



# Chicago Metropolitan Agency for Planning

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**Chicago Metropolitan Agency for Planning  
Congestion Mitigation and Air Quality Improvement Program  
Project Selection Committee  
Minutes  
December 17, 2009**

**Cook County Conference Room  
233 S. Wacker Drive, Suite 800  
Chicago, Illinois**

**Members Present:** Chairman Ross Patronsky – CMAP, Tom Rickert – Counties, Luann Hamilton – City of Chicago, Mark Pitstick - RTA, Mike Rogers – IEPA (via phone), Betsy Tracy – IDOT

**Members Absent:** Council of Mayors

**Others Present:** Leonard Cannata, Chalen Daigle (via phone), Kama Dobbs, John Donovan, Russ Jensen, Temi Latinwo (via phone), Bill Lenski, Keith Privett, David Simmons, Chris Staron, David Tomzick, Jan Ward, David Werner, and Tammy Wierciak

**Staff Present:** Patricia Berry, Tom Murtha, Holly Ostdick, Russell Pietrowiak, Joy Schaad

**1.0 Call to Order and Introductions**

Committee Chair Ross Patronsky called the meeting to order at 2:04 p.m.

**2.0 Agenda Changes and Announcements**

There were none.

**3.0 Approval of November 17, 2009 Minutes**

On a motion by Mark Pitstick and a second by Tom Rickert, the minutes for the November 17, 2009 meeting were approved.

**4.0 FY 2010-2011 CMAQ Program**

**4.1 Initiation Meetings**

Joy Schaad reported that two project initiation meetings for suburban sponsors were held at IDOT on November 18 and she provided agenda highlights and a summary of who attended. She pointed out that 5 sponsors did not have staff in attendance as required, but

of those – 1 had advance permission, one transferred sponsorship of their project to Lake County (who was in attendance), one withdrew from the program, and two (Bensenville and Oak Forest) did not have an excuse as far as we know. While staff recommended contacting the two sponsors that did not meet the attendance requirements to provide missed information and warn them about new requirements and deadlines, Ms. Schaad pointed out that it is within the committee’s discretion to react more strongly (i.e. notify them that the committee would now consider withdrawing their project’s funding.) Committee members commented that it may have been a miscommunication and the warning was appropriate for now. Kama Dobbs stated that she had let CMAP staff know that Bensenville would be sending their consultant, and that CMAP staff had acknowledged that in advance.

Tom Murtha reported that an initiation meeting was held on December 15<sup>th</sup> at CMAP with sponsors of diesel retrofit projects. Tom provided highlights of the potential sticking points (3-party agreements, adapting standard processes for the unusual work type, and agreeing on contract terms for when new Genset equipment is out of service for more than a month, etc.). Tom said that IDOT has now developed a single contract for purchase of this equipment to use with all railroads and partners and it is hoped that this will help considerably. Betsy Tracy commented that it was very impressive that we could get all the railroads together in one meeting and that it was quite productive.

Patricia Berry then asked the committee if they would like to move directly to the discussion of diesel retrofit programming memo at this time. It was agreed to take it up early, but the minutes reflect that discussion under agenda item 7.0 below.

## **5.0 Project Changes**

### **5.1 CDOT - Bike Parking – (TIP ID 01-94-0045)**

On a motion by Tom Rickert and a second by Ross Patronskey, the committee approved the request for a cost increase of \$200,000 federal funds.

### **5.2 Lake County DOT – Rollins Rd. from US 12 to Lotus Dr – (TIP ID 10-09-0007) and Lake County DOT – IL 83 from US 45 to Westmoreland Dr – (TIP ID 10-09-0008)**

These two projects were combined under one TIP number (10-09-0008) as an administrative modification.

### **5.3 Worth – IL 7/Southwest Highway Sidewalks - 76th Ave to IL 43/Harlem (TIP ID 06-10-0002)**

The sponsor withdrew the project. Staff processed this as an administrative modification.

### **5.4 Lake County DOT – Roberts Rd at River Rd. (TIP ID 10-00-0128)**

On a motion by Tom Rickert and a second by Luann Hamilton, the committee approved the request to clarify the project scope of the intersection improvement as a roundabout.

### **5.5 Lake County DOT – Everett Rd. at Riverwoods Rd. (TIP ID 10-06-0001)**

This project has an increased cost of \$830,195 (federal) and was re-ranked. It moved down two positions, but was still above all unfunded projects in its category. There was a discussion on asphalt price trends and typical costs. On a motion by Tom Rickert and a

second by Luann Hamilton, the committee approved the request for a cost increase of \$830,195 (federal).

5.6 Glenview – The Glen of North Glenview Station Commuter Parking (TIP ID 02-08-0002)

In advance of the meeting, the sponsor requested a cost increase of \$863,642 (federal), a transfer of \$84,270 federal from phase II engineering into construction engineering, and a scope change, but now the cost increase is only \$466,995 (federal). Mr. Russ Jensen, of Glenview’s capital projects development staff, explained that this project is for three commuter parking lots which total 1,500 spaces at full build out. Due to flooding in the subdivision to the south, Glenview wishes to pursue 50% pervious asphalt for the west lot. He said IDOT is suggesting permeable pavement should be mandatory at that location. This will involve needed changes to the design (PH II), to the construction materials and costs (C), to have appropriately trained consultants oversee the construction rather than Village staff (PH III), and for bio-swales (C). While there was support for the more ecological approach there were also concerns about the need for balance in cost effectiveness and “state of the art” designs. It was determined that if approved, this would be a cost change and not a scope change. On a motion by Mark Pitstick and a second by Luann Hamilton, the committee approved the \$466,995 (federal) cost increase.

5.7 Justice sidewalk projects - *(Added to agenda as a point of information)*

The Village of Justice requested that two of their projects be combined: 79th Street Sidewalks from 88th to Roberts Road (TIP ID 06-01-0004) and Roberts Road Sidewalks from 79th to 87th Streets (TIP ID 06-03-0002). They were combined under TIP ID # 06-03-0002 as an administrative modification.

## 6.0 Program Management

### 6.1 Rescissions

At the last meeting, the committee made some clarifications to the recommended process of implementing the rescission. The CMAP Transportation Committee voted to recommend approval by the MPO Policy Committee, Programming Coordinating Committee, and CMAP Board. It was pointed out that the memo was unclear on whether all phases of a project move into the TIP when there is an obligation in any phase. Staff recommended that such decisions be handled on a case by case basis depending on the time frames involved. There was quite a bit of discussion on how and when transit projects move into FTA’s TEAM system, as that benchmark is proposed as the threshold to use to determine when a project needs to be added back into the TIP. There was also discussion on how long project agreements can take to get their approvals out of Springfield.

An updated CMAQ “A list” was distributed. It was newer than the revised list in the agenda packet. \$26 million of projects would stay in the TIP as they have shown obligation progress. It was pointed out that the projects’ status as of January 14<sup>th</sup> would establish which projects are moved to the A list through the MPO Policy Committee’s adoption of this approach to implement the rescission. At this point we are planning to move over \$180 million in projects to the A list to accommodate the \$83 million rescission. This will not only create competition between projects but also enhance the active program management policies, identify dormant projects, and create a self-selective process.

## 6.2 State Appropriation

CMAP staff has forwarded IDOT an estimate of the state appropriation needed in SFY 2010 as \$173 million for FFY 2010 and FFY 2011 projects. However, at this time IDOT only sees a capacity of \$21.9 million in state appropriation through the end of the state fiscal year - June 30<sup>th</sup> 2010. The State appropriation amount needs to cover the federal and local shares of suburban projects and the federal share of City, diesel retrofit or other locally let projects. Staff recently held 2 days of project meetings to determine what projects are moving and clearly sees \$30 million in the pipeline for January through June obligations. While it is expected that not all of the predicted FY 2010 and FFY 2011 projects will make it – it does look like there will be a significant appropriation shortage. One idea to handle this was to postpone some projects until the first letting in SFY 2011. Another idea was to contact state legislators for more appropriation – but it was thought to be too early for that. Betsy Tracy said that IDOT’s Springfield staff is aware about the potential problem and are committed to working with us if CMAP can get them a firm number for the amount of appropriation needed for each letting as it comes. IDOT/District One Local Roads staff will be essential to this effort.

## 6.3 Advancing FY 2011 Projects

Implications of allowing projects originally programmed for FY 2011 to be initiated in FY 2010 were discussed. It was agreed that in general, the situation with potential shortfall in State appropriations would be made worse by advancing 2011 projects to FY 2010. It was pointed out, however, that most transit projects do not require State appropriation. The general feeling was to not allow such shifts into 2010 for now and then reconsider when the appropriations issue is clearer.

## 7.0 **Funding Private Sector Diesel Emission Reduction Projects**

Patricia Berry gave highlights of the memo which responds to the MPO Policy Committee request for background information on funding private sector diesel emission reduction projects as it was revised based on the November 17 PSC meeting discussion. There were additional suggestions to clarify it and to bolster the arguments on how valuable these projects are to the region’s air quality. There was discussion on whether to offer a specific matching ratio for the FFY 2012 applications and it was decided that the match requirements should be considered in the fall of 2010 when the application process and funding parameters are worked out. On a motion by Tom Rickert and a second by Mark Pitstick, the memo was approved for use at the January 14<sup>th</sup> Policy Committee meeting with authority given to Patricia Berry to work with Mike Rogers and Mark Pitstick to further refine it, as needed.

## 8.0 **Public Comment**

There were no public comments.

## 9.0 **Other Business**

Betsy Tracy announced that she is leaving IDOT in mid-January and will be taking John Donovan’s previous position with FHWA in Springfield. She said that there were about 10 staff changes in OP&P in the works but she did not know who would be representing OP&P on the committee. Everyone wished her well and thanked her for her work on the CMAQ program.

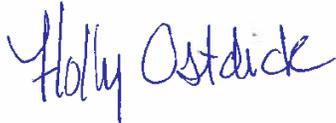
## 10.0 **Next Meeting**

Joy Schaad discussed the agenda attachment laying out 10 date options for 9 meetings of the CMAQ Project Selection Committee in 2010 which would accommodate TIP change deadlines and a need to meet to discuss the draft 2012 project application procedures and parameters in November. After discussion it was decided to adjust all of the dates to Thursdays to accommodate members' standing conflicts. A new draft schedule will be developed for approval at the next meeting.

**11.0 Adjournment**

The meeting was adjourned at 3:29 p.m.

Respectfully Submitted,



*Holly Ostidick*  
*CMAQ Program Manager*

/JMS