



## CMAQ Project Selection Committee

Thursday August 19, 2010  
Cook County Conference Room  
CMAP Offices

### Meeting Minutes

**Members Present:** Chair - Ross Patronsky – CMAP, Marty Buehler – Counties, Larry Keller – Council of Mayors, Keith Privett – City of Chicago, Bill Lenski - RTA, Mike Rogers – IEPA and Keith Sherman - IDOT.

**Members Absent:** None

**Others Present:** Michael Connelly, Chalen Daigle, J. Carl Davis, Kama Dobbs, John Donovan, Jonathan Doster, Bud Fleming, Jason Fluhr, Valbona Kokoshi, Paul Metaxates, Joe Middleton, Chad Riddle, Bob Palmer, Robert Phillips, Vonu Thakuriah, David Tomzik, Chandra Trivedi, Jan Ward, Thomas Weaver

**Staff Present:** Patricia Berry, Parry Frank, Tom Murtha, Holly Ostdick, Joy Schaad

#### 1.0 Call to Order and Introductions

Chairman Ross Patronsky opened the meeting at 2:03. Attendees introduced themselves.

#### 2.0 Agenda Changes and Announcements

There were no changes or announcements

#### 3.0 Approval of July 29, 2010 minutes

The July 29, 2010 meeting minutes were approved as presented on a motion by Mike Rogers and a second by Bill Lenski.

#### 4.0 Project Changes

##### 4.1 Hazel Crest: So. Kedzie Ave Bike Path from 167th St to 172nd St (TIP ID 07-08-0001)

The sponsor requested a cost increase of \$547,000 (federal) and scope change. Ms. Ostdick reminded the committee that at the previous meeting Hazel Crest asked to decrease the scope of the project in order to deal with some design problems encountered and to fit within the budget. At that time, the Committee responded that the Village should either withdraw the project and resubmit it with the new configuration as a new application in January or request a cost increase to complete it as originally envisioned. The sponsor's new proposal is expanded over the one discussed in July; it will provide the connectivity

under I-80 envisioned in the original application, but due to safety and ROW constraints the sponsor proposes to avoid building in front of the houses on Kedzie Ave., but rather direct the path to nearby condominium buildings. Also the proposed path will not connect to the recently built path, and will be signed for users to dismount their bicycles to travel over the culvert. Ms. Ostdick said that CMAQ staff recommends approval of the new configuration, but with some additional enhancements per CMAP's bicycle planning staff.

Village staff explained the constraints that they are working within and showed changes over the previous proposal. There was considerable discussion about the particulars and the project's new status in the rankings. While it dropped from 3<sup>rd</sup> to 10<sup>th</sup>, six lower projects were also funded. On a motion by Keith Privett and a second by Marty Buehler, the Committee approved the sponsor's request with the caveat that the Village must meet with CMAP staff representing the Bicycle/Pedestrian Committee to consider some other enhancements that might be feasible. It was clarified that adopting those recommendations is not necessarily required, but a good faith effort to consider them is. *(Note: CMAP staff met with Hazel Crest; the Village accepted the ideas presented. The Planning Liaison has informed CMAP that the modified project was approved at the subsequent FHWA coordination meeting.)*

#### 4.2 Deerfield-Deerfield Rd Sidewalk Improvements and Pedestrian Underpass (TIP ID 10-06-0055)

Ms. Ostdick explained that the Village is requesting an additional \$320,000 (federal) for their project and that the project was granted a cost increase earlier in the year. It has now been let and bids came in high due to a mis-estimation of costs for jacking the tunnel under the existing railroad which is not commonly done in northeast Illinois. She said that the project fell from 12 to 14 in the rankings with one project above it not being funded. Marty Buehler pointed out that the project went through a fair bidding process and it is not surprising that the cost for this jacking under the Metra line was quite expensive. After discussion, Marty Buehler offered a motion to approve which was seconded by Bill Lenski and passed unanimously.

#### 4.3 IDOT - Barrington Rd at Buttitta/Laurie Ln (TIP ID 03-08-0005)

Ms. Ostdick explained that IDOT is requesting an additional \$104,000 federal due to revised cost estimates and that the project is on the January letting. The project moved from 4<sup>th</sup> to 5<sup>th</sup> among the rankings for intersection improvements in 2008. It dropped below two unfunded projects, but is above some that were funded. On a motion by Marty Buehler and a second by Mayor Keller, the request was approved.

#### 4.4 Cicero Rail Yard Locomotive Diesel Retrofit (TIP ID 05-09-0002)

The sponsor requested a change of scope from purchasing GenSets to single engine locomotive options. Staff has discussed options available to the railroad with IEPA, EPA, FHWA, and IDOT. At the last meeting the Committee requested staff re-rank a Tier II vs. Tier III locomotive. An analysis shows that for this case neither Tier II nor Tier III affects the rank of the project, however a Tier II locomotive's cost to eliminate a kilo of PM2.5 is \$599 whereas a Tier III locomotive's cost is \$414 per kilo. Additionally the difference for NOx between a single locomotive and a GenSet is that a Tier III GenSet emits 2.8g NOx where as Tier III single engine emits 5g NOx. Ms. Ostdick outlined four options for the committee: approve the request, deny the request, approve the request but require an increased local

match, and require railroads to work with manufactures to purchase Tier III certifiable locomotives, even though EPA is not yet actually certifying them. She reminded the committee that a combination of options was possible and that today's decision will set a precedent if other railroads wish to switch from GenSets to single locomotive options, which seems to be the case for other railroads. Mayor Keller pointed out that a Tier III locomotive is a lot closer to GenSets in benefits, but since they will not be certified until new EPA standards go into effect in January we cannot require that. Mike Rogers pointed out that any of the new engine options being discussed would be a lot cleaner than a typical 1950's engine that it would replace. On a motion by Mike Rogers, and a second by Mayor Keller, the Committee voted to allow the railroad to switch to a single engine locomotive, as long as it is one that would meet Tier III standards – if they were being enforced today.

## **5.0 Program Management**

### **5.1 Changes to CMAQ Programming and Program Management Policies**

Ms. Ostdick drew the Committee's attention to the new language in the draft *Revised Programming Policies* attachment and said that the conceptual changes recommended at the July 29 CMAQ Committee meeting were also recommended by the Transportation Committee on July 30<sup>th</sup> for MPO Policy Committee consideration. She mentioned that the Transportation Committee also supported the CMAQ Committee's recommendation to remove the Oak Forest and Bensenville projects from the CMAQ program. Staff has developed specific language for the concepts discussed, and is now asking the Committee to review the draft for concurrence or adjustment before it is taken to the MPO Policy Committee for action. The Committee did not voice any concerns with the latest version.

### **5.2 One Time Moves**

Ross Patronsky drew the Committee's attention to the handout of likely reasons for project delays that was in the agenda packet to lead the discussion on what constitutes a schedule change that is "out of the sponsor's control". The table was roughly the same as the table presented at the July meeting – but there was the addition of a column to clarify which general reason (i.e. the reason a sponsor would select from a drop down menu in the on-line status update form) goes with each version of "circumstances" in the table of examples. Ross started the discussion with the 5<sup>th</sup> example as the first four were discussed at the previous meeting. Marty Buehler expressed concern with the 6<sup>th</sup> example, "administrative processing delays", that staff was implying that IDOT would make the judgment call as to what was a legitimate excuse. It was clarified that IDOT would be consulted for verification of the circumstances that the sponsors provide, but the CMAQ Committee would be making the judgment as to whether those circumstances constitute a "within the sponsor's control" or "outside of the sponsor's control" delay.

Chad Riddle stated that if a sponsor submits "acceptable" design plans (PS&E) by the published due date for a given letting, then IDOT will process them as expeditiously as needed to make that letting, but that processing of phase I engineering can be quite variable. Several members agreed that Phase I engineering processing is difficult to predict because there are so many nuances, standards, permits, and coordination variables depending on the scope of the project, etc.

While one member suggested that “life happens” and the Committee should plan to distinguish sponsors making good faith efforts from the sponsors who are just sitting on the funds, John Donovan expressed his hope that the Committee would cultivate a strong attitude of impatience in order to continue to reduce the unexpended balance. Mayor Keller reminded the group that the Committee had asked staff to find a way to identify and cull out projects that were languishing and that the new biennial status reports and new strict deadlines will do that. He said that we are finding problem projects much sooner so that the funds can be redirected to other projects quickly.

The Committee chose not to go through all fifteen examples and commiserated that it may be a somewhat grueling effort and staff is going to have to go through all the questionable delays and research what happened in order to make a recommendation to the Committee. All agreed we should try the planned approach and see how it works.

### **5.3 MYB projects**

Ms. Ostdick reminded the Committee of the July presentation by Lakewood asking that construction funding for the Huntly Rd. bike path (\$809,000 total/\$647,200 federal) be moved from the B List to the funded projects list (A List) and the Committee’s reticence to act on one project without knowing the status and needs of the other B List projects. Ms. Ostdick said that staff worked with the Planning Liaisons and other project sponsors to secure the progress information on the B List projects and only one other project had made real progress. That project was DuPage County’s 75<sup>th</sup> St. at Cass and at Plainfield intersection improvements. The County is doing the Phase II engineering now but does not want to advance the construction funding onto the CMAQ A list yet, because they are anticipating some right of way issues that may cause delays. Ms. Ostdick also pointed out that currently it is estimated that we have nearly \$21 million dollars for programming of projects showing appropriate progress and for cost increases on programmed projects. On a motion by Marty Buehler and a second by Mayor Keller, the committee voted to move construction funding for Lakewood’s bike path from the B List to the CMAQ A list.

### **5.4 Status updates for CMAQ-funded transit projects**

Ms. Schaad reminded the Committee that at the July meeting, it was agreed that sponsors of transit projects that are a part of an FTA grant will be required to report quarterly on expenditures in tandem with those projects’ quarterly TEAM reports to the RTA. She provided the proposed form and pointed out that it was not possible to develop a format that could just “pull from” the quarterly TEAM reports because the various agencies report quite differently and the RTA affords the Service Boards that flexibility and just extracts what is needed from each. The form that CMAP developed is as simple as we deemed possible and there were no comments on it. The Committee consensus was agreement with the proposed form and update schedule.

## **6.0 Realized Benefits Study update**

Professor Piyushimita (Vonu) Thakuria of UIC-UTC gave a presentation of the ongoing study that UIC is doing under contract with CMAP (*Post- Implementation Evaluation of CMAQ in Northeastern Illinois by Jane Lin, Paul Metaxatos, and Elizabeth Jensen of the University of Illinois at Chicago.*) The goal is to determine if travel speed and travel mode benefits are realized from CMAQ projects utilizing observed data, and not modeled data. Ms.

Thakuria presented background and findings from the first phase of the project. She explained that for traffic flow projects, changes in speed and related data was collected for 4 intersection improvements and 4 signal interconnects. She said this data will be compared to the data on traffic conditions after the CMAQ improvements are built.

For non-motorized projects, the diversion of trips from motorized modes to biking or walking modes was collected. This effort used a "one-step" method, a survey of users of recently completed facilities. Based on users' recall of their "before" behavior as collected in intercept surveys during summer of 2009, UIC compared past behavior to their current, "after", behavior. In total, the first phase of the project surveyed 10 bike and pedestrian facilities. A total of 297 responses from randomly sampled users were collected. They found there was a large diversion from motorized modes to bike and pedestrian facilities, with the propensity to switch from cars lower for pedestrian facility users than for bicycle facility users. Also there was evidence of latent trip mode substitution – i.e., the current trip could have been made by 37% of users by motorized modes, but they chose not to. Recreation and exercise were named as the reasons in many cases for users of bike paths. The ability to access transit facilities via the path increased the potential from auto to bike/ped path. More non-motorized projects will be examined along with collecting the "after" data for intersection improvement and traffic signal interconnect in the second phase of the study.

**7.0 Public Comment**

There were no public comments.

**8.0 Other Business**

There was no other business.

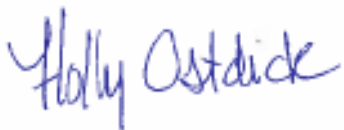
**9.0 Next Meeting**

The next meeting was scheduled for October 21, 2010 at 2 p.m. at the CMAP offices.

**10.0 Adjournment**

On a motion by K. Privett and second by Mike Rogers, the committee voted to adjourn the meeting at 3:30 p.m.

Respectfully Submitted,



*Holly Ostdick*  
*CMAQ Program Manager*  
*/JMS*