

Tier 2 Consultation Meeting
May 4, 2004
Final Meeting Summary

Participants

Vanessa Adams	USDOT/FTA
Patricia Berry	CATS
Steve Call	USDOT/FHWA
Promise Otaluka	FHWA
Mark Pitstick	RTA
Ross Patronskey	CATS
Dan Rice	CATS
Mike Rogers	IEPA
Gordon Smith	IDOT
Kermit Wies	CATS

1. Approval of the February 9, 2004 meeting summary

The first draft February 9 meeting summary was approved.

2. Brisbin Road and I-80 Interchange

The results of the conformity analysis including the Brisbin Road interchange project were discussed. Mark Thomas' April 15 memo with the VOC and NOx results was distributed. Mr. Rogers asked how different the results were from the original conformity analysis results. Mr. Wies responded that the difference was in the decimals. Mr. Rogers asked that a revised memo be distributed showing the original results along side the results including the interchange. Ms. Berry noted that Mr. Thomas had already prepared such a memo and that it would be distributed. It was agreed that the analysis will be taken to the May 21 WPC meeting and then, if the WPC concurs, the conformity determination on this TIP amendment will be released for a public comment period.

3. 2030 RTP Update

Mr. Wies began the discussion by reviewing the planning emphasis areas. Toward the end of the 2030 RTP development process, USDOT requested that the RTP include more on safety and security. The language included was satisfactory to the federal reviewers. Security in the transportation arena is no longer about transit crime, it's about homeland security. The federal web site has some NCHRP projects but they're listings—is the USDOT looking for something new and innovative in the RTP update? Mr. Call said it is not clear. He concurred that safety and security are two distinct issues. It is not expected that homeland security policy be in the RTP, but something new on safety might be necessary.

Mr. Wies noted that pedestrian safety was emphasized in the last certification review. Mr. Call said it could be that identifying safety issues and strategies to address them should be included. Mr. Wies asked if a sea change was coming—should there be a lot more language or something very different? Mr.

Call said he thought there would definitely be a need for more information in the Plan on this topic. He said that Indiana is reviewing fatalities and accidents statewide and that would be reflected in their planning process. Ms. Adams said that the CTA has been selected a few times for emergency preparedness grant and that could be touted. The CTA received this funding last year and it will continue.

Mr. Wies said that Mr. Call's request for additional language on how the region was addressing safety led to the inclusion of some of the region's strategies, including the section on Safe Routes to School. Mr. Call said a new federal transportation bill will be coming out and, hopefully, the regulations to go with it. Given that the administration's bill is titled SAFE TEA, it's likely there will be more safety related requirements, but as to specifically what the requirements will be, that's speculation.

Mr. Pitstick said that many of the goals of SAFE TEA are addressed in the Plan. There is recognition of the statistics for the region on accident injuries and deaths, collisions among and between modes. On arterials we're integrating pedestrian design and we are trying to separate modes where we can with grade separations. We are trying to plan safety into all of our efforts. Mr. Wies agreed, noting that the RTP committee is currently wrestling with these issues. Mr. Call said that the September planning conference will have speakers on safety conscious planning. He noted that some of the same issues faced planners when dealing with the lack of guidance on management systems. The federal agencies will continue to work with CATS staff to provide direction in the absence of regulation.

4. Inspection & Maintenance Program

Mr. Rogers said that an agreement on an extension to the I & M contract was announced on Friday. IEPA was able to negotiate a retention of the savings resulting from the cheaper cost of OBD testing (\$7.4 million). Since the fleet is predominately OBD equipped, there is less use of the dynamometer and thus the savings. The I & M contract was also extended by an additional year, till the end of January 2007. This additional year allows IEPA to gear up for the next phase. IEPA has issued a Request for Information to gather ideas on the 2007 I & M program. Formal RFPs will then be issued for the new program.

IEPA hopes that the new program will cost more in the range of \$35 million per year as opposed to the current \$60 million. Currently, \$30 million comes from the state motor vehicle tax fund (this expires in 06 and is tentatively approved by the Governor to be extended through 07). The remainder (\$22.6 million) for FY 05 will be funded through the CMAQ program. The Governor's office is not supporting a fee-based program at this time.

Mr. Call said that Mr. Kohler has a short term fix termed back crediting. The State could have provided up to 80% in CMAQ funding for the first three years of

I & M operations . Since all of that CMAQ funding was not directed to the program, IDOT still has \$34 million in unused potential CMAQ funding. The State and FHWA have made the case to the FHWA headquarters that Illinois is working on other measures to fund the program and it sounds like D.C. is going to agree and allow the use of the additional CMAQ funds. Mr. Rogers distributed an April 30 press release from IEPA reporting on the cost savings in the vehicle testing program.

5. Projects of Air Quality Benefit

Mr. Rogers said that over the last six months, the AQTM has been discussing Projects of Air Quality Benefit. This program would continue to monitor and report on projects that have air quality benefits. The TCMs implemented over the last twelve years have allowed us to achieve the tonnage reductions included in the State Implementation Plan. The AQTM has been working to quantify the air quality benefits from the subsequent projects for in house use, but not for the SIP. At some point this could be used for conformity. Mr. Rice concurred that this is not a requirement, but that staff will continue to track the projects.

Mr. Rice distributed an April 21 progress report on PAQBs and a proposed final draft of the process to identify the PAQBs. The first step is identifying projects that are complete and verifiable and not currently modeled. Then they will be evaluated and a brief report will be developed. The CMAQ evaluation methodologies may be utilized. Mr. Rice noted that while the TCM process identified about four tons of emissions reductions, many potential air quality projects are now included in the models and it will be a struggle to come up with a half ton of credits. Mr. Wies noted that when model improvements are made it will be easy to pull projects out of the PAQB inventory.

6. 8-hour Ozone Standard

Mr. Rogers said that on April 15, 2004 USEPA came out with the nonattainment area boundary designations for the eight-hour ozone standard. They used IEPA's recommendations, so the boundary will be the same as that of the 1-hour standard. The 2002 base year inventory is being prepared and by June 15, 2007 an attainment demonstration is due to USEPA. Illinois is working with Michigan, Wisconsin and Indiana through LADCO. Moderate areas must be in attainment by June 15, 2010.

We must demonstrate conformity to the eight-hour standard by June 15, 2005. USEPA is still coming out with the conformity amendments. The USEPA implementation policy will be forthcoming in the next six weeks. Mr. Call asked about the upcoming training in Indianapolis. Mr. Rogers said the training will incorporate the new conformity regulations, if issued. Mr. Pitstick asked what happens to the one-hour standard. Mr. Rogers said that as of June 15, 2005 the one-hour standard will be revoked and we will be under the eight-hour standard. Strict new source review regulations will still be in place because of our classification as severe. Going from a severe to a moderate non-attainment

area, the threshold for new source review goes from 25 tons to 50 tons per year of VOC. CMAQ funding may be affected because it is based on a multiplier dependent on the classification of areas and because more areas will be in non-attainment.

Mr. Rogers said that we do not know yet if we can interpolate for 2010. Mr. Patronsky asked about updating the fleet mix, etc. Mr. Rogers said any updates would be done in concert with updates for SIP development.

7. 2000 Census Implications

Ms. Berry reported on the five issues under review as a result of the 2000 Census. The subregional planning staff for the McHenry and Lake Councils of Mayors, Pat Schroeder and Bruce Christensen, have sent a packet out to the local elected officials in the Illinois portion of the Round Lake Beach-McHenry-Grayslake, IL—WI urbanized area describing the options available to them. Responses are coming in and final resolution of this item is expected soon. If the decision is made, as appears most likely, that the local elected officials in the new UZA choose to continue planning through the Chicago Area Transportation Study, a letter will be sent to them confirming their choice. The consultation team concurred in this approach.

RTA and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) have signed a letter of understanding for FY 2004 FTA section 5307 funds. SEWRPC will work with the local officials in Kenosha County to establish service to utilize the funds. If no such service is established, it is expected that future years' funding will go entirely to the RTA.

The proposed urban area boundary was approved at the March Policy Committee meeting. Work is continuing on developing a proposed Metropolitan Planning Area (MPA) boundary for consideration by the Work Program Committee. Discussions with the interested parties are continuing. Staff has also been working with SEWRPC staff on the memorandum of understanding documenting the cooperative planning process that already exists.

8. Other business

The consultation team was briefed on the CREATE program. Mr. Call distributed an announcement on Mobile 6.2 training in Chicago to be held July 7 and 8 at CATS.

9. Next Meeting

The next meeting was left on call.