

CMAQ Project Selection Committee

November 1, 2005

Meeting Agreements

- 1) After reviewing the project follow-up recommendations the Committee approved the following recommendations:

The Village of Fox River Grove will be sent a letter requesting a date by which they will decide on the future of the US 14 at Algonquin Rd Int Imp (11-00-0011).

Continue to monitor the progress of the Cook County Highway Department's Old Orchard Rd from Harms to Skokie Blvd (02-97-0006) project.

Discuss with CDOT options to reprogram the funds for the Lakefront Trail-Navy Pier Flyover (01-01-0009) while new design and costs figures are produced for the project.

- 2) The Committee approved the sponsor change request for the College of DuPage Connector (TIP ID 08-05-0003) from DuPage County to Pace and the cost increase in the amount of \$290,713 federal. The project is approved for a total cost of \$988,391 (\$790,713 federal) for implementation.
- 3) The Committee declined the request from the Village of Oak Park for the reprogramming of funds left over from the Madison St from Wisconsin Ave to Lombard Ave (TIP ID 04-04-0002) project in the amount of \$40,000 for the Home Ave Pedestrian Bridge. The Committee recommends to the Village that they apply for CMAQ funds for the pedestrian bridge in the FY 2007 program cycle.
- 4) The Committee approved the cost increase request from the Lan-Oak Park District for the Bike Facility-Norfolk Southern Railroad ROW (TIP ID 07-03-0002) in the amount of \$118,317 federal for a total project cost of \$1,145,683 (\$864,546 federal). The project is also known as the Pennsy Greenway Bike Path.
- 5) The Committee approved the cost increase request from CDOT for the Bike Transit Connection (TIP ID 01-01-0013) project in the amount of \$16,000 federal for a total project cost of \$695,000 (\$556,000 federal).
- 6) The Committee declined the scope change and phases funded change request from the Village of Palos Park for the 121st St and 80th Ave Pedestrian Path (TIP ID 06-04-0002). The Committee recommends that the Village apply for FY 2007 CMAQ funding for the project with the scope changes.
- 7) The Committee approved the sponsor change request for the Oswego Orchard Park & Ride (TIP ID 09-01-0003) project from the Village of Oswego to Pace with the understanding that the extraterritorial agreements needed will be in place with the RTA.

8) The Committee reviewed and approved the draft FY 2007 CMAQ Program Development Schedule.

9) The Committee approved the following recommended revisions to the analysis methods and submission instructions for the FY 2007 program:

Staff will develop a ranking criterion of cost per ton of PM2.5 emissions eliminated.

Project emissions benefit analysis will use kilograms instead of tons as the unit of mass.

Staff will identify Signal Interconnect proposed projects that are also TSP corridors.

The project information booklet will inform applicants that the costs for ultra low sulfur diesel fuel for on-road projects will not be eligible for CMAQ funds.

10) The Committee discussed options for reducing cost increases. Staff will consider in more detail a blend of options 3 (for demonstration or unusual projects) and 4 (for routine projects). The following points were noted:

a) Option 3 (funding one or two phases at a time) was the early practice; it was frustrating for implementers and resulted in a build-up of unfunded construction costs. The unfunded construction results in the possibility that these projects may never be completed, and that sponsors may be liable for returning federal dollars. Some very large projects also need to request CMAQ funding over multiple years because there are not enough funds to fully program them in one year.

b) Option 4 (require the sponsor to complete phase 1 engineering on their own) will be difficult to implement for projects, such as transit projects, that do not have phase 1 engineering. Some form of "preliminary" engineering could be required.

c) Engineering could be funded at a different percentage, to encourage greater sponsor commitment.

d) Project readiness could be given more weight to ensure timelier project completion.

e) IDOT staff expressed concern over the level of unobligated funds, and noted that the USDOT Inspector General's staff was meeting with IDOT concerning obligation levels.

11) The next CMAQ Project Selection Committee Meeting was left on call for mid- to late February.

The above summary is based on staff meeting notes. Please send comments on or corrections to the information contained in this summary to Ross Patronsky at (312) 793-3474, rpatronsky@catsmpo.com, within one week of the submission date noted below.

Summary submitted by Ross Patronsky November 7, 2005.