

Chicago Area Transportation Study
Tier 2 Consultation Meeting
January 3, 2006
Final Meeting Summary

Participants	Representing
Patricia Berry	CATS
Bill Brown (via phone)	NIRPC
Chris DiPalma	FHWA
Doug Ferguson	CATS
Michael Leslie	USEPA
Mark Pitstick	RTA
Mike Rogers	IEPA
Gordon Smith	IDOT
Kermit Wies	CATS

1. Approval of the November 2, 2005 meeting summary

The third draft November meeting summary was approved on a motion by Mr. Smith, seconded by Mr. Rogers.

2. TIP Amendment

The team concurred in the responses to the comments received on the TIP amendment. Mr. DiPalma requested fiscal constraint information on the amendment which CATS will provide. The amendment will be considered at the January Policy Committee meeting.

3. 2030 RTP Update and FY 07-12 TIP

Mr. Wies and the team discussed the analysis years for the conformity determination for 2030 RTP Update and the FY 07-12 TIP. Analysis years of 2010, 2020 and 2030 were proposed. Given that the attainment demonstration for PM_{2.5} will not be submitted until the spring of 2007, an analysis year of 2009 can wait until the next conformity determination. The attainment year will be 2009 and will have to be included as an analysis year in future determinations. 2007 will need to be addressed for this determination because it's a budget year. The socio-economic data can be interpolated between 2002 and 2010. VMT interpolation is not permitted. The analysis years required for PM_{2.5} are 2010, 2020 and 2030. The analysis years required for ozone are 2007, 2010, 2020 and 2030.

Discussion then turned to concurrent review for the 2030 RTP Update and the FY 07-12 TIP. It was agreed that CATS will provide the consultation team with text from the RTP, TIP and Conformity documents as they are drafted so that early and continuous feedback will occur. Mr. Leslie characterized this as the no "gotcha" clause. All concurred. The team members who have not yet reviewed the current RTP, TIP and conformity documents were asked to do so as these are the starting points for the next generation of documents. So, the consultation team review begins now and the team will be working intensively with CATS over the next eight months. Mr. Wies also

indicated that IDOT will provide additional planning resources to complete the Plan Update. The SAFETEA-LU mandates will be addressed in the next round of RTP/TIP/Conformity.

4. PM_{2.5} Hot-Spot Analysis

Mr. DiPalma said USDOT has received NIRPC's Conformity Document and has initiated its formal consultation process. Mr. Leslie indicated that USEPA will send on letter for the entire area (northeastern Illinois and northwest Indiana) to USDOT with copies to CATS, NIRPC, IDOT and INDOT. CATS will add the NIRPC data to its submission and re-submit. Mr. Brown reported that NIRPC does informal consultation prior to completion of the analysis and once it's out for public comment, those comments are already incorporated. The formal consultation process excludes NIRPC. He said that concerns regarding VMT have been raised. Mr. Leslie said those concerns should be expressed during the SIP development process.

Mr. Leslie said the final rule on hot-spot analysis for PM_{2.5} is due by the end of March. Headquarters is talking about what types of projects should be identified in the guidance.

5. Conformity of FY 2006 CMAQ Projects with Non-exempt Work Types

The new Oakton Station on the Yellow line has received CMAQ funds for design engineering and construction and the project's completion year will advance from 2030 to 2010 in the TIP. The project was included in the 2030 RTP and the approved October 2003 conformity determination. The project does not include commuter parking and there is no expectation that additional vehicle trips will be generated. The consultation team concurred in the TIP change advancing the completion year in the FY 05-09 TIP with the understanding that it will be modeled in the appropriated year in the FY 07-12 TIP.

The team then discussed grade separation projects. Mr. Wies pointed out that delays at crossings are reduced, but that is not part of any standard demand modeling. Mr. Leslie asked if such projects would be addressed off model. Mr. Wies said that was possible based on the number of trains per day and ADT for a positive air quality benefit. Mr. DiPalma asked if there was a benefit to train operations. Mr. Wies said there is not. Ms. Berry and Mr. Wies said that if such projects came forward in the future, their proposal would be to do an off-network analysis and treat the project as a TIP change with consultation concurrence. The team agreed.

6. Other Business

No other business was brought to the consultation team.

7. Next Meeting

The next meeting was left on call.