



MINUTES

CMAQ Project Selection Committee

Thursday, July 17, 2014 2:00 p.m.

CMAP Offices

Committee Members

Present:

Ross Patronsky, Chair (CMAP), Luann Hamilton (CDOT), Mark Pitstick (RTA), William Rodeghier (Council of Mayors), Mike Rogers, (IEPA – via phone), Chris Schmidt (IDOT), Chris Snyder (Counties),

Staff Present:

Alex Beata, Patricia Berry, Kama Dobbs, Jesse Elam, Doug Ferguson, Russell Pietrowiak

Others Present:

Dhruv Alexander, Samantha Bingham, Bruce Carmitchel, Akram Chaudhry, Bruce Christensen, Michael Connelly, John Donovan, Jon Duddles (via phone), Peter Farenwald, Laura Fedak, Keith Privett, Tom Rickert, Jon Schmitt, Kyle Smith, Lorraine Snorden, Brian Stepp, David Tomzik, Mike Walczak, Tom Weaver, Sean Wiedel, Michael Weiser

1.0 Call to Order

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

2.0 Agenda Changes and Announcements

None

3.0 Approval of Minutes – June 12, 2014

On a motion by Ms. Hamilton and a second by Mr. Pitstick, the minutes of the June 12, 2014 meeting were approved as presented.

4.0 Program Monitoring

4.1 Programming Project Status Sheets

Ms. Dobbs reported that the recurring reports on the programming status of active and deferred projects and the line item changes since the last meeting of the Project Selection Committee were included in the meeting packet.

4.2 Obligation Goal

Ms. Dobbs reported that the update on CMAQ obligations for federal fiscal year (FFY) 2014 was included in the meeting packet. She stated that there have been \$45.5 million in obligations this fiscal year, two CMAQ projects totaling \$17 million are targeting the September state letting, CDOT is working with IDOT to transfer \$55 million to FTA for the Washington/Wabash and Union Station projects and another \$2 million for non-construction phases have had agreements sent to IDOT Central Office in the last month. This will bring the total obligations up to \$119 million within the next few weeks, with one more state letting and several engineering phases expected to be authorized this fiscal year. Mr. Privett confirmed that CDOT met with IDOT staff earlier in the day regarding the FTA transfers. Ms. Dobbs noted that if all cost changes being considered later on the agenda are approved, there will be just under \$1 million available for programming in the TIP in fiscal years 14 and 15.

4.3 Transit Quarterly Updates

Mr. Pietrowiak reported that expenditure updates were requested from sponsors of transit projects for the first quarter of 2014. Of the 61 transit projects reported on this quarter, 9 are complete, but not closed out. 13 projects have not expended any CMAQ funds yet. Mr. Pitstick stated that the *DuPage County Transit Service Marketing* project has 2nd quarter expenditures and that the contract for the *Improvements at the 19 Transfer Locations* project is being executed now, with expenditures expected to start in the 3rd quarter. Mr. Connelly stated that CTA has two grants for their diesel particulate filters project and that they are expending all of the funds from the first grant prior to expending funds in the second grant. Mr. Weaver stated that Metra provided status of their projects with no expenditures to staff and noted that one of the projects is the cancelled Cary station project and another, the Grayland parking project, has a pending scope change.

5.0 Project Changes

5.1 Frankfort – St. Francis Rd. Multi-Use Trail (TIP ID 12-12-0004)

Ms. Dobbs reviewed the requested transfer of funds and cost increase. In response to a question from Mr. Rickert, Mr. Pietrowiak explained that for the 2012-2016 project selection cycle, applications were ranked by air quality benefits and focus group support was also used as a project selection criterion. The re-ranking information provided indicates that the project's air quality rank changed from 4th to 8th and the rank changed from 6th to 7th among projects that were funded in that cycle. On a motion by Mr. Schmidt, seconded by Mr. Snyder the request to transfer \$12,000 federal CMAQ (\$15,000 total) programmed for phase 2 engineering in FFY 2014 to construction in FFY 2015 and a cost increase of \$130,000 federal CMAQ (\$162,000 total) was approved.

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

Ms. Dobbs reviewed the requested transfer of funds and cost increase. Mr. Pitstick stated that it seems that construction costs for highway projects are going up by two to three times the programming amount recently. Mr. Rickert stated that the cost of bituminous materials has increased and new environmental regulations that weren't

in place when initial project estimates were provided are some of the reasons for increases. Mr. Carlson added that new Complete Streets regulations also contribute to escalating costs. Mr. Snyder added that in the case of the project being considered, the intersection is part of a larger improvement, and at the time of application, 1000 feet for each lane was assumed, but tying in to the drainage system became more complicated during design. On a motion by Mr. Schmidt, seconded by President Rodeghier, the request for a cost increase of \$99,000 federal CMAQ (\$123,000 total) for phase 2 engineering in FFY 2014 and \$1,848,000 federal CMAQ (\$1,310,000 total) for construction in FFY 2015 was approved.

5.3 Des Plaines – Central Ave from Wolf Rd to East River Rd Bicycle Facilities (TIP ID 03-08-0002)

Ms. Dobbs reviewed the requested cost increase and history of the project. On a motion by Mr. Snyder, seconded by Mr. Schmidt, the request for a cost increase for construction in the amount of \$516,508 federal CMAQ (\$731,085 total) was approved.

5.4 IDOT - IL 394 at Sauk Trail (TIP ID 07-12-0001)

Ms. Dobbs reviewed the requested cost increase. In response to a question from Mr. Pitstick, Ms. Dobbs explained that funds for cost increases reduce the total amount of funding that will be available to program in future calls for projects. Mr. Snyder stated that the committee reviews cost increases, but never really sees decreases that occur due to actual costs. The committee requested that staff take a look at the cumulative impact of changes in cost prior to the next call for projects. Ms. Dobbs noted that it can take many years for final project costs to be determined. Information will be provided prior to the call. On a motion by President Rodeghier, seconded by Mr. Snyder, the request for a cost increase for construction in the amount of \$932,000 federal CMAQ (\$1,165,000 total) for FFY 2014 was approved.

5.5 McHenry – IL 31 from McCullom Lake Rd to IL 120 (TIP ID 11-03-0007)

Ms. Dobbs reviewed the requested transfer and cost increase and in response to a question from Mr. Patronskey noted that the project is being funded with STP-L and ITEP in addition to CMAQ. On a motion by Mr. Schmidt, seconded by Mr. Snyder, the request to transfer \$145,360 federal CMAQ (\$181,700 total) from phase 1 engineering to ROW along with a cost increase of \$213,637 federal CMAQ (\$267,045 total) for ROW and \$500,000 federal CMAQ (\$625,000 total) for construction was approved.

5.6 CDOT – Chicago Area Alternative Fuel Deployment Project, Phase 2 (TIP ID 01-12-0004)

Mr. Patronskey reviewed the requested scope change and noted that staff has not yet received enough information about the request to re-evaluate the air quality benefits and therefore staff recommends considering the request at the August committee meeting. Ms. Bingham provided additional details about the request and noted that in order to be competitive nationally for having electric trucks be a part of fleets in the Chicago area, the request includes increasing the share of the incremental vehicle cost to 80% federal funds. She further clarified that class 2b trucks include vans and

heavy pickup trucks and that class 2b has the second highest negative impact on air quality, with class 8 trucks having the highest negative impact. In response to questions from Mr. Rickert and Mr. Snyder, she stated that incremental cost is determined by comparison of the same model truck sold as both traditional diesel and electric, or by comparing typical average costs for base model trucks of both types. Mr. Snyder stated that in some cases, it is cheaper to buy a new diesel truck and convert it to CNG, than to buy a new CNG truck.

5.7 Administrative Modifications

Ms. Dobbbs reported that staff completed one administrative modification.

6.0 CMAQ Program Process Evaluation and Transformation

6.1 Programming and Management Policies and Scoring Process

Mr. Elam reported that staff received a few comments on the summary of comments and concerns that was distributed to members following the June meeting and that staff had prepared responses to those concerns. He explained that staff would like to review the Programming and Management-related policies today, so that those policies could be considered by the Transportation Committee in August and the MPO Policy Committee in October. If time allows, he proposed considering the concerns related to the proposed scoring methods as well. In response to questions from Mr. Schmidt, Mr. Elam clarified that the policies need MPO Policy Committee approval, but that the scoring criteria can remain the purview of the Project Selection Committee. Mr. Snyder suggested that since the Transportation Committee also meets in September, a decision about providing policy change recommendations to them could be reserved to the end of today's meeting.

Mr. Elam summarized issue number one. In response to questions from the committee, Jesse clarified that the recommendations of the focus groups would be documented and used by staff to refine a recommended program for committee consideration. The consensus of the committee was that this approach would be acceptable, provided that the focus group deliberations and recommendations are forwarded to the Project Selection Committee in addition to staff recommendations.

With the deletion of the phrase "judgment based", the committee concurred that the language in the staff response to issue two was acceptable.

On issue three, there was significant discussion regarding how it would be determined that engineering for transit projects had reached 30% complete and whether or not the expenditure of 30% of the engineering cost resulted in 30% plans or 10% plans. Mr. Elam stated that regardless of the percentage of engineering that is complete or the eligible share of funding, we need to find an appropriate point where project scope and cost estimates are defined, prior to applications for CMAQ funds being accepted. Additional concerns were expressed about the impacts of this requirement on the schedule of engineering for transit projects. Mr. Elam suggested that staff will meet with the transit agencies and CDOT in the next week to discuss this issue further.

Mr. Snyder suggested that on item four, submission of a draft PDR to IDOT should qualify phase 1 engineering as "substantially complete" for highway projects due to the

potential for lengthy delays in review by IDOT. Mr. Elam asked if sponsors complete engineering continuously or in preparation for a call for projects. Mr. Snyder stated that the county does engineering to meet the schedule for the call for projects. Ms. Dobbs stated that there is substantial variance in the quality of draft phase 1 submittals and that staff wants to ensure that phase 1 is substantially complete, with stable project scope and cost estimates, before considering applications. Mr. Patronsky suggested that IDOT could weigh in with their opinion of whether or not a submittal represented substantially complete engineering. The consensus of the committee was that IDOT feedback would be appropriate if sufficient capacity exists for such a review.

On issue five, Mr. Weaver stated that the distinction between the stated requirement for transit and bicycle projects to be included in an adopted plan and the criteria for transit capital projects to be included in the RTA program is not clear. Staff explained that new projects are not required to be included in the RTA capital program. In response to additional questions from Mr. Weaver, Mr. Patronsky and Mr. Elam explained that for new transit projects applying for funding, regardless of the project sponsor, those projects should be included in a local plan, meaning any plan that is not state or federal. Those plans could be municipal, service board, RTA, or council plans. In response to a question from Mr. Rickert, Mr. Weaver stated that Metra staff prepares CMAQ applications and only takes those that are selected for funding to the Metra Board for approval. Mr. Tomzik stated that Pace uses the same procedure and acknowledged that locally sponsored transit projects may be different. Mr. Elam asked if the projects submitted are included in Vision 2020 and Mr. Tomzik stated that typically they are, but not to the specific location detail. Mr. Rickert stated that on the highway and bike/ped side, projects are included in planning documents. Mr. Pitstick stated that this should not be applied to all project types and that the requirement should not be used as a screening criterion.

Mr. Schmidt stated that he is concerned that the policies being discussed are not going to be ready for the next call for projects. Mr. Patronsky suggested that the Transportation Committee should be informed in August that discussions are continuing. Mr. Donovan concurred that presenting policy changes to the Transportation Committee in September and expecting a recommendation for the MPO Policy Committee to consider in October would be unreasonable without advance discussion at the August meeting. In response to a concern from Mr. Snyder that implementers and the planning liaisons need to know what is being discussed, Ms. Berry stated that the planning liaisons have been kept informed and are closely following the discussions.

6.2 Project Type Changes for the CMAQ Program

Due to the length of the meeting, this item was postponed to the August meeting.

7.0 MAP-21

Mr. Donovan stated that there is no new information related to MAP-21 and changes to the CMAQ program.

8.0 Other Business

None.

9.0 Public Comment

None.

10.0 Next Meeting

Mr. Patronskey stated that EMD has offered to host a meeting and conduct a tour of their facility in August. However, the committee felt that given the importance of continuing today's discussions, the next meeting should be held at CMAP. Based on member availability in August, and the anticipated need for additional time, the Committee's next meeting was rescheduled for Thursday, August 21, 2014 at 1:00 p.m. at CMAP.

11.0 Adjournment

On a motion by Ms. Hamilton, and a second by Mr. Schmidt, the meeting adjourned at 3:45 p.m.