

Chicago Area Transportation Study
Tier 2 Consultation Meeting
June 19, 2006
Final Meeting Summary

Participants	Representing
Patricia Berry	CATS/CMAP
Bill Brown (via phone)	NIRPC
Chris DiPalma	FHWA
Teri Dixon	CATS/CMAP
Doug Ferguson	CATS/CMAP
Michael Leslie	USEPA
Carl Mikyska	IDOT
Ross Patronsky	CATS/CMAP
Kermit Wies	CATS/CMAP

1. Approval of the April 17, 2006 meeting summary

The draft April meeting summary was approved.

2. Concurrent Review

Mr. Wies noted that the state and federal agencies will begin their official review of the Plan, TIP and Conformity Analysis when they become publicly available. This is set to happen on July 31, 2006 when they are released for public comment. Ms. Berry reminded all to review the existing Plan, TIP and Conformity Analysis documentation as they are the base for the new documents.

Concurrent review will allow all the necessary approval letters to be exchanged after the Policy Committee meeting on October 12, 2006. CATS will provide IDOT with a letter requesting approval. IDOT will present letters to USDOT and USEPA respectively copying IEPA. Because public comments will factor into the documents there is a little over a month between the end of public comment period and the Policy Committee meeting date in which a response to comments can be made. A public meeting on the TIP, Plan and Conformity Analysis will be held August 9, 2006 from 3:00 pm to 7:00 pm at the CMAP offices.

A meeting of the consultation team will be scheduled between the close of the comment period and the mailing for the September 29 Work Program Committee. The team will review proposed disposition of comments received.

Mr. Wies informed the team members that given the latest federal interpretation of SAFETEA-LU, only the capital element of the 2030 RTP will be updated for consideration by the Policy Committee at its October meeting. The remainder of the Plan will not be re-published. The policy level guidance in the Plan is going to remain the same as in the original document adopted in October 2003 and will be updated to be SAFETEA-LU compliant by July 2007.

The FY 2007-2012 TIP, RTP update and the conformity analysis are being done to meet the 3-year clock that expires in October. Mr. DiPalma asked whether what Mr. Wies described met the federal requirements. Mr. Wies stated that the intent is to have the Policy Committee re-endorse the 2030 RTP with this capital element update. This allows for demonstration of air quality conformity with the latest planning assumptions and updated fiscal constraint. Mr. Wies asked that the Federal team members let CATS know as soon as possible if this approach is not acceptable. Mr. DiPalma and Mr. Leslie stated that they believed it to be acceptable, but would confirm that subsequent to the meeting.

3. PM_{2.5} Hot-Spot Analysis – TIP ID 01-98-0114, O'HARE ACCESS RDS FROM US 12/45/MANNEHEIM RD (COOK/CHICAGO) TO I-294 CUMBERLAND AVE (COOK/ROSEMONT)

Mr. Patronsky stated that at the request of IDOT, CATS reviewed the work types for this project and identified it as a candidate for PM_{2.5} hot-spot analysis. IDOT then requested that CATS provide emissions data based on the traffic volumes and diesel truck percentage that IDOT supplied. Mr. Patronsky reminded IDOT that the implementer is responsible for obtaining the monitoring data from IEPA, generating the actual document and conducting the public comment period on the document. The analysis will proceed in the same manner as the I-55 and Dan Ryan projects.

Mr. Patronsky asked if CATS can simply notify the consultation team as projects come in for review, or if a consultation meeting should be scheduled. Mr. Leslie and Mr. DiPalma felt it was unnecessary to call a meeting for every project that comes up for hot-spot analysis if it is a project type that has been identified as requiring analysis. CATS should track projects subject to hot spot analysis and periodic updates should be given to the team. Projects that need a waiver from the analysis or that do not fit the standard analysis procedures should be brought to a consultation meeting.

Mr. DiPalma asked if there was a process for notifying project sponsors of the requirements of hot-spot analysis – in particular those projects that have already gone through the NEPA process but still require federal action. In particular there was a concern for non-IDOT highway projects and transit projects. A presentation was made regarding the new requirements at the April WPC meeting. Further action may be required to assure that all implementing agencies are aware of the need for hot-spot analysis.

4. PM_{2.5} Hot-Spot Analysis – “Significant Diesel”

Item will be considered at a future meeting.

5. Handling CREATE Projects in the Plan, TIP and Conformity Analysis

Ms. Dixon passed out the memoranda that were originally distributed to consultation team members via email November 8, 2005 about handling CREATE projects in the Plan, TIP and Conformity Analysis. Ms. Berry asked the team to reaffirm their approval of the approach taken on CREATE in the planning process. The consultation team approved the process presented in the November 3, 2005 memo to team members,

titled "CREATE Program Element P-1: Englewood Flyover" and the November 2, 2005 memo to John Schwalback (IDOT), titled "CREATE RTP, TIP, Air Quality Conformity".

6. Other Business

Mr. Wies noted that the modeling for the conformity analysis began May first. As a result, it will be based on the currently-approved NIRPC Plan. Mr. Brown advised the team that the 2004 NIRPC plan will be approved in July, and NIRPC intends to adopt the plan incorporating INDOT's *Major Moves* projects in October. Mr. DiPalma and Mr. Leslie indicated that the use of the current plan for conformity analysis is acceptable.

Mr. DiPalma brought to the attention of the team that northwest Indiana is planning on applying for redesignation under the 8-hour ozone requirements as a maintenance area. Mr. Leslie indicated this would not affect northeastern Illinois with regards to ozone since both states have separate SIP budgets.

7. Next Meeting

The next meeting was left on call.