



**MINUTES**

**CMAQ Project Selection Committee**

**Tuesday, September 10, 2013 2:00 p.m.**  
CMAP Offices

**Committee Members Present:** Ross Patronsky, Chair (CMAP), Bruce Carmitchel (IDOT), Luann Hamilton (CDOT), Mark Pitstick (RTA), Tom Rickert (counties), Mike Rogers (IEPA,) Mayor Schielke (Council of Mayors)

**Staff Present:** Alex Beata, Patricia Berry, Kama Dobbs, Jesse Elam, Doug Ferguson, Don Kopec, Holly Ostdick, Russell Pietrowiak

**Others Present:** Francisco Acevedo, Tom Agema, John Bartman, Jennifer Becker, Bruce Christensen, Amy Connolly, John Donovan, Kevin Duffy, Bud Fleming, Terry Heffron, Mike Kerr (via phone), Chris King, Patrick Knapp, John Loper, Tony Maietta, Carolyn Persoon, T.J. Ross (via phone), Christopher Schmidt, Chris Staron, Brian Stepp, David Tomzik, Brian Urbaszewski (via phone) Tom Vander Woude, Mike Walczak, Tom Weaver, David Wilkerson (via phone)

**1.0 Call to Order**

Committee Chairman Patronsky called the meeting to order at 2:08 p.m.

**2.0 Agenda Changes and Announcements**

None

**3.0 Approval of Minutes—July 11, 2013**

On a motion by Mr. Rogers and a second by Mr. Carmitchel, the minutes of the July 11, 2013 meeting were approved as presented.

**4.0 Program Monitoring**

**4.1 Programming Project Status Sheets**

Mr. Ferguson reported on the programming status of active projects and the line item changes since the last meeting of the Project Selection Committee. He also noted that an updated CMAQ Obligation Report was distributed. Mr. Pitstick and Mr. Rickert asked how to determine the balance of deferred lines from the summary

report, since the total is different in the Obligation Report. Ms. Dobbs explained that as line items are deferred, funds are withdrawn from the deferred line item and all subsequent line items for a project. The withdrawn amounts are shown in the withdrawals column of the line item report, resulting in a programmed balance of \$0. When a phase demonstrates readiness, the funds are reinstated and shown in the increases column of the report and the balance becomes positive again. When an obligation occurs, as shown in the obligations column, the programmed balance is reduced by the obligation amount. To determine the programmed balance of deferred lines, the withdrawals must be added to the total balance to re-capture the withdrawn funding amounts. Ms. Dobbs concluded, noting that the Obligation Report is for FFY 2013 line items only.

#### **4.2 Obligation Goal**

Mr. Ferguson presented a summary of the current programming status for federal fiscal years 2013 to 2016 and the annual CMAQ obligation goals. He noted that with less than a month left in the federal fiscal year, meeting the \$123 million obligation goal is unlikely, but that obligations for FFY 2013 had exceeded the annual apportionment, reducing the region's overall unobligated balance. Mr. Ferguson noted that the programmed amount for FFY 2013 in the July report has been corrected in the September report to reflect the transfer of already obligated funds for the Washington/Wabash projects to FFY 2013.

Mr. Pitstick inquired about the significant level of un-programmed funds. Mr. Ferguson explained that, following the May status update, line items in 2013 that were not expected to obligate were moved into more realistic years (these moves do not affect the accomplishment deadlines). Thus, the un-programmed balance in out years was reduced, while the un-programmed balance in 2013 was increased. In addition, line items that were placed in advance construction are not counted as obligated, but the sponsors are able to proceed as though they are obligated. Approximately \$90 million of CMAQ funded projects are in advance construction.

Mr. Rickert expressed concern about funding availability for deferred projects and for the proposed program if the changes requested in item 5.0 of the agenda are approved. Mr. Ferguson said given the funds available calculations and the funds being proposed in the new program, these changes can be made. It has been widely acknowledged that as the effects of the multi-year programming efforts and active program management occur, the region may reach a point where there are not sufficient funds to bring in all deferred line items that are ready to proceed.

### **5.0 Project Changes**

#### **5.1 Algonquin – Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd (TIP ID 11-12-0006)**

The sponsor requested a transfer of \$112,000 total (\$90,000 federal) from the construction phase to the phase II engineering phase. On a motion by Mr. Rickert, and a second by Mr. Carmitchel the transfer of \$112,000 total (\$90,000 federal) from construction to phase II engineering for Algonquin - Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd (TIP ID 11-12-0006) was approved.

**5.2 Crystal Lake – Various Routes Through Crystal Lake (TIP ID 11-12-0004)**

The sponsor requested a cost increase. On a motion by Ms. Hamilton, and a second by Mayor Schielke, the cost increase of \$46,771 total (\$11,816 federal) for a total project cost of \$188,281 total (\$125,024 federal) for Crystal Lake – Various Routes through Crystal Lake (TIP ID 11-12-0004) was approved.

**5.3 Tinley Park – Oak Park Av Complete Streets (TIP ID 07-13-0019)**

The sponsor requested bringing the project off the Multi-year B List and into the active program for construction and requested a cost increase. The sponsor demonstrated project readiness. On a motion by Mayor Schielke, and a second by Mr. Rickert, the request to move this project from the B list to FFY 2013 and a cost increase in the amount of \$311,000 total (\$177,000 federal) for a project cost of \$1,020,000 total (\$744,000 federal) for Tinley Park – Oak Park Ave. Complete Streets (TIP ID 07-13-0019) was approved. Mr. Patronsky noted that the Multi-year B list will be defunct once the new program is approved (anticipated in October, 2013).

**5.4 CDOT – Weber Spur Trail (TIP ID 01-09-0002)**

The sponsor requested that funding for phase I and II engineering be restored from the deferred list and requested a cost increase. The sponsor demonstrated project phase readiness by submitting a locally executed IPA. Staff undertook the restoration of deferred funding as an administrative change. On a motion by Mayor Schielke, and a second by Mr. Rogers, the cost increase of \$17,985,000 total (\$640,000 federal) and transfer of \$1,100,000 total (\$880,000 federal) from right of way acquisition (ROW) to phase II engineering for CDOT – Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly (TIP ID 01-09-0002) was approved.

**5.5 Waukegan – Waukegan/North Chicago Lake Front Bike Path (TIP ID 10-06-0065)**

The sponsor requested splitting the project into two projects and a scope change. On a motion by Mr. Carmitchel, and a second by Mayor Schielke, the request to split this project into two projects and the requested scope changes to the route of the path in both North Chicago and in Waukegan for the Waukegan - Waukegan/North Chicago Lake Front Bike Path (TIP ID 10-06-0065) were approved.

**5.6 DuPage County – Fabyan Pkwy/Washington St at Roosevelt Rd (TIP ID 08-12-0006)**

The sponsor requested a cost increase and a transfer of funds from engineering II to ROW. On a motion by Mr. Rickert, and a second by Mayor Schielke, the cost increase of \$3,348,000 total (\$1,287,000 federal) and the transferring of \$223,000 federal from phase II engineering to right of way acquisition for DuPage DOT Fabyan Parkway at IL Route 38 (Roosevelt Rd) (TIP ID 08-12-0006) was approved.

**6.0 FY 2014-2018 Program Development**

Mr. Patronsky summarized the public comments received on the proposed program and reported that staff revised the program to include \$1,544,000 in CMAQ funding in FFY 2017 for Lake County's IL 43/Waukegan Rd signal interconnect (SI10143981) and to

exclude the previously recommended funding of \$1,642,000 for Lake County's US 12/Rand Rd signal interconnect project (SI10143987).

Mr. Christensen stated Lake County requests again that the IDOT Intersection Improvement project on IL 120 at Hainesville Rd. (II10143922) be included. This project was recommended along with the proposed Belvidere Road Signal Interconnect project (SI10143979) as part of the IL 120/Belvidere Corridor by the Regional Transportation Operations Coalition.

Mr. Ross stated that Pace has now identified natural gas conversion projects that could be used to meet the requirement for PM<sub>2.5</sub> projects and help offset the \$2.5 billion public transit funding shortfall. Mr. Ross continued, noting that he has concerns that the proposed IEPA/Indiana Harbor Belt (IHB) railway locomotive fuel conversion project (DR13143957) would not provide a direct return on investment to the public, that the technology proposed is unproven, and the railroad apparently was not intending to put the project out for bids as required by federal procurement regulations. He stated that Tier III or Tier IV diesel conversions would accomplish the same air quality benefit without the problems he cited.

Mr. Rogers stated that CMAQ funds are not earmarked for public sponsors or private sponsors, but for any project that improves air quality and that the IHB project has great cost efficiency and air quality improvements in areas with sensitive populations. Mr. Urbaszewski of the Respiratory Health Association added that the higher match ratio adds to the cost efficiency and that the impact to an area where asthma rates are high is important. He noted that the air quality impact of purchasing a natural gas bus is not significantly different from replacing a bus at the end of its 12-year life with a current Tier 4 compliant diesel bus. Since locomotives can last 30 years or more; the benefit of replacing a very old locomotive engine with a newer one can be much larger.

Mr. Duffy representing the IHB railway noted that the technology being proposed has been proven effective for trucks and is being adapted for rail with this project. Mr. Ross suggested that proof of concept be required prior to committing \$38 million to the project. Mr. Acevedo of the US EPA added that pollution doesn't discriminate between public and private sources and that there is a need to address fleets which have a big impact on air quality. Mr. Duffy noted that IHB intends to prove the concept by scaling up the project over two budget years and that they are currently seeking academic partners to collect and analyze before and after data. He also stated that as discussed at prior meetings, IHB plans regular reporting to the CMAQ Project Selection Committee and a project web site will likely be developed.

Mr. Rogers made a motion, seconded by Ms. Hamilton to recommend the proposed program, as presented, to the Transportation Committee for their recommendation to the Regional Coordinating Committee and MPO Policy Committee. Mr. Carmitchel made a motion, seconded by Mr. Rickert to amend the motion to add IDOT's IL 120 at Hainesville Rd. Intersection Improvement project (II10143922) to the program at a federal cost of \$384,000. The amendment carried. The motion to recommend the proposed FY 2014 – 2018 CMAQ program as amended to the Transportation Committee for their

recommendation to the Regional Coordinating Committee and MPO Policy Committee carried.

**7.0 MAP-21**

Mr. Donovan reported that no updates were available.

**8.0 Other Business**

None.

**9.0 Public Comment**

None.

**10.0 Next Meeting**

The committee's next meeting is scheduled for Thursday, October 24, 2013 at 2:00 p.m.

**11.0 Adjournment**

On a motion by Mayor Schielke and a second by Mr. Carmitchel, the meeting adjourned at 2:54 p.m.