



MINUTES

CMAQ Project Selection Committee

February 14, 2013 2:00 p.m.

CMAQ Offices

- Committee Members Present:** Ross Patronsky, Chair (CMAQ), Chris Snyder (counties), Bruce Carmitchel (IDOT), Mayor Keller (Council of Mayors), Mark Pitstick (RTA), Keith Privett (CDOT), Mike Rogers (IEPA)
- Staff Present:** Patricia Berry, Kama Dobbs, Doug Ferguson, Don Kopec, John O'Neal, Jose Rodriguez, Joy Schaad
- Others Present:** Mike Albin, Jennifer Becker, Stephen Berez, Kevin Bollinger, Bruce Christenson, Darwin Burkhart, Caitlyn Costello, Erin Cook, Chalen Daigle (via phone), Chris Demeroukas, John Donovan, Todd Gordon, Terry Heffron, Aimee Lee, Tom Lippert, Alexander McNally, Tom Rickert, Chad Riddle, Fred Shattner, Herbert Smith, Chris Staron, Brian Stepp, Mike Sullivan, David Tomzik, Paula Trigg, Mike Walczak
- 1.0 Call to Order**
Committee Chairman Ross Patronsky called the meeting to order at 2:05 p.m.
- 2.0 Agenda Changes and Announcements**
There were no changes or announcements.
- 3.0 Approval of Minutes—December 6, 2012**
On a motion by Mr. Carmitchel and a second by Mr. Snyder, the minutes of the December 6, 2012 meeting were approved as presented.
- 4.0 Program Monitoring**
- 4.1 Programming Project Status Sheets**
Mr. Ferguson drew the Committee's attention to two reports that were in the agenda posting. He reported on the list of deferred projects and on the status of active projects/line item changes since the last meeting of the Project Selection Committee.
- 4.2 Obligation Goal**
Mr. Ferguson noted that the obligation goal for the current year is \$123 million and the plan is to review whether or not there is a reasonable expectation that the

obligation goal can be met with the currently programmed projects or if vetted or extraordinary projects will be necessary to ensure that the goal is met. He said the \$33 million has been obligated so far in FFY 2013 between projects processed through FHWA and the transit projects processed through FTA. He also noted that \$21.3 million previously obligated has been moved to "Advance Construction" status which is typically done due to inactivity on the projects (i.e. no billing). There was discussion on IDOT's use of the advance construction provisions. Although projects in advance construction can move forward (without an obligation), the lack of obligation increases the risk that funds could be lost to rescission. Mr. Snyder requested that the columns in the obligation table be explained more fully, along with their relationship to each other.

Mr. Carmitchel reported that the amount of State appropriation planned for CMAQ could affect how much CMAQ funding can be obligated in FY 2013. He reported that currently there is \$50 million in State appropriation for CMAQ in SFY 13; however IDOT's Bureau of Local Roads has identified an additional \$25 million of reappropriation, for a total of \$75 million available to CMAQ in SFY 13. Considering that State appropriation also covers the local match, \$60 million in federal CMAQ funds can be obligated. He pointed out that transit obligations do not require State appropriation, so the \$12 million in planned transit obligations can move forward as well. He further stated that if the region is on track to meet the \$123 million obligation goal, IDOT's Bureau of Local Roads thinks that they can make further accommodation through additional reappropriation.

He commented that IDOT cannot assure there will be enough State appropriation for State fiscal years 2014-16. IDOT will need to ask for new appropriation if the region is successful at meeting its obligation goals. That appropriation will come out of appropriation planned for State projects. The discussion of the amount of appropriation needed for SFY 15 should take place around September 2013. IDOT is requesting that CMAP justify the level of State appropriation desired with information on specific projects that will be ready to go.

Chairman Patrosky asked Mr. Donovan for an update on the IDOT Process Review. He responded that there have been two meetings held so far as well as interviews with staff at the District offices. Mr. Donovan also reported that the interpretation of Buy America provisions is holding up some projects. IEPA's Clean Engine project was able to move forward, but the Cook County retrofit is still being held up; it appears that Cook County may be able to obtain domestically-produced engine filters. Buy America waivers are being handled on a case by case basis; a blanket waiver for retrofits and repowers is unlikely to be issued. He also noted that the Buy American provisions may make it difficult to comply with the requirement to spend 25% of the CMAQ funds on projects that help with particulate matter as required by MAP-21..

5.0 Project Changes

5.1 Lindenhurst Park District – Grass Lake Rd (TIP ID 10-09-0049)

The sponsor requested that funds for construction be moved into FFY 2013 from the multi-year B list and that the project receive a cost increase of \$1,738,000 total

(\$1,514,400 federal). The increase being sought is due to a revised engineer's estimate for construction. The project is on target for the April 26th, 2013 letting. On a motion by Mr. Snyder and a second by Mr. Rogers, the requests were approved.

5.2 Rolling Meadows - Arlington Park Train Station Bicycle Lane Extension (TIP ID 03-08-0004)

The sponsor requested a cost increase of \$147,534 total (\$63,771 federal) for a project cost of \$2,181,786 total (\$802,771 federal/CMAQ). On a motion by Mr. Snyder and a second by Mayor Keller, the request was approved.

5.3 Skokie – Skokie Valley Trail from Oakton to Village Limits (TIP ID 02-12-0002)

The sponsor requested a cost increase in the amount of \$314,537 total (\$251,630 federal) for construction. On a motion by Mr. Privett and a second by Mr. Snyder, the request was approved.

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

The sponsor requested a cost increase in the amount of \$2,923,750 total (\$2,339,000 federal). The sponsor has cited geotechnical issues encountered as part of phase I engineering and the remediation that will be required to construct the project among the reasons for the increased construction cost. On a motion by Mr. Snyder and a second by Mayor Keller, the cost increase was approved.

5.5 Elmhurst – IL56/Butterfield at Commonwealth Ln (TIP ID 08-09-0011)

The sponsor requested to transfer funds from right of way acquisition to construction, along with a cost increase of \$58,289 in CMAQ funds. This project is also using STP-L funds for construction. On a motion by Mr. Rogers and a second by Mr. Snyder, the requests were approved.

5.6 Aurora – Eola Rd from E New York St to Wolf's Crossing Rd (TIP ID 09-12-0004); Hill Ave. from Ohio St to Montgomery Ave (09-12-0002); and McCoy Dr./Commons Dr. from Gregory St./New York St. to IL 59/US 34 (TIP ID 09-12-0012)

The sponsor requested to move the construction phase for Eola Rd from East New York St to Wolf's Crossing Rd from FFY 2014 to FFY 2013, along with a cost increase of \$81,105 total (\$64,884 federal). On a motion by Mayor Keller and a second by Mr. Snyder, the Eola Road request was approved.

Aurora also requested to have the Hill Ave. from Ohio St to Montgomery Ave and McCoy Dr./Commons Dr. from Gregory St./New York St. to IL 59/US 34 construction phases moved from FFY 2014 to FFY 2013. On a motion by Mr. Privett and a second by Mr. Carmitchel, the requests were approved.

5.7 Lincolnwood – Touhy Ave Overpass (Skokie Valley Bike Trail) (TIP ID 02-12-0003)

The sponsor requested a cost increase in the amount of \$66,900 total (\$53,520 federal). On a motion by Mr. Privett and a second by Mr. Pitstick, the request was approved.

5.8 IEPA – Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project (TIP ID 13-10-0005)

The sponsor requested a scope change to reduce the number of locomotives to be repowered from 4 to 3 and change the type of engine from Tier II switcher locomotive to a Tier III line-haul locomotive. On a motion by Mr. Carmitchel and a second by Mr. Privett, the request was approved.

5.9 Lake Zurich – Lake Zurich-US 12/Rand Road at Ela Road (TIP ID 10-02-0007)

The sponsor requested to have phase II engineering reinstated from the deferred projects list in the federal amount of \$35,000. The sponsor has indicated that phase I engineering has been accomplished. The status was confirmed by IDOT. Staff undertook this as an administrative change.

6.0 FY 2014-2018 Program Development

6.1 Call for Projects

Mr. Ferguson called attention to the summary of FFY 2014-18 project applications. He said that 145 applications for just over \$1 billion in CMAQ funding were received. That number is down from 310 applications in the last round. Bicycle and pedestrian facility applications are down from 95 to 49. Mr. Ferguson suggested that applicants are refraining from submitting projects that are not regionally significant; hence we received fewer, more regional applications. Mr. Ferguson noted that staff would be reviewing all proposals to assure that requirements for engineering have been or will be met as specified by the policies. Mr. Snyder asked how much funding would be available for programming. Mr. Ferguson responded that the plan is to develop the programming marks at the July meeting with the data available at that time.

6.2 Focus Groups

Chairman Patronsky reported that none of the focus groups had met since the last update. He also reported that during the Focus Group meetings last fall, the Bicycle and Pedestrian Task Force looked for significant projects in the region that were having a hard time moving forward. They identified one such project, which had a willing sponsor and had previously been submitted for CMAQ funding, but for which the funding ineligibility of phase I engineering was an issue. The Task Force has recommended this project for phase I funding under the “direct identification” language in the programming and program management policies. Staff is recommending that this project be allowed to move forward through the review process for consideration. However, the intent of direct identification was to find significant projects that so far had not been sponsored and solicit sponsorship, using phase I funding as an incentive. He said that the language in the policies will be improved to clarify this point during the next update.

7.0 MAP-21

There was no new information to present. As discussed earlier in the meeting, Buy America remains a substantial hurdle to implementing the required PM reduction projects.

8.0 Other Business

There was no other business.

9.0 Public Comment

There was no public comment.

10.0 Next Meeting

The committee's next meeting was scheduled for April 11, 2013.

11.0 Adjournment

The meeting adjourned at 3:03