

**MEMORANDUM**

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: December 6, 2012
Re: CMAQ Project Change Requests

Seven projects have submitted requests for changes. Four projects are requesting a cost increase totaling \$2,107,925 total (\$1,652,740 federal). The sponsors' requests are attached.

For Committee Consideration:**CDOT – Union Station Transportation Center (TIP ID 01-09-0004)**

The sponsor is requesting a cost increase in the amount of \$2,000,000 total (1,600,000 federal) for right of way acquisition (ROW). The increase is being sought to pay for higher ROW cost attributable to higher than anticipated appraisals for 2 parcels. The project was programmed for \$12,085,000 total (\$5,544,000 federal) in FY 2009. If the cost increase is granted the programmed amount would increase to \$14,085,000 total (\$7,144,000 federal).

A reranking was completed with the project ranking remaining unchanged among 2009 Transit Transfer projects. The construction of the project is being completed with FTA Urban Circulator Grant for the Central Loop Bus Rapid Transit project.

CDOT noted that the appraisals are recently completed, and there may be a further cost increase requested if the appraisal amounts become subject to litigation. However, the current increase is needed so that formal offers may be made to the property owners.

Recommendation to the CMAQ Project Selection Committee: Consider approval of cost increase of \$2,000,000 total (\$1,600,000 federal) for a total project cost of \$14,085,000 total (\$7,144,000 federal) for CDOT – Union Station Transportation Center (TIP ID 01-09-0004).

CDOT – Chicago Area Alternative Fuel Deployment Project, Phase 2 (TIP ID 01-12-0004)

The sponsor is requesting a scope change for this project. The original scope was very broad and could be directed towards any alternative fuel vehicles or fueling infrastructure technology. The sponsor is asking to narrow the scope of the project to the following programs; Green Taxi, Electric Truck, and Public/Shared infrastructure. The sponsor is not seeking a cost increase. This project was programmed in 2012 for \$38,359,000 total (\$15,000,000 federal) and the total cost of the project would be increased to \$43,393,625.

The emissions benefits of the new scope were evaluated and the total cost per kilogram of VOC eliminated dropped from \$10,212 to \$2,271.

Recommendation to the CMAQ Project Selection Committee: Consider approval of the scope change to allow the sponsor to narrow the scope to the following programs; Green Taxi, Electric Truck, and Public/Shared infrastructure for CDOT – Chicago Area Alternative Fuel Deployment Project, Phase 2 (TIP ID 01-12-0004).

Crystal Lake – Crystal Lake Bikeway Corridor Improvements (TIP ID 11-12-0004)

The sponsor is requesting a scope change and a cost increase in the amount of \$65,925 total (\$52,740 federal) for construction. The requested scope changes include updated signage, extending the north-south corridor, modifying the east-west corridor, along with various design modifications as detailed in the sponsor's request. The increase being sought is to pay for the scope change that is being requested. The project was programmed for \$75,585 total (\$60,468 federal) in FY 2012. If the cost increase is granted the programmed amount would increase to \$141,510 total (\$113,208 federal).

A reranking was completed with the project ranking changing from 1st to 2nd among all 2012-2016 Bicycle Improvement proposals. The ranking among GO TO 2040-supportive projects also changed from 1st to 2nd. This project has an anticipated March 2013 letting date.

Recommendation to the CMAQ Project Selection Committee: Consider approval of scope change as requested and the cost increase of \$65,925 total (\$52,740 federal) for a total project cost of \$141,540 total (\$113,208 federal) for Crystal Lake – Crystal Lake Bikeway Corridor Improvements (TIP ID 11-12-0004).

CTA- Purple Line Weekend Express Service (16-10-0005) and CTA - Suburban Station Bike Parking Improvements (13-10-0001)

The sponsor is requesting to transfer all funding for the Purple Line Weekend Express Service project to the Suburban Station Bike Parking Improvement project. The sponsor is also requesting a scope change to the Suburban Station Bike Parking Improvement project. The sponsor has stated that it is unable to provide the operating funds for the Purple line weekend express service. The Purple Line Weekend Express Service was programmed in 2010 for \$452,135 total (\$361,708 federal). The Suburban Station Bike Parking Improvement project was programmed in 2010 for \$24,000 total (\$19,200 federal). The transferring of funds would result in a cost increase for the Suburban Station Bike Parking Improvement project.

If the cost increase is granted, the programmed amount would increase to \$476,135 total (\$380,908 federal). A reranking was completed with the project ranking changing from 1st to 4th among 2010 Bicycle Parking projects, behind one project that was not funded. The requested scope change is to include non-suburban CTA rail locations in the Suburban Station Bike Parking Improvement project. The reranking did not include the new additional benefits that could be expected from additional bike parking at new locations. The bike parking analysis method is not refined enough to pick up the new locations on their own and works on a municipal level which would over estimate the emission benefits for the new locations in the city.

Recommendation to the CMAQ Project Selection Committee: Consider approval of the transfer of \$452,135 total (\$361,708 federal) from the CTA- Purple Line Weekend Express Service (16-10-0005) project to the CTA - Suburban Station Bike Parking Improvements (13-10-0001) project, a cost increase of \$452,135 total (\$361,708 federal) for CTA - Suburban Station Bike Parking Improvements (13-10-0001) for a total project cost of \$476,135 total (\$380,908 federal) and a scope change to include the non-suburban CTA rail stations for CTA - Suburban Station Bike Parking Improvements (13-10-0001).

CTA- Bus Cold Start Devices (16-06-0001) and CTA – High Barrier Gates Installation (16-08-0001).

The sponsor is requesting to transfer funds from the Bus Cold Start Devices project to the High Barrier Gates Installation project. The sponsor is also requesting a scope change for the High Barrier Gates Installation project. The Bus Cold Start Devices project has a remaining balance of \$163,753 total (\$131,002 federal). The High Barrier Gates Installation project was programmed in 2008 for \$1,000,000 total (\$800,000 federal). The transferring of funds would result in a cost increase for the High Barrier Gates Installation project.

If the cost increase is granted, the programmed amount would increase to \$1,163,753 total (\$931,002 federal). A reranking was completed with the project ranking remaining unchanged at 3rd among 2008 Transit Facility Improvement projects. The requested scope change is to include 15 additional locations where high barrier gates may be installed as part of this project. Similar to the bike parking a recalculation of the emissions benefits was not completed due to lack of sensitivity in our evaluation methods to the additional high barrier gates.

Recommendation to the CMAQ Project Selection Committee: Consider approval of the transfer of \$163,753 total (\$131,002 federal) from the CTA- Bus Cold Start Devices (16-06-0001) project to the CTA – High Barrier Gates Installation (16-08-0001) project, a cost increase of \$163,753 total (\$131,002 federal) for CTA- High Barrier Gates Installation (16-08-0001) for total project cost of \$1,000,000 total (\$800,000 federal) and a scope change to include 15 additional locations for CTA – High Barrier Gates Installation (16-08-0001).

Batavia - Pedestrian Crossings Various (8) Locations along IL 31 and IL 25 (TIP ID 09-12-0005)

The sponsor is requesting to transfer funds, to receive a cost increase, and to move phase II engineering into FFY 2013. The sponsor would like to transfer funds for phase I engineering to

phase II engineering and construction. Phase I engineering is programmed for \$42,000 total (\$34,000 federal). The sponsor is now using local funds to do phase I engineering. Using local funds for phase I engineering increases the cost for this project by \$42,000 total (\$0 federal).

If the cost increase is granted the programmed amount would increase to \$70,000 total (\$56,000 federal) for phase II engineering, \$538,000 total (\$431,000 federal) for construction, for a total project cost of \$650,000 total (\$486,400 federal). A reranking was completed with the project ranking among all 2012-2016 pedestrian proposals changing from 17th to 19th. The ranking among GO TO 2040-supportive projects was unchanged.

The sponsor is also requesting to have phase II engineering moved into FFY 2013.

Recommendation to the CMAQ Project Selection Committee: Consider approval to transfer funds from phase I engineering to phase II engineering and construction, a cost increase in the amount of \$42,000 total (\$0 federal) for total project funding of \$650,000 total (\$486,400 federal) and to move phase II engineering into FFY 2013 for Batavia - Pedestrian Crossings Various (8) Locations along IL 31 and IL 25 (TIP ID 09-12-0005).

Administrative Changes:

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

The sponsor is requesting to add diesel particulate filters to an additional 200 buses. This is the result of bids being much lower than anticipated. With the additional 200 buses, 630 buses will now have diesel particulate filters installed. Staff undertook this as an administrative change.