



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
August 8, 2023
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: August 8, 2023

Meeting: Regular

Called to Order: 7:00 p.m.

Quorum: Yes

Adjourned: 8:56 p.m.

Member Attendance:

Steve Szymanski	Chair	Present
Joel Baldin	Commissioner	Present
Arthur Foerster	Commissioner	Absent
Orion Galey	Commissioner	Present
Michael Lindquist	Commissioner	Present
John MacDonald	Commissioner	Present
Adil Saeed	Commissioner	Absent
Jill Ziegler	Commissioner	Present
Rocco Zuccherro	Commissioner	Absent
Donna Jean Simon	Trustee Liaison	Present
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Bob Cheval	Senior Project Manager, CDM Smith
Chris Martel	Senior Vice President, CDM Smith
Steve Pasinski	Client Services Manager, CDM Smith
Sarah Sutherlin	Project Architect/Discipline Leader, CDM Smith

A. CALL TO ORDER

The August 8, 2023 meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:00 p.m. at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES

APPROVAL OF JULY 11, 2023 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE MINUTES FROM JULY 11, 2023 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Lindquist

SECOND BY: Commissioner Galey

AYES: Szymanski, Baldin, Galey, Lindquist, MacDonald, Ziegler

RESULT: UNANIMOUS APPROVAL

- D. CURRENT BUSINESS** – Metra Station Value Engineering/Station Design/Next Steps – Engineer Daubert introduced the CDM Smith Team of Chris Martel - Senior Vice President, Steve Pasinski – Client Services Manager, Bob Cheval – Senior Project Manager, and Sarah Sutherlin – Project Architect. Engineer Daubert overviews that the focus of tonight’s discussion is on the Value Engineering/Station Design with recommendations sought from the CIC on the size of the station, plaza improvements, and station architectural design. Engineer Daubert turns the presentation over to Steve Pasinski of CDM Smith. Pasinski notes that we have made great progress and have good information to report back to the CIC on. He notes that the team will be working together to present on the matter with Senior Project Manager Bob Cheval starting off the PowerPoint presentation. Cheval presents that tonight we want to reconfirm the project priorities with a focus on maximizing value. He overviews the project high-cost components of the station building, platforms, pedestrian tunnel, and site work; he also overviews the high-worth components of the pedestrian tunnel as well as value mismatches with the latter being noted as the platforms. Chairman Szymanski notes that we had a discussion with the Village Board and public last night on the Streetscape Project including many businesses and that there was specific mention and support for the pedestrian underpass. CIC Commissioner Baldin notes that perhaps we want to switch the points on the slide such that we emphasize the high-worth component of the Pedestrian Tunnel first and foremost. Cheval continues the presentation overviewing the cost reductions that were studied including aligning the station size with current Metra Standards, reducing excavation of the plaza area along Crescent, limiting the construction engineering scope, and assessing options for the platforms with Metra and UP. He also overviews some of the cost-neutral value-added items that were studied including improving the pedestrian interface at Crescent Boulevard, looking at sustainable components, and durable materials. Cheval summarizes that thus far we have identified a value engineering related project cost reduction of \$6.4M however additional reductions are being explored including further reductions to the platforms. Cheval notes that one of the bigger impacts on the cost was escalation which has dropped dramatically in the past 6-8 months. Steve Pasinski notes that given the status of the design, we don’t really have a true Engineer’s estimate yet but as we progress further in Phase II Engineering, we will get more accurate data on costs.

Senior Vice President Chris Martel takes over the presentation and presents on the status of grants. Martel notes that we have made significant progress in bringing the project costs down by \$6.4M however the Village has also been successful in securing additional grants for the project. Martel elaborates that we stood at \$20.4M in funding for the project but we did secure an additional \$3M in

ICC Grade Crossing Protection Funding earlier this year. He also overviewed the Village's application for the 2023 CMAQ and Shared STP Fund Call for Projects noting that the Village's project scored high but other projects that are further along with engineering including Elmhurst's Metra Station project were the ones that received the funding. Martel notes that we are on the contingency list for an additional \$10.8M in funding (for the STP Shared Fund) and that we just need to continue to advance the project design (to make our application more competitive for the next round). He notes that another approach we can take to secure additional funding is to ask CMAP for more funding due to project cost increase (for our existing CMAQ grant). He summarizes that we went from being 38% funded to now 50% funded between the Value Engineering cost reductions and the additional grant funding. CIC Chair Szymanski asks how much of the grant funding process is influenced by political forces? He inquires if we should be asking for assistance such as through a lobbyist for our project. Chris Martel notes that we already have their attention and that they are scoring our project well. Martel reiterates that we just need to be further along with engineering. Engineer Daubert notes that we have robust support for the project already and although we are told they have no influence, we did include numerous letters of political support for the project in our application. Engineer Daubert notes that CMAP does a very thorough job of evaluating the applications in an objective matter. Martel moves on to present on the impacts of delays with the project which was a point of discussion in the Value Engineering Study. Martel notes that we need to obligate the current grant funds by September 30 of 2026. He adds that construction costs will continue to escalate at 5 to 6 percent per year; i.e. the sooner we get to construction the better.

Project Architect Sarah Sutherlin takes over the presentation and reviews the Station Design. Sutherlin notes that she will overview the project public involvement history, value engineering items, and next steps all associated with the station design. She notes that we held a workshop with the public on the project along with a digital survey with over 800 responses. Chairman Szymanski inquires about how we got people to provide feedback on the survey. Chris Martel notes that we handed out cards at the depot which included information on the survey. Sutherlin notes that stakeholders were also engaged through Capital Improvements Commission, Village Board, Historic Preservation Commission, and Consulting Parties Meetings and Outreach. In looking at the PowerPoint slide images of the proposed depot, Chair Szymanski inquires about the effects of large windows on the station in terms of any negative impacts such as light or heat. Sutherlin notes that due to the orientation of the building, there are things we can do to shade out sunlight. Sutherlin reviews the pre-pandemic floor plan for the station noting that we were proposing a depot with approximately 3,600 square feet of finished interior space. Looking at the most current post-pandemic Metra design standards, we can reduce the depot to approximately 3,000 square feet as well as simplify the design (footprint & rooflines). These changes will result in an estimated \$2.5M in savings. Sutherlin notes that as a product of feedback, we also reviewed changes to the entrances to the station along Crescent Boulevard. A concept was developed with one entrance along Crescent Boulevard which is aligned with Forest Avenue. Engineer Daubert notes that the design looked off balance with less convenient access to the Pace Bus Stop so we directed CDM Smith to develop a reduced footprint concept with the second entrance maintained. Daubert reiterates that the second entrance affords more proximate access to the Pace Bus Stop. Trustee Simon asks if UP is transferring operations over to Metra. Engineer Daubert notes that is in progress but we are not certain on all of the details yet. Commissioner Galey inquires about how we get to \$2.5M of cost savings as the value engineering report showed \$1.5M. It was noted that the \$2.5M includes the contingency and cost escalation.

The presentation moves on to a discussion on the Plaza. It is noted that the matter needs to be further studied but we looked at the extremes of minimizing the plaza and associated excavation and landed with a middle ground where we believe there could be approximately \$570,000 in savings by reducing the plaza area. Commissioner MacDonald notes that he is in support of further looking at costs savings that can be realized by this change.

Project Architect Sutherlin reviews the changes to the station design with two concepts shown for the station (singular entrance off of Crescent Boulevard and two entrances off of Crescent Boulevard) along with iterations showing less limestone and more face brick for the arches over the entrances. Martel emphasizes that we need be on the same page in terms of the process that we work through for the design of the station. Engineer Daubert adds that we really need the CIC's feedback on the station footprint and architectural style tonight so we can bring that recommendation to the Village Board and keep the design moving forward. Martel and Daubert note that we can revisit the plaza later.

Engineer Daubert suggests we poll each of the members of the CIC on the size of the depot first. Commissioners Baldin, Ziegler, MacDonald, Orion, and Chair Szymanski all express their support for moving forward with the reduced depot footprint (reduction from 3,600 square feet to 3,000 square feet; i.e. 600 square foot reduction).

Engineer Daubert notes that the item of Architectural style is subjective. He notes that we can make the depot look significantly different just by making minor changes to arches, roof, materials, etcetera. Sutherlin shows such changes to the elevations including reducing the amount of limestone used on the arches by the building entrances; i.e. using more face brick in lieu of limestone. Trustee Simon reiterates her desire to clarify the main entrances to the depot and she also noted that she liked the idea of the revised arches with face brick. She notes that the limestone may be expensive and that she is concerned as to not overwhelm adjoining properties. Martel notes that Elmhurst went through a very thorough process which took time to revisit the design of the station. Martel emphasizes that the public feedback to date has been very positive.

Engineer Daubert notes that it appears there is support for both the reduced station footprint and maintaining the architectural style. He suggests a motion be made to recommend to the Village Board that as part of the design of the Glen Ellyn Metra Station and Multimodal Access Improvements Project that the Village proceed with the design of the depot in line with current Metra Standards with an interior finished space of approximately 3,000 square feet with an estimated cost savings of approximately \$2.5M. It is also recommended that as it relates to the architectural style of the depot, the current conceptual style inspired by the 1926 Glen Ellyn Chicago Aurora and Elgin Station, should be maintained with the design details subject to review as the design moves forward. The motion was made by Commissioner Lindquist, seconded by Commissioner Baldin, and unanimously approved. Engineer Daubert notes that the motion language can be reviewed at the next CIC meeting to ensure accuracy prior to the minutes being approved by the CIC.

MOTION BE MADE TO RECOMMEND TO THE VILLAGE BOARD THAT AS PART OF THE DESIGN OF THE GLEN ELLYN METRA STATION AND MULTIMODAL ACCESS IMPROVEMENTS PROJECT THAT THE VILLAGE PROCEED WITH THE DESIGN OF THE DEPOT IN LINE WITH CURRENT METRA STANDARDS WITH AN INTERIOR FINISHED SPACE OF APPROXIMATELY 3,000 SQUARE FEET WITH AN ESTIMATED COST SAVINGS OF APPROXIMATELY \$2.5M. IT IS ALSO RECOMMENDED THAT AS IT RELATES TO THE ARCHITECTURAL STYLE OF THE DEPOT, THE CURRENT CONCEPTUAL STYLE INSPIRED BY THE 1926 GLEN ELLYN CHICAGO AURORA AND ELGIN STATION, SHOULD BE MAINTAINED WITH THE DESIGN DETAILS SUBJECT TO REVIEW AS THE DESIGN MOVES FORWARD.

MOTION BY: Commissioner Lindquist

SECOND BY: Commissioner Baldin

AYES: Szymanski, Baldin, Galey, Lindquist, MacDonald, Ziegler

RESULT: UNANIMOUS APPROVAL

- E. TRUSTEE'S REPORT** – Trustee Simon reports that last night the Village Board held a special workshop on the Downtown Streetscape Project. She notes that there was support for the streetscape project but businesses are financially struggling due to the construction. Simon notes that some businesses are down 70% with many down 20-25%. She noted that concerns were also raised about deliveries. She asked the members of the CIC to tell all their friends and neighbors to please support our downtown businesses. She noted that the Board will further discuss and consider some type of program to assist businesses. Engineer Daubert adds that one of the items that was suggested by one of the businesses was assisting with a marketing campaign to inform the public as to when construction is complete.
- F. OTHER BUSINESS** – None.
- G. PUBLIC WORKS REPORT** – None.
- H. PROJECT REPORT** – Engineer Daubert provided a brief report on the status of engineering projects. He notes that information was included on two private development projects which Public Works Engineering is involved with – Glen Estates Subdivision including the reconstruction of Hill Avenue across from the Glen Oak Country Club as well as Harding Glen Townhomes. Engineer Daubert also reported on the Crescent Boulevard Federal Aid Resurfacing Project noting that the State is now in the process of awarding the Contract. Engineer Daubert also reports on maintenance programs including the construction of new sidewalk which is underway on the west side of Park Row just south of the roundabout by Glenbard West High School.
- I. ADJOURNMENT** – Commissioner MacDonald motions and Commissioner Baldin seconds to adjourn the meeting. The motion is unanimously approved and meeting adjourned at 8:56 p.m.

Submitted by Richard Daubert, Professional Engineer