



Tier II Consultation Meeting
Minutes - December 6, 2012

Participants:

Reggie Arkell	FTA
John Baczek	IDOT – District 1 BD&E - via phone
Patricia Berry	CMAP
Ylda Capriccioso	CMAP
Bruce Carmitchel	IDOT – Office of Planning & Programming
Brian Carlson	IDOT District 1 – via Phone
Ron Deverman	HNTB
Kama Dobbs	CMAP
John Donovan	FHWA
Michael Leslie	USEPA
Ross Patronsky	CMAP
Mark Pitstick	RTA
Thomas Rickert	Kane/Kendall Council of Mayors
Mike Rogers	IEPA
Danielle Stewart	IDOT DPIT – via phone
Susan Stitt	IDOT – Office of Planning & Programming
Kermit Wies	CMAP

1.0 Call to Order and Introductions

The meeting was called to order at 10:30 a.m. All participants introduced themselves.

2.0 Agenda Changes and Announcements

An item was added to the agenda after item 7.0 to discuss the semi-annual Conformity Analysis and TIP Amendment scheduled for consideration for approval in March, 2013.

3.0 Approval of Minutes – August 28, 2012

On a motion by Mr. Carmitchel, seconded by Mr. Pitstick, the minutes were approved as presented.

4.0 PM Hot Spot Methodology

Mr. Deverman gave an overview of the minor changes to the methodology for determining if CREATE passenger rail projects are “Projects of Air Quality Concern”. He stated that the last update occurred in 2007. Mr. Leslie and Mr. Rogers stated that the proposed changes were acceptable. On a motion by Mr. Carmitchel, seconded by Mr. Leslie, the changes were approved as presented.

5.0 GO TO 2040 Major Capital Projects

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

Ms. Berry provided an overview of recent meetings and correspondence regarding the Circle Interchange reconstruction. Mr. Patrosky noted that CMAP is in the process of analyzing data provided by IDOT to develop the same evaluation measures as were developed for Major Capital projects in GO TO 2040. Mr. Baczek and Mr. Carlson gave a brief summary of the planned improvements and schedule. Ms. Berry distributed the data provided by IDOT for demonstrating fiscal constraint in GO TO 2040. Mr. Donovan added that FHWA finds the fiscal constraint data satisfactory. Ms. Berry stated that the project would be included in the upcoming semi-annual GO TO 2040/TIP conformity analysis and TIP amendment. An amendment to GO TO 2040 will be considered with the approval of the conformity analysis. The team concurred with this approach.

5.2 Prairie Parkway

Ms. Berry reported that a change to the language in GO TO 2040 regarding the Prairie Parkway to strike the phrase “and can be completed with the earmarks received” to read “However, one element of this project, involving a bridge over the Fox River in Yorkville to connect US 34 and IL 71, has independent utility.” should be included in the proposed amendments to GO TO 2040. The earmark is currently programmed in the TIP on the IL 47 project (TIP ID 09-11-0034). Mr. Rickert added that the project, particularly the bridge, remains a priority of Kendall County and the Kane/Kendall Council and that those bodies would continue working with IDOT to allocate appropriate funding. Mr. Rickert also stated that the IL 47 project (TIP ID 09-11-0034) south of Caton Farm Road is a lower priority to Kane and Kendall Counties now with the recent Record of Decision rescission and that IDOT needs to first address priorities of greater significance for the region along IL47. The team concurred with this approach.

5.3 Illiana Expressway (<http://www.illianacorridor.org/>)

Ms. Berry reported that, as indicated in the agenda, if IDOT plans to release a request for proposals for operating the roadway prior to the EIS approval it will be advantageous if the project were included in the fiscally constrained long range plan before the proposal is announced. This has been discussed recently with the IDOT Central Office staff and all agreed it was important to keep the status of this project on everyone’s radar. The federally required update of GO TO 2040 will need to occur by October of 2014. Although this project will need to be in GO TO 2040 prior to the completion of the Tier 2 draft EIS, CMAP and IDOT have agreed that now is not the appropriate time. Ms. Stitt concurred.

5.4 Clarification of TIP ID: Interstate 80 - Ridge Rd. to US 30 (09-12-0036)

Ms. Berry reported that since the Consultation Team determination that given the life cycle of bridges, TIP ID 12-09-0010 could include widening of bridges to accommodate the eventual widening of Interstate 80 without requiring a GO TO 2040 Plan amendment, IDOT has added an independent project for the construction of the bridges as TIP ID 09-12-0036. On a motion by Mr. Pitstick, seconded by Mr. Carmitchel, the change in TIP ID was accepted.

6.0 Metropolitan Planning Area Update

Ms. Berry reported that with release of the 2010 Census, the northeastern Illinois urbanized area now includes additional portions of Kendall and DeKalb counties – Plano and Sandwich respectively. Federal rules require that the Metropolitan Planning Area (MPA) include the urbanized area and any area that is expected to be urbanized within the next 20 years. All of Kendall County was included in the MPA following the 2000 Census. It is expected that a report on the MPA will be provided at the January 2013 MPO Policy Committee meeting with action anticipated at the March 2013 meeting. It is also expected that the required agreements will be reviewed at that time. Mr. Pitstick asked if the State/MPO/Transit Operators agreement is among those to be reviewed and Ms. Berry replied affirmatively.

With the new 2010 census urbanized area the anticipated recommendation is that the MPA be expanded to include two townships (Somonauk and Sandwich townships) of DeKalb County. No additional areas are anticipated to be urbanized within the next 20 years. She went on to discuss the anticipated treatment of local STP funds. Prior to be included in the UZA, the municipalities of Plano and Sandwich received an allocation of STP funds directly from IDOT. Beginning in FFY 2014, it is expected that Sandwich and Plano will compete through the Kane/Kendall Council of Mayors to receive STP urban funding. CMAP, IDOT, and the Kane/Kendall Council of Mayors have agreed that the STP balances that Plano (\$975,301.22 federal) and Sandwich (\$700,765.11 federal) have accumulated will be set aside for their use. The municipalities have not yet been informed of the anticipated direction and discretion is appreciated. CMAP staff will schedule meetings to include the municipalities, IDOT, FHWA, and representatives of the counties and the Council of Mayors.

7.0 Update Transportation Conformity SIP

Mr. Rogers provided background information on requirements for including transportation conformity procedures in the SIP and the status of meeting that requirement. He requested input from the group on the preference for undergoing the rulemaking process or executing a Memorandum of Agreement (MOA). Ms. Stitt noted that rulemaking would not require the same legal review at individual agencies that an agreement would. Mr. Rogers also noted that rulemaking would cover NE Illinois as well as East St. Louis, whereas separate agreements would need to be executed in both regions.

He also suggested that an administrative rule may be more expeditious. Ms. Stitt asked whether review by the Joint Committee on Administrative Rules (JCAR) would be required in either case. Mr. Rogers replied that JCAR review would be required for a rulemaking, but was unsure regarding an MOA; but he would check with IEPA legal staff. Ms. Berry said that she would be reporting on the several agreements required by the transportation rules at the January MPO Policy Committee meeting and would like to include information on this as well if appropriate. Mr. Rogers reported that additional information about the next steps would be forthcoming at the beginning of next year. Mr. Leslie offered to prepare notes on the requirements.

8.0 Semi-Annual TIP Conformity Amendment [This item added to the agenda]

Ms. Patrosky reported that the next semi-annual conformity analysis will be underway in December using the MOVES model. He stated that a short write-up on the inputs used in MOVES will be included. He also requested concurrence that the appropriate analysis years are 2015 (attainment year for ozone), 2025 (horizon year of SIP maintenance plan), 2030 and 2040 and that 2016 could be dropped as an analysis year. On a motion by Mr. Rogers, seconded by Mr. Leslie the analysis years were approved.

9.0 Major Capital Projects Updates

Ms. Berry noted that a link to updated information on Major Capital Projects was provided for information.

10.0 Other Business

Mr. Rogers announced that NE Illinois is expected to meet the USEPA’s definition of “widespread use” of onboard refueling vapor recovery (ORVR)-equipped vehicles in January 2014, relieving the need for the existing “stage 2” recovery equipment on fuel pumps. Therefore, IEPA will be undertaking a rulemaking process to allow gas stations to phase out the Stage 2 equipment beginning in January 2014. This change will have no effect on the regional transportation conformity process, as vehicle refueling emissions are not included in the motor vehicle emissions budgets.

11.0 Public Comment

None.

12.0 Next Meeting

The next meeting is on call.

13.0 Adjournment

The meeting adjourned at 11:13 a.m.

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		