



## Tier 2 Consultation Meeting Minutes

September 23, 2008

Offices of the Chicago Metropolitan Agency for Planning (CMAP)  
Lake County Conference Room  
Suite 800, 233 S. Wacker Drive, Sears Tower, Chicago, Illinois

<b>Participants:</b>	Patricia Berry	CMAP
	Chris DiPalma	FHWA
	John Donovan	FHWA (via phone)
	Teri Dixon	CMAP
	Doug Ferguson	CMAP
	Les Nunes	IDOT (via phone)
	Holly Ostdick	CMAP
	Ross Patronsky	CMAP
	Mike Rogers	IEPA (via phone)
	Jim Stack	IDOT (via phone)
	Drew William-Clark	CMAP

### 1.0 Call to Order and Introductions

The meeting was called to order at 10:04 A.M.

### 2.0 Agenda Changes and Announcements

There were no agenda changes.

### 3.0 Approval of Minutes July 2, 2008

A motion to table the approval of the minutes of the July 2, 2008 meeting until the next meeting was made. The motion carried unanimously.

### 4.0 2005 Certification Recommendations

Mr. Ferguson distributed and reviewed the recommendations from the 2005 Certification Review for discussion as a precursor for next year's certification review. Mr. DiPalma indicated that next year's review should be similar in time frame to the 2005 review, starting with the desk audit in early June, the site visit interviews in early August and a closeout meeting in mid to late August. A copy of the 2005 Certification Review recommendations is attached to these minutes. With regard to the first recommendation, Ms. Berry stated that work is currently being done on the agreements which involve IEPA. Mr. Rogers commented that the time frame for the completion of the agreements may be longer than anticipated now that drafts are being reviewed by the legal team at IEPA. Mr.

DiPalma asked if Mr. Leslie of the USEPA had any involvement in the discussions. Mr. Rogers indicated that he has not but the plan is to involve him once something has been drafted between CMAP and IEPA.

Mr. William-Clark presented a summary of the work being done on the CMAP indicators project and how it relates to recommendations two, four and nine. Recommendation 2 deals with the tracking of past UWP projects. Currently CMAP is posting on its website quarterly reports on UWP projects.

Recommendation three dealt with the linkages made between UWP priorities and the planning factors. Mr. DiPalma indicated that the core and discretionary UWP projects need to be tied directly into the 8 federal planning factors. This needs to be more than just a listing of the planning factors in the UWP document. After the meeting Mr. Nunes provided the following comment: "Although I don't believe the UWP directly identifies the 8 planning factors, page 9 of the RTP does list 10 planning factors that CMAP will comply with and I believe covers this recommendation. I believe a simple statement within the UWP could cover the need to link the annual priorities and planning factors." Mr. Maloney, who was not in attendance at the meeting, provided a memo from September 25, 2007 that establishes regional priorities for the UWP. The memo is attached to these minutes.

Recommendation four dealt with incorporating safety into all aspects of the transportation planning process. Mr. DiPalma added that this recommendation concerned safety as an underlying current on all planning activities not just the TIP. Ms. Berry noted that the indicators under development as part of the *GO TO 2040* process include safety. Recommendation six concerned the development of a public comment tracking system. Mr. Nunes indicated that IDOT has a system in place that may be helpful for CMAP staff as an example.

As CMAP staff moves forward in preparing for the next certification review, Mr. DiPalma suggested that staff begin to work on written responses to the recommendations in the 2005 review.

## **5.0 CMAP RTP/TIP Amendment Requiring Conformity Analysis**

Ms. Dixon gave a brief presentation of the three comments received and the draft response to the comments. Concerning the comment from Ms. Carroll on the resumption of former bus routes, Mr. Rogers asked that the data on the low ridership numbers to be included in the response to the comment.

Mr. DiPalma asked for clarification on Mr. Solomon's comments about incorrect TIP IDs in the amendment. Ms. Dixon replied that the TIP ID confusion was caused by typographical errors. The new TIP system which should be moving into production soon will help reduce the chances that this error will occur again, since the amendment report will come directly from the TIP database. The TIP IDs were corrected and the online TIP

amendment documentation was corrected. Ms. Berry asked for help from IDOT and FHWA to get CMAP in the loop on Federal approvals of projects in the TIP that are being held up so that CMAP can help rectify problems. Mr. DiPalma said that FHWA will ask their TEs to include Ms. Dixon on future emails concerning projects that need revisions to their representation in the TIP. After the meeting Mr. Donovan sent an email to the District 1 TEs requesting that they copy Teri Dixon from CMAP in electronic correspondence to IDOT concerning projects that cannot be authorized due to discrepancies between the TIP and the authorization request.

Mr. DiPalma asked about the status of the TIP visualization project and added that it could help address the problem of identifying projects included in future TIP amendments. Ms. Berry responded the TIP map available from the CMAP website is currently being publicized. She asked that all consultation team members take a look at the map and comment. The map can be found at [http://www.cmap.illinois.gov/tip\\_map.aspx](http://www.cmap.illinois.gov/tip_map.aspx)

Ms. Dixon added that changes will be made to the response to public comments concerning the Pace ridership numbers and more information on the *GO TO 2040 Plan* will be included in the response to the third comment. Mr. DiPalma asked that the memo also give more detail on the TIP ID typographical errors.

## **6.0 Other Business**

Mr. Rogers updated the committee on the status of Illinois EPA's preparation of the 8-hour ozone and PM2.5 attainment demonstration SIPs. He reported that the federal courts had vacated the USEPA's Clean Air Interstate Rule (CAIR) which would have required significant nitrogen oxide and sulfur dioxide emissions reductions from power plants in the Midwest and eastern portions of the country. Without these anticipated reductions, the current modeling will not show attainment of the PM2.5 standard in the Chicago region in 2009. The PM2.5 attainment demonstration is being reevaluated. It is expected that the required public hearing will be scheduled for later in the fall.

The Illinois EPA will also take comments on the required 8-hour ozone attainment demonstration at the same hearing. The vacature of the CAIR rule does not have the same impact on the ability to attain the 8-hour ozone standard. These draft SIPs will include motor vehicle emissions budgets which must be used in conformity determinations within 2 years of being found adequate by USEPA.

In addition, air quality monitoring over the past three years indicates that the Chicago region has attained the 0.08 parts per million 8-hour ozone standard. The Illinois EPA is preparing a SIP submittal to request the USEPA to redesignate the region to attainment/maintenance of that standard. This submittal will also contain motor vehicle emissions budgets which must be used in conformity determinations within 2 years of them being found adequate by the USEPA. The public hearing for this draft SIP may occur along with the attainment demonstration hearing.

**7.0 Next Meeting**

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

**8.0 Adjournment**

The meeting adjourned at 11:45 p.m.