



CMAQ Project Selection Committee Meeting

Meeting minutes

Thursday, July 29, 2010

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

Members Absent: None

Others Present: Leonard Cannata, Michael Connelly, Chalen Daigle, Carl Davis, Kama Dobbs, John Donovan, Jason Fluhr, Valbona Kokoshi, Bill Lenski, Chad Riddle, Paul Ruscko, Chris Staron, David Tomzik, Chandra Trivedi, Brian Urbaszewski (via phone), Jan Ward, Thomas Weaver, and Tammy Wierciak (via phone).

Staff Present: Patricia Berry, Don Kopec, Holly Ostdick, Joy Schaad

1.0 Call to Order and Introductions

Ross Patronsky opened the meeting at 2:06. Attendees introduced themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes. Ross announced that two weeks earlier CMAP hosted a meeting of US EPA and several railroads regarding air quality issues. Attendees included Mike Rogers, Luann Hamilton, Brian Urbaszewski and Ross Patronsky. Some of the railroads pointed out that it would be more efficient to do several retrofits on one system at a time, rather than have very small retrofit projects on several railroads each year. The others seemed amenable to waiting their turn and selecting retrofit projects in a round-robin fashion. Ross explained that no promises were made but there was agreement to discuss it further in the autumn.

3.0 Approval of May 6, 2010 and June 25, 2010 Minutes

The June 25 draft minutes and the May 6 revised draft minutes were posted with the agenda packets. Mark Pitstick noted the word “not” is missing before “go solely” in the second paragraph under agreement processing on June 25th. Both sets of minutes were approved as revised on a motion by Keith Privett and a second by Mayor Keller.

4.0 Project Changes

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

The Village requested a scope change to move the bike path alignment from one that connected an existing bike path with a Pace bus stop and provided a connection under I-80

to one that does not provide those connections. While the project still ranks well quantitatively, planners in both CMAP's CMAQ and bicycle/pedestrian areas feel the new alignment does not meet the intent of the original project. Mr. Chandra Trivedi, the consultant representing the Village, explained that they had encountered design, cost and ROW issues with the original alignment. He said that the Village sees this request as a way to build the first stage of the project and will come back for additional funding to complete the full project that will make those connections in the future. There was discussion of the problems encountered and options considered. It was pointed out that the Village is free to apply for the currently planned project in the next programming cycle. On a motion by M. Pitstick and a second by Mayor Keller, the committee voted to deny the request and recommended the municipality either seek a cost increase to complete the project per the original application or withdraw the project from the program.

4.2 Lakewood – Huntley Rd. Bikepath

The sponsor is requesting that construction funding (\$809,000 total/\$647,200 federal) for the project be moved from the B list into the current program for a 2011 letting. The Village is willing to finance phase I & II engineering with local funds and has nearly completed phase I. They are requesting assurance of construction funding before putting phase II work under contract. Ms. Ostdick explained that the committee has moved one project from the MYB list into the program prior to this request – IDOT's I-55 ITS project that was half funded in the program and the remainder was on the B list. She also pointed out that there were 3 letters distributed prior to the meeting from citizens who oppose the project.

Lakewood's Director of Public Works, Paul Ruscko and Trustee J. Carl Davis, and their consultant Jason Fluhr provided information on the status of the project, the Village's financial commitment, proactive outreach, response to citizen concerns, and on the support received from most of the residents as well as the neighboring Crystal Lake Park District and Village Board.

The committee asked staff how much money had been freed up due to project withdrawals, removals and cost changes and Ms. Ostdick responded that she did not have that number off hand, but that with the \$83 million SAFETEA-LU rescission rescinded there is some latitude. There was considerable discussion on how the rest of the B list is being treated and the need to find out if any other B list projects are making progress and would soon be asking to be put in the program. The lack of a clear process for moving projects from the B list into the TIP was a problem for several members. After discussing various options, the consensus was to defer this request and have staff and the PLs contact all the B list project sponsors to find out if they are moving forward similarly to the Lakewood project. They asked staff to report at the next meeting. Several members told the Village representatives not to be discouraged by the committee's reticence to approve their request immediately and pointed out that while both the project and the commitment shown by the Village are worthy; the concern is over internal processes right now. On a motion by M. Pitstick and a second by K. Privett, the committee voted to defer this request to the next meeting.

4.3 McHenry County - Johnsburg Rd IL 31 - Chapel Hill Rd (TIP ID 11-04-0001)

The sponsor requested a scope change for their Johnsburg Rd. bottleneck elimination project. Their original application requested left turn channelization and a center left turn lane. They are now placing signals at two intersections and a roundabout at one

intersection as well as the center left turn lane. The committee said that they would like to encourage innovative designs and that the roundabout meets the intended project purpose. Ms. Ostdick stated that data for re analyzing the project was unavailable and therefore the project was not re-ranked. Additionally, Ms. Ostdick mentioned that CMAP will be adding roundabouts as a work type to the TIP and intends to accommodate any other innovative work types that need to be added to the TIP. On a motion by M. Pitstick and a second by S. Stitt, the committee voted to approve the change.

4.4 Round Lake Park - IL 134/Main Street Sidewalk Project (TIP ID 10-10-0005)

Ms. Ostdick explained that the sponsor is requesting a \$20,000 (federal) cost increase due to Metra requiring design changes to the sidewalk alignment and the relocation of a railroad crossing which has resulted in the cost of this project increasing. The project was originally programmed for \$335,000 total (\$268,000 federal). The project was re-ranked with the increased cost and the dollar per KG of VOC eliminated increased from \$1,534 to \$1,605 and the rank was unchanged at 8th among 2010 pedestrian projects. All projects ranked higher were funded. On a motion by M. Buehler and a second by L. Keller, the committee approved the request

4.5 Tollway – Advanced Truckstop Electrification (TIP ID 13-06-0004)

Ms. Ostdick explained that the Toll Authority is withdrawing the project because they have been unable to come to an agreement with the new leaseholders for the Oasis to expand the parking facilities. They also informed staff that 75 Advanced Truck stop Electrification (ATE) stalls were installed at the Travel America rest stop in Wadsworth at I-94 and Russell Road with private funding. The CMAQ grant had included 98 stalls. This project was programmed in 2006 for \$1,750,000 total (\$1,400,000 federal). Staff undertook this withdrawal as an administrative modification.

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

Ross Patrosky reported that the BNSF railroad is requesting a change in the scope of the project from purchasing GenSets to Tier II-certified single engine locomotives due to maintenance difficulties they are having with GenSets. He pointed out that the current Tier II standards for single engines will be obsolete in 18 months and that the manufacturers claim that they can build engines that are Tier III certifiable, but that EPA will not be doing Tier III certifications until January of 2012. The option of requiring BNSF to purchase Tier II engines that are Tier III certifiable was discussed and the committee felt they needed more information on the air quality implications of the change from GenSets to Tier III engines. On a motion by M. Pitstick and a second by S. Stitt, the committee voted to table the request to give staff time to do an air quality analysis comparing GenSets to Tier III engines.

5.0 Program Management

5.1 May Status Updates

Holly Ostdick reminded the committee of the June 25 report on the May status updates at which time 51, nearly one third, of FFY 2010 project sponsors had not responded. The PLs and CMAP staff contacted those sponsors and now 100% have responded. She drew attention to the enclosed memo and project listing. She also reported that 17 of the 167 have requested schedule changes (i.e. one-time moves) but it is staff's recommendation to process those fiscal year changes in November with the others that come through the October status updates to allow time for the sponsors to get their projects on track and/or to have a better

assessment of which fiscal years they wish to move all subsequent phases. Ms. Ostdick pointed out that the March 2009 programming policies do not specifically provide consequences for not submitting status updates and that language on how to treat CMAQ projects from 2006 and before is now superfluous. As the Committee discussed the language about consideration of removal, Mayor Keller asked that procedures be in place to separate out projects that are languishing vs. projects with a missed update due to not understanding what is requested. Ms. Ostdick assured him that staff would give sponsors clear notifications and that the Committee would consider each one before staff would take action; no removals would be automatic.

Ross explained that if the committee votes for language adjustments, staff will report that verbally to the Transportation Committee (TC) on July 30th for their recommendation to the MPO Policy Committee, but if the TC wants longer notification and specific language, staff can send that to them for the August 20th TC meeting and still make the September 9th MPO meeting. On a motion by M. Pitstick and a second by S. Stitt, the committee voted to add language to the policies on consideration of removal for projects failing to submit both their May and October status updates and to allow staff to remove obsolete references.

5.2 **One Time Moves**

Ms. Ostdick pointed out that last fall quite a few FFY 2009 projects moved work phases to FFY 2010 as their one time move and hence would not be eligible for a schedule change in this fall, unless it was deemed to be due to a delay that was “outside of the sponsor’s control”. She said that as staff anticipated the significant effort in October/November sorting out explanations, they decided to suggest a drop down menu on the status update form with the typical reasons for a delay (see memo) and a comment box where sponsors would be required to give more detail. Upon reviewing the initial six reasons presented, committee members asked that project processing by IDOT be separated out from coordination with other jurisdictions and that a category for “other” be added.

Mr. Patronsky distributed a table with 22 examples in fourteen themes with the scenarios separated into “within sponsor’s control” and “outside of the sponsor’s control” to get the committee thinking about the nuances that will have to be considered when making a judgment. The committee discussed the first page and deferred discussion on the remainder until the August meeting. It was reiterated that the committee wants to distinguish when the sponsor has “dropped the ball” vs. when they are trying to keep their project moving but are hitting snags.

5.3 **Status updates for CMAQ-funded transit projects**

Ms. Berry reported that generally transit projects are obligated with greater ease than highway projects. When a transit project is closed the unexpended money reverts back to Washington; there is no way to retain that funding for the CMAQ program. Additionally, if implementation is slow, the air quality benefits are not realized as quickly as desired. CMAP currently does not track when the actual expenditures are made. Ms. Berry said that staff had spoken to representatives of CDOT, RTA and the three service boards and feels that CMAP could establish a simple online report form that would be tied to the content and timing of the quarterly TEAM reports that transit sponsors currently provide to FTA. She added that if a sponsor is reserving CMAQ funds in order to accumulate enough funding to award a given project, the sponsor could so indicate and the quarterly reports

would not be required until the project is active. It was clarified that up until project obligation these transit sponsors would be required to do May and October status updates, and after obligation they would do quarterly reports.

There was quite a bit of discussion on the need to keep these reports easy to submit. CMAP staff offered to work with the affected agencies to develop an online form that would suitably mirror TEAM reports' data and timing. On a motion by M. Pitstick and a second by K. Privett, the committee voted to add the requirement for quarterly expenditure reports for transit projects to the CMAQ programming polices, subject to Transportation Committee and MPO Policy committee approvals.

6.0 Call for projects

Ms. Berry reported that she had spoken with each of the members and resulting from those discussions staff has recommended that future calls for projects should be for a two year period with the understanding that the policy would be revisited after reauthorization of the federal transportation legislation. It was clarified that the December 2010 call for projects will be for FFY 2012 and 2013, but that projects with work phases in later years will be considered at that time as well. On a motion by M. Buehler and a second by L. Keller, the committee approved two-year calls for projects until SAFETEA-LU is re-authorized at which time the topic will be revisited.

7.0 Other Business

There was no other business.

8.0 Public Comment

There were no comments.

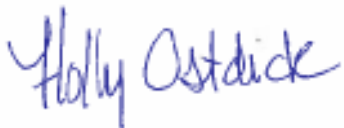
9.0 Next Meeting

The next meeting was scheduled for August 19, 2010 at 2:00 p.m. at the CMAP offices.

10.0 Adjournment

The Meeting was adjourned at 4:06 p.m.

Respectfully Submitted,



Holly Ostidick
CMAQ Program Manager
/JMS