



Tier II Consultation Meeting

Minutes – September 20, 2013

Participants:

Reggie Arkell	FTA – via phone
Jamie Bents	Huff & Huff
Patricia Berry	CMAP
Brian Carlson	IDOT District 1
Bruce Carmitchel	IDOT – Office of Planning & Programming
Kama Dobbs	CMAP
John Donovan	FHWA
Matt Fuller	FHWA – via phone
Pete Harmet	IDOT
Lindsay Hollander	CMAP
Brian Kapala	Parsons Brinkerhoff
Tim Kelly	Huff & Huff
Michael Leslie	USEPA
Jane Lin	UIC
Holly Ostdick	CMAP
Ross Patronskey	CMAP
Mark Pitstick	RTA
Mike Rogers	IEPA
Chris Schmidt	IDOT – Office of Planning & Programming
Todd Schmidt	CMAP
Gerry Trzupek	Huff & Huff
Andrew Williams-Clark	CMAP
Walt Zyznieuski	IDOT – via phone

1.0 Call to Order and Introductions

The meeting was called to order at 12:31 p.m. All participants introduced themselves.

2.0 Agenda Changes and Announcements

None.

3.0 Approval of Minutes – June 20, 2013

On a motion by Mike Rogers and a second by Michael Leslie, the minutes of June 20, 2013 were approved as presented.

4.0 Plan Update and TIP Development

4.1 GO TO 2040 Update and FFY 2015 – 2020 TIP Development

Mr. Williams-Clark provided an overview of the process and schedule for updating GO TO 2040 by October of 2014. He noted that no policy changes are planned, and that the update would be released for public comment in June, 2014. Ms. Berry noted that the TIP will be developed concurrently with the Plan Update.

Mr. Schmidt provided an overview of the major capital project update process. Notably, the universe of major capital projects will be brought to the Transportation Committee in November, 2013 with a final list of projects recommended for inclusion in the update in April, 2014.

4.2 GO TO 2040 Financial Plan Updates

Ms. Hollander summarized the process and schedule for updating reasonably expected revenues and expenditure information, the overall fiscal constraint of the plan and the allocation of funding by project categories. She stated that research on core revenue trends as well as reasonably expected revenues is underway, and that research is finding that projected growth in Motor Fuel Tax (MFT) revenue envisioned in GO TO 2040 is not being met. She also reviewed other assumptions of GO TO 2040 that have changed since its adoption, including that 2% of the expressway system would have congestion pricing by 2020. In response to a question from Mr. Chris Schmidt, she noted that Public Private Partnership (PPP) revenues were set at zero in GO TO 2040 because PPP is a project-specific funding mechanism. Mr. Donovan added that at the time of adoption, there was no history of PPP in Illinois to base assumptions on. Ms. Hollander noted that the Transportation Committee discussed that while MFT may not remain as a viable fund source, a reasonably equivalent replacement source could be assumed. Mr. Donovan added that FHWA will be flexible and that assuming there will be some primary source for the federal aid program is appropriate.

5.0 PM_{2.5} Redesignation Proposed Approval

Mr. Leslie reported that on August 7, 2013, the USEPA proposed to redesignate the Chicago area to attainment of the 1997 annual PM_{2.5} national ambient air quality standard (NAAQS) of 15 micrograms per cubic meter. The proposal finds that the Chicago-Gary-Lake County, IL-IN area has attained the 1997 annual PM_{2.5} NAAQS based on quality-assured, certified 2007-2012 air quality data. The USEPA also proposes to approve the Chicago Area Maintenance Plan submitted by the Illinois EPA. No comments were received on USEPA's proposals; redesignation should occur in the next few months. In response to a question from Mr. Rogers, Mr. Leslie said that a letter finding the budgets adequate could be issued quickly if it

becomes necessary. (Subsequently, the [redesignation and budget adequacy finding](#) were published in the October 2, 2013 Federal Register.)

The PM_{2.5} annual standard was revised in January (effective March 18, 2013) to 12.0 micrograms per cubic meter. The Chicago area does not attain that standard, although the designations are not expected until March 2015. Mr. Rogers said that IEPA expects to submit its recommendation for the nonattainment area to USEPA by the end of the year.

In response to a question from Mr. Pitstick, Mr. Leslie added that there is no effect on CMAQ funding eligibility from the redesignation.

6.0 Semi-Annual TIP/GO TO 2040 Amendment and Conformity Analysis

Ms. Berry reported that semi-annual conformity amendment is scheduled to be considered at the October 9, 2013 joint meeting of the CMAP Board and MPO Policy Committee and summarized the two public comments received. She noted that the western terminus of the Illiana corridor (I-55 at Lorenzo Road and IL 129) will need to be addressed and Mr. Donovan concurred that it does not need to be a GO TO 2040 amendment; a regular TIP Conformity Amendment is appropriate.

7.0 Status update on potential PM_{2.5} quantitative hot spot analyses

Mr. Harmet provided an overview of the I-290 Multimodal Corridor project (ID 04-00-0023) and the alternatives for adding general purpose lanes, HOV lanes, HOT lanes and HOT and tolled general purpose lanes. Mr. Kapala reviewed the projected changes in traffic and truck volumes for the alternative scenarios. Mr. Leslie stated that from the 2040 volumes discussed, the project is likely a project of air quality concern, but more information and a preferred alternative is needed for a decision. Mr. Harmet stated that all four alternatives are being carried through to a public hearing and MOVES modeling will be performed on them all. Mr. Fuller added that there is enough public interest in air quality issues that whether the analyses are technically needed or not it makes sense to commit to conducting them and disclose the results in the EIS. After further discussion, the team concurred that the project will be treated as a project of air quality concern and that IDOT will analyze all alternatives and if the change in traffic is similar, the worst case scenario volumes will be used for the hot spot analysis. Mr. Harmet committed to returning to the Consultation Team to report the volumes and to seek approval of MOVES inputs. Ms. Berry asked Mr. Zyznieuski and Mr. Fuller if there had been any recent decisions regarding any other projects. Neither recalled any and noted that the decisions are typically included in the minutes of District 1/FHWA coordination meetings. Mr. Harmet committed to adding CMAP staff to the distribution list for those minutes.

8.0 Update Transportation Conformity SIP

Mr. Rogers reviewed the status of the draft Memorandum of Agreement on the process to conduct Transportation Conformity drafted in 1998 and stated that IEPA prefers that the agreement be updated. He added that USEPA has provided examples and that Wisconsin had just completed an update to their agreement. Mr. Rogers will continue to advise the team on the status of the updated agreement.

9.0 Major Capital Project Updates

Ms. Berry noted that a brief update on the status of Major Capital Projects is available on the Transportation Committee minutes page.

10.0 USDOT Certification Review

Mr. Donovan reported that CMAP, as the Chicago area’s Metropolitan Planning Organization, must be reviewed and certified by the USDOT every four years. The purpose of the review is not only to ensure that federal regulatory requirements for transportation are being met but also to highlight good planning practices and share information among participating organizations. He invited the team to participate in the onsite interviews to be held at CMAP on October 7 and 8 and added that the Tier II Consultation Team has functioned well.

11.0 Other Business

None.

12.0 Public Comment

None.

13.0 Next Meeting

The next meeting is on call.

14.0 Adjournment

On a motion by Mr. Pitstick, seconded by Mr. Rogers, the meeting adjourned at 1:33 p.m.

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		