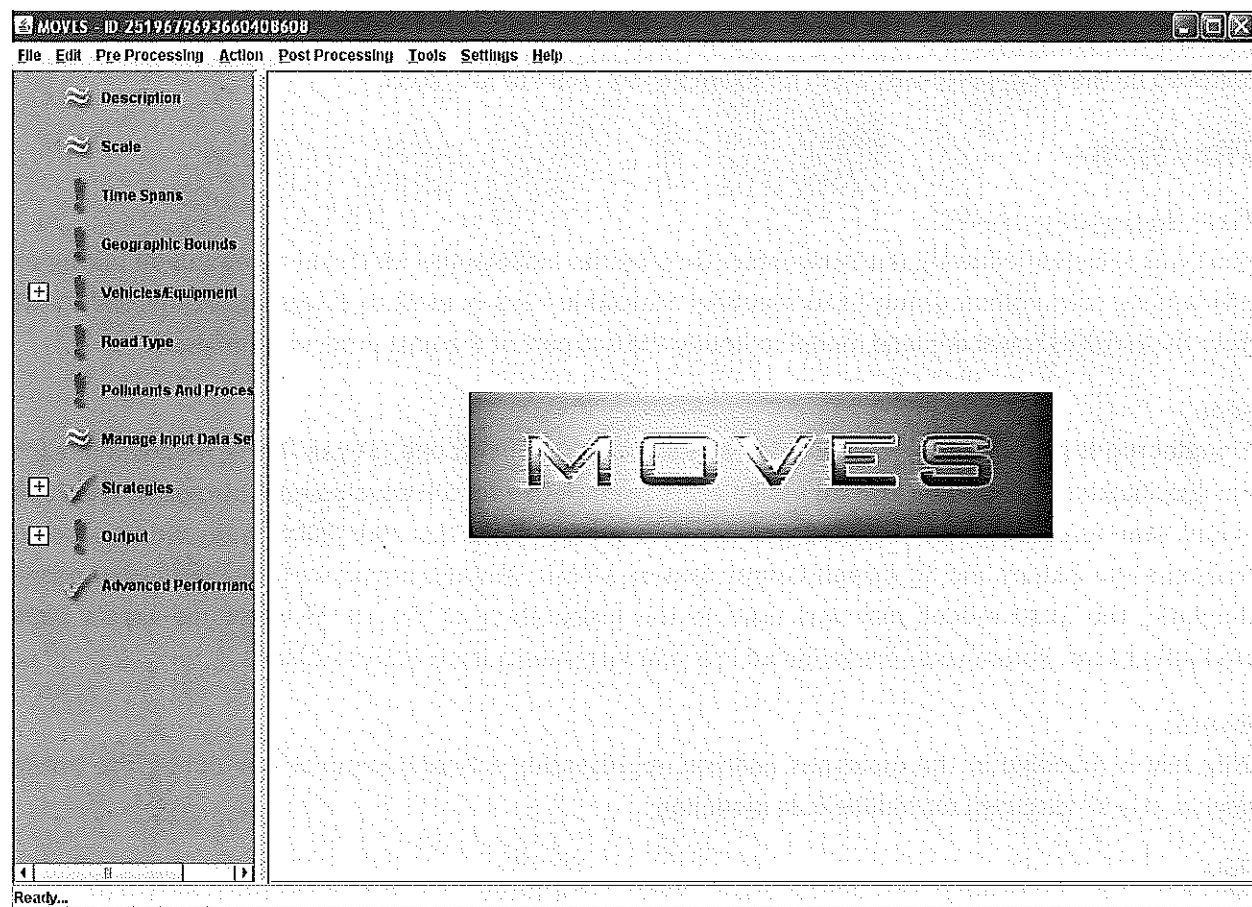
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General Parameter Inputs

The general parameter inputs are the runspec parameters used to process emissions in MOVES. One runspec is generated for each county in the MACOG 8-Hour Ozone maintenance area and for each model year resulting in ten (10) to sixteen (16) run specifications for the model. Using a multiple runspec creator in MOVES2010, a batch file was created for running each runspec file (*.mrs) in succession without user intervention.

When initially setting up a MOVES specification, it is best to proceed down the list of tabs.



Description

A simple, general description of the various model runs detailing the horizon year, run type (inventory vs. rate), and the county being modeled by that run specification.

Scale

Domain / Scale

A county scale was selected, and two model runs are made for each horizon year; one for Elkhart and one for St. Joseph County. This scale is intended for development of the State Implementation Plan (SIP) and the regional conformity analysis required for 8-hour ozone non-attainment and maintenance areas.

Calculation Type

The emission rate calculation type was chosen over the inventory calculation type in order to provide rates for CMAQ modeling and project level modeling when necessary.

A naming convention was established for flagging the numerous emissions rates generated for each county and model year. Using the MOVESScenarioID field in the MOVES model, the county abbreviation followed by the model year was used, for example, Elk_2004 or SIC_2035.

Time Spans

Time Aggregation Level

Hour was selected following the parameters used by the Indianapolis MPO and agreed upon during an interagency consultation group (ICG) meeting. Statewide data is used to disaggregate the daily VMT from the MACOG travel demand model to hourly VMT as part of the post processing analysis.

Year

A model run is generated for each year of emissions analysis with one (1) year being modeled in each run specification. The 2004 and 2010 model years are included for SIP development purposes. The 2004 model year represents the recorded pollutants in the air from the 2002-2004 time period used to designate the Elkhart and St. Joseph County area as a basic non-attainment area for the 8-hour ozone standard. The 2010 model year was used in the preparation of the SIP to meet the area's 2009 attainment year. Future years are modeled in 5 year increments from 2015 to 2035.

Months

Only July is modeled in the emissions analysis, representing a typical summer day during the ozone season. July 1st was used for Mobile 6.2a modeling.

Days

Weekdays are selected following the lead of the Indianapolis MPO.

Hours

Emissions rates are generated for all hours of the day.

Geographic Bounds

Elkhart County, Indiana and St. Joseph County, Indiana are individually selected for the region being modeled. A domain input database was selected for each county and horizon year, using the MOVESScenarioID (lowercase) with an input suffix (i.e. elk_2004_input) to name the database.

NOTE: The domain input database should be set after all other values in the run specification have been configured. The database is then generated under the *Manage Input Data Set* tab, the domain input database name under the Geographic Bounds tab is pointed to the database, and the County Data Manager under the Pre Processing menu is used to populate the database from the template files.

Vehicles/Equipment | On Road Vehicles

All valid gas and diesel combinations were included in the emissions modeling. Any non-existent combinations (i.e. diesel motorcycles) were removed to eliminate the MOVES warning messages from the interface.

Road Type

All road types were modeled. However, no off-road types are included in the travel demand model and are not a part of the resulting emissions.

The MOVES Rural Restricted Access (2) road types include rural interstates and principal arterials as travel patterns of rural principal arterials should more closely resemble the travel patterns of a restricted access roadway. Urban Restricted Access (4) road types include interstates, freeways, and expressways, but not primary arterials. Rural Unrestricted Access (3) and Urban Unrestricted Access (5) road types include all other arterials, collectors, and local roads.

Pollutants / Processes

All processes were selected for total gaseous hydrocarbons, non-methane hydrocarbons, volatile organic compounds, carbon monoxide (CO), oxides of nitrogen (NOx), and total energy consumption. Only the emissions for volatile organic compounds (VOC) and oxides of nitrogen (NOx) are required in the final analysis and calculated by the INDOT Air Quality Post-Processor. Total energy consumption and CO emissions are for informational purposes.

Strategies | Alternative Vehicle Fuels & Technology

The MACOG region does not support any compressed natural gas (CNG) vehicles in the areas transit fleet. However, MOVES does consider a mix of CNG and gasoline engines in the transit mix, which can impact final emissions rates. To compensate, all bus source types were adjusted to 100% diesel engines in the database.

Output | General Output

Database Name

All output is stored in the macog_output database, which is deleted from MySQL and recreated in MOVES before generating a new set of emissions rates. Each run is flagged by a county abbreviation and the model year (Elk_2004, SJC_2035, etc) in order to identify and keep the individual model runs within the database separate.

Units

The output units are in grams (mass units), joules (energy), and miles (distance) to prevent rounding errors from using larger units of measurement. Grams are later converted to short tons for reporting.

Activity

Only the grayed out defaults of distance traveled and population are selected.

Output | Output Emissions Detail

Source Use Type was selected in addition to the grayed out default selections.

County Data Manager Inputs

MOVES County Data Manager

Source Type Population Vehicle Type VMT IM Programs Generic Tools

Fuel Meteorology Data Ramp Fraction Road Type Distribution

RunSpec Summary Database Age Distribution Average Speed Distribution

Select or create a database to hold the imported data.

Server: localhost

Database: elk_2004_input Create Database Refresh

Log: Clear All Imported Data

2011-11-23 09:52:17.0 Road Type Distribution Filled RoadTypeDistribution table
 2011-11-14 11:18:57.0 Vehicle Type VMT Filled MonthVMTFraction table
 2011-11-14 11:18:57.0 Vehicle Type VMT Filled DayVMTFraction table
 2011-11-14 11:18:57.0 Vehicle Type VMT Filled HourVMTFraction table
 2011-11-14 11:18:56.0 Vehicle Type VMT Filled HPMSVTypeYear table
 2011-11-14 11:14:03.0 Source Type Population Filled SourceTypeYear table
 2011-11-14 11:13:08.0 Fuel Filled FuelFormulation table
 2011-11-14 11:13:04.0 Fuel Filled FuelSupply table
 2011-11-14 11:10:14.0 Meteorology Data Filled ZoneMonthHour table
 2011-11-14 11:09:03.0 Average Speed Distribution Filled AvgSpeedDistribution table
 2011-11-14 11:08:40.0 Age Distribution Filled SourceTypeAgeDistribution table

Database Done

Source (Vehicle) Type Population – milage-accumulation-rates_039.xlsx

Provided by INDOT, the milage-accumulation-rates spreadsheet allowed for the input of vehicle population data based on State registration data as well as base year (2010) and horizon year (2030) model input data from MACOG. The model vehicle miles traveled (VMT) data was broken down by MOVES road type and vehicle growth rates were calculated from available population and employment numbers in the socioeconomic data.

Vehicle Type VMT

HPMSVTypeYear – milage-accumulation-rates_039.xlsx

In addition to calculating the source type population, the milage-accumulation-rates spreadsheet provided by INDOT also breaks down VMT by HPMS vehicle type.

MonthVMTFraction – IndianaMonthDayFractions.xlsx

Indiana defaults provided by INDOT were used to generate emissions rates.

DayVMTFraction – IndianaMonthDayFractions.xlsx

Indiana defaults provided by INDOT were used to generate emissions rates.

HourVMTFraction – IndianaHourlyFractions.xls

Indiana defaults provided by INDOT were used to generate emissions rates.

Average Speed Distribution – avg_spd_distrib_default.xls

Not needed for emission rate mode (section 3.6.3 from MOVES Technical Guidance). Default data from MOVES used for model runs.

Road Type Distribution – roadtype_default.xls

Not needed for emission rate mode (section 3.7.1 from MOVES Technical Guidance). Default data from MOVES used for model runs.

Age Distribution – age_distrib_039.xls

The preliminary 2009 vehicle registration data by county from the BMV was provided by INDOT and replicated for each emissions year.

Ramp Fractions

Ramp fraction inputs are not applied when the Emission Rate option is selected and will not affect the rates on rural and urban restricted roads (section 3.8 from MOVES Technical Guidance). Default data from MOVES used for model runs.

Meteorology Data – meteorological_converter_mobile6_039.xls

Minimum and maximum temperatures along with absolute humidity were used to generate hourly meteorological data. The temperatures are consistent with those used in Mobile 6.2 model runs. Default absolute humidity values were used.

Fuel – fuel_default_2004_039.xls

Default fuel formulation was used for Elkhart and St. Joseph County based on guidance from the Indianapolis MPO. Defaults were generated for 2004, 2010, and 2012, with the 2012 fuel formulation being used for all future emissions years.

I/M Program

No inspection and maintenance program is currently required in Elkhart or St. Joseph County.

INDOT Air Quality Post-Processor

Scenario Manager: Saint Joseph

Analysis Area: Saint Joseph Scenario Name: _____

Emission Type:
☐ Ozone
☐ Particulate Matter

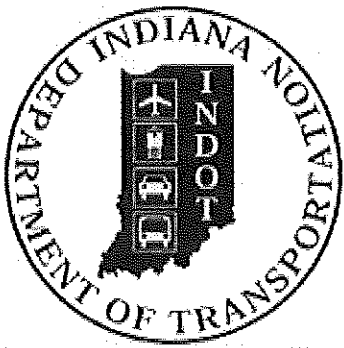
Analysis Year: _____
Peak Spreading: _____

Load Scenario
Save
Save As...

Scenario File: _____
Link Table: _____
Intrazonal Table: _____
Output Directory: _____
Scenario Description: _____

Calculate Emissions Emissions Tables Emissions Report

Air Quality Post-Processor



Main Menu Close

Interface Options

Emission Type

MACOG is a maintenance area for the 8-hour ozone standard, but has no particulate matter issues.

Analysis Year

The analysis year drop down list is populated from a comma delimited file, yearlist.csv, with a column for each county and pollutant type. The list was recreated for St. Joseph (Sain_oz) and Elkhart's (Elkh_oz) ozone analysis years, which were not included in the default file from the State.

Peak Spreading

Peak spreading was enabled in the interface. This allows for the INDOT Air Quality Post-Processor to spread the assigned VMT during the peak hour before and after the peak when it exceeds the hourly capacity of the roadway.

Scenario File

The naming convention for the scenario files included the 4-character county abbreviation, analysis year being calculated, and the pollutant type (i.e. Elkh_2004_Ozone).

Link Table

The link tables are generated for both counties for each analysis year and consists of a subset of the street segment attributes joined with the trip assignments from the travel demand model. The link table consists of the following attributes:

- LinkID – The unique segment identifier assigned by TransCAD.
- Dir – Identifies the link as a two-way segment (0), one-way segment (1), or a one-way segment that travels the opposite direction (-1) that the link was drawn in (BA rather than AB).
- Length – The TransCAD calculated length of the segment.
- County – The county code the link is found in (20 or 71), which is then converted into a name.
- HPMS_FC – The FHWA functional classification of the segment.
- ROAD_TYPE – The road type is based on the functional class of the corridor. Rural Restricted Access (2) road types include rural interstates and principal arterials as travel patterns of rural principal arterials should more closely resemble the travel patterns of a restricted access roadway. Urban Restricted Access (4) road types include interstates, freeways, and expressways, but not primary arterials. Rural Unrestricted Access (3) and Urban Unrestricted Access (5) road types include all other arterials, collectors, and local roads.
- AB_Alpha / BA_Alpha – The alpha values were based on the hard coded values used in the travel demand model.
- AB_Beta / BA_Beta – The beta values were based on the hard coded values used in the travel demand model.
- AB_FF_Time / BA_FF_Time –
- AB_CAP / BA_CAP – The hourly capacity of the link is 1/10th of the daily capacity of the segment.
- AB_Veh_Flow / BA_Veh_Flow – The daily flow of vehicles on the link in the given direction.

Intrazonal Table

The intrazonal tables are generated for both counties for each analysis year. The intrazonal table consists of the following attributes:

- TAZ_ID – The unique identifier of the traffic analysis zone.
- County – The county where the traffic analysis zone is located.
- Area_Type – Whether the TAZ is in an urban or rural area of the county.
- Distance – The average length of intrazonal trips in the TAZ. Calculated by determining the radius of a circle with an area equal to the area of the TAZ.
- Dly_Intrazonal_Trips – The daily intrazonal trips generated by the TAZ but that do not leave the TAZ. Calculated by finding the diagonal values of the O-D matrix generated by the travel demand model.

Master Inputs

Rate per Distance, Rate per Profile, Rate per Vehicle

The emission rates for each county and analysis year are each queried out of the MOVES output database (macog_output) individually by emission rate and saved as a comma delimited file using the 4-character county abbreviation, analysis year, emission type, and pollutant type to name the file in the Master Inputs folder (i.e. Elkh_2004_ratesperdistance_oz.csv).

Source Type Population

The source type population used as an input to the MOVES run specification is exported out of the template file as a comma delimited file using the 4-character county abbreviation, analysis year, and SourceTypePopulation (i.e. Elkh_2004_SourceTypePopulation.csv).

Hourly VMT Fraction

The hourly VMT fraction table was provided by INDOT and breaks down the fraction of VMT for each hour of the day by MOVES source type and road type.

HPMS Fractions

The HPMS fraction table was provided by INDOT and breaks down the distribution of the HPMS vehicle types by the FHWA functional classification of the road segment.

Vehicle Class Distribution

The vehicle class distribution table was provided by INDOT and breaks down the distribution of HPMS vehicle types by MOVES road types.

Appendix B

South Bend-Elkhart Area Interagency Consultation Group Meeting Minutes/Summary

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Interagency Consultation Group (ICG) Conference Call Minutes

For the MOBILE6.2 to MOVES MVEB Replacement Update Related to the South Bend-Elkhart Maintenance Area under the 1997 8-Hour Ozone Standard

ICG Conference Call Date and Time

- May 10, 2012 at 1pm Eastern

ICG Attendees

- Shawn Seals (IDEM), Patricia Morris (EPA), Steve Smith (INDOT), Larry Heil (FHWA), Vince Bernardin (BLA), Greg Katter (INDOT), Sandra Seanor (MACOG), John-Paul Hopman (MACOG), and Joyce Newland (FHWA)

ICG Discussion Topics and Conclusions

1. For the Ozone MVEB Replacement submittal, various mobile source margins of safety were discussed.
 - A. After discussion, the consensus of the ICG was that as long as the a 15% mobile source margin of safety for VOC and NO_x emissions does not result in an exceedance of the all sources margins of safety, it was reasonable and appropriate for inclusion in MVEB Replacement submittal. The attached spreadsheet demonstrates that a 15% mobile source margin of safety for VOC and NO_x emissions fall well below the all sources margins of safety and, as such, will be reflected in the Ozone MVEB Replacement submittal.

Appendix C

South Bend-Elkhart, Indiana Area Public Participation Documentation

- **Legal Notice of Public Hearing**
- **Legal Notice Newspaper Correction**
- **Publisher's Claims**

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LEGAL NOTICE OF PUBLIC HEARING

Motor Vehicle Emission Budgets Replacement Update to the Maintenance Areas of Delaware County, Indiana and South Bend-Elkhart, Indiana for the 1997 8-Hour Ozone Standard

After December 1, 2012, legal notices for public hearings shall no longer be published in newspapers, but will be found on the Indiana Department of Environmental Management web site at: <http://www.in.gov/idem/5474.htm>.

Notice is hereby given under 40 CFR 51.102 that the Indiana Department of Environmental Management (IDEM) is accepting written comment and providing an opportunity for public hearing regarding the Motor Vehicle Emission Budget (MVEB) replacement updates to the Delaware County, Indiana and South Bend-Elkhart, Indiana maintenance areas under the 1997 8-hour ozone standard. Onroad emissions for the original submittals were calculated using the MOBILE6.2 mobile model and are now being replaced with the United States Environmental Protection Agency's (U.S. EPA's) recently adopted Motor Vehicle Emissions Simulator (MOVES) mobile model. All interested persons are invited and will be given reasonable opportunity to express their views concerning the submittal of the proposed MVEB replacement updates to the maintenance areas of Delaware County, Indiana and South Bend-Elkhart, Indiana.

The purpose of this notice is to solicit public comment on Indiana's proposed MVEB replacement updates. The Delaware County, Indiana and South Bend-Elkhart, Indiana areas were designated as nonattainment for the 1997 8-hour ozone standard and subject to the requirements of Section 172 of the Clean Air Act (CAA). One of the compliance requirements mandated by Section 175A(b) of the CAA, is the development of a plan demonstrating that ozone maintenance areas will continue to meet the 8-hour ozone standard for the next ten years, which includes MVEBs for onroad sources, beyond the current maintenance period. This submittal of the proposed MVEB replacement updates to the maintenance areas of Delaware County, Indiana and South Bend-Elkhart, Indiana is being drafted and submitted consistent with U.S. EPA guidance. Upon completion of this public notice process, the MOBILE6.2-based to MOVES-based MVEB replacement updates will be submitted to U.S. EPA for approval into the appropriate State Implementation Plans.

Copies of the draft documents will be available on or before June 18, 2012, to any person upon request and at the following locations:

- Indiana Department of Environmental Management, Office of Air Quality, Indiana Government Center-North, 100 North Senate Avenue, 10th Floor-East Wing, Indianapolis, Indiana
- Indianapolis-Marion County Public Library-West Indianapolis Branch, 1216 South Kappes Street, Indianapolis, Indiana

- Elkhart Public Library, 300 South 2nd Street, Elkhart, Indiana
- Goshen Public Library, 601 South 5th Street, Goshen, Indiana

The draft documents will also be available on the following web page:

<http://www.in.gov/idem/4658.htm>

An electronic version of all MOVES mobile model input and output files will be available at the public hearing, if held, or upon request.

Any person may submit written comments on the MVEB replacement updates to the maintenance areas of Delaware County, Indiana and South Bend-Elkhart, Indiana on or before July 20, 2012. Written comments should be directed to Mr. Shawn Seals, Mail Code 61-50, Office of Air Quality, Indiana Department of Environmental Management, 100 North Senate Avenue, Indianapolis, Indiana 46204; or fax (317) 233-5967; or email at SSeals@idem.in.gov. Interested parties may also present oral or written comments at the public hearing, if held.

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Individuals requiring reasonable accommodations for participation in this hearing, if held, should contact the IDEM Americans with Disabilities Act (ADA) coordinator at:

Attn: ADA Coordinator
Indiana Department of Environmental Management – Mail Code 50-10
100 North Senate Avenue
Indianapolis, IN 46204-2251

Or call (317) 233-1785 (voice) or (317) 232-6565 (TDD). Please provide a minimum of 72 hours notification.

LEGAL NOTICE NEWSPAPER CORRECTION

CORRECTION

The Indiana Department of Environmental Management (IDEM) submitted a legal notice that was published in this newspaper on June 18, 2012, containing one incorrect date. The following correction concerns Motor Vehicle Emission Budgets Replacement Update to the Maintenance Areas of Delaware County, Indiana and South Bend-Elkhart, Indiana for the 1997 8-Hour Ozone Standard. The corrected sentence is:

“Copies of the draft documents will be available on or Before June 20, 2012, to any person upon request at the following locations:”

PUBLISHER'S CLAIMS

Claims documents can be found on the following pages

8/27/12

Prescribed by State Board of Accounts

80315-5961471

General Form No. 99P (Rev. 2009A)
Federal ID# 35-2061385

IND DEPT OF ENVIRONMENTAL MANA
MARION COUNTY, INDIANA

To: INDIANAPOLIS NEWSPAPERS
307 N PENNSYLVANIA ST - PO BOX 145
INDIANAPOLIS, IN 46206-0145

PUBLISHER'S CLAIM

RECEIVED

LINE COUNT

Display Matter - (Must not exceed two actual lines, neither of which shall
total more than four solid lines of the type in which the body of the
advertisement is set). - number of equivalent lines

Head - Number of lines

Body - Number of lines

Tail - Number of lines

Total number of lines in notice

JUN 28 2012

State of Indiana
Department of Environmental Management
Office of Air Quality

COMPUTATION OF CHARGES

135.0 lines 2.0 columns wide equals 270.0 equivalent lines at .471
cents per line

\$ 127.06

Additional charge for notices containing rule and figure work (50 per cent
of above amount)

Charges for extra proofs of publication (\$1.00 for each proof in excess of two)

.00

TOTAL AMOUNT OF CLAIM

\$ 127.06

DATA FOR COMPUTING COST

Width of single column 5.8 ems

Size of type 7

Number of insertions 1.0

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is
just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same
has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size,
which was duly published in said paper 1 times. The dates of publication being between the dates of:

06/18/2012 and 06/18/2012

Additionally, the statement checked below is true and correct:

☐ Newspaper does not have a Web site.

☒ Newspaper has a Web site and this public notice was posted on the same day as it was published in
the newspaper

☐ Newspaper has a Web site, but due to a technical problem or error, public notice was posted on _____

☐ Newspaper has a Web site but refuses to post the public notice.

Xperry Dodson

DATE: 06/18/2012

Title: Clerk

Date of Srvc: 6/18/12 (Date & Descr = 30 Char. Max.) Other Descr: Public Hearing
Amt 127.06 Fund 62230 Acct 599030 Src. Type 00000
Prog: 27013 Dept: 197049 Bdgt. Ref: 2013 PCBU: 00495
Proj Grant: 495409131650000 Activ. ID: 0000900

(G/L Only)
Anlys. Type: - Prog. Int: CR Date: 7/6/2012 Acct. Int: - Date: -

INDIANAPOLIS STAR AND NEWS, INDIANAPOLIS, IN

LEGAL NOTICE OF PUBLIC HEARING

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 (S-6/18/12-5961471)

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MARION COUNTY, INDIANA

To: INDIANAPOLIS NEWSPAPERS
307 N PENNSYLVANIA ST - PO BOX 145
INDIANAPOLIS, IN 46206-0145

PUBLISHER'S CLAIM

LINE COUNT

Display Matter - (Must not exceed two actual lines, neither of which shall
total more than four solid lines of the type in which the body of the
advertisement is set). - number of equivalent lines

Head - Number of lines

Body - Number of lines

Tail - Number of lines

Total number of lines in notice

RECEIVED

JUN 28 2012

State of Indiana
Department of Environmental Management
Office of Air Quality

COMPUTATION OF CHARGES

16.0 lines 2.0 columns wide equals 32.0 equivalent lines at .471
cents per line

\$ 15.06

Additional charge for notices containing rule and figure work (50 per cent
of above amount)

Charges for extra proofs of publication (\$1.00 for each proof in excess of two)

\$.00

TOTAL AMOUNT OF CLAIM

\$ 15.06

DATA FOR COMPUTING COST

Width of single column 5.8 ems Size of type 7

Number of insertions 1.0

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 times. The dates of publication being between the dates of:

06/20/2012 and 06/20/2012

Additionally, the statement checked below is true and correct:

☐ Newspaper does not have a Web site.

☒ Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper

☐ Newspaper has a Web site, but due to a technical problem or error, public notice was posted on _____

☐ Newspaper has a Web site but refuses to post the public notice.

Kerry Dodson

DATE: 06/20/2012

Title: Clerk

JUN 26 '12 PM 9:16

Date of Svc: 6/18/12 (Date & Dscrp = 30 Char. Max.)
Other Dscrp: Public Hearing
Amt: 15.06 Fund 62230 Acct 599030 Src. Type 000000
Prog 27013 Dept: 197049 Bdgt. Ref: 2013 PCBU: 00495
Proj Grant 49540913105000 Actv. ID: 0000900
(G/L Only)
Anlys. Type: CP Date: 7/6/12 Acct. Int: _____ Date: _____

(Date & Dscrp = 30 Char. Max.)
Date of Svc: _____ Other Dscrp: _____
(Date & Dscrp = 30 Char. Max.)
Date of Svc: 6/18/12 Other Dscrp: Public Hearing
Amt 15.06 Fund 62230 Bdgt. Ref: 2013 PCBU: 00495
Prog: _____ Dept: 197049 Actv. ID: _____
Proj Grant: _____
(G/L Only) _____
(G/L Only) _____
Anlys. Type: _____ Prog. Int: CP Date: 7/6/12 Acct. Int: _____ Date: _____
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INDIANAPOLIS STAR AND NEWS, INDIANAPOLIS, IN

CORRECTION

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Copies of the draft documents will be available on or before June 20, 2012, to any person upon request at the following locations:
(S - 6/20/12, 6/26/12 - 5963049)

(Governmental Unit)
Elkhart County, Indiana

To: THE ELKHART TRUTH
421 S. Second Street
Elkhart, IN 46516

PUBLISHER'S CLAIM

LINE COUNT

Display matter (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) number of equivalent lines

Head - Number of lines

Body - Number of lines

Tail - Number of lines

Total Number of Lines in Notice

190
190

COMPUTATION OF CHARGES

95 lines 2 columns wide equals 190 equivalent

Lines at .332 per line \$ 63.08

Additional charge for notices containing rule or tabular work (50% of above amount)

Additional charge for enhancement (bold, border, etc.)

Charge for extra proofs in excess of two (\$1.00 for each proof in excess of two)

TOTAL AMOUNT OF CLAIM

21.35
84.43

Data For Computing Cost

Width of single column 9.375 EM

Size of type 7.5 point

Number of insertions 1

RECEIVED

JUL - 2 2012

Pursuant to the provisions and penalties of Ch. 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Date: June 18, 2012

Mark T. Wolf
Title: Classified/Call Center Manager

PUBLISHER'S AFFIDAVIT

APPROVED
BY C. Smith
DATE 7-9-12
OFFICE OF AIR QUALITY

State of Indiana Elkhart
County) ss

Personally appeared before me, a notary public in and for said county and state, the undersigned Mark T. Wolf who, being duly sworn, says that he is the Classified/Call Center Manager of The Elkhart Truth a daily newspaper of general circulation, printed and published in the English language in the city of Elkhart in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for times(s), the dates of publication, being as follows:

June 18, 2012

LEGAL NOTICE OF PUBLIC HEARING

Motor Vehicle Emission Budgets Replacement Update to the Maintenance Areas of Delaware County, Indiana and South Bend-Elkhart, Indiana for the 1997 8-Hour Ozone Standard

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Subscribed and sworn to before me this 18 day
of June, 2012

Teri A. Fritz
(Notary Public)
TERI A. FRITZ, Notary Public
NOTARY PUBLIC STATE OF INDIANA
ELKHART COUNTY
MY COMMISSION EXPIRES APR. 26, 2014

CLAIM No. _____
WARRANT No. _____
IN FAVOR OF

\$ _____
On Account Of Appropriation For
#62-1179461
Allowed _____
20 _____
In the Sum of: _____
\$ _____

I have examined the within claim and hereby certify as follows:

That it is in proper form

That it is duly authenticated as required by law

That it is based upon statutory authority

That it is apparently (correct) (incorrect)

I certify that the within claim is true and correct; that the services therein itemized and for which charge is made were ordered by me and were necessary to the public business.

Date of Svc: 6/18/12 (Date & Descr = 30 Char. Max.)
 Other Descr: Legals
 Amt 84.43 Fund 62230 Acct 599030 Src. Type 60000
 Proj: 27013 Dept: 197049 Bdgt. Ref: 2013 PCBU: 00495
 Proj Grant: 495409121050000 Actv. ID: 0000900
 (G/L Only)
 Anlys. Type: - Prog. Int: 4 Date: 7/9/12 Acct. Int: - Date: -

9.375 Em Column

TYPE SIZE	Number of insertions			
	1	2	3	4
7.5	0.332	0.498	0.663	0.828
<u>Legals set in 7.5 point type</u>				
Rate/Square	5.54	8.28	11.06	13.82

ELKHART TRUTH, ELKHART, IN

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June 18

(Governmental Unit)
Elkhart County, Indiana

To: THE ELKHART TRUTH
421 S. Second Street
Elkhart, IN 46516

PUBLISHER'S CLAIM

LINE COUNT

Display Matter (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) number of equivalent lines

Head - Number of lines

Body - Number of lines

Tail - Number of lines

Total Number of Lines in Notice

22

22

RECEIVED

JUL 5 2012

State of Indiana
Department of Environmental Management
Office of Air Quality

COMPUTATION OF CHARGES

22 lines 1 columns wide equals 22 equivalent

Lines at 332¢ per line

\$ 7.30

Additional charge for notices containing rule
or tabular work (50% of above amount)

Additional charge for enhancement
(bold, border, etc.)

Charge for extra proofs in excess of two.
(\$1.00 for each proof in excess of two)

7.30

TOTAL AMOUNT OF CLAIM

Data For Computing Cost

Width of single column 9.375 EM

Size of type 7.5 point

Number of insertions 1

Pursuant to the provisions and penalties of Ch. 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Date: June 20, 2012

Mark T. Wolf
Title: Classified/Call Center Manager

PUBLISHER'S AFFIDAVIT

APPROVED
BY C. Mitchell
DATE 7-9-12
OFFICE OF AIR QUALITY

State of Indiana Elkhart)
County) ss

Personally appeared before me, a notary public in and for said county and state, the undersigned Mark T. Wolf who, being duly sworn, says that he is the Classified/Call Center Manager of The Elkhart Truth a daily newspaper of general circulation printed and published in the English language in the city of Elkhart in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 time(s), the dates of publication, being as follows:

June 20, 2012

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Subscribed and sworn to before me this 20 day
of June, 2012

Teri A. Fritz-Lint

(Notary Public)

TERI A. FRITZ-LINT

My commission expires STATE OF INDIANA
ELKHART COUNTY

MY COMMISSION EXPIRES APR. 26, 2014

CLAIM No. _____
 WARRANT No. _____
IN FAVOR OF _____

 On Account Of Appropriation For
 #62-1179461
 Allowed _____
 20 _____
 In the Sum of: \$ _____

I have examined the within claim and hereby
 certify as follows:
 That it is in proper form
 That it is duly authenticated as required by law
 That it is based upon statutory authority
 That it is apparently (correct) (incorrect)
 I certify that the within claim is true and correct;
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 charge is made were ordered by me and were
 necessary to the public business.

Date of Svc: 6/20/12 (Date & Descr = 30 Char. Max.)
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 (G/L) _____
 Amt: _____ 9.375 Em. Column

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June 20

