



Tier 2 Consultation Meeting Revised Minutes

May 21st, 2010

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

Participants:	Erin Aleman	CMAP
	Patricia Berry	CMAP
	Bill Brown	NIRPC (via telephone)
	Bob Dean	CMAP
	John Donovan	FHWA
	Michael Leslie	USEPA
	Holly Ostdick	CMAP
	Ross Patronsky	CMAP
	Mark Pitstick	RTA
	Susan Stitt	IDOT/OP&P
	David Werner	FTA
	Kermit Wies	CMAP

1.0 Call to Order and Introductions 10:00 a.m.

2.0 Agenda Changes and Announcements

Erin Aleman spoke about the public comment process for *GO TO 2040*. The process will have a variety of opportunities to present information and capture comments, including:

- CMAP presentations at COGs/COMs
- Public meetings in an open house format
- Specific stakeholder meetings
- Letters
- Calls
- Online

All of the comments will be logged. The public comment period is scheduled to run from June 11th through August 6th.

Mr. Donovan asked how responses to comments would be handled. Ms. Aleman replied that comments will likely be grouped into issue areas and addressed in that form. If

comments with project specific issues are received they will be placed with the project as an attachment.

3.0 Approval of Minutes – February 26th, 2010

Mr. Donovan made a motion to approve the draft minutes from the February 26th meeting, Mr. Pitstick seconded the motion. Motion Carried. Minutes were approved.

4.0 Latest Planning Assumptions – GO TO 2040 and FFY 2010-2015 TIP

Forecasts for jobs, households, and employment were discussed. These forecasts were done in house by CMAP staff. A baseline for 2010 was created, primarily using the previous NIPC forecast with some adjustments based on existing transportation systems and proposed transportation systems in *GO TO 2040*. Projects are currently available at the county level.

Mr. Patronsky stated that for MOBILE modeling, the inspection and maintenance program input files are based on the revised program implemented in 2007. Vehicle registration data for light duty vehicles is from 2008; heavy-duty vehicle age distributions are the MOBILE defaults. Climate data is from the National Climatic Data Center, as collected by IEPA. Mr. Leslie concurred that the data used is appropriate. Mr. Donovan asked if the documentation is going to be publically available and understandable to the general public. It was stated that the *Travel Demand Model Documentation* appendix would have the relevant information. Ms. Berry stated that there will be an excel workbook that will be useful for data analysis. Mr. Wies stated most of the appendices' information and the excel workbook are intended for technical or academic use. Mr. Wies also stated that a new document, the Socioeconomic Validation and Forecasting Primer, is being provided that would be more readable by a lay audience. It will discuss population and employment datasets, and approaches to selected strategies. Ms. Stitt asked if the primer was available now. Mr. Wies stated that it was still in development and will be available when public comment starts.

Mr. Pitstick stated that in the past the forecasts for population and employment caused much discussion. Mr. Wies stated that in past plan cycles there were control totals and CMAP's responsibility was the spatial distribution of the forecasts. In *GO TO 2040*, population and employment forecasts are created at the community level and then aggregated. Mr. Pitstick asked if, when the plan is approved, the forecasts will also be approved. Mr. Wies stated that a separate endorsement of the forecasts is not required; in adopting the plan, the CMAP Board is implicitly accepting its underlying planning assumptions.

All were in concurrence with the information stated.

5.0 FFY 2010 -2015 TIP

It was stated by Ms. Berry that she has specifically included two TIP issues on today's agenda at the request of team members. She noted that concurrent review by the regulating agencies has been underway since the onset of the TIP and *GO TO 2040* development process. All members of the consultation team were asked to identify outstanding issues areas for either the plan or the program prior to the development of today's agenda.

5.1 CTA BRT Projects

The CTA is hoping to secure money for Bus Rapid Transit (BRT) projects through livable communities grants, small starts grants, and/or bus discretionary funds. Mr. Werner concurred that it is appropriate that the CTA BRT projects remain in the proposed FFY 10-15 TIP.

5.2 Year of Expenditure Requirement

It was stated that the year of expenditure requirement is accomplished through the TIP programmers. All consultation members concurred with this approach.

CMAP staff distributed the federal register with final rules regarding the development of the TIP and the Long Range Plan. Ms. Berry asked if any member of the team has outstanding issues regarding the TIP meeting all applicable regulations. The team members agreed that all requirements are addressed.

6.0 GO TO 2040

6.1 Major Capital Projects Evaluation for their Potential Effects on Sensitive Unprotected Land.

Ms. Berry stated the agenda included a description of how this item is being addressed:

"CMAP has an Environment and Natural Resources working committee that has been closely involved in reviewing both the overall direction and the details of *GO TO 2040*. The committee meets monthly and includes representatives from the Illinois Environmental Protection Agency, Illinois Department of Natural Resources, U.S. Fish and Wildlife Service, and several environmental advocacy organizations, among others.

The state conservation plan with the greatest currency is the Illinois Wildlife Action Plan (<http://dnr.state.il.us/ORC/WildlifeResources/theplan/final/>) produced by the Illinois Department of Natural Resources. It includes a plan section called the 'Green Cities Campaign,' the first recommendation of which is to 'minimize the adverse effects associated with development on wildlife and habitats [through]...strategic plans for smart growth, redevelopment, and infrastructure projects that protect or enhance important habitats, provide adequate green space and green infrastructure (e.g., flood protection), minimize the need for additional infrastructure and minimize loss of agricultural lands, yet allow for economic development and human population growth' (p. 89). The land use component of

GO TO 2040 revolves around promoting livable communities, which is evidently also the direction of the Illinois Wildlife Action Plan. Furthermore, the green infrastructure network concept in the parks and open space component of *GO TO 2040* follows the recommendations of the Illinois Wildlife Action Plan to protect large 'hubs' of habitat connected by dispersal corridors.

Finally, major capital projects in *GO TO 2040* were evaluated against a number of performance measures, including their potential effects on sensitive unprotected lands. These lands were identified by reference to a number of environmental resources, such as streams, floodplains, shallow aquifers, and others, as well as the watersheds of high quality streams identified in the Illinois Department of Natural Resources' recent Biologically Significant Streams study. These aspects of *GO TO 2040* and the process for developing it satisfy the requirement for consultation in 450.322(g)."

The consultation team agreed with that section 450.322(g) has been met.

6.2 Major Capital Projects

Mr. Dean stated that CMAP has developed a constrained list that contains a relatively small number of projects. He also stated that CMAP used the year of expenditure dollar and also accounted for the maintenance and operations of projects and accounted for public comment received over the summer. He stated three projects have some form of change in their description and asked for concurrence from the consultation team.

Mr. Dean stated that the Red Line North's description currently calls for increased capacity and express trains in conjunction with a rehabilitated Purple Line. The CTA Purple Line project is solely to rehabilitate the line, but not add capacity. The CTA is interested in discussing possibly combining these 2 projects even though the Purple Line isn't a major capital project. Mr. Werner agreed with this approach and Mr. Pitstick indicated that the RTA considers the project to have that description currently.

The I-290 project was initially a managed lanes project with additional lanes being HOV only. After various discussions and public comment, staff determined it would be more accurately described as a multi-modal corridor. IDOT's Phase I engineering for the project is still underway and therefore the final corridor type has not been identified. The cost between transit and managed lanes is similar. Mr. Pitstick commented that the lengths of the projects are different and if congestion pricing was used the highway improvement would likely be less expensive. Mr. Dean stated that the estimated cost is for a generic improvement and is close to the approximate transit cost. Mr. Dean stated that CMAP has modeled the highway improvement because it is "the worst possible" in regards to

air quality. Ms. Berry noted that it was longstanding practice in the region to take the most conservative approach in modeling for conformity analysis.

Regarding the Illiana, Mr. Dean stated CMAP staff has included \$100 million in the plan to be used for engineering on projects that CMAP feels should be advanced. The project won't be modeled but the plan will indicate that CMAP supports further development of this project. Mr. Donovan asked if that addresses concerns raised from stakeholders. Mr. Dean stated that some in Will County said that they would prefer more support, but it appears the state approach is something that is acceptable to the majority of stakeholders. Mr. Pitstick asked if it is possible for transit projects to begin preliminary engineering with these funds. Mr. Dean stated that transit projects need to be conformed and included in the plan before preliminary engineering begins. Mr. Dean stated the plan would be distributed to the CMAP Transportation Committee on June 4th. He asked everyone to look it over once it is released and provide feedback to him before the document is released for public comment on June 11, 2010.

Again, Ms. Berry confirmed that concurrent review is being actively undertaken by all members of the consultation team. All team members agreed and indicated that it appears all long range plan requirements are addressed.

7.0 Adequacy Finding for NO_x and VOC for 8-hour Ozone Maintenance Plan

Mr. Rogers stated that the VOC and NO_x budgets in IEPA's attainment demonstration and maintenance SIP submission for the 1997 8-hour ozone standard were deemed adequate by US EPA. Mr. Leslie stated the new budgets need to be used for conformity of GO TO 2040 and the FFY 10-15 TIP. Mr. Patronsky confirmed that 2009 budget would be used for 2016 and the 2020 budget for 2020, 2030, and 2040. Mr. Leslie stated that that was correct. Mr. Brown stated that Northwestern Indiana's 8-hour ozone budgets were approved 10 days ago. NIRPC is anticipating that the maintenance plan will be approved by the end of the year.

8.0 Public Comment

There were no public comments.

9.0 Next Meeting

The next meeting is June 24, 2010 at 10:00 a.m. Subsequently, the meeting date was rescheduled to June 25, 2010 at 10:30 a.m.

10.0 Adjournment

On a motion by Mr. Donovan, seconded by Mr. Werner, the team adjourned.

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		

