Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee

Thursday October 21, 2010
Cook County Conference Room
CMAP Offices

Draft Meeting Minutes

DRAFT

Members Present: Chairman Ross Patronsky – CMAP, Marty Buehler – Counties, Larry Keller – Council of Mayors, Bill Lenski - RTA, Keith Privett – City of Chicago, Mike Rogers – IEPA (via phone) and Keith Sherman - IDOT

Members Absent: None

Others Present: Michael Connelly, Chalen Daigle (via phone), Brian Carlson (via phone), Ashley Collins, Kama Dobbs, Marissa Dom, John Donovan, Jonathon Doster, Joe Evers, James Fiorito, Valbona Kokoshi, David Lawry, Barbara Little, Randy Neufeld, Tom Rickert, Chad Riddle, David Tomzik, Mike Walczak, Jan Ward, Thomas Weaver, Emily Ziring

Staff Present: Patricia Berry, Randy Blankenhorn, Matt Maloney, Holly Ostdick, Joy Schaad

1.0 Call to Order and Introductions

Chairman Ross Patronsky opened the meeting at 2:02 p.m. Attendees introduced themselves.

2.0 Agenda Changes and Announcements

Chairman Patronsky announced that Michael Connelly has been promoted at the CTA and will no longer be attending the CMAQ meetings. Michael introduced Jim Fiorito who will represent the CTA on CMAQ issues.

3.0 Approval of August 19, 2010 Minutes

The August 19, 2010 meeting minutes were approved as presented on a motion by Mayor Keller and a second by Keith Sherman.

4.0 FFY 2012/2013 and Future Calls for Projects

Chairman Patronsky reminded the group of previous discussions on using a new approach in programming future CMAQ funds and drew the Committee's attention to a staff memo in the agenda packet explaining the value of targeting a focus area for each call for projects. CMAP Executive Director Randy Blankenhorn addressed the group to explain the importance of tying

the programming decisions to GO TO 2040 utilizing a focused approach and pointed out that putting a significant amount of funding to a particular work type would create synergy and show the users of the system a significant improvement, as opposed to a smattering of different kinds of improvements that are not as obvious. After he spoke, it was pointed out that in previous discussions this idea was rejected. There are implementation difficulties with that approach, but the committee was open to trying to develop an implementation methodology that is workable. Many members commented that we have not told our story well, and that the CMAQ program has accomplished a lot over the years.

There was agreement that doing projects that work together as a system could be advantageous – such as linking corridor needs in adjacent communities and looking at all the stages needed for a substantial system improvement such as improved bus service which needs signal interconnects, optimization, traffic signal pre-emption, service increases and improved access to the bus stops/shelters to be fully effective.

The idea of developing a five year CMAQ program was suggested. This way sponsors could have a firm commitment of funding, but also the time to get the project ready for letting. It also allows for implementing significant improvements, without focusing all funds on a single project type in a given year. With sufficient funds for each project type over the five years, there would be significant systematic improvement for a given project type. It was suggested that adopted regional plans and subregional plans and programs that support GO TO 2040 be used as a basis for accepting projects.

Those plans and regional groups, such as the CMAP Bicycle/Pedestrian Task Force, could be asked to make regional recommendations and could be solicited to generate the project ideas. It was emphasized that the congestion reduction and air quality improvement are the main drivers of the CMAQ program.

Mr. Blankenhorn reminded the Committee of the importance of investing strategically in transportation as described in the regional mobility chapter of the GO TO 2040 Plan and asked the group to consider how best to make a new approach work. Several members said that the idea of creating a 5 year program has merit, but that it will likely take a lot of effort to administer. It was agreed that staff would work with committee members to further explore this approach.

5.0 Project Changes

5.1 IDOT – IL 19/Irving Park Rd at Barrington Rd (TIP ID 03-09-0009)

IDOT requested moving all of the programmed funds into construction and a cost increase of $50,000 total ($40,000 federal) due to increased construction costs. The project's rank did not change. On a motion by Keith Sherman and a second by Keith Privett, the committee voted to approve the requests.

5.2 IDOT – IL 59/Sutton Rd between the North and South Ramp at US 20/Lake St (TIP ID 03-09-0010)

IDOT requested moving all funding into construction and a cost increase of $610,000 total ($488,000 federal) due to increased construction costs. The project dropped from 20 to 26 in the rankings. Brian Carlson pointed out that the cost of turn lanes at a ramp do not follow typical cost estimating rules of thumb and that the engineers hit unusual utility relocation issues and unsuitable soils during phase -1 study. He said that the scope had not changed.

On a motion by Keith Sherman and a second by Mayor Keller, the Committee voted to approve the requests.

5.3 Bedford Park – BRC, Clearing Yard Switcher Retrofit (TIP ID 06-09-0004)
The Village requested an increase of $7,145 total ($4,644 federal). Staff recommended approval. On a motion by Marty Buehler and a second by Keith Privett, the Committee voted to approve the request.

5.4 Richton Park – Governors Hwy at Popular Ave. (TIP ID 07-06-0057)
The Village requested a cost increase of $53,000 total ($42,400 federal). Staff recommended approval. On a motion by Keith Privett and a second by Marty Buehler, the Committee voted to approve the request.

5.5 Addison – Salt Creek Greenway Trail from Villa/2nd to FP Dr/Addison (TIP ID 08-02-0010)
The Village requested transferring remaining funds to Elmhurst Park District for completion of the trail from Busse Woods to 47th Street. Staff recommended that the Committee ask the sponsor to submit the new project for funding during the next call for projects. On a motion by Marty Buehler and a second by Bill Lenski, the Committee voted to deny the request and encourage a new application.

5.6 Elgin – Summit Street at Dundee Rd (TIP ID 09-00-0021)
The City requested a cost increase of $592,539 total ($400,000 federal) for ROW. The project's rank dropped from 3rd to 6th but the 8th project also received funding. Representatives of the City of Elgin explained the right of way difficulties encountered with the roundabout design. Kane County and IDOT staff expressed support and pointed out the problems that caused delays, respectively. It was agreed that the region wants to encourage innovative designs such as this roundabout. On a motion by Mayor Keller and a second by Keith Privett, the Committee voted to approve the cost increase. Marty Buehler added that another such CMAQ funded project, the region's first roundabout on major roads would be opened to traffic shortly in Lincolnshire at Riverwoods and Everett Roads. He suggested including an item on this project in CMAP's weekly email.

5.7 IDOT – US12/Rand Rd at Bonner Rd (TIP ID 10-09-0004)
IDOT requested the shift of all funding into the construction phase and a cost increase of $155,000 total ($124,000 federal). The project's rank dropped from 13 to 17; still within the funded portion of that program. Brian Carlson pointed out that the scope has not changed but difficult utility relocation and the replacement of signal equipment was now included in the cost. On a motion by Keith Privett and a second by Bill Lenski, the Committee voted to approve the request.

5.8 IDOT – IL 137/Buckley Rd at O'Plaine Rd (TIP ID 10-09-0005)
IDOT requested the shift of all funding into construction and a cost increase of $440,000 total ($352,000 federal). The project's rank dropped from 8 to 14, but only dropped below unfunded projects that were sponsored by IDOT. Brian Carlson said that a key cost was the necessity to fully replace traffic signals. On a motion by Keith Sherman and a second by Mayor Keller, the Committee voted to approve the request.

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5.9 IDOT – US 14/Northwest Hwy at Kelsey Rd (TIP ID 10-09-0011)
IDOT requested moving all funding into construction and a cost increase of $270,000 total ($216,000 federal). The project's rank dropped from 24 to 27. On a motion by Keith Sherman and a second by Marty Buehler, the Committee voted to approve the requests

5.10 Deerfield - Deerfield Rd Sidewalk Improvements and Pedestrian Underpass (TIP ID 10-06-0055)
The Village requested a cost increase of $28,490 total ($22,792 federal). Re-ranking analysis resulted in no change. On a motion by Bill Lenski and a second by Keith Privett, the Committee voted to approve the request.

5.11 Orland Park – Commuter & Bicycle Bridge over LaGrange Rd/US 45 at IL 7/Southwest Hwy (TIP ID 06-06-0002)
Orland Park has requested, with IDOTs concurrence, that the sponsorship be changed to IDOT. Staff undertook the change as requested.

5.12 DuPage County – Glen Ellyn Rd from Army Trail Rd to Armitage Ave (TIP ID 08-10-0003)
The County requested combining two projects (TIP ID 08-10-0003 and 08-10-0004) under TIP ID 08-10-0004. Staff undertook this as an administrative modification.

5.13 St. Charles – IL 64 from Tyler Rd. to 7th Ave. (TIP ID 09-10-0004)
St. Charles has requested, with IDOT's concurrence, that the sponsorship be changed to IDOT. Staff undertook the change as requested.

5.14 Wauconda - Garland Rd from Gossell Rd to Old Rand Rd. (TIP ID 10-08-0002)
Staff withdrew the project at the request of the sponsor.

6.0 Program Management

6.1 Revisions to Program Management Policies
At the direction of the committee, staff prepared recommended revisions to the CMAQ programming policies adopted in March of 2009. Joy Schaad drew the committee's attention to the new version in the agenda packet and gave highlights of the changes. Bill Lenski said that the RTA suggests one additional clarification and a typographical correction. He suggested the addition of a clause to the first point under Active Program Management to the effect of: "Each project phase is allowed one schedule adjustment (i.e. "one-time move") to advance or defer the given phase of work over the lifetime of the project." The Committee agreed with the changes and, on a motion by Mayor Keller and a second by Bill Lenski, voted to recommend that the revised polices be forwarded to the Transportation Committee and the MPO Policy Committee for approval.

6.2 October Status Update
Status updates for all phases in FFY 2010 are required by the end of October. Joy Schaad provided a preliminary report. As of October 19th, 107 status reports of the 224 requested

had been submitted, but 21 of those require further follow up. A full report will be given at the November meeting with recommendations of project removals, if necessary.

7.0 Public Comment

Ashley Collins of the Respiratory Health Association of Metropolitan Chicago addressed the committee to express concerns that changing to a focused programming strategy rather than allowing the current broad spectrum of project types would shift from the federal air quality emphasis for the program and reduce the effectiveness of the CMAQ project in reducing air pollution and improving respiratory health.

8.0 **Other Business**

There was no other business.

9.0 Next Meeting

The next meeting was scheduled for November 18, 2010 at 2 p.m. at the CMAP offices.

10.0 Adjournment

On a motion by Marty Buehler and a second by Bill Lenski, the committee voted to adjourn the meeting at 3:42 p.m.

Respectfully Submitted,

Holly Ostdick

Holly Ostdick
CMAQ Program Manager
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