



CMAQ Project Selection Committee Meeting

Annotated Agenda

Thursday June 2, 2011

2:00 p.m.

Cook County Conference Room
CMAQ Offices

1.0 Call to Order and Introductions 2:00 p.m.
Ross Patronsky, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Approval of April 14, 2011 Minutes
The draft minutes for the April 14, 2011 meeting are attached.

ACTION REQUESTED: Approval of the minutes.

4.0 Project Changes

4.1 Rolling Meadows – Plum Grove Rd from Bryant Ave to Kirchoff Rd (TIP ID 03-06-0034)

The sponsor is requesting a cost increase. Staff recommends approval.

4.2 CDOT – Cicero Ave Smart Corridor (TIP ID 01-02-0027)

The sponsor is requesting to move funding from PHII engineering into construction. This was undertaken as an administrative modification.

4.3 CTA - Diesel Particulate Filter (DPF) Retrofit for CTA Buses (TIP ID 01-10-0004)

The sponsor is requesting to purchase additional DPF's as spares with additional funding. This was undertaken as an administrative modification.

4.4 University Park - Cicero Ave Shared Use Path (TIP ID 07-06-0002)

The sponsor is requesting to move funding from PHII engineering and construction into PHI engineering. This was undertaken as an administrative modification.

4.5 Bensenville - Jefferson St Sidewalk Improvements, Evergreen St to York Rd (TIP ID 08-10-0002)

The sponsor is requesting to move ENG II funding into construction. This was undertaken as an administrative modification.

4.6 Round Lake Park - IL 134/Main Street Sidewalk Project, from west village limit to east village limit (TIP ID 10-10-0005).

The sponsor has expanded the limits without a cost increase. This was undertaken as an administrative modification.

5.0 Call for Projects

The call for projects deadline was April 1, 2011. An update will be given on the progress of the analysis and schedule.

ACTION REQUESTED: Discussion

6.0 Program Focus Group Update

The program focus groups continue to meet to identify priority projects. An update will be given.

ACTION REQUESTED: Discussion

7.0 Active Program Management

7.1 Lapse Potential

At the last meeting, discussion of an approximately \$140 million lapse will occur at the end of FFY 2013 if the unobligated balance is not spent down. The committee discussed funding larger projects – a memo explaining the possible procedures is included in your packet.

ACTION REQUESTED: Direction

7.2 Transit Status Report Update

Staff has completed the analysis of the quarterly status transit expenditure update. An update will be given.

ACTION REQUESTED: Discussion

7.3 May Status Updates

May status updates have been collected. A summary of the updates will be given.

ACTION REQUESTED: Information

8.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

9.0 Other Business

10.0 Next Meeting

The next meeting is July 7, 2011

11.0 Adjournment

CMAQ Project Selection Committee Members:

___ Ross Patronsky, Chair

___ Mark Pitstick

___ Jeff Schielke

___ Martin Buehler

___ Mike Rogers

___ Luann Hamilton

___ Susan Stitt



CMAQ Project Selection Committee Meeting

Thursday April 14, 2011

2:00 p.m.

Cook County Conference Room

Draft Minutes

CMAP Offices

Members Present: Chairman Ross Patronsky – CMAP, Marty Buehler – Counties, Larry Keller – Council of Mayors, Mark Pitstick - RTA, Keith Privett – Representing Luann Hamilton of the City of Chicago, Mike Rogers – IEPA (via phone) and Susan Stitt - IDOT

Members Absent: None

Others Present: Lenny Cannata, Bruce Carmitchel, Chalen Diagle (via phone), John Donovan, Jim Fiorito, Tatiana Jane, Bill Lenski, Kathleen Moore, Tom Radak (via phone), Tom Rickert, Chris Staron, David Tomzik, Mike Walczak, Tom Weaver, Mike Walczak, Jan Ward (via phone) and Jeff Young (via phone)

Staff Present: Patricia Berry, Doug Ferguson, Tom Murtha, Holly Ostidick, Russell Pietrowiak, Jose Rodriquez, Joy Schaad and Todd Schmidt

1.0 Call to Order and Introductions

Chairman Ross Patronsky called the meeting to order at 2:00 p.m.

2.0 Agenda Changes and Announcements

Susan Stitt introduced Bruce Carmitchel, IDOT's Senior Metropolitan Manager in the Office of Planning and Programming.

3.0 Approval of February 25, 2011 Minutes

The draft minutes for the February 25, 2011 meeting were approved as presented on a motion by Mr. Buehler and a second by Mr. Privett.

4.0 Project Changes

4.1 Cicero - Cicero Rail Yard Switch Engine Retrofit (TIP ID 05-09-0002)

Mr. Pietrowiak explained the scope change request and that there were two options before the committee – to change the type of engine for this project from a GenSet engine to a Tier II switch locomotive engine or to delay the project to 2012 or 2013 when Tier III switch engines will be certified and available. Chairman Patronskey explained that while it is undesirable to encourage delays to projects, the increased air quality benefits from the new technology are expected to be considerable, and because the locomotives are in service a long time, and because today’s decision will set a precedent, he thinks waiting may be the best option. Mr. Pitstick reminded the Committee that they recently approved a cost increase for another locomotive repower project and asked staff if another one is expected. Ms. Ostlick responded that none is requested now, but if the Committee votes to wait for Tier III engines, the cost won’t be known until the time of procurement. Mr. Privett pointed out that utilizing Tier II engines would lower the benefit from the original GenSet application to 372 Kg of VOC, while the Tier III technology is expected to give a 600 Kg reduction of VOCs. Mr. Rogers noted that it is possible that a Tier III engine will not fit in the current engine compartment. On a motion from Mr. Pitstick and a second from Mr. Buehler the Committee approved the delay to 2012 so that the railroad could repower to Tier III standards.

4.2 City of Chicago - CDOT-Lakefront Trail-Navy Pier Flyover (TIP ID 01-01-0009)

Mr. Pietrowiak explained that the City has requested a scope change to include the central segment of this lakefront path project, which was previously planned to be privately funded, to the CMAQ funded portion of the project and transfer \$9,000,000 total (\$7,200,000 federal) of the current funding for engineering and construction of the central segment. The funds had been designated for construction of the south segment and the City would use them for phase II engineering and construction of the central segment. Mr. Pitstick asked if this would be enough funding to construct the entire central segment. Mr. Privett answered that it is most of what is needed, the exact costs won’t be known until the design engineering is complete and this funding will more than cover the engineering. He added that if more funds are needed, CDOT intends to submit a separate application in a year or two for those construction costs, rather than ask for a cost increase; he added that the City is also exploring the use of STP funds. He also pointed out that the central segment has independent utility so it is a higher priority than the south segment however the south segment was included in their original application. Mr. Pietrowiak pointed out that the central segment was in the original CMAQ application, so the air quality benefits are known, but without costs the new scope cannot be ranked. On a motion from Mr. Buehler and a second from Mr. Pitstick, the Committee approved the requested changes.

4.3 McHenry County - Virginia Rd at IL 31(southwest quadrant) (TIP ID 11-07-0001)

Mr. Pietrowiak reported that McHenry County requested a cost increase of \$700,000 due to revised construction cost estimates, bringing the project total to \$1,050,000 federal. The project was originally programmed in FFY 2008 at \$350,000 and 100% federal share (because it is a ridesharing project). Mr. Pitstick raised concerns that the costs have tripled since the 2008 estimate. Jeff Young of McHenry County responded saying that phase 1 costs are preliminary and in this case some elements were not fully evaluated in the phase 1 engineering including drainage detention. Chairman Patronskey added that at the time the applications were reviewed, the per-space cost was around \$3,300 while other similar projects were generally around \$8,000. The new cost for the McHenry project is around

\$10,000 per space. On a motion from Mr. Buehler and a second from Mayor Keller, the Committee approved the increase.

4.4 Country Club Hills – Monarch Pedestrian Path (TIP ID 07-06-0004)

Mr. Pietrowiak reported that the Village of Country Club Hills requested a cost increase of \$14,750 total (\$11,800 federal) for total project cost of \$134,750 (\$107,800 federal) due to an increased scope of work. The project has already been completed and the final costs are included in the sponsor's request. On a motion from Mayor Keller and a second from Mr. Privett, the Committee approved the cost increase.

5.0 Call for Projects Update

The call for projects deadline was April 1, 2011. Mr. Ferguson supplied a preliminary list of the number and value of applications by project type and reported that a preliminary total cost of the 356 proposals is \$1.8 billion with over \$900 million in federal funding being requested. He said that a list of all the projects should be available in the next week; it is now being checked for duplicates and missing projects. Mr. Buehler asked what the program funding mark will be for the FFY 2012-16 program and Chairman Patronskey responded that the staff estimates \$350 million for use over that time frame. He added that a typical call for projects brought in 190 to 200 applications.

6.0 Program Focus Group Update

Mr. Murtha and Mr. Ferguson reported on the activities and progress of the four program focus groups. Mr. Murtha reported that the Regional Transportation Operations Coalition (RTOC), the Bicycle/Pedestrian Task Force and the ad hoc transit group have met several times and have been setting priorities, identifying strategies to use in evaluating project proposals, identifying gaps in systems of improvements, and identifying the projects that are the most important in implementing GO TO 2040. Mr. Murtha said he expects their work to be done in time for the July 7th CMAQ meeting when air quality analysis for the projects will be presented. He reported that the next meetings will be: RTOC - May 5th, Bike/Ped - April 20 and May 6th; transit group - May 12th.

Mr. Ferguson reported that the Direct Emissions Reduction group has met twice so far and is finalizing their goals and strategies. They are looking for ways to incorporate new measures such as affected at-risk populations and benefits to areas near highways and rail yards. The group expects to have their work done in late June or early July. Ms. Ostdick added that the four program focus groups will each get the list of all the project applications; CMAP staff will not screen which projects got to each group to evaluate. In response to a question, she clarified that electric vehicle charging stations are considered "other" as a project type but will likely be reviewed by the Direct Emission Reduction Program Focus Group.

7.0 Transit Status Report Update

Ms. Schaad reported that the quarterly status updates resulted in reports on 76 full projects. Of those, 38 projects are complete and 38 are still active. In part because of the on line form proved problematic for both the agencies submitting reports and for CMAP, financial data is not yet known. She added that CMAP staff and the agencies involved have agreed to use a spreadsheet format for future updates. She also mentioned that staff had met with representatives of the service boards, CDOT and RTA earlier in the day to discuss what is needed and why, and to

clarify any misinterpretations. She said the a call for first quarter 2011 status updates will be issued in the next two weeks, with reports due April 15th. Chairman Patronsky thanked the involved agency staff for their help and patience.

8.0 Program Management Status

Ms. Ostdick reported that the CMAQ program still has an unobligated balance of over \$200 million. She explained that when the reversal of the September 30, 2009 SAFETEA-LU rescission occurred, we received the 83 million dollars back as well as our FFY 2010 annual apportionment as “new” money, set to lapse at the end of FFY 2013. That is why there is a \$143 million at risk of lapse as of the end of FFY 2013. She highlighted efforts that have been made to remedy the situation: Multi-year programming; Realistic Programming for older projects; and Active Program Management Policies including: May and October status reports; the one time move policy; the CMQ A List; and the CMAQ B List. She confirmed that these efforts have borne fruit. She also commented that IDOT has been able to provide sufficient state appropriation for every project the region was ready to obligate. She pointed out that, while the region still has some time to deal with the problem, the Committee should strategize soon for the fall of 2013 so that we can avert a crisis if the region has not obligated that full amount in time. Keith Privett pointed out that obligating transit projects may be more difficult in the future. His recent experience is that FTA now limits transfers to one work phase rather than allowing sponsors to obligate a project as a whole.

A Committee member asked how the proposed rescission from the budget bill would affect CMAQ. Mr. Ferguson pointed out that if Illinois has to take a rescission, it is likely to be based on unobligated balances, so we are at significant risk for rescission before September of 2013 lapse date. He clarified that STP suballocated funds, safety funds and highway grade crossing funds are not subject to rescission, so CMAQ would take a larger proportion of a state-wide rescission than just its proportion of all unobligated balances. Ms. Ostdick pointed out that, unlike many of the bigger agencies, The CMAQ program does not have large projects already engineered and ready to go that we could move into the program to obligate quickly.

She noted that for FFY 2011 there is over \$200 million programmed, including projects moved from prior years. Generally, we assume 50% of what is programmed is likely to be obligated, so CMAP could have a banner year for obligations. Ms. Stitt suggested that besides keeping the momentum going for a better accomplishment rate with our improved project management, the CMAQ Committee needs to be very cognizant of project readiness when making programming decisions for the FFY 2012-16 program. There was some discussion of whether the new emphasis on funding projects that implement GO TO 2040 could delay projects because of the coordination that will need to occur. Mr. Murtha pointed out that there is a new emphasis on receiving projects that are already in current plans and programs, so there may be an improvement in the readiness of projects over past application cycles.

Mr. Patronsky pointed out that, when the new program is approved, projects programmed in any of the 5 years can move forward and be obligated in FFY 2012; so we potentially have around \$500 million in projects competing to meet that \$143 million dollar goal. Mr. Buehler pointed out that a bottleneck results from the fact that all \$500 million in projects is competing for the same staff resources for the processing. He suggested that, while it seems undesirable on its face,

having some big non-CMAQ projects ready that we can move into the program would be better than losing the funding. Mr. Donovan of FHWA pointed out that the region has learned some lessons the hard way on this topic, and that once any crises are averted and obligations are under control the region needs to remain vigilant to avoid future problems. It was remarked that while the region's obligations for the last four years averaged \$50 million and rising, we need to keep the pressure on and spend what is received every year, otherwise the lapse issue will keep recurring. We could consider moving into the program large, ready, non-CMAQ projects as a fall back strategy.

Mr. Pitstick asked if IDOT has any large CMAQ-eligible projects that would be candidates. Mr. Patronsky pointed out that there are two significant CREATE projects moving towards letting now. Also, it was noted that of the 120 new intersection improvement applications, 56 are from IDOT and many of those may go through engineering even if they are not selected for the CMAQ program. Also, the big projects that the Committee considers could be from a county or the City of Chicago. Mr. Pitstick suggested that at the appropriate time, the Committee should host a forum to discuss large, non-CMAQ funded projects. Mr. Patronsky suggested that the Program Focus Groups could be looking for funding for large unfunded projects within their purview.

Ms. Ostdick pointed out that IDOT utilizes the philosophy of spending the most restrictive funding first so that they maintain as much flexibility as possible; it is possible some of those projects are CMAQ eligible and the funding could be switched. Mr. Privett pointed out that we potentially have four strategies on the lapse and rescission problem: the active program management efforts, the new 5 year program with A List procedures, the CMAQ B List, and now this stop gap "move a new project in" idea.

Mr. Weaver suggested that the Committee also should take a good look at project applications that have the potential for significant slowdowns - such as those that require a lot of coordination, those whose timing is tied to other nearby projects, and those that require right of way acquisition. Mr. Privett stated allowing applicants to request funding in multiple years is allowing for more realistic project schedules, which will help. Mr. Pitstick reiterated that the Committee should make plans to hear about potential large, ready projects that are not in the current project applications. Mr. Patronsky responded that the Program Focus Groups can be asking their member agencies "What's in the pipeline?"

Mr. Weaver stressed that the Committee is responsible for decisions on removing funding from projects that are not moving forward. He stated that generally the Committee has a sympathetic ear and does not remove many projects - but given the lapse potential, the Committee will have to make tougher decisions. Mr. Donovan suggested that tracking what projects are moving and which are not and why would provide data for later tough decisions.

Ms. Ostdick said that CMAP staff will be analyzing the lapse potential of the program monthly and will present those findings with the May and October status updates. She also reminded the Committee that the May status updates will be initiated soon. The requests will go through the planning liaisons for the majority of projects and this time there will be a 15-day turnaround required, so that staff can do the analysis and present it at the Committee's June 2nd meeting. An October 1 to 15 status reporting schedule will also be necessary in order to meet the TIP change deadline for all the projects that are moving fiscal years.

9.0 Other Business

There was no other business.

10.0 Public Comment

There were no comments from the audience.

11.0 Next Meeting

The next meeting is scheduled for June 2, 2011. The agenda will include project status updates from the May sponsor reports.

12.0 Adjournment

The meeting adjourned at 3:18

Respectfully Submitted,



Holly Ostdick
Associate Planner
/JMS

DRAFT



MEMORANDUM

To: CMAQ Project Selection Committee
Date: June 2, 2011
From: Russell Pietrowiak, Associate Planner
Re: CMAQ Project Change Requests

6 projects have been submitted for changes. The net change in the federal CMAQ amount programmed is \$63,400 total (\$50,720 federal). The sponsors' requests are attached.

For Committee Consideration:

Rolling Meadows – Plum Grove Rd from Bryant Ave to Kirchoff Rd (TIP ID 03-06-0034)

The sponsor is requesting a cost increase of \$63,400 total (\$50,720 federal) for total project cost of \$355,300 (284,240 federal). The cost increase being requested is the result of revised cost associated with the purchase of right of way. A cost increase was requested in 2009 and granted to achieve a total project cost of \$291,900 (\$233,520). Expenditures associated with this project total \$274,223 (\$219,378 federal). A re-ranking was completed and the rank remained the same.

Recommendation to the CMAQ Project Selection Committee:

Recommendation to approve the cost increase of \$63,400 total (\$50,720 federal) for a total project cost of \$355,300 total (\$284,240 federal) for Rolling Meadows – Plum Grove Rd from Bryant Ave to Kirchoff Rd (TIP ID 03-06-0034)

Administrative Modifications:

CDOT – Cicero Ave Smart Corridor (TIP ID 01-02-0027)

The sponsor is requesting to transfer funds from Phase II engineering to construction. The sponsor has asked to transfer \$219,198 total (\$175,358 federal) from Phase II engineering to construction. Total project cost would remain unchanged at \$3,790,000 (\$3,032,000 federal). Staff undertook this action as an administrative change.

CTA – Diesel Particulate Filter Retrofit for CTA Buses (TIP ID 01-10-0004)

The sponsor is requesting to purchase up to an additional 13 spare Diesel Particulate Filters (DPF). The sponsor was already planning to purchase 430 DPF's as part of this project and has

indicated that they can purchase the additional 13 spare DPF's without increasing the cost of this project. Staff undertook this action as an administrative change.

University Park – Cicero Ave Shared Use Path (TIP ID 07-06-0002)

The sponsor is requesting to transfer funds from Phase II engineering and construction to Phase I engineering and construction engineering. The sponsor has asked to transfer \$43,333 total (25,000 federal) from Phase II engineering to Phase I engineering and \$29,000 total (16,000 federal) from Phase II engineering and construction to construction engineering. Total project cost would remain unchanged at \$432,000 (\$258,800 federal). Staff undertook this action as an administrative change.

Bensenville – Jefferson St Sidewalk Improvements, Evergreen St to York Rd (TIP ID 08-10-0002)

The sponsor is requesting to transfer \$21,600 from Phase II engineering to Construction and to extend the project limits from Evergreen St to the sidewalk path at the Redmond Recreational Complex just to the east of the current terminus point. Total cost for this project would remain unchanged at \$324,000 (\$259,200 federal). Staff undertook this action as an administrative change.

Round Lake Park - IL 134/Main Street Sidewalk Project, from west village limit to east village limit. (TIP ID 10-10-0005)

The sponsor has requested to expand the western limits of this project to MacGillis Drive in Round Lake. The total cost of the project would remain unchanged at \$360,000 (\$288,000 federal). Staff undertook this action as an administrative change.



"PROGRESS THRU PARTICIPATION"

Department of Public Works

3900 Berdnick Street • Rolling Meadows, Illinois 60008 • 847-963-0500 • Fax: 847-963-0555

May 18, 2011

Mr. Mike Walczak
Northwest Municipal Conference
1616 E. Golf Road
Des Plaines, IL 60016

Re: Plum Grove Road Bikepath

Dear Mike:

This letter is written to make the request for additional funds for the Plum Grove Road Bikepath extension project, between Kirchoff Road and Bryant Avenue (TIP#03-06-0034, IDOT Section #07-000-94-00-BT), specifically for right-of-way land acquisition costs.

It is our understanding that the next meeting of the CMAQ Project Selection Committee is scheduled for June 2, 2011.

The previously approved Right-of-Way Agreement provides for the following cost participation:

FHWA	\$34,480 (80%)
State	0
Local Agency	<u>\$ 8,620 (20%)</u>
	\$43,100

The "agreed to" land acquisition costs, and the land acquisition professional services utilized for the three (3) parcels needed for the bikepath project are:

OG20001+TE	\$ 20,000
OG20002	\$ 70,000
OG20003	\$ 9,000
Land Acquisition Negotiator	<u>\$ 7,500</u>
	\$106,500

If calculated at the same 80% CMAQ funding participation as previously approved, the revised costs would be as follows:

FHWA	\$ 85,200
State	0
Local Agency	<u>\$ 21,300</u>
	\$106,500

This would result in a request to increase the federal participation by \$50,720, to a total of \$85,200 for land acquisition costs.

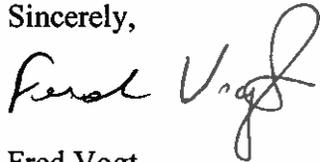
Land acquisition negotiations for this project were administered by Santacruz Associates, Glenview, IL (\$2,500 per parcel).

It is the scheduling intent of the City of Rolling Meadows to proceed with parcel acquisition closings in advance of the June 22, 2011 deadline in order to provide the necessary certifications to IDOT in order to meet the August 2011 letting date (and for construction to be completed before the end of 2011).

The City of Rolling Meadows respectfully requests additional CMAQ funding assistance for the Plum Grove Road Bike Path project, land acquisition right-of-way costs, in the increased amount of \$50,720 (previously approved = \$34,480; new CMAQ total = \$85,200; right-of-way project total cost = \$106,500).

If you have any questions or need additional information or documentation, please contact me at 847-963-0500.

Sincerely,



Fred Vogt
Director of Public Works

Santacruz Associates Ltd.

Land Acquisition Status Report

Job #: R-90-010-09
Route & Section: Plum Grove Rd (FAU 2585)

Parcel #	Owner / Contact	Intro Letter	Contact	Offer	Referral	\$0. day	Offer	Settled Amount	Comment
0GZ0001 & TE	Jon Burk Harris, N.A.	11/11/2010	11/29/2010	12/1/2010			\$ 12000	\$ 20000	Signed up PO hired Atty Huffman to represent PO. Received c/o for \$23K; rejected by City. Settled at \$20K. Working on recording docs.
0GZ0002	James B. Apostolou North Star Trust Company (as successor)	11/11/2010	12/2/2010	11/16/2010			\$ 42200	\$ 79000	Offer package sent via certified mail Received c/o for \$75K. Sent to Agency for consideration.
0GZ0003	Claude D. Pontarelli North Star Trust Company (as successor)	11/11/2010	12/20/2010	11/16/2010			\$ 6300	\$ 9000	Signed up Received c/o for \$12.6K; rejected by City Sent to Agency for consideration. PO agreed to \$9K. Waiting on copy of check and atty cert letter from City.

Santacruz Associates

2650 Valor Drive
Glenview, IL 60026
847-251-5800 / 847-998-3498 (facsimile)

5/1/2011

Storino Ramello & Durkin
James E. Macholl
9501 West Devon Avenue
Rosemont, IL 60018

INVOICE #: 1103

JOB NO.:

ROUTE: Plum Grove Rd

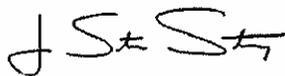
CONTRACT #:

DATE	Parcels Negotiated/Services/Expenses	QTY	RATE	AMOUNT
5/1/2011	Land Acquisition Services for Parcels: 0GZ0001	1	2,500.00	2,500.00

Total \$2,500.00

Thank you for allowing us to assist you in this project.

Sincerely,



J. Steve Santacruz, Esq.

@ \$2,500 per parcel, 3 parcels total
= \$7,500.

FR
□ 5/1/11

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **03-06-0034**

Description: **Plum Grove Rd from Bryant Ave to Kirchoff Rd**

Ranking Computation

	2007 Award	2009 Increase	2011 Increase
Kilos VOC eliminated	130.9181	130.9181	130.9181
Cost	\$ 216,875	\$ 291,900	\$ 355,300
\$/Ton VOC eliminated	\$ 1,657	\$ 2,230	\$ 2,714
Rank	4	5	

Project Expenses

	Federal Share	Total	Fed %	Basis
2007 Award	\$ 173,500	\$ 216,875	80.0%	Approved project
2009 Increase	\$ 233,520	\$ 291,900	80.0%	Letter from Sponsor
2011 Increase	\$ 284,240	\$ 355,300	80.0%	Letter from Sponsor
Increase Amount	\$ 50,720	\$ 63,400		

FY 2007 CMAQ Program

rank	ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	FY 2007	FY 2008	FY 2009
Bicycle Facilities								
1	BP01072789	Streets for Cycling/Bike 2015 Plan Implementation	\$2,825,000	\$2,260,000	\$236	\$1,000,000	\$1,260,000	\$0
2	BP10072758	Waukegan/North Chicago Lake Front Bike Path	\$1,964,000	\$880,000	\$1,077	\$80,000	\$800,000	\$0
3	BP09072779	Highland Ave from Randall Rd to McLean Blv	\$174,440	\$88,872	\$1,195			
4	BP03072799	Plum Grove Rd from Bryant Ave to Kirchoff Rd	\$217,000	\$173,600	\$1,658	\$6,400	\$7,200	\$60,800
5	BP09072801	Oak St Bicycle/Pedestrian Bridge	\$140,010	\$91,006	\$1,831	\$91,006	\$0	\$0
		Project with revised cost (1)	\$291,900	\$233,520	\$2,230			
		Project with revised cost (2)	\$355,300	\$284,240	\$2,714			
6	BP08072791	Woodridge Heritage Pwy Bike Path Links	\$350,000	\$24,000	\$3,173	\$24,000	\$0	\$0
7	BP06072790	Cal-Sag Greenway Trail	\$18,334,000	\$1,075,200	\$3,243			
8	BP02072763	Ferris/Lehigh/Lincoln Ave Bicycle Path Study	\$600,000	\$40,000	\$3,599			
9	BP12072797	Homer Glen Community Bike Trail East Extension	\$440,000	\$352,000	\$3,771	\$44,800	\$307,200	\$0
10	BP01072788	Bloomington Trail	\$34,190,000	\$960,000	\$4,122			
11	BP07072793	Thorn Creek Bicycle Trail Completion	\$5,612,419	\$4,489,935	\$4,322	\$380,480	\$304,400	\$3,805,055
12	BP11072773	Prairie Trail Extension-Stage 1	\$2,739,000	\$1,952,000	\$4,814			
13	BP10072777	Garland Rd from Gossell Rd to Old Rand Rd	\$347,733	\$240,440	\$5,262			
14	BP11072772	Cary-Algonquin Rd Bikeway from Main St to Fox Trails Dr	\$517,128	\$413,000	\$5,308			
15	BP08072784	Rodenburg Rd from Metra tracks to Travis Pwy	\$539,250	\$431,400	\$5,485			
16	BP07072795	151st St/Central Ave from Oak Park Ave to 159th St	\$1,560,000	\$1,248,000	\$5,904			
17	BP12072794	I-355 from 135th St to Rt 6	\$910,694	\$728,555	\$6,192			
18	BP03072800	Arlington Park Train Station Bicycle Lane Extension	\$1,340,000	\$1,072,000	\$6,359			
19	BP03072771	Martingale Rd Bike Path	\$1,308,000	\$1,046,400	\$7,434			
20	BP12072796	Homer Glen Community Bike Trail West Extension	\$834,000	\$667,200	\$7,978			
21	BP12072770	Metra Laraway Rd Station Bike Path	\$751,500	\$601,200	\$11,496			
22	BP08072792	Woodridge Bicycle/Pedestrian Bridge over IL 53	\$2,407,000	\$397,600	\$17,528			
23	BP12072765	Nelson Rd from Illinois Hwy to Delaney Rd	\$1,295,300	\$1,036,300	\$22,902			
24	BP01072786	35th St Bicycle-Pedestrian Bridge	\$12,517,000	\$8,313,600	\$36,247			
25	BP12072798	Three Rivers Bike Path-McEvilly Rd from Wabena Ave to Northcrest Dr	\$1,709,000	\$1,361,000	\$49,202			
26	BP09072755	Stearns Rd Bridge Corridor from McLean Blv to County Line	\$11,656,000	\$5,885,000	\$57,938			
27	BP09072752	Anderson Rd from IL 38 to Keslinger Rd	\$1,342,500	\$1,074,000	\$72,312			
28	BP09072776	Virgil Gilman Regional Bike Trail Connectors	\$345,745	\$276,596	\$144,315			

From: Fedak, Laura [mailto:Lfedak@transitchicago.com]

Sent: Tuesday, May 03, 2011 3:36 PM

To: Holly Ostdick

Cc: Gismondi, Donald; Fiorito, James; Payne, Ernest; Santos, Norm

Subject: RE: FTA DPF

Hi Holly,

The Diesel Particulate Filter (DPF) project with a TIP ID Number of 01-10-0004 will be purchasing 430 DPF units to install in buses. In addition, it is necessary to purchase up to 13 additional spare units for this project. There is no increase in budget regarding the purchase of spares. The project budget remains the same.

Please let me know if I can provide further information.

Thank you,

Laura

CTA

Budget and Capital Finance

From: Bud Fleming [mailto: Bud.Fleming@ssmma.org]

Sent: Friday, May 06, 2011 2:20 PM

To: Holly Osttick

Subject: job request form_D1 PI0004_draft.docx

Holly,

This is the JRF I called you about where the individual amounts don't agree with those on your sheet but the overall job total is the same as approved by CMAQ. There will need to be a TIP revision if you concur with the individual changes.

Please advise.

Thanks, Bud



Federally Funded: Yes No Amendment/Supplement Yes No No. for _____

Funding Type(s)			
Fund	Percent	Fund	Percent
Cong. Mitigation Air Quality-CMAQ (STA)	80/20		

ITEP Number: _____ HPP Bill Number: _____

Project Location(s)					
Marked Route Designation	Street Name	The west or south limit is listed first, followed by the north or east limit.			
		from/at	Station 000+00	to	Station 000+00
FAP 0350	Cicero Avenue	University Parkway	200+00	Hickory Creek Drive	249+00

Type of Work: Shared Use Path

County: Kane Lake Cook DuPage McHenry Will Various Regional Council South Region

Local Village of University Park Congressional District(s): 2 Representative District(s): 79

MFT Section Number: _____ TIP ID: 07-06-0002

Estimate of Const. Cost: \$280,000.00 Target Letting Date: _____

Non-Participating Cost: 0 Bridge Structure Number: n/a

Non-Participating Items: 0

Project Funding Table								
	Job Number	Project Number	Federal Fiscal Yr	State Fiscal Yr	Est. Total Cost	Federal Participation	Local Participation	State Participation*
<input checked="" type="checkbox"/>	P 91			2011	\$100,000	\$60,000	\$40,000	
<input type="checkbox"/>	R 91				0	\$0	\$0	
<input checked="" type="checkbox"/>	D 91			2012	\$23,000	\$14,000	\$9,000	
<input checked="" type="checkbox"/>	C 91			2013	\$280,000	\$168,000	\$112,000	
	Construction Engineering				\$29,000	\$16,800	\$12,200	

Contract Number _____
 State Section Number _____

Contact / General Information

MFT Engineer: _____ Planning Liaison: Bud Fleming, (708) 922-4677
 Bridge Program Manager: n/a Bridge PM Email: n/a
 Program Administrator: Bud Fleming Administrator Email: Bud.fleming@ssmma.org
 Local Agency Contact: David Sevier (Village Manager) Local Agency Phone: 708-534-6451
 Local Agency Contact: _____
 Consultant Company Name: Crawford, Murphy & Tilly, Inc. Consultant Contact: Chris Dagiantis
 Consultant Contact Email: cdagiantis@cmtengr.com Consultant Phone: 630-907-7039
 Date Submitted: 04/29/2011 Date Revised: _____ Date Completed: _____

Comments: _____

Job Request Form Instruction Sheet

The State Job Request Form has been created using text, check-box, and drop-down form fields allowing the use of the Tab key to move to areas intended for completion. To launch a Web site directly from this page, press and hold the Ctrl Key and left click on the site.

1. When the form is opened, your cursor should appear in the first available field next to the category **Federally Funded Check Box**. Please indicate whether the project is funded, in whole or in part, with Federal Funds by selecting the appropriate box.
2. Once the appropriate check box has been selected, you may tab to the **Amendment/Supplement** category. Proceed to answer whether this is a Supplement and, if so, select the Supplement Number. Once selected you may tab to the next available field and select the type of Agreement from the list of Drop-Down options, e.g., Preliminary Engineering Phase 1, Preliminary Engineering Phase 2, Right-of-Way, etc.
3. Proceed to **Funding Type(s)**. Under this category, you will indicate the Fund(s) to be used as well as the allocated Percent(s) for each fund type. For further fund type information, please visit the following Web site: <http://www.dot.il.gov/blr/Local%20Program%20Matrix.pdf> or contact your Planning Liaison.
4. When the Fund Type(s) have been completed and all Percent(s) allocated, please be sure to denote the **Illinois Transportation Enhancement Program (ITEP) Number** and/or the **High Priority Project (HPP) Earmark Bill Number** for those specific fund types.
5. Next, tab to the **Marked Route Designation**. The first available field is a drop-down allowing you to select FAU, FAP, Off-System, etc. The second field is a text field allowing you to enter the appropriate three (3) or four (4) digit number. Please note Marked Route Designation is required for projects utilizing STU / STP / LAPP Funding. Tab to Street Name and enter the route name; tab to Limits and type the location from – to information.
6. Tab to **Type of Work** and enter a description of the work to be completed, e.g., Bridge Rehabilitation, Resurfacing, Traffic Lights, etc
7. Next to **County**, indicate the appropriate county for this project and Tab to the Regional Council select from the list of Drop-Down options ; tab to **Local Agency** and indicate the lead agency for this project.
8. Proceed to and enter the **MFT Section Number**, which may be obtained by contacting your IDOT Engineer.
9. Proceed to and enter the **TIP ID Number** The 8-digit Transportation Improvement Program (TIP) ID Number may be obtained by contacting your Planning Liaison or visiting the following Web site: <http://data.cmap.illinois.gov/tip/login.aspx>. Select search projects to find your project. If the project is not listed on the TIP web site, it does not have a TIP ID number. To receive a TIP number, please contact the Program Administrator. The Program Administrator for STU/STP projects is the Council of Mayors Planning Liaison. For CMAQ Projects, the program administrator is [Holly Ostdick](#) at the Chicago Metropolitan Agency for Planning (CMAP) and for all other projects, contact the IDOT Federal Aid Program Manager.
10. Proceed to **Estimate of Construction Cost** and enter only the estimated cost for construction in this field. Tab to **Target Letting Date** and enter a date from the Letting Schedule. Note that if the project is scheduled for a local agency letting please denote Local Let and the estimated month and year for the letting.
11. Proceed to **Non-Participating Cost** and enter the non-participating costs. If this project includes a bridge structure, please provide the corresponding **Bridge Structure Number(s)** in the area provided. Later in this form we will request that you provide the Bridge Program Manager and Bridge PM Email contact information responsible for the specified structure. Tab to **Non-Participating Items** and enter the non-participating items.
12. Under **Project Funding Table**, select the appropriate check box next to the phase where Federal or State Funds will be utilized. Please be sure to include the estimated cost for all phases of the project along with the anticipated Federal, State and other participation. State Fiscal Year is July 1 – June 30. Federal Fiscal Year is October 1 – September 30.
13. Please note that **State Job Numbers** are required for all projects; **Federal Project Numbers** are only required for those projects utilizing Federal Funds. For example, if Federal or State Funds will be utilized for the Preliminary Engineering Phase (Study), you would select the check box next to the letter P; for the Design Phase, you would select D; for Right-of-Way / Land Acquisition, you would select R; and for the Construction Phase, you would select C. Please utilize any State Job and/or Federal Project Numbers that have been previously assigned.
14. Proceed with entering the contact information for the **MFT Engineer** (select from the list of Drop-Down options), **Planning Liaison** (select from the list of Drop-Down options), **Bridge Program Manager**, **Program Administrator**, **Local Agency**, and **Consultant Company**.
15. The **Comments** field is to be used for additional information, such as to denote project funding details, project information and/or changes. For example, if there is multiple Federal or State Funding Sources the distribution should be listed, and specifically, in which phases the funds will be utilized.

Note that the form should remain locked until completed so that the text, check-box, and drop-down form fields are used as intended. However, should it be necessary to include information other than what is available you may unlock the form and proceed accordingly. In addition, should the need arise to adjust any information for the project an updated **Job Request Form** should be submitted and a **Revised Date** included.

We encourage electronic submission of the **Job Request Form**, although we will continue to accept hardcopies. An electronic copy of the form should be submitted to the following email address: DOT.D1.BLRS@illinois.gov.

The Job Request Form must be reviewed by and submitted to IDOT by the appropriate Planning Liaison for all federally funded projects (including: STP/STU, CMAQ, ITEP, HPP/Demo, ARRA, ARRA Enhancement {ARE or EnRA} and SR2S) except for Bridge, Township Bridge, STR and Railroad Safety programs) who will copy the sponsor upon submittal to IDOT. Sponsors must submit the JRF directly to IDOT for Bridge, Township Bridge, STR and Railroad Safety Programs.

From: Joseph Caracci [mailto:JCaracci@bensenville.il.us]

Sent: Friday, May 13, 2011 11:26 AM

To: Holly Ostdick; Tam Kutzmark

Cc: Michael Cassady; BDaly@bollingerlach.com; Michael W. Lach; Solomon, Marilyn D (Marilyn.Solomon@illinois.gov)

Subject: REQUEST: Extend Project Limits to Logical Termini (Bensenville TIP 08-10-0002)

Holly/Tam,

The Village of Bensenville requests to extend the project limits for the Jefferson Sidewalk Project (Bensenville TIP 08-10-0002) to a logical terminus point. The current project description has Evergreen Street as the terminus point, however an extension to a sidewalk path at the Redmond Recreational Complex to the east would be more logical. The Village does not anticipate any request for additional funding as a result of this change.

Thank you for your consideration.

Joe

Joe Caracci

Director of Public Works

Village of Bensenville

Phone: 630-350-3431

jcaracci@bensenville.il.us

From: Joseph Caracci [mailto:JCaracci@bensenville.il.us]

Sent: Monday, April 25, 2011 12:56 PM

To: Tam Kutzmark; Holly Ostdick

Cc: Michael Cassady

Subject: REQUEST: Transfer Engineering Funding to Construction Funding (Bensenville TIP 08-10-0002)

Project: Jefferson Street Sidewalk Improvements – Village of Bensenville – TIP 08-10-0002

Tam,

Please let this email serve as a formal request to transfer CMAQ approved engineering funding (ENG-2 = \$21,600) into the construction funding (CONSTR = \$237,600). This funding transfer will not increase the overall project funding of \$259,200. As you are aware, we have selected an engineering firm to move forward, are in the process of scheduling the required kick-off meeting with IDOT, and hope to complete plans and move forward with construction in the current fiscal year. I appreciate your continued support of our project and the time you have invested in making sure we can make it happen. Please let me know if there is anything further that you need from me.

Respectfully,

Joe

Joe Caracci

Director of Public Works

Village of Bensenville

Phone: 630-350-3431

Fax: 630-594-1148

jcaracci@bensenville.il.us

From: Christensen, Bruce D. [mailto:BChristensen@lakecountyil.gov]
Sent: Thursday, April 21, 2011 1:33 PM
To: 'DOT.D1.BLRS'
Cc: Holly Ostdick; 'frank furlan'
Subject: SJN-ROUND LAKE PARK-IL ROUTE 134 SIDEWALK-10-00032-00-SW-110421

Holly-

The JRF and the TIP have been revised for the new project limits.

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation
600 Winchester Road
Libertyville, IL 60048
(847) 377-7400
bchristensen@lakecountyil.gov



Federally Funded: Yes No Amendment/Supplement Yes No No. 1 for Construction

Funding Type(s)			
Fund	Percent	Fund	Percent
Cong. Mitigation Air Quality-CMAQ (STA)	80/20		

ITEP Number: _____ HPP Bill Number: _____

Project Location(s)					
Marked Route Designation	Street Name	The west or south limit is listed first, followed by the north or east limit.			
		from/at	Station 000+00	to	Station 000+00
FAU 0186	IL Route 134	MacGillis Drive		East Corporate Limit	

Type of Work: Sidewalk

County: Kane Lake Cook DuPage McHenry Will Various Regional Council Lake County

Local Round Lake Park Congressional District(s): 8 Representative District(s): 52/62

MFT Section Number: 10-00032-00-SW TIP ID: 10-10-0005

Estimate of Const. Cost: \$316,628.00 Target Letting Date: 06/17/2011

Non-Participating Cost: _____ Bridge Structure Number: N/A

Non-Participating Items: _____

Project Funding Table									
	Job Number	Project Number	Federal Fiscal Yr	State Fiscal Yr	Est. Total Cost	Federal Participation	Local Participation	State Participation*	
<input type="checkbox"/>	P	91 - -							
<input type="checkbox"/>	R	91 - -							
<input type="checkbox"/>	D	91 - -							
<input checked="" type="checkbox"/>	C	91 -457-10	CMM-9003(614)	2011	2011	\$316,628.00	\$253,302.00	\$63,326.00	
			Construction Engineering	2011	2011	\$22,000.00	\$17,600.00	\$4,400.00	

Contract Number _____
 State Section Number _____

Contact / General Information

MFT Engineer: Alex Househ Alex.Househ@illinois.gov Planning Liaison: Bruce Christensen, (847) 377-7455
 Bridge Program Manager: _____ Bridge PM Email: _____
 Program Administrator: Holly Ostdick Administrator Email: hostdick@cmap.illinois.gov
 Local Agency Contact: Jean McCue Local Agency Phone: 847-546-2790
 Local Agency Contact: rlpmayor@sbcglobal.net
 Consultant Company Name: Northern Illinois Survey Consultant Contact: Frank Furlan
 Consultant Contact Email: northerilsurvey@sbcglobal.net Consultant Phone: 847-662-4568
 Date Submitted: 1/21/2010 Date Revised: 4/21/2011 Date Completed: _____

Comments: Extended western limit to MacGillis Drive in Round Lake.

Job Request Form Instruction Sheet

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Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: June 2, 2011
Re: Avoiding Rescission \ Lapse and Spending Down the Unobligated Balance

As discussed at the CMAQ PSC meeting on April 14, 2011, CMAQ has over \$200 million in unobligated funds. Given the tremendous unmet needs in the region and the possibility of losing these funds through rescissions and lapsing, action must be taken. If rescissions or lapsing occurs the funds are returned to USDOT. Northeastern Illinois has immense mobility needs and is in non-attainment of air quality standards. CMAQ is one program dedicated to improving air quality and congestion. Our current largest threat is lapsing at the end of FFY 2013 (Sept. 30, 2013). The current potential lapse amount is approximately \$140 million. Even if \$140 million is obligated by the end of FFY 2013, all the CMAQ funds received in FFY 2011, 2012 and 2013 will be unobligated and will possibly lapse. The committee discussed options to spend down the unobligated balance and has had success with current programming policies. Even though there has been improvement in the obligation rate, implementers are still not spending at a rate that even keeps up with the amount the region receives every year. Therefore, the unobligated balance is increasing every year. Attached are two possible policies for CMAQ PSC consideration to avoid lapse and/or spend down the unobligated balance.

ACTION REQUESTED: Direction

###

OPTIONS

Solely Avoiding Lapse

In this option, priority implementation projects will be funded once, as near as possible to the time the lapse will occur. This will give the best estimate of how much needs to be obligated to avoid a lapse, and will minimize the risk that regularly programmed CMAQ projects will be shut out of funds when they are ready to obligate.

CMAQ will request implementers with priority implementation projects that are eligible for CMAQ and over \$40 million to attend an annual forum to present projects that will be available to use CMAQ funding within the next federal fiscal year. These projects will only be used if original programmed projects are not moving forward as anticipated. The CMAQ PSC will choose which priority implementation project(s) should be used to spend down the unobligated balance, and it will be released for 30 day public comment and ultimately approved by the MPO Policy Committee. Back-up priority implementation projects should be chosen as well, in case an issue arises with the originally selected project. This back-up list could also serve as a 'draw from' list if original programmed projects do not move forward as expected.

Spend Down Policy

The CMAQ PSC could take the avoiding lapse option a little further by setting a goal for obligating annually; say the amount received and a portion of the unobligated balance. If the goal for obligating is not being reached in June/July, a priority implementation project or projects would be identified to achieve the annual goal. This would not only avoid potential lapses, but would gradually spend down the unobligated balance. However, there is a greater risk that regularly programmed projects would be shut out of funds, particularly as the unobligated balance is spent down. Depending on the obligation goal, this could be six to ten years in the future.

Priority implementation projects would be selected through the same forum/public comment/adoption process as described earlier.

Schedule

The forum would be held in late June/early July so the proposed priority implementation project list can be released for public comment with the proposed multi-year program (if applicable). The list will expire at the end of the federal fiscal year and a new one will be developed in July to be approved at the October MPO Policy Committee meeting each year.

Possible Issues

If regularly selected projects begin moving quickly there may be an issue in which they may be delayed due to lack of available funds. Currently there is room within the TIP to move priority implementation projects into the current year of funding because so many projects are on the CMAQ A list. Funding may remain available depending on how many dormant regularly selected projects are removed from the program through the one-time move policy, are withdrawn from the program of their own accord, or bids continue to be below programmed

amounts. If projects do begin to be delayed and there is a strong competition for CMAQ funds (because numerous projects have spent down the unobligated balance and continue to move forward) the mark for the future year may be decreased to allow for those projects.

Conclusion

CMAQ has over \$200 million unobligated. The unobligated balance has led to the threat of over \$140 million lapsing. The CMAQ PSC should consider holding an annual forum to select priority implementation projects that may move forward if originally programmed projects are not accomplished as expected.



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Willis Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

MEMORANDUM

To: CMAQ Project Selection Committee

Date: June 2, 2011

From: Joy Schaad, Sr. Transportation Planning Engineer

Re: Transit Expenditure Updates - 1st Quarter 2011

The 1st quarter 2011 transit expenditure updates have been received. The results of staff analysis of the projects are attached. For the 71 transit projects reported on: 33 are complete, 29 are considered active and 9 projects have been dropped or are on hold.

For the four projects that have been dropped, the CMAQ funds originally programmed, have since been transferred to other CMAQ projects via actions at previous CMAQ Project Selection Committee meetings.

Five projects identified by CTA as *on hold for lack of local matching funds* through this process have been the subject of recent CMAP staff discussions with CTA representatives about how they would like to proceed and current procedural constraints. It is hoped that CTA's proposed use of the CMAQ funds will be available for Committee consideration by the July 21st meeting.

#



Summary of CMAQ Transit Project Expenditures Updates - 1st Quarter 2011
May 18, 2011

Agency	Number of Projects in Request*	Number Reported On	Number Active Projects	Number completed projects	Number dropped or "on-hold" projects	Number of Active Projects w/ zero expenditures	Average % expended on active projects **	Number closed out Projects
RTA	4	4	4	0	0	1	74.7%	0
CTA	23	23	10	6	7	3	78.8%	5
Metra	16	20	1	18	1	1	n/a	15
Pace	7	7	5	2	0	0	80.0%	0
CDOT	17	17	9	7	1	2	77.7%	5
Totals	67	71	29	33	9	7		25

Notes

* Several projects have multiple funding phases/iterations. For example the Pace VIP Vanpool project #17-94-0002, includes 14 separate iterations totaling \$41 million since 1992. 8 are closed out and all are expected complete by December of 2012.

** Excludes those with zero expenditures