



Tier II Consultation Meeting

Minutes – February 14, 2013

Participants:

Reggie Arkell	FTA
John Baczek	IDOT – District 1 BD&E - via phone
Patricia Berry	CMAP
Bruce Carmitchel	IDOT – Office of Planning & Programming
Kama Dobbs	CMAP
John Donovan	FHWA
Grace Dysico	TranSystems – via phone
Matt Fuller	FHWA – via phone
Pete Harmet	IDOT
Don Kopec	CMAP
Michael Leslie	USEPA
Sam Mead	IDOT – via phone
Maureen Mullen	TranSystems – via phone
Holly Ostdick	CMAP
Ross Patronskey	CMAP
Mark Pitstick	RTA
Thomas Rickert	Kane/Kendall Council of Mayors
Mike Rogers	IEPA
Steve Schilke	IDOT
Ron Shimizu	Parsons Binkerhoff
Kesti Susinskas	AECOM
Gerry Trzupek	Huff & Huff – via phone
Stan Wang	AECOM
Kermit Wies	CMAP
Walt Zyznieuski	IDOT – via phone

1.0 Call to Order and Introductions

The meeting was called to order at 10:35 a.m. All participants introduced themselves.

2.0 Agenda Changes and Announcements

Ms. Berry stated that items 6.1 and 6.2 would be covered under item 4.0

3.0 Approval of Minutes – December 6, 2012

Ms. Berry noted that Mr. Rickert had provided a correction to item 5.2 in the draft minutes. On a motion by Mr. Carmitchel, seconded by Mr. Pitstick, the minutes were approved as corrected.

4.0 Semi-Annual TIP Conformity Amendment

Mr. Patronsky reported that the semi-annual conformity amendment, which includes the addition of Circle Interchange improvements, and the proposed amendments to GO TO 2040 are currently posted for public comment through February 18, 2013. He reported that there have been no comments on the TIP conformity amendment, and one comment in favor of including the Circle Interchange in GO TO 2040, and a number of comments on the Prairie Parkway. The Prairie Parkway comments addressed where on IL 47 the remaining funds should be used. All comments will be provided to the implementing agency.

5.0 TIP ID 12-08-0028, FAU 400 Minooka Road FROM US 80 I-80

Ms. Berry reported that this project was brought to the consultation team because it is a special circumstance where the bridge is being widened to accommodate four lanes in the future. The project is currently in the TIP as bridge replacement, an exempt work type. In discussions with IDOT District 3, CMAP staff has learned that the project is actually "Bridge/Structure - Reconstruct/Rehab Chng in Lane Use/Widths", an exempt tested TIP work type which covers bridge reconfiguration projects.

Ms. Berry noted that IDOT District 3 intends to expand the bridge from two lanes to four lanes, in anticipation of future widening of Minooka Road east of I-80. However, they will place concrete barriers and stripe it for two lanes of traffic. The future widening of Minooka Road, to be done by Grundy County, is currently not in the TIP and does not have secure funding. The bridge reconfiguration is moving forward for a June letting. In anticipation of this, staff has requested District 3 amend the TIP to reflect the correct work type.

6.0 GO TO 2040 Major Capital Projects

6.1 Circle Interchange Project (<http://circleinterchange.org/>)

Mr. Patronsky reported on this item under Item 4.0.

6.2 Prairie Parkway

Mr. Patronsky reported on this item under Item 4.0.

6.3 I-90 Managed Lanes

Ms. Berry reported that IDOT has begun engineering for an additional lane on I-90/Kennedy Expressway between I-190 and Harlem. CMAP has discussed this project with IDOT and determined that it is part of the I-90 Managed Lanes project. Based on this, the project will be treated as a conformity amendment to the TIP. IDOT is seeking design approval by the end of 2013.

6.4 Illiana Expressway

Mr. Schilke and Mr. Harmet provided an overview of the status for completing the Tier II EIS. They reported that the EIS is just beginning and that a public hearing is planned by the end of the year with completion by March of 2014. Mr. Weis reported that the deadline for submitting forecast and other information for the transportation model is in July for the project to be included in the conformity analysis to be considered in October. Mr. Schilke noted that a financial plan would be developed by fall.

7.0 Hot Spot Analyses

7.1 Circle Interchange

Mr. Wang reviewed information on the total and truck volumes for the Circle Interchange for the present and for 2040. Mr. Pitstick requested clarification on the Eastbound to Southbound truck volume, which was shown to be greater than the total Eastbound trucks at Racine. Mr. Wang responded that the volumes were derived from truck percentages and that he would verify the numbers and provide that information to the committee. Mr. Wang also provided an overview of the planned ramp configurations, collector/distributor lanes and through traffic lanes. Mr. Weis asked if the proposed design would accommodate future managed lanes. Mr. Wang responded that all through bridges would be able to accommodate an additional lane in the future. Mr. Zyzneiowski noted that there is no significant increase in truck traffic expected. Mr. Leslie stated that based on this, USEPA did not consider the project to be a project of air quality concern. The consensus of the team was that the project is not a project of air quality concern and a hot spot analysis was not required.

7.2 Illiana Expressway

Mr. Shimizu reviewed information on the total and truck volumes for the Illiana Expressway preferred alternative for 2040 without tolls, with tolls and with various assumptions for diverted traffic due to tolling. To clarify, the truck volumes are medium and heavy-duty trucks combined. He noted that tolling policies and a financial plan would be developed during the Tier II process and the projections would be revised if needed. Mr. Pitstick asked where traffic was leaving the facility at the eastern end, and what the volumes were on the north-south routes in the corridor. Mr. Schilke noted that the east end interchange with I-65 does not provide local access and the traffic was exiting locally before reaching I-65. Mr. Weis stated that the low pass through volume is indicative that the demand for the Illiana Expressway is regionally generated. Based on the information provided, it was the consensus of the team that the Illiana Expressway is a project of air quality concern, requiring hot spot analysis.

8.0 Metropolitan Planning Area Update

Ms. Berry reported that discussions with Plano and Sandwich had continued since the last team meeting and that all parties have agreed that both municipalities would begin participating in the Kane/Kendall Council of Mayors in 2014 and that their STP balances as of June 30, 2013 would be segregated from the Council's balance for their exclusive use. Ms. Berry also reported that the MPA would include two full townships in DeKalb County which are located wholly outside of the non-attainment area. Mr. Patronsky added that CMAP transportation model networks extend well beyond the planning area boundary, but that only links within the non-attainment area are used for air quality conformity analysis. Mr. Leslie concurred that this methodology was correct.

9.0 MAP-21 Requirements for CMAQ funding of PM2.5 projects

Mr. Donovan reported that recently project authorizations for CMAQ diesel retrofits and repower projects have been held up due to Buy America provisions. He noted that based on new interpretation of guidance issued in December 2012 that defines engines as "manufactured products", IEPA's project has moved forward, but Cook County's project remains unauthorized due to filters that are made with foreign steel, although possible domestic alternatives have been identified. He stated the Illinois Division is continuing to work with headquarters to determine what projects can be processed. He also stated that there is a pending waiver for GenSet engines in the state of Kentucky that is open for public comment. Ms. Berry asked if it would be appropriate for CMAP to provide comments. Mr. Donovan stated that it would be, and that pursuing a nationwide waiver is a dead end at this point.

10.0 Major Capital Project Updates

A brief update on the status of Major Capital Projects is available on the Transportation Committee [minutes page](#). The direct link to the report is <http://www.cmap.illinois.gov/documents/20583/390192/MajorCapitalProjectsQuarterlyUpdateNovember2012.pdf/1076aa1f-25a2-42ec-9c4d-52af7ac420d3>.

11.0 Other Business

Ms. Berry reported that in August 2012 the team had determined that TIFIA is a funding mechanism and should not be a fund source in TIP, however since that time CMAP and FHWA have determined that having TIFIA as a fund source is necessary. Staff made the appropriated addition in the TIP database and to Attachment A of the TIP Change and Project Grouping Procedures.

Mr. Rogers advised the group that IEPA is still working on the Conformity SIP agreements. They are still considering whether to have a Memorandum of Agreement with each nonattainment area, or one administrative rule.

12.0 Public Comment

None

13.0 Next Meeting

The next meeting is on call.

14.0 Adjournment

The meeting adjourned at 11:24 a.m.

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		