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Tier 2 Consultation Meeting Minutes

July 2, 2008

Offices of the Chicago Metropolitan Agency for Planning (CMAP)

Lake County Conference Room

Suite 800, 233 S. Wacker Drive, Sears Tower, Chicago, Illinois

Participants: Patricia Berry CMAP

Bill Brown NIRPC (via telephone)

Chris DiPalma **FHWA** Teri Dixon **CMAP** Doug Ferguson **CMAP** Luann Hamilton CDOT **CMAP** Craig Heither Rob Kaleel **IEPA** Michael Leslie **USEPA** Holly Ostdick **CMAP** Ross Patronsky **CMAP** Mark Pitstick RTA Mike Rogers **IEPA** David Seglin **CDOT** Stephen Schindel **RTA David Simmons** CTA

Betsy Tracy IDOT OP&P Kermit Wies CMAP

1.0 Call to Order and Introductions

The meeting was called to order at 1:00 PM.

2.0 Agenda Changes and Announcements

There were no agenda changes.

3.0 Approval of Minutes February 5, 2008 and April 23, 2008

A motion to approve the minutes of the February 5, 2008 and April 23, 2008 meetings, as was made with the change of "billion" to "million" in the April minutes, item 4.0, third paragraph, second sentence. The motion carried unanimously.

4.0 IEPA Draft Ozone and PM2.5 SIPs

Mr. Rogers stated that the Chicago area including northwestern Indiana does not attain the 8 hour ozone and the PM2.5 standards established in 1997. This morning Mr. Kaleel gave a presentation to the Environment and Natural Resources Committee summarizing Chicago's attainment demonstration which describes how the region will meet those standards by 2010. Copies of the presentation were distributed to the Consultation team. The presentation defined the timeline, regulatory dates, and Illinois involvement with other states. Pages 4 and 5 of the presentation printout gave a breakdown of the emissions for VOC, NOx, PM2.5 and SO2. SO2 emissions are expected to grow over the 2002 to 2010 timeframe but IEPA has strategies in place to reduce emissions from power plants in the 2012-2015 and beyond timeframe where Illinois has some of the most stringent rules in the country dealing with NOx and mercury reductions from power plants. Page 6 had a slide of the emission control programs that are all adopted. The hot spots for 8 hour ozone shown on pages 6 and 7 along with the emissions trends shown on page 10 revealed that the region is on track to make attainment in the required time frame.

Mr. Rogers distributed the Transportation Conformity document which identified the six criteria that need to be addressed in order for USEPA to determine the new budgets are adequate and approve them. These budgets incorporate the current vehicle inspection and maintenance program and the use of reformulated gasoline and are consistent with the assumptions that CATS (this was done prior to the creation of CMAP) supplied to LADCO for their use in modeling with respect to both the 8 hour ozone standard and PM2.5 standards. He pointed out that the current discussion at consultation is a required part of SIP submission.

IEPA expects to submit the new SIP documents to USEPA by late September or early October. Mr. Leslie stated that based on the estimated submittal dates that USEPA would determine adequacy by the first of the year, 2009. Mr. DiPalma asked if the new SIP budgets would trigger a rerun of the transportation models. Mr. Leslie stated that the adequacy finding would trigger a 24- month clock for the region to show conformity to the new budgets. Mr. Rogers stated that currently approved Plan and TIP would not have to retroactively show conformity to the new budgets.

Mr. Patronsky asked if TIP amendments scheduled for a March approval would need to use the new budgets to demonstrate conformity if USEPA makes an adequacy determination on the new SIP budgets by the new year. USEPA and ILEPA concurred that the conformity for the TIP amendments in March 2009 should plan to use the new budgets.

Mr. DiPalma asked whether, if the new SIP follows the estimated schedule mentioned earlier, the sanctions clock that was started with the USEPA's failure to submit finding issued March 2008 will stop. Mr. Leslie stated that USEPA has 60 days to issue a completeness finding or it becomes complete under operational law after six months. Mr. Rogers stated that a completeness finding by USEPA will turn off the sanctions clock and

that the first sanctions would not be triggered until 18 months from the failure to submit finding.

5.0 CMAP TIP Amendment Requiring Conformity Analysis

Mr. Patronsky stated that at the same time as the proposed SIP budgets are out for public comment, a TIP amendment requiring conformity analysis will also be out for public comment. Does the TIP amendment need to address the new budgets? Mr. Leslie replied that since USEPA would not have acted on the new budgets that the TIP amendment does not need to address the proposed new budgets.

Currently 2010 is an analysis year but the proposed SIP budgets use a FY 2009 attainment year. After USEPA issues an adequacy finding on the proposed SIP budgets, FY 2009 will need to be used as an analysis year.

A discussion was held on moving 2008 year funds out of the TIP or moving them to 2009 and bringing in 2012 funding. Typically these changes would occur in January because of the budgeting process of the transit service boards. If handled this way, then the TIP would be operating between October and January as a three-year TIP (2009-2011) which could be problematic.

The team agreed that CMAP staff will check with programmers to see if there are any problems with moving all FFY08 projects out in October.

6.0 Congestion Reduction Initiative

Mr. Simmons stated that a pilot project of 4 rapid bus routes has been announced and asked if this could be considered as being in the Plan with the bus systems that are currently in the Plan. Mr. Murtha responded that the pilot program is not identified within the several subsystems of bus routes documented in the Plan. The subsystems include a downtown system, a neighborhood express bus system, several suburban express bus systems and suburban arterial systems.

Mr. DiPalma asked for more details of the project. Mr. Simmons responded that the CTA is looking to implement a pilot bus rapid transit system on four arterial segments that currently have bus service. The four routes are on Chicago, Halsted, 79th and Jeffery. The project would involve a series of treatments including signal priority, removing parking lanes and converting them to bus only lanes during peak periods, camera enforcement on buses to identify vehicles blocking those lanes, passenger information through the bus tracker system that will be made available to both web enabled devices and bus stops, prepaid boarding facilities. The buses used would be hybrid articulated models. CTA stated they would like to have an initial service running by next spring using pavement markings. The buses and traffic aides to assist in bus priority are currently on order. No construction would be involved in the first phase. The second phase would be operational by spring of 2010 with the full treatment.

Mr. Murtha asked if the primary service improvement would be in 2009 and there would not be a substantial service improvement with the construction in 2010. Mr. Simmons responded that the significant speed improvements would not be realized until 2010 because of the signal treatments in place and a more complete bus fleet in place. Mr. DiPalma asked if the 2009 phase would include the removal of parking in peak directions and the inclusion of bus only and BRT lanes. Mr. Simmons replied that 2009 would include those changes. Mr. DiPalma stated that the 2009 phase would then include changes to the physical environment beyond just new vehicles. Mr. Wies asked if there would be any removal of general purpose lanes of traffic. Mr. Simmons responded that in cases where there are currently restricted parking that are used by mixed traffic now, those lanes would be restricted to bus only. It is unknown how much of the proposed routes would involve this treatment and not sure at this time whether turn lanes would be removed. The intent of the service would provide a slight increase in the number of bus runs and replace some of the standard buses with articulated buses which would provide a capacity increase but not overlaying entire service. On the length of the new routes the plan is to provide 2 articulate BRT buses for every local bus. The goals for bus operating speed improvements are 25% for the 2009 phase and 50% for the 2010 phase.

Mr. Wies inquired if this is a significant enough change in the existing level of service to warrant a new conformity analysis. Mr. Murtha also asked if this investment warrants a Plan update. The initial reaction is this is a step up from the neighborhood bus service. Mr. Wies stated that proposed service would affect the overall mode share and the operating speed, reduction in stops and the frequency of service would marginally affect the modeling.

The memorandum of understanding between the USDOT and the CTA calls for all project authorizations to have been achieved by the end of the year. The consultation team reached general consensus that the BRT routes being proposed by the CTA as part of the congestion reduction initiative are a non-exempt project that will require a TIP amendment with conformity analysis. The project information will need to be provided to CMAP staff by July 31, 2008 to be included in the next TIP amendment conformity analysis. The project should also be added to the Plan. If part of a larger effort, it should all be added to the Plan. The parking component should be added to the Plan but is not required to be in the TIP.

7.0 Other Business

None

8.0 Next Meeting

The next scheduled meeting of the Consultation team was left on call.

9.0 Adjournment