

Tier 2 Consultation Meeting
Wednesday, June 30, 2004
Final meeting summary

Participants

Vanessa Adams	USDOT/FTA (via speakerphone)
Patricia Berry	CATS
Steve Call	USDOT/FHWA
Douglas Ferguson	CATS
Don Kopec	CATS
Carl Mikyska	IDOT
Patricia Morris	USEPA (via speakerphone)
Ross Patronsky	CATS
Mark Pitstick	RTA
Dusty Powell	Lake County (via speakerphone)
Mike Rogers	IEPA
Mark Thomas	CATS

1. Approval of the draft May 4, 2004 meeting summary.

Consideration of the draft May meeting summary was deferred.

2. Brisbin Road and I-80 interchange project.

To date, no comments have been received on the conformity analysis on the TIP amendment. The comment period runs through July 10 and if any comments are received they will be sent to the consultation team for consideration. The Policy Committee has authorized Work Program Committee consideration of the TIP amendment at its July 30 meeting. The draft environmental assessment for the proposed interchange was distributed. Ms. Berry said that IDOT/District 3 has indicated that the public hearing is tentatively anticipated for the end of August. To date, they have received no public record comments on the project. The consultation team concurred that if the Work Program Committee approves the TIP amendment, the FY 2004-2009 TIP will continue to meet all applicable requirements for conformity to the SIP.

3. 143rd St from Wolf Rd to LaGrange Rd in Orland Park add lanes project
The final results from the analysis were reviewed. The consultation team concurred that the subject project can be added to the TIP through a TIP change as specified in the TIP Change and Project Grouping procedures. The FY 2004-2009 TIP will continue to meet all applicable requirements for conformity to the SIP if this TIP changes is approved as anticipated at the July 30 Work Program Committee meeting.

4. . I-80/94 from Lansing to Hammond project

Ms. Berry said that IDOT will be including the mainline reconstruction contracts for the subject project on its September 17 letting. The project is included in the

FY 04-09 TIP and conformity analysis. A portion of the project is in Indiana and NIRPC's Plan lapsed In February due to the lack of updated approved SIP budgets. The consultation team concurred that the subject project, including the Indiana portion, can proceed as scheduled.

5. Conformity guidance and determination for the 8-hour Ozone Standard. An announcement of the transportation conformity training to be held in Indianapolis on July 14 and 15 was distributed.

It was agreed that staff will be able to interpolate the available socioeconomic data to develop the 2010 data. The fleet mix used in the last conformity was from 2001 vehicle registration data and will be used in the 8-hour conformity analysis.

USEPA's draft guidance regarding the 8-hour conformity allows use of existing one-hour ozone budgets as we have in the past and allows CATS to make conformity findings even when NIRPC is in a lapse.

Discussion then turned to the PM_{2.5} situation. Ms. Morris said that in the absence of a SIP budget for PM_{2.5}, the region would be required to do both a build/no-build and a less than base line test. She said that while Kenosha would probably not be part of the designated area, Lake and Porter probably would be included with Chicago.

USEPA is looking to IEPA for comments as to whether it should be one area or not. Mr. Kopec expressed concern that if we were designated with Indiana for the PM_{2.5} non-attainment area, the Chicagoland area would be dependent on Indiana. Mr. Rogers stated that it will take a long time to come up with a budget for Illinois and said he has a call into Mr. John Summerhays at the USEPA regarding the region's concerns. IEPA strongly supports separate designations for Illinois and Indiana.

Ms. Morris said that if there are different sources and they are not impacting each other it would be okay to be designated as separate areas, but if it is the same sources we should be in the same non-attainment area. Mr. Rogers said that we impact western Michigan, but Grand Rapids would blame Chicago for its non-attainment status. We may be impacted by the same sources, but administratively it makes more sense to designate the areas separately. He said that USEPA might not change its mind, but it's worthwhile to make the argument nonetheless.

Mr. Kopec asked why the non-attainment area would not be approached similarly to the budget development process, where each state develops its own.

Ms. Morris said that if the SIP did not give budgets for the two states individually you would not have to do conformity for the entire area. Mr. Rogers said that the baseline inventory was developed for Illinois only. He asked that Ms. Morris let headquarters and OTAQ know that this is a big concern for the state and the

region. Ms. Morris said she would follow up. Mr. Kopec asked Mr. Rogers to report on the situation to the Policy Committee. Mr. Rogers agreed to do so.

6. CMAQ Project Eligibility

Mr. Powell asked the consultation committee to review the eligibility of intersection improvement projects submitted for CMAQ funding that were ruled ineligible because of added lane capacity. Mr. Powell said that the through lanes are at the intersection to help them operation more efficiently. They are not additional through lanes; they are auxiliary lanes at the intersection. These intersections are anticipated to be at level of service C or D based on twenty year projections. In all instances, they taper back down after the intersection. Mr. Patronsky noted that the Kane County projects add lanes on either side of an intersection and that the projects could receive partial CMAQ funding, with the ineligible portions funded with other sources.

Mr. Powell said that one of the projects of concern, Rollins, Hainesville and 83, is a situation where two intersections and a railroad crossing come together. He said that Lake County is not putting together pieces to make an add lanes project, they are trying to address congestion at the intersection through operational improvements. If these types of project are deemed ineligible, then Lake County will not be able to do any of its isolated intersections.

Mr. Call said that the formal federal eligibility determination occurs only after the CMAQ committee, Work Program and Policy Committee approve the proposed program and it is submitted to the State and then to USDOT. He said he recognized that the addition of the through lanes will make many of the projects function better but that those projects are still not eligible per the federal guidelines for the CMAQ program. While some previous projects that included additional through lanes may have been funded with CMAQ funds, a possible past error does make projects for adding through lanes eligible. Mr. Kopec said that the Lake County projects are not adding lanes from a decision point to a decision point. Mr. Call said that eligible intersection improvements are only at the intersection. Mr. Powell asked if that meant that only turn lanes are acceptable and not auxiliary lanes. Mr. Call asked if these auxiliary lanes were being done in anticipation of widenings in the future. It was agreed that the specific projects would be discussed between the respective agencies, FHWA and CATS in the next week.

7. 2000 Census

Ms. Berry summarized the actions taken to date. These include the RTA agreement with SEWRPC (Southeastern Wisconsin Regional Planning Commission) on the disposition of FTA funds for FY 04, the agreement among the municipalities included in the new Round Lake Beach-McHenry-Grayslake IL-WI urbanized area (UZA) to continue to be served by CATS, and the March approval by the Policy Committee of an urban area boundary for northeastern Illinois. Another item to be completed is an agreement between CATS and

SEWRPC documenting the cooperation and coordination that currently occurs between the two MPOs.

Work continues on establishment of the Metropolitan Planning Area (MPA) boundary for CATS. Federal regulations require that the MPA, as a minimum, cover the urbanized areas and the contiguous geographic area likely to become urbanized. Alternate proposals will be presented at the July Work Program Committee meeting. All proposals will include the current MPA, plus additional areas in Kendall and Grundy Counties.

8. Other Business.

There was no other business brought before the consultation team.

9. Next Meeting

The next meeting was left on call.