

CMAQ Project Selection Committee August 30, 2000  
Meeting Agreements

1. Mr. Johnson explained that the CATS staff recommendation of this year's CMAQ program took several issues into consideration. VOC was the primary consideration used. Other factors considered were project readiness, geography, NOx benefits, and project type. Projects were recommended from all categories except the bottleneck eliminations. Finally, a conscious effort was made to avoid projects new to the CMAQ program that requested only engineering funding, and to program construction of previously funded engineering projects.
2. Mr. Rogers of IEPA thanked the committee for the CMAQ program providing funding for the Enhanced Inspection & Maintenance program. He also mentioned that IEPA realized the difficulty in funding the proposed project for public outreach through the Partners for Clean Air. He noted that the day following the meeting would likely be the first Ozone Action Day of the season, and he pointed out the importance of keeping information about air quality before the public. He said that there would likely be enough funds remaining in last year's grant to cover costs next year, but that IEPA would resubmit this project for consideration next year.
3. Mr. Pitstick of the RTA remarked that he thought the proposal represented a good program and encouraged the continued emphasis on transit. ~~He said that during last year's program development it was noted that the shuttles proposed would need additional support, which was received.~~ He emphasized the need for greater local financial commitment to transit shuttle projects.
4. Mr. Blankenhorn of IDOT said that IDOT is interested in working with the CTA and Pace to identify locations where signal interconnect projects would also be a benefit to bus operations.
5. Ms. Hamilton of CDOT remarked that the city was pleased with the proposed program and thanked all the participants in the process.
6. On a motion by Mr. Buehler, seconded by Mr. Blankenhorn, the Committee recommended to the Work Program Committee that the proposed program be released for public comment. The comment period would run from September 29, 2000 through October 30, 2000. The committee understood that if the nature of the comments received required that the committee meet, the committee would do so after October 30. Otherwise, the proposed program would be forwarded directly to the Work Program Committee ~~directly~~. The Work Program Committee would subsequently recommend Policy Committee approval.
7. CATS staff will proceed with a call for FY 2002 projects in January, 2001.
8. Mr. Murtha briefly presented the city's request to reprogram \$880,000 in construction funds for the Chicago Traffic Management Center to engineering for the center. Ms. Hamilton stated that during negotiations for a design consultant it was determined that the center would not work in the existing CDOT facility, and therefore a new facility would be required. Because of the complexity and scale ~~of the systems~~ of the systems required in a transportation management center, the facility and systems should be designed together. The increase in funding for which CDOT sought approval would pay for the facility design, in addition to the

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previously approved funds for system design. Mr. Johnson clarified with Ms. Hamilton that while the total cost of the project would rise because of the additional engineering, the City of Chicago did not anticipate requesting money for the construction of the facility. Thus, on a motion by Mr. Buehler and seconded by Mr. Blankenhorn, the committee voted unanimously to approve the City's requested reprogramming of \$880,000 from construction to engineering.

9. Mr. Murtha briefly presented Orland Park's request that FY 1997 CMAQ funds programmed for the construction of a new commuter station and parking at 143<sup>rd</sup> St. be reprogrammed for right-of-way acquisition at that station. In particular, the specific site was changed. Mr. Hoff of Metra explained right-of-way acquisition challenges of the project, and clarified that this was the most effective use of CMAQ funds at this time. Chairman Johnson made clear that the funds were to be used for transit station and parking right-of-way only, rather than other development activities. On a motion by Mr. Buehler seconded by Mr. Blankenhorn, the motion to reprogram FY 97 funds for train station construction at Orland Park to right-of-way acquisition for transit station and parking was approved. [Staff notes that the \$800,000 figure included in Orland Park's request should have read \$550,000.]
10. Mr. Murtha presented charts showing progress in the proposed FY 2001 CMAQ Program toward the goal of reducing the amount of unfunded engineering. The charts reflected revised construction costs. Including the \$3,200,000 programmed for the Belmont Rd. grade separation, the FY 2001 CMAQ program reduced unfunded engineering projects by about \$10,000,000.
11. Mr. Rogers, pointing to the air quality emphasis of the program, asked how much impact the proposed CMAQ program had on emissions. Mr. Murtha responded that the program will reduce hydrocarbon emissions by approximately 0.75 tons per day. [This excludes the impact of the vehicle inspection and maintenance program, and estimates emissions using accepted methodologies.]
12. The meeting was adjourned on a motion by Mr. Blankenhorn, ~~Seconded~~seconded by Ms. Hamilton. The next meeting will be on call.

*The above summary is based on staff meeting notes. Anyone who takes exception to the information contained in this summary should forward comments to CATS within one week of the submission date noted below.*

Summary submitted by Tom Murtha on September 19, 2000

Revised per members and DPK.

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