Chicago Metropolitan Agency for Planning

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Minutes

CMAQ Project Selection Committee Meeting

Thursday, July 21, 2011
CMAP Offices

Members Present: Chairman Ross Patronsky – CMAP, Marty Buehler – Counties, Larry Keller – Council of Mayors, Mark Pitstick - RTA, Luann Hamilton - City of Chicago, Susan Stitt - IDOT

Members Absent: Mike Rogers – IEPA

Others Present: David Albers, Mike Albin, Louis Arrigoni, John Beissel, Bruce Carmitchel, Bruce Christensen, Michael Connelly, Chalen Diagle (via phone), John Donovan, Chris DiPalma, Jonathon Dosher, Laura Fedak, Sharon Feigon, Jim Fiorito, Tara Fifer, Melody Geraci, Nancy Goodman, Tim Grzesiakowski, Jan Hincapie, Russ Jensen, Jim LaMantia, Bill Lenski, Randy Neufeld, Eve Pytel, Keith Privett, Tom Rickert, Brian Sabina, Chris Staron, David Tomzik, Gerry Tumbali, Brian Urbaszewski, Mike Walczak, Jan Ward (via Phone), Thomas Weaver, David Werner

Staff Present: Randy Blankenhorn, Patricia Berry, Prem Devarasetty, Doug Ferguson, Don Kopec, Tom Murtha, Holly Ostdick, Russell Pietrowiak, Joy Schaad, Todd Schmidt, Max Shmaltsuyev

1.0 Call to Order and Introductions

Committee Chair Ross Patronsky called the meeting to order at 2:05 p.m. Members and attendees introduced themselves.

2.0 Agenda Changes and Announcements

Chairman Patronsky informed the Committee that FFY 2012-16 applicants would be allowed to speak about their proposals during agenda item 5.1 rather than wait until the public comment item; than a fifth presenter had asked to speak to the FFY 2012-2016 project rankings. He continued by stating that representations of much of the work of the four Focus Groups was

posted on the walls of the conference room. He thanked those groups and involved staff for all the work, introduced Todd Schmitt of the CMAP staff who did much of the mapping and analysis, and encouraged members to view the materials after the meeting.

3.0 Approval of July 7, 2011 Minutes

Mr. Pitstick requested that the record of his comments on the *Chicago Commute Options* project's ranking include that he supports the project because of its high level of benefit and high cost effectiveness. On a motion by Mr. Pitstick and a second by Mr. Buehler, the draft minutes for the July 7, 2011 meeting were approved with that revision.

4.0 Project Changes

Ms. Ostdick reviewed the six Kane County requests and why staff recommends approval. She stated all but one project did not fall below projects that were unfunded. Mr. Rickert pointed out that such a move helps the region reduce its risk in the potential FFY 2013 funding lapse. It was decided to consider them as a package.

4.1 Kane County DOT - Orchard Road/Randall Road to Rochester Drive (TIP ID 09-09-0011).

Kane County requested a cost increase of $81,100 total ($64,880 federal) to amend the construction contract for this March 2011 let project to bring the share of CMAQ funds up to 80%.

4.2 Kane County DOT – Randall Road at Bolcum Road/Ridgewood Drive (TIP ID 09-06-0002)

Kane County requested a cost increase of $515,909 total ($412,727 federal) for a new total project cost of $1,031,309 ($825,047 federal). The cost increase being requested is to bring the federal share of the construction cost to the maximum allowable 80%.

4.3 Kane County DOT - Randall Road/Dean Street to Main Street (TIP ID 09-09-0012)

Kane County requested a cost increase of $125,125 total ($100,100 federal) for a total project cost of $1,127,000 ($901,600 federal). The cost increase being requested is to bring the federal share of the construction cost to the maximum allowable 80%. This project was let for construction on January 21, 2011, and if approved the construction funding agreement will be amended.

4.4 Kane County DOT – Dunham Road/Kirk Road from Stearns Road to IL 56/Butterfield Road (TIP ID 09-10-0005)

Kane County requested a cost increase of $202,100 total ($161,680 federal) to add construction engineering to the CMAQ funded portion of the project, for a total project cost of $2,373,100 ($1,898,480 federal).

4.5 Kane County DOT – Arterial Operations Center (TIP ID 09-11-0013)

Kane County requested a transfer of $140,473 ($112,388 federal) from project 09-09-0013 (IL 64 from Randall Road to Burlington Road Signal Interconnect) into construction and a cost

increase of $230,103 total ($184,082 federal) for a total project cost of $1,069,000 ($855,200 federal). The project was originally programmed as part of project 09-09-0013, and was separated earlier this year to accommodate a request from IDOT to let the signal interconnect project separately from the arterial operations center.

4.6 Kane County DOT – Randall Road at US 20/Foothill Road (TIP ID 09-06-0003)

Kane County requested a funding increase of $983,573 total ($786,858 federal) to accommodate increased construction costs and to add construction engineering to the CMAQ funded portion of the project.

On a motion by Mr. Buehler and a second by Mayor Keller, all six Kane County requests were approved.

4.7 DuPage County DOT – Thorndale Ave from I-290 Entrance Ramp to Park Blvd (TIP ID 08-07-0003)

DuPage County requested a cost increase of $4,560,000 total ($3,648,000 federal) and a transfer of $330,000 total ($264,000 federal) from phase 2 engineering to construction for a total project cost of $5,140,000 ($4,112,000 federal). The cost increase being requested would replace $3.2 million in STP funds programmed by the DuPage Council and add construction engineering funds which were not included by the DuPage Council. The project is scheduled for a March 2012 letting. There was discussion on the appropriateness of such a swap including the benefit of obligating CMAQ unspent balance prior to the potential FFY 2013 lapse and the fact that the DuPage Council is overspent on STP funds, and is currently using advanced funding to obligate projects. On a motion by Ms. Hamilton and a second by Mr. Pitstick, the DuPage County request was tabled to the September Committee meeting

4.8 CTA – Fuel Cell Bus Program (TIP ID 16-95-0039) transfer to Western Ave Express Bus Stops (TIP ID 16-00-0001)

The CTA requested a transfer of $100,000 ($80,000 federal) from Ethanol Fuel Cell Bus Program (TIP ID 16-95-0039) to CTA's Western Ave Express Bus Stops project (TIP ID 16-00-001). The additional funds are to expand the Western Ave Bus Stops project by approximately ten stops so the project would maintain its original cost/benefit ranking. The Committee approved a transfer of $100,000 ($80,000 federal) from the Ethanol Fuel Cell Bus Program to a different project in September of 2003, but the project that the funds were to be transferred to encountered problems and the CTA decided not to make the transfer, thus the funds are still available to be transferred. On a motion by Mr. Pitstick and a second by Ms. Hamilton, the CTA's request was approved.

4.9 CTA – Transfer of four CMAQ projects to CTA TIGGER Electric Buses (TIP ID 16-96-0061)

The CTA requested the transfer of $1,942,500 ($1,554,000 federal) in CMAQ funding from four 2009 projects (#X49 Western Ave. Express Bus Weekend Service (TIP ID 16-09-0005) for $881,250 ($705,000 federal); #125 Water Tower Express Midday and Weekend Service (TIP ID 16-09-0002) for $653,750 ($523,000 federal); the #152 Addison Weekend and Evening Service (TIP ID 16-09-0004) for $178,750 ($143,000 federal) and New Bus Service between Navy Pier and Museum Campus (TIP ID 16-09-0001) for $228,750 ($183,000 federal) to supplement TIGGER funding for the purchase all electric, battery powered buses in a

demonstration project (TIP ID 16-96-0061). As a CMAQ-eligible demonstration project it does not require an analysis of air quality benefits in advance. The project's resultant air quality benefits will be quantified and reported to the FTA and CMAP after the buses are put into service. On a motion by Mr. Pitstick and a second by Mayor Keller, the CTA's request was approved.

4.10 Villa Park - Villa Park - Roosevelt Road Sidewalk From Ardmore to Michigan (TIP ID 08-02-0008)

Villa Park requested a cost increase of $75,635 total ($60,508 federal) for construction cost increases due to new clean construction and demolition debris regulations. On a motion by Mayor Keller and a second by Mr. Buehler, the Villa Park request was approved.

4.11 DuPage County DOT – Geneva Rd from President St to Swift Rd (TIP ID 08-10-0004).

DuPage County requested a scope change without an increase in cost which was processed as an administrative modification.

5.0 FY 2012-2016 CMAQ Program

5.1 Staff Proposed Program and Marks

Chairman Patronsky presented the staff recommendation for FFY 2012 through 2016 programming marks. A revised marks table was distributed and reflects the impact of the recently-announced rescission ($39.4 million), which reduced the marks by $7.81 million each year. The new five year total is $403.779 million. Ms. Ostdick noted that the rescission reduces the region's FFY 2013 lapse potential to $150 million. On a motion by Mr. Buehler and a second by Ms. Stitt the programming marks were approved for use in developing the proposed FFY 2012-2016 program.

Chairman Patronsky presented the staff recommendation for the FFY 2012-2016 CMAQ program and explained how it was developed. The staff strongly considered the recommendations from the four focus groups. Project readiness and effectiveness in supporting GO TO 2040 were central to the focus group recommendations. Where those recommendations overlapped with high air quality cost/benefit rankings, the projects were included to the extent fiscally allowable; others were placed on the MYB list. Mr. Patronsky provided comments on a few of the projects that had unusual characteristics including CDOT's Clark and Division Station project which is included at 100% CMAQ funding. He then recognized the five project applicants who had requested to speak about their projects.

Mr. Russ Jensen, Village Engineer for Glenview, provided information on the status of, importance of, and local commitment to the Waukegan Road at Chestnut intersection improvement which was not in the staff recommendation for funding. He urged reconsideration.

Ms. Jan Hincapie of Lincolnwood spoke on two bicycle facility projects in that village: the Touhy Ave overpass and the Union Pacific bike path from Touhy Ave to Devon Ave, both of which are in the staff recommendation for funding. She commented on how valuable the projects are and thanked the Committee for considering them.

Mr. Mike Walczak of the Northwest Municipal Conference distributed an exhibit on the Conference's December 2010 Bicycle Plan and explained that of the 13 high priority projects from the conference, 12 were recommend for full funding by the Bike/Ped Task Force, while the staff recommendation is for full funding of only five and the MYB list for the other eight. He asked for further consideration based on the assertion that the 13 projects submitted fit together as three corridors that should be implemented together. One of the members pointed out that a project sponsor may request that any project be moved off of the MYB list for funding if the sponsor undertakes the early phases of the project.

Ms. Feigon of the Center for Neighborhood Technology spoke on the *I-GO Peer to Peer Car Sharing* project which submitted for $500, 000 in federal funding. She pointed out that it was highly ranked in the "other" category and that traditional car sharing has proven to dramatically increase walking, biking and transit use. This more innovative approach – utilizing vehicles already in private use – is even more cost effective and more suitable to less densely developed areas such as Chicago's suburbs.

Ms. Geraci of Active Transportation Alliance spoke on the RTA's *Chicago Commute Options* proposal for five years of comprehensive demand management. She pointed out that it was the top-ranked application in the "other" category, that this type of program is included in several regional plans, there have been few effective incentives for drivers to give up single occupant vehicles in the past, and that these kinds of programs have a lot of synergy and been shown to be very effective in other regions. Mr. Pitstick voiced his agency's support for this comprehensive, cost effective approach to travel demand management as did Ms. Hamilton.

Ms. Hamilton said that CTA's submittal for improvements to the Clark and Division Station on the Red Line requests 100% CMAQ funding because the City does not have a source for the 20% local match. They would prefer to use tax increment financing (TIF) but there isn't a TIF district in the vicinity. She pointed out the project's high regional value, high cost, imminent readiness (2012 construction) and the fact that it helps spend down the unobligated CMAQ balance before the FFY 2013 deadline without using any state appropriation. There was discussion on the project's importance and the appropriateness of utilizing CMAQ funds at 100%. Mr. Buehler asked the Pace representative if the local match was readily available for the *Enhanced I-90 Corridor Markets* project. Mr. Tomzik stated that Pace would delay or drop other projects to accommodate the match. After discussion it was suggested that the City choose projects to be moved to the MYB list for approximately $7.8 million in order to allow *Enhanced I-90 Corridor Markets* to be funded at 100%. Ms. Hamilton said that the city would be amenable to that. Subsequent to the meeting the following projects were moved to the MYB list: 01-97-0085-CDOT-Streeterville-Illinois Center Signal Interconnect, 01-02-0032 - CDOT-Midway Airport Corridor Signal Interconnect (Central from Stevenson to 55th and on 63rd St.) and 01-03-0004 - Roosevelt Rd from Western Ave to US 41/Lake Shore Dr.

Mr. Pitstick stated that the RTA Chicagoland Commute Options should also be included in the proposed program using the remaining available mark and placing the remainder on the MYB list. Ms. Hamilton agreed.

On a motion by Ms. Hamilton and second by Mr. Pitstick, the Committee approved sending the staff recommended program to the Transportation Committee for release for public comment with the following revisions:

- Include 100% funding for Pace's *Enhanced I-90 Corridor Markets* (The City of Chicago will identify projects to remove from the proposed program or current program to allow for the $7,672,070 in funds to stay within the mark.)
- To add the remaining portion of the mark ($988,608 federal) to OT13123598 – RTA – Chicagoland Commute Options and place the remainder of that project on the MYB list ($1,091,392 federal).

5.2 Proposed MYB list

Mr. Patronsky presented the staff-recommended MYB list which contains approximately $150 million (federal) in proposals. He said that factors staff used to develop it were the focus group recommendations, the air quality cost/benefit ratios and each project's readiness. He reminded the Committee that projects showing enough progress in phases done at the sponsor's own cost could petition the committee to be considered for a move into the program. Ms. Berry clarified that RTA or IDOT would have to confirm each project's readiness before it could be added to the TIP. The MYB list will be considered at the October MPO Policy Committee meeting along with the full five year program. There was discussion of the contingency projects discussed at the July 7 Committee meeting and Ms. Ostdick stated that the decision was to revisit the issue when the lapse potential is more imminent. All agreed that the priority is for project sponsors to move forward expeditiously with programmed CMAQ projects. There was discussion of adding Pace's Milwaukee and Dempster corridors arterial rapid transit project to the MYB list.

On a motion by Mr. Pitstick and second by Ms. Hamilton, the Committee voted to send the staff recommended MYB list with a revision to include Pace's Milwaukee and Dempster corridors arterial rapid transit project at $5.6 million federal funds, to the CMAP Transportation Committee for consideration of public review.

6.0 Other Business

Mr. Rickert complimented the Committee on the FFY 2012 to 2016 programming process and the projects recommended and suggested in the next programming round, in light of the heavy emphasis on regional projects, it should be clarified to potential applicants that projects of local or subregional benefit will not be given much consideration. Mr. Privett added that the Program Focus Groups provided clear reasons for what they recommended and what they did not and that their language could be used to inform applicants during the next round. Ms. Stitt suggested that it would be desirable to get that type of feedback to applicants sooner than the next call for projects.

7.0 Public Comment

A member of the audience echoed Mr. Rickert's accolades to staff, and suggested that the next call for projects provide a longer schedule for the application process. Chairman Patronsky responded that staff agrees.

8.0 Next Meeting

The next meeting was scheduled for September 15, 2011 at 2:00 p.m. at CMAP.

9.0 Adjournment

The meeting was adjourned at 4:00 p.m.