



MINUTES

CMAQ Project Selection Committee

Thursday, June 20, 2013 2:00 p.m.
CMAQ Offices

Committee Members Present:

Ross Patronsky, Chair (CMAQ), Chris Snyder (counties), Bruce Carmitchel (IDOT), Mayor Rodeghier (Council of Mayors), Mark Pitstick (RTA), Luann Hamilton (CDOT), Mike Rogers (IEPA)

Staff Present:

Alex Beata, Claire Bozic, Patricia Berry, Kama Dobbs, Jesse Elam, Doug Ferguson, Tom Murtha, Russell Pietrowiak, Jose Rodriguez, Joy Schaad, Todd Schmidt

Others Present:

Frank Acevedo, Tom Agema, Bill Baltutis, Jennifer Becker, Len Cannata, Jay Ciavarella, Chalen Diagle, John Donovan, Kevin Duffy, Bud Fleming, Terry Heffron, David Johnson, Mark Johnson, Emily Karry, Valbona Kokoshi, Tam Kutzmark, John Loper, Anthony Maietta, Mike Nicoletti, Tom Rickert, T.J. Ross (via phone), Christopher Schmidt, Lorraine Snorden (via phone), Athreya Sreenivasan, Chris Staron, Brian Stepp, Mike Sullivan (via phone), David Tomzik, Mike Walczak (via phone), Tom Weaver, Tammy Wierciak (via phone)

1.0 Call to Order

Committee Chairman Patronsky called the meeting to order at 2:02 p.m.

2.0 Agenda Changes and Announcements

Chairman Patronsky turned the floor over to Mark Pitstick who provided highlights of two handouts on the RTA's Draft Regional Transit Strategic Plan 2013-2018 and the public comment period for the plan which runs through July 1st.

Chairman Patronsky suggested an agenda change and the Committee agreed to move the project presentations (Item 6.3) to follow the approval of minutes.

3.0 Approval of Minutes—May 23, 2013

On a motion by Mr. Snyder and a second by Mayor Rodeghier, the minutes of the May 23, 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. There were no questions.

4.2 May Status Update Report

Mr. Ferguson presented an update on the CMAQ semi-annual project status update for line items that were programmed in 2013, for projects that showed no delay in October but reported delays in May, and for line items that are related to deferred projects. He highlighted some of the trends found in the analysis of reason for delay responses and said that the top reason for delay was "prior phase delayed". He pointed out that delays caused by IDOT agreement processing affected projects with a higher degree of complexity more frequently. Mr. Rickert asked if staff could review the reason for delay by project category and present the results at a future meeting. The importance of tracking the status of deferred projects was discussed and Mr. Ferguson pointed out that one of the uses is to provide input to the assessment of how likely the sponsor is to request reinstatement. Four Pace line items were inadvertently omitted from CMAP's status requests and from the report. The information was subsequently collected and the four line items were "not delayed".

4.3 Obligation Goal

Mr. Ferguson presented a summary of the current CMAQ programming status for federal fiscal years 2013 to 2016 and the annual CMAQ obligation goals as laid out in the agenda attachment. There were no questions.

4.4 Quarterly Transit Expenditure Update

Mr. Ferguson presented a report on the analysis of the 1st Quarter 2013 transit expenditure updates for CMAQ projects that are currently in FTA grants. He noted that there are no projects currently considered stalled and a \$194 million remaining balance on incomplete obligated transit projects.

5.0 Project Changes

5.1 IDOT – I-55 Bus-on-Shoulders Support (TIP ID 01-09-0034)

The sponsor requested a cost increase in the amount of \$306,764 total (\$245,411 federal) for the third year of the I-55 shoulder sweeping project. On a motion by Mr. Pitstick and a second by Ms. Hamilton, the increase was approved.

5.2 CDOT – Bloomingdale Trail (TIP ID 01-08-0002)

The sponsor requested a cost increase in the amount of \$12,252,000 (\$10,596,000 federal) and a transfer of \$600,000 total (\$480,000 federal) from Phase II engineering to construction. On a motion by Mr. Carmitchel and a second by Mr. Snyder, the request was approved.

5.3 CDOT – 35th St Bicycle/Pedestrian Bridge (TIP ID 01-04-0002)

The sponsor requested a transfer of \$1,324,030 total (\$1,059,224 federal) from Phase II engineering to construction. The construction phase of the project was restored from deferred status on May 29th after demonstrating phase readiness by submitting pre-final plans to IDOT along with a locally executed intergovernmental project

agreement (IPA). The sponsor has indicated that the construction phase will be let in FFY 13. On a motion by Mr. Snyder and a second by Mr. Pitstick, the transfer was approved.

6.0 FY 2014-2018 Program Development

6.1 Program Mark

Chairman Patronsky presented an update on the current status of CMAQ programming for fiscal years 2013 through 2018. He outlined three options for the upcoming program development: programming all the available funds this round; holding back some dollar amount that equals an estimate of what would be needed for restoration of the deferred projects; or programming an amount in between. Cost increases may also be anticipated. The FFY 2014-2018 CMAQ Funds Available table provided showed that if no funds are held for deferred projects, the total available for programming in FFY 2014-18 would be \$367 million. If sufficient funds were held aside for all of the deferred projects, \$322 million could be programmed this fall for the 5 year program. Funding marks for anywhere in between or for less if the PSC wants to assure availability of funds for cost increases as well as deferrals coming back in. Another consideration is the anticipated call in 2016. The program mark will be discussed further at the July 11 meeting when the committee will recommend a proposed program to the Transportation Committee for public comment. Mr. Rogers reminded the committee of the federal requirement to obligate 25% of CMAQ funds on projects that reduce fine particulate matter and suggested that 25% should be considered a floor, not a ceiling in programming them. Mr. Snyder said that 25% of the funding for projects that reduce particulate matter should be considered a minimum for fiscal years 2013 through 2015, but he felt that is inappropriate for fiscal years 2016-2018 because there will be another call for projects in two years and the requirements after MAP-21 expires at the end of FFY 2014 are not known at this time.

6.2 Proposal Rankings

Mr. Ferguson presented the five rankings of project proposals (Cost per Kilogram of VOC Eliminated, Cost per Kilogram of PM2.5 Eliminated, Cost per Kilogram of NOx Eliminated, Cost per 1,000 Trips Eliminated, and Cost per 1.000 VMT Eliminated) and pointed out that the rankings were last updated on June 19th.

6.3 Project Presentations

Sponsors of proposals with unique aspects were given an opportunity to present additional information.

Mr. Loper of the DuPage County Division of Transportation provided an overview of the Elgin-O'Hare Western Access project and distributed a handout describing 12 corridor improvement strategy projects for which CMAQ funds have been requested by Cook and DuPage counties. He noted that the Illinois Tollway is the lead for the overall project and has committed \$3.1 billion of the \$3.4 billion needed. He noted that build out will be over the 2013 to 2025 timeframe and some aspects are shovel ready.

Mr. Duffy and Mr. Nicoletti of the Illinois Harbor Belt Railroad (IHB) provided an overview of the IEPA application for the IHB locomotive fuel conversion project. If the project is programmed, IHB would convert 31 locomotives from diesel to a dual fuel usage of diesel and natural gas. In response to a question from Ms. Hamilton, Mr.

Donovan noted that issues remain with meeting Buy America provisions, but that waivers are being approved for similar projects. Mr. Ross expressed concern that IHB would receive a benefit in reduced cost of fuel that would not be returned to the taxpayers that invested public funds in the project. Mr. Weaver noted that IHB is investing 35% of the cost up-front with the hope that cost savings will be realized. Ms. Hamilton added that this potential for benefiting from reduced operating costs was one of the considerations when the requirement for a larger match for private operations was established. Mr. Ross asked if the region would have any claim on the equipment if the IHB were to go bankrupt or cease operation. Mr. Carmitchel replied that he would investigate that question.

Mr. Agema of Homewood Disposal provided an overview of Park Forest's application to replace some of Homewood Disposal's diesel refuse haulers with compressed natural gas (CNG) vehicles serving 78 municipalities and to expand the existing CNG fueling facility in Park Forest and add an additional facility in Homewood. He noted that the fueling facilities would be available for municipal use for other CNG vehicles as well.

6.4 Focus Groups

Chairman Patronsky reported that the program focus group recommendations for projects that support GO TO 2040 were included in the agenda materials and a representative of each was on hand to answer questions regarding those recommendations. Mr. Pitstick reiterated to the members and audience that a positive recommendation from a focus group does not guarantee that a project will be funded in the recommended program.

7.0 MAP-21

Mr. Ferguson announced that FHWA recently released interim guidance on CMAQ funding for operating assistance. The guidance makes a change to the 3-year limit on funding operating assistance to allow the funds programmed for the 3rd year to be spread over years 3, 4 and 5. Mr. Donovan noted that additional FHWA guidance on the CMAQ program may take longer than originally expected to be released.

8.0 Other Business

Chairman Patronsky announced that the joint IDOT/FHWA process review of the local Phase 1 approval process was delayed, but now is moving forward. Mr. Donovan said that the meetings with the various IDOT District offices would start by the end of July. Holly Ostdick of the CMAP staff is a participant in the process review.

9.0 Public Comment

Mr. Staron of the Northwest Municipal Conference asked for clarification regarding the status of applications whose Phase 1 engineering is nearly complete, but the PDR has not been submitted or received design approval yet. Mr. Patronsky replied that if Phase 1 engineering is clearly very close to complete, CMAP staff would work with IDOT staff to determine if consideration of the proposal was justified.

Mr. Johnson of the Ciorba Group commented that the Wilson Road underpass project from the Lake County Forest Preserve District has most of phase 1 and phase 2 engineering complete, but no design approval yet due to outstanding environmental

clearances. He was assured that the Lake County application would be considered with the others.

10.0 Next Meeting

The committee's next meeting is scheduled for July 11, 2013 at 9:30 a.m.

11.0 Adjournment

Chairman Patronsky adjourned the meeting at 3:45 p.m.