



CMAQ Project Selection Committee Meeting
Annotated Agenda
Thursday November 30, 2010
10:00 a.m.
Cook County Conference Room
CMAQ Offices

- 1.0 Call to Order and Introductions** 10:00 a.m.
Ross Patronsky, Committee Chair
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of November 18, 2010 Minutes**
The draft minutes for the November 18, 2010 meeting are attached.

ACTION REQUESTED: Approval of the minutes.
- 4.0 Plan Focused Program Approach**
A proposal for implementing Plan Focused Program Approach has been developed.

ACTION REQUESTED: Discussion
- 5.0 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.
- 6.0 Other Business**
- 7.0 Next Meeting**
The next meeting is scheduled for December 15, 2010 at 1 p.m. at the CMAP offices.
- 8.0 Adjournment**

CMAQ Project Selection Committee Members:

____ Ross Patronsky, Chair	____ Mark Pitstick	____ Jeff Schielke
____ Martin Buehler	____ Mike Rogers	
____ Luann Hamilton	____ Susan Stitt	



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CMAQ Project Selection Committee

Thursday November 18, 2010 2:00 p.m.

Cook County Conference Room

CMAQ Offices

Draft Meeting Minutes

Members Present: Chair - Ross Patronsky – CMAP, Marty Buehler – Counties, Larry Keller – Council of Mayors, Luann Hamilton– City of Chicago, Mark Pitstick - RTA, Mike Rogers – IEPA and Susan Stitt, IDOT.

Members Absent: None

Others Present: Leonard Cannata, Bruce Christensen, Steve Coffinbarger, Ashley Collins, Chris Dagiantis, Kama Dobbs, Marissa Dolin, John Donovan, Jonathon Doster, Laura Fedak, Jim Fiorito, David Heyden, Joel Koenig, Valbona Kokoshi, Bill Lenski, Louis Montgomery, Ed Neubauer, David Niemeyer, Keith Privett, Chad Riddle, Ron Schweninger, Jan Ward (via phone), Mike Walczak, Thomas Weaver, David Werner, and Tammy Wierciak.

Staff Present: Patricia Berry, Holly Ostdick, Joy Schaad

1.0 Call to Order and Introductions

Chairman Patronsky opened the meeting at 2:02 p.m. Attendees introduced themselves.

2.0 Agenda Changes and Announcements

There were no changes or announcements.

3.0 Approval of October 21, 2010 Minutes

The October 21, 2010 meeting minutes were approved as presented, on a motion by Ms. Hamilton and a second by Mr. Rogers.

4.0 Project Changes

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

The CTA requested to move all funding into FFY 2011 for implementation. Ms. Ostdick reported that the CTA is moving forward on this project which was originally programmed for half funding in 2011 and half in 2012, but is moving well and would like all of its

funding in 2011. Staff recommended approval of the change. On a motion by Mr. Pitstick and a second by Mr. Rogers, the Committee voted to approve the request.

- 4.2 Kane County DOT – Randall Road at Fabyan Parkway (TIP ID 09-03-0001)
Kane County requested adding bus turnouts to the scope of work, staff recommends approval. Ms. Hamilton asked if this was the same project on the October status update later in the agenda. Ms. Ostdick said it was, and that the staff recommendation on this project has been revised. On a motion by Ms. Stitt and a second by Mr. Pitstick, the Committee voted to approve the request.
- 4.3 Schaumburg – Schaumburg Commuter Rail Facility Bikeway Connector - IL 19/Irving Park Rd Bike Path (TIP ID 03-06-0002)
The Village requested a cost increase of \$57,411 total (\$45,929 federal) and to move \$180,000 total (\$144,000 federal) from ROW into Construction. A re-ranking was completed and staff recommended approval, the rank remained unchanged in the 2002 bicycle facility improvements. On a motion by Mr. Buehler and a second by Ms. Hamilton, the committee voted to approve the request.
- 4.4 Rolling Meadows - Arlington Park Train Station Bicycle Lane Extension (TIP ID 03-08-0004)
The sponsor is requesting a cost increase of \$209,000 total (\$167,000 federal) and a scope change from bike lanes to an off street bike path. Staff recommended approval. On a motion by Mayor Keller and a second by Mr. Pitstick, the committee voted to approve the request.
- 4.5 Bolingbrook - Lily Cache Ln from Veterans Pwy to IL 53/Bolingbrook Dr (TIP ID 12-09-0009)
The Village's request was to add CMAQ funding from TIP 12-09-0009 into 12-06-0037. Staff undertook this as an administrative modification.
- 4.6 Lake County DOT – Washington St Bike Path (sidepath) (TIP ID 10-10-0002)
The County's request was to transfer \$120,000 total (\$96,000 federal) to phase 1 engineering. Staff undertook this as an administrative modification.

5.0 Program Management

5.1 October Status Update

Mr. Patronsky said that:

- Staff applied the criteria for recommending removing projects from the program strictly
- Staff tried to be even-handed and not go easy on certain classes of sponsors or project types
- We relied on the planning liaisons as our primary communication channel once the status updates were submitted
- Some of the projects originally recommended for removal have submitted additional information that staff believes justifies retention in the program
- Sponsor response was much better in this status update cycle than it was in May; we expect that this will continue to improve as we do more updates

- All CMAQ projects are good projects; that is why they were included in the program.

Ms. Ostdick reported that this was the first time that we had second schedule adjustments being requested. This resulted in a lot of phone calls, e-mails and letters from concerned sponsors. Because of coordination after the agenda was posted a number of staff recommendations have been adjusted. Ms. Ostdick provided highlights of each project's status report and coordination that occurred with outside agencies on the project. It was decided to make a committee assessment of each and then consider them as a group at the end for voting. While the voting was done at the end – the final disposition is listed with each project in the minutes.

01-03-0019 - Lakefront Trail Expansion, Ardmore Ave to Sheridan Rd - ENG-1 (\$300,000)

Ms. Ostdick reported that CMAP received a status update on November 16 stating that responses are being submitted for their RFP. They requested the project be moved into 2011, which was the one-time move for this project. *The project was retained in the CMAQ program.*

01-99-0019 - Barrier-Free Cycling Chicago Construction (\$11,306)

This project did not make progress in 2010 and was recommended by staff for removal from the program. The sponsor agreed with that recommendation. *The project was removed from the CMAQ program.*

03-09-0008 – Hoffman Estates' Higgins Rd. Pedestrian and Bicycle Project Construction (\$600,000)

The agreement was delayed due to the project not being accurately represented in the TIP. The agreement is moving forward and the sponsor is expeditiously working on the project. *The project was retained in the CMAQ program.*

04-08-0002 – Northlake's Grand Ave Sidewalk from Northwest Ave to Rhodes Ave Eng-2 (\$1,973,000 full project cost)

This project was moved to 2011. *The project was retained in the CMAQ program.*

04-09-0004 – IDOT's US 12/45/Mannheim Rd at Lawrence Ave. Construction in Melrose Park. (\$120,000) This project was awarded using non-CMAQ funds and so was recommended for removal and the project sponsor agreed. *The project was removed from the CMAQ program.*

04-99-0004 – Melrose Park's 25th Ave. from IL 64/North Ave to Lake St. - Eng-1, Eng-2 and ROW (\$2,136,623)

There was no update submitted. The project was recommended for removal and the project sponsor agreed. *The project was removed from the CMAQ program.*

07-06-0002 - University Park's Cicero Ave Shared Use Path – Eng-2 (\$258,800)

The sponsor provided a letter on November 15th describing coordination issues and why the project will move forward now. The project's Eng-1 is linked to other projects which include IDOT's new interchange at I-57 and University Parkway which is currently in Eng-2

and is scheduled for a summer 2012 letting and a reconstruction project of University Parkway which is a locally initiated project for which IDOT's District One Bureau of Local Roads has stated that Eng-1 and Eng-2 are completed and it is scheduled for construction in 2012. *The project was retained in the CMAQ program.*

08-05-0005 - Oak Brook Employment Area Distributor Service - Eng-2 & Implementation (\$960,000)

The Village submitted a status update for the wrong phase, but the status is that it has been at IDOT since November of 2009 and the agreement is still not executed. The sponsor has followed up with IDOT Central Office three times since November of 2009 and still does not have an executed agreement. The Village has begun work by developing a committee and hiring a consultant. According to IDOT District One's Local Roads staff, the fact that this work was so non-traditional for IDOT Central Office and District One Local Roads processing was a big part of the problem and the approval is imminent. *The project was retained in the CMAQ program.*

09-03-0001 - Randall Road at Fabyan Parkway – ROW (\$2,797,366)

This phase has been authorized and cannot be removed from the program. *The project was retained in the CMAQ program.*

09-06-0001 - Geneva North Central Trail Construction

The City indicated that they do not have sufficient capital funds to supply the local match for this project and have agreed to be removed from the program. *The project was removed from the CMAQ program.*

09-09-0006 Elgin Bikeway Plan Route 1 NE Quadrant Construction - \$304,774, and 09-09-0007 Elgin Bikeway Plan Route 4 SW Quadrant Construction - \$2,540,901

Elgin had requested construction be moved to 2011 and 2012 during the 2009 October status updates. The 2011 and 2012 dates constitute their one time move on each. *The projects were retained in the CMAQ program.*

10-02-0007 - Lake Zurich-US 12/Rand Road at Ela Road Construction \$634,079

The Village submitted an update for Eng-2 but not for construction. This project, because it includes a State route, had a scope expansion and coordination with IDOT District One required a new Eng-1. This project has not used a onetime move; it was on the list because of the failure to submit an update for construction. After speaking with IDOT District One, it was stated that coordination with the railroad is also holding up this project. *The project was retained in the CMAQ program.*

10-08-0001 - Lake Zurich S. Old Rand Rd and Surryse Rd Sidewalks Construction - \$264,374

The Village is requesting a second schedule adjustment for construction. The municipality had an issue with IDOT District One Bureau of Local Roads accepting a categorical exclusion without a report, but it was eventually approved in July 2010. The municipality then began Eng-2 which is still underway. They have a goal to have pre-final plans submitted by January 28th which would put them on schedule for a June 2011 letting. They have put MFT funding into the engineering of this project to avoid IDOT Central Office agreement processing delays. IDOT District One Bureau of Local Roads staff stated that the

project is on a reasonable schedule for a letting in June of 2011. *The project was retained in the CMAQ program.*

10-10-0005 - Round Lake Park's IL 134/Main Street Sidewalk Project - \$288,000

This project does not have CMAQ funding for phase 2 engineering. *The project was retained in the CMAQ program.*

**11-07-0002 McHenry County DOT's Virginia Rd at IL 31 (southwest quadrant)
Construction - \$282,458**

This project was moved to 2011 previously. *The project was retained in the CMAQ program.*

**11-09-0009 Lake in the Hills Parks & Recreation Dept. Village Bike Rack Installation
(\$22,664)**

A request for federal authorization was made on November 16 and is expected to be acted on within two weeks. *The project was retained in the CMAQ program.*

**13-09-0001 - Cook Co DOEC - Cook County Fleet Diesel Retrofit Implementation
(\$541,611)**

Subsequent to the October 31 deadline for status updates, Cook County was contacted via phone and sent a copy of the e-mail requesting the status update. On Monday, November 15th staff received an e-mail from Kevin Givens stating he would contact CMAP, but has not. Ashley Collins of the Respiratory Health Association spoke about the difficulties the project had obtaining approval for soft match and now having the approval to use federal penalty dollars as source for the local match. She asked that the Committee defer their decision until an answer can be obtained. Action on *this project was deferred until more information is available.*

**08-10-0002- Bensenville's Jefferson St. Sidewalk Improvements – Evergreen to York Rd.
Eng-2 (\$21,600)**

This project was recommended for removal by the Committee after the May status updates, but has not been officially acted upon by the MPO Policy Committee. They are making progress now and have asked to be reinstated and moved to FFY 2011. The Committee agreed asking staff to make it clear to the Village that this is their one-time move. *The project was retained in the CMAQ program.*

On a motion from Ms. Stitt and a second from Mr. Pitstick, the project dispositions were approved as indicated in italicized text with each project discussion above. Mr. Buehler then asked staff what lessons were learned during the October status updates, given the extraordinary amount of staff time and effort that went into them. Mr. Patrosky commented that we have the sponsors' attention; there is a better understanding of the need to move quickly. Ms. Ostdick agreed and commented that it seems to be getting better now that the Planning Liaisons are more involved urging the sponsors to submit. A suggestion was made that the Planning Liaisons be the sole communication link between CMAP and the sponsors. Many issues with sponsor miscommunications can be avoided if the Planning Liaison be given the authority to request and transmit the status information. All agreed and Bruce Christensen, PL for Lake County Council of Mayors, agreed to brief all at the November 19 meeting of the planning liaisons.

6.0 Five Year Program

Ms. Berry kicked off the discussion reminding the committee that at the last meeting, CMAP Executive Director Randy Blankenhorn addressed the group to explain the importance of tying CMAQ programming decisions to GO TO 2040, utilizing a focused approach. Mr. Blankenhorn stated that putting a significant amount of funding to a particular work type would show the users of the system a significant improvement, as opposed to a smattering of different kinds of improvements that are not as obvious. Ms. Berry highlighted some subsequent discussions with individual members and handed out a draft summary on the concept of a five year program. She noted that the version she distributed included comments from Marty Buehler and thanked him for all his work. She pointed out that most of the committee members stated that they would like to include a mechanism to add projects to the program, to be able to reprioritize projects and to keep the recently instituted CMAQ A List procedures intact. She commented that the CMAQ A List gives the region the ability to be responsive and place ready projects in the program when other projects get delayed.

Ms. Berry reiterated the importance of putting GO TO 2040 into action and drew attention to Mr. Buehler's discussion of goals and performance measures. A table that was prepared for UWP discussions and ties GO TO 2040 goals and themes were distributed.

Ms. Berry said the CMAQ Project Selection Committee (PSC) will retain its role of developing a program for consideration by the MPO Policy Committee under any scenario. The intent is to use CMAP committees and ad hoc groups to prioritize projects within categories. An air quality analysis will be an essential component in determining which projects are programmed. Mr. Pitstick pointed out that we still will have to have a step to determine what projects have sponsors that are willing and able to take on the projects. Some members suggested doing a call for projects to find out sponsor intentions and others thought doing both a five year programming exercise based on other committees and groups recommending projects by work types and a traditional call for projects would be confusing.. Ms. Stitt pointed out that even the small CMAQ projects can be a big deal for smaller sponsors and it is important that while these communities may not participate directly in the CMAP committees and ad hoc groups, they should not be left out of the program.

Mike Rogers expressed the concern that these committees and other groups may come up with project ideas that help implement GO TO 2040 but only have mediocre air quality benefits. If that is the case, the Committee is no longer in a position to maximize the air quality benefit to the region. Several members agreed that we need to keep air quality goals foremost. Mr. Privett gave an example of a long bike path that was of high interest to the CMAP bicycle and pedestrian task force (the "I-355 bridge" - Veterans Memorial Trail from International Dr to Centennial Trail) and would likely be included in their prioritized list, but since an analysis has shown it has very low cost/ton emissions benefits it would not likely be selected for the CMAQ program. Mr. Donovan stated that the work that all the groups do moves towards implementing GO TO 2040 but that these groups need to think about their work not only in policy terms but in terms of what projects or groups of projects need to be advanced to implement their pieces of GO TO 2040. If there are projects within these groups of projects that are eligible and competitive for CMAQ, then the CMAQ PSC need to consider them for funding. Projects that are not good for CMAQ should be kept on the radar.

Mr. Patronsky suggested that when the Committee is giving guidance and dollar targets to each of the groups, they could provide a dollar target that is 50% over the amount actually available, for example, so that the PSC can pick the ones that have the best air quality benefit and have willing sponsors. Several members warned that we will have to manage expectations if the PSC intends to pick and choose from their recommendations and there may be some difficult judgment calls to make. Mr. Rogers pointed out that in the current system the committee had the freedom to consider which projects are most ready to go, and which connect with adjacent projects to help fill in a system by not following the ranked list strictly and programming projects with such other strengths. Ms. Stitt suggested an alternate plan based on a traditional call for projects approach but asking the focus area committees and groups to meet before the call for projects to set priorities and encourage good projects, and then meet again after all the projects are submitted to provide commentary on each project application in their area of expertise.

It was decided that more thought and fleshing out of the proposal is required on this and that staff would work to re-write the summary of the proposal addressing the comments that Mr. Buehler submitted and other comments other members wish to forward. The Committee agreed to meet again in the coming weeks to develop a process that addresses GO TO 2040 and emphasizes the air quality and congestion reduction benefits of projects.

7.0 Public Comment

There were no public comments.

8.0 Other Business

There was no other business.

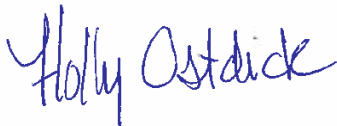
9.0 Next Meeting

The next meeting was scheduled for Tuesday November 30, 2010 at 10:00 a.m. at the CMAP offices and a tentative meeting was scheduled for Wednesday December 15 at 10:00 a.m. also at the CMAP offices.

10.0 Adjournment

On a motion by Mr. Rogers and a second by Mr. Buehler, the committee voted to adjourn the meeting at 3:38 p.m.

Respectfully Submitted,



Holly Ostdick
CMAQ Program Manager

/JMS



PLAN-FOCUSED PROGRAM APPROACH FOR THE CMAQ PROGRAM

HISTORY

Since its inception, the Congestion Mitigation and Air Quality Improvement Program (CMAQ) in northeastern Illinois has focused on the two federally-mandated program goals – reducing congestion without the creation of additional highway capacity, and eliminating transportation-generated air pollution, especially ozone and particulates. Now, with the launch of the GO TO 2040 Regional Comprehensive Plan, the region can guide the investment of CMAQ funds to implement GO TO 2040 in addition to meeting federal program goals.

The traditional approach to programming CMAQ funds has been to issue a call for projects, allowing all eligible government bodies in the region, the “implementers”, to propose transportation projects that met the federal guidelines for the CMAQ program. These proposals were technically evaluated for their air-quality benefits; the proposals with the best cost/benefit ratio in each category were typically recommended for funding. Additional considerations of project readiness, project mix, “mode mix” and sub-regional equity were also taken into account when developing a program. The first upcoming year was typically fully programmed and the next couple only partially programmed.

This approach has several desirable features: air-quality and congestion relief benefits are maximized; many different communities have been encouraged to improve their transportation infrastructure, and the program has been predictable. However, the program’s overall impact, when viewed from a regional basis, has been diffuse because there was no overarching effort to coordinate the overall program.

PROPOSAL

Developing a five-year CMAQ program of proposed improvements which helps implement GO TO 2040, improves air quality, and mitigates congestion is proposed. Program development would draw on on-going local, sub-regional, regional, and state programs and plans, benefiting both those agencies and the region as a whole. Program focus groups: two ad hoc CMAP committees (one for diesel emission reductions and one for transit), the Bicycle and Pedestrian Task Force and the Regional Transportation Operations Coalition would set goals for specific project types and play an active role in identifying such projects and plans. The various phases involved in a project will have to be programmed individually or in combination. Many of the regional indicators for transportation may be moved in a “good” direction through

programming. These include air quality, average number of vehicles per household, energy use, highway congested hours, number of destinations served by mode and distance, percent of work trips by mode, pedestrian environment factors, pedestrian level of service, bike level of service, transit passenger mile per vehicle revenue hour, travel time index, unlinked passenger trips per capita, and vehicle minutes of delay for at-grade rail-highway crossings.

There are two options for developing sets of projects for this concept.

- Option A - Issue a “broadcast” call for projects.
 - This is similar to the current approach in that a public announcement would be made, and the pool of potential projects would be those submitted by governments and agencies. The application materials would place the responsibility on the sponsor to identify the plan or program containing the proposed project, and indicate how the project would implement GO TO 2040.
- Option B - Direct Programming
 - Develop a package of projects through the program focus groups. They would identify regionally significant projects and local projects that support GO TO 2040 based on current plans and programs. The sponsors would be asked to confirm their commitment to these projects.

The program focus groups would establish goals aligned with GO TO 2040 (ultimately reviewed by the CMAP Transportation Committee) to guide their thinking about what projects or groups of projects to prioritize.

The CMAQ Project Selection Committee would consider those that have commitment and also have good air quality and congestion mitigation benefits based on quantitative analysis for CMAQ funding. Projects not eligible for CMAQ funding should be kept as priorities and considered for implementation with other funding. In addition, to implement GO TO 2040, the region has made a commitment to assist local and sub-regional planning efforts. It is anticipated that these local and sub-regional planning efforts will yield future proposals for CMAQ and other funding programs, as such planning efforts have done in the past.

IMPLEMENTATION

Regardless of the way a package of projects is developed, the goal of the CMAQ Project Selection Committee is to improve air quality and reduce congestion. The committees and other groups should set goals for specific project types in light of priorities set out in GO TO 2040. These goals would provide a tool to the CMAQ Project Selection Committee to allocate the anticipated CMAQ funding to various categories, and set out the expected outcomes to be achieved – example are miles of new bicycle path, tons of particulates eliminated, and so on.

The responsibility for setting goals and prioritizing projects for the current project categories would be roughly assigned as follows, with some candidate project sources identified:

- Bottlenecks – Regional Transportation Operations Coalition (RTOC), using information from the CREATE program, sub-regional capital programs, freight studies
- Intersection improvements – RTOC, using county and local plans and capital programs
- Signal Interconnect/Traffic Management Centers/Transit Signal Priority (ITS) – RTOC and the RTA and service boards, using county and local plans and capital programs, northeastern Illinois ITS architecture and RTA and service board plans
- Bicycle – Bicycle and Pedestrian Task Force, using the trails element of the Regional Greenways and Trails Plan and connections to said trail elements (identifying projects that support transportation and are not primarily recreation), sub-regional, council-level and local bicycle plans
- Pedestrian – Bicycle and Pedestrian Task Force supplemented by the service boards, using sub-regional and local capital programs, school travel plans and Pace, CTA and Metra needs for transit stop access
- Transit (facility, equipment, service, parking) – RTA, service boards and CDOT, using their capital plans, community plans developed through RTA
- Diesel Reduction – An ad hoc committee of US EPA, IEPA, RTA, railroads, sub-regional and local environmental departments, using a discussion among railroads for locomotives, county and local plans (if any), IEPA and service board applications

There have been concerns raised that using existing plans and programs may result in simply substituting CMAQ funds for other funds already identified. Many plans are not fully funded, or are based on anticipated but not committed funds. In addition, utilizing CMAQ funds for projects in current plans and programs may provide implementing agencies with the opportunity to redirect funds currently identified for bringing their systems closer to a state of good repair, also a key priority identified in GO TO 2040. Programming CMAQ projects, and phases thereof, for 5 years out will enable implementers to better schedule the budgeting of the necessary matching funds and taking other implementation steps

Implementation would depend on project readiness. It is unlikely that all projects selected for the program in any one of the project categories could be implemented in the same year; they would be spread out over the five years by project phases. All projects would be included in the CMAQ A list and brought into the TIP when ready as per the CMAQ programming policies.

All years would be fully programmed. After the initial call for projects to develop a five year program, an annual or biennial call will occur to fill in the last years of funding. Having multiple years fully programmed will assist in spending down the unobligated balance. Inherently, some projects are able to obligate quicker than others and having five fully funded years will allow projects that are moving forward to be obligated. First ready, first funded should be implemented to assist in motivating project sponsors to accomplish their project as quickly as possible so the air quality and congestion mitigation benefits are realized as soon as possible.

The CMAQ A list and MYB list will still be used. They have led to increased project accomplishment and realized air quality benefits and congestion mitigation. The CMAQ A list

was established when SAFETEA-LU expired and an \$83 million rescission affected the CMAQ program. The MPO Policy Committee voted to move all projects that have not had any obligations to the MYB of the Transportation Improvement Program (TIP). Once the project has accomplished reasonable movement and is ready for federal obligation the sponsor is to request to move the project back into the TIP. The rescission was eventually rescinded however the CMAQ A list remained in affect due to the flexibility it provides for moving projects forward. An additional benefit is that the CMAQ A list draws attention to the regional process for project movement.

The MYB list consists of projects that were not included in the FFY 10/11 CMAQ approved program but had reasonable benefits and were added to the MYB list. Projects on the MYB list have the opportunity for funding if the sponsor moves forward with pre-construction activities. This creates competition with the CMAQ funded projects to move forward on their projects.