



CMAQ Project Selection Committee Meeting
Annotated Agenda
Tuesday December 14, 2010
10:00 a.m.
Cook County Conference Room
CMAP 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 30, 2010 Minutes**
The draft minutes for the November 30, 2010 meeting are attached.

ACTION REQUESTED: Approval of the minutes.
- 4.0 Project Changes**
- 4.1 RTA - Park and Ride Transit for the Northeastern Region TIP ID 13-06-0001**
The sponsor is requesting a scope clarification and change in sponsorship. Staff recommends approval.
- 4.2 Arlington Heights - McDonald Creek Bike Path Improvements TIP ID 03-10-0001**
The sponsor is requesting a scope change and cost increase. Staff recommends approval.
- 4.3 Chicago Park District - Jackson Park/59th St Bicycle Path - 01-05-0005**
The sponsor is requesting retention in the CMAQ Program. Staff recommends approval.
- 4.4 IDOT - IL 47 from IL 176 South Junction to IL 176 North Junction – TIP ID 11-09-0008**
The sponsor is requesting all funds be moved to construction. Staff undertook this as an administrative modification.
- 4.5 CDOT - BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation TIP ID 01-94-0092**
The sponsor is requesting to move \$740,000 federal from construction into engineering. Staff undertook this as an administrative modification.

5.0 Plan Focused Program Approach

A proposal for implementing Plan Focused Program Approach has been developed.

ACTION REQUESTED: Recommendation to MPO Policy Committee for approval.

6.0 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.

7.0 Other Business

8.0 Next Meeting

The next meeting is on call.

9.0 Adjournment

CMAQ Project Selection Committee Members:

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



CMAQ Project Selection Committee

Tuesday, November 30, 2010 - 10:00 a.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 (via phone) and Susan Stitt, IDOT.

Members Absent: None

Others Present: Chalen Diagle, Kama Dobbs, John Donovan, Deborah Fagen, Laura Fedak, Valbona Kokoshi, Bill Lenski, Randy Neufeld, Keith Privett, Tom Rickert, Chris Staron, Dave Tomzik, Jan Ward, Mike Walczak, and Thomas Weaver

Staff Present: Patricia Berry, Randy Blankenhorn, Tom Murtha, John O’Neal, Holly Ostidick, Joy Schaad

1.0 Call to Order and Introductions

Chairman Patronsky opened the meeting at 10:02 a.m. Attendees introduced themselves.

2.0 Agenda Changes and Announcements

Chairman Patronsky clarified that the tentative next meeting was set for 10:00 a.m. on the 15th, not 2:00 as the agenda showed.

3.0 Approval of November 18, 2010 Minutes

The November 18, 2010 meeting minutes were approved with the addition of Lorraine Snorden of Pace to the attendees list, on a motion by Mayor Keller and a second by Ms. Stitt.

4.0 Plan Focused Program Approach

Chairman Patronsky kicked off the discussion recapping seven areas of general consensus and four areas for the committee to work on at today’s meeting. He asked the committee members to confirm that there was general agreement on the eleven points:

- Programming should be done to support the recommendations of GO TO 2040
- A five-year program should be developed
- Existing plans and programs should be the basis for project identification
- CMAP committees (Regional Transportation Operations Coalition and Bike/Ped) and ad hoc groups (transit, diesel emission reduction) should take an active role in identifying the coherent sets of projects
- The CMAQ Project Selection Committee should retain the responsibility for developing and recommending a program, and not simply assemble the work done by others
- Projects need to show significant air quality benefits
- Some form of call for projects should be kept

Chairman Patronsky highlighted the areas that were discussed, but not agreed upon:

- Setting goals for particular project types and corridors. The discussion revolved around identifying GO TO 2040 recommendations that pertain to transportation and how to make more concrete objectives under those goals.
- Whether to have the committees identify projects directly, based on plans and programs, or to rely solely on a call for projects
- At what stage in the process to evaluate emissions benefits
- Using the sets of projects to drive other funding sources.

The members thanked him for the recap and then turned to goals and objectives. He handed out a list of relevant indicators from GO TO 2040 but cautioned that these were developed for the region as a whole and that there will not be measurable benefit by indicator for typical projects or even groups of projects. He said that the indicators would have to be refined for use at the project level. It was thought that providing relevant indicators to the groups which are tasked with generating projects that implement GO TO 2040, would help focus them.

Mike Rogers commented that there are now two sets of goals – those for improvements that help air quality and/or reduce congestion and those that implement GO TO 2040. He said it is critical that we keep the air quality and congestion goals foremost. Ms. Stitt suggested for the part that is the traditional call for projects, sponsors should be asked to identify GO TO 2040 goals that their project addresses, along with the current information which sponsors provide. That suggestion raised concerns that the sponsors would not be familiar enough with GO TO 2040 and information on the project's relation to GO TO 2040 goals would not be in any measurable format. Ms. Hamilton noted that the indicator which relates to bicycle paths is linear miles – but density of development and type of land uses served would be more relevant for CMAQ. The Bike/Ped Task Force and the other program focus groups will have to develop a methodology to screen and prioritize projects.

It was clarified that the program focus groups would send the PSC a prioritized list of projects in their focus area that implement GO TO 2040 and are priorities, then the PSC will determine which of the projects make good CMAQ projects and encourage the focus groups to look for other funds for other regional priorities. The focus groups would contact potential sponsors for their projects to assure the PSC that the projects are viable (that they have a committed sponsor with local match, etc.). The focus groups could call for an "Expressions of Interest". A concern was raised that, if we utilize the focus groups for the pool of potential CMAQ projects exclusively, it puts the regional plan ahead of the mandated purpose of the CMAQ program. Some members thought that doing the air quality analysis first helps allay such concerns, but

others thought such timing was not practical. An alternative offered – was to do a traditional call for projects up front and then turn the applications in to the appropriate focus groups for evaluation against GO TO 2040 objectives with the ability to add to the project submittals.

Mr. Pitstick said that RTA staff had some ideas about using broader work type categories and said that he would send it to the Committee after the meeting. Mr. Patronsky said that CMAP staff did not include either “other” or “demo” work types in the first draft. It was agreed that, while the air quality benefits of CMAQ project are very important, reducing the magnitude of the ozone and PM 2.5 reductions is not likely to put us at risk for failing to meet Ozone or PM 2.5 air quality standards. Some members suggested reverting to broader CMAQ benefits analysis – such as looking at trips eliminated and VMT reduced. Mr. Patronsky noted that three of the four analyses (VOC reduction, trips eliminated, VMT reduction) are closely correlated; NOx reduction being the exception.

Mr. Neufeld who serves on the CMAP Bicycle /Pedestrian task Force commented that he felt the Committee’s efforts were not in vain and that this plan focused approach created more of a connection between GO TO 2040 and the TIP. He thinks giving the focus groups guidance would be very helpful, and empowering them with the charge to figure out the relationship of each project to GO TO 2040 was excellent. He pointed out that this is a time of transition in how CMAQ funds are programmed and that maybe transitioning over the next few years rather than programming all five years, would make sense, especially in light of rumors that Congress will consolidate programs and/or will pass a smaller reauthorization bill than in the past.

Mr. Privett pointed out that some projects will have benefits in multiple categories and that the focus groups should look at projects of other work types being advanced by the other focus groups.

Mr. Blankenhorn commented that the CMAQ Committee will retain its role in programming CMAQ funds and he is encouraged by the progress being made today towards instituting “goal oriented, results driven programming” as promoted in GO TO 2040. He suggested that first we need to define what we are trying to accomplish and work from there; to take a hard look and define the problem we are trying to solve. Air quality is paramount, but we should look at the bigger picture. Later we can come up with objectives and performance measures; today we need to get clear on the goals. He asked the Committee to consider also using a traditional call for projects as a compromise – let the focus groups, which are comprised of experts, show us “where are the gaps in the system”.

One member asserted that the application form can ask what GO TO 2040 measures are being supported by the project, but doing a quantitative assessment of that will be a huge staff effort. Mr. Buehler offered that alternatively the focus groups can assemble the best projects within their focus area, based on GO TO 2040 and the PSC can rely on the air quality analysis as in the past. Mr. Tomzik asked where the coordination takes place for doing something big such as projects that have components in several work types and it was suggested that Pace may want to participate in meetings of multiple focus groups that deal with various components: Bike/ped for transit access, RTOC for signal interconnects and the transit group for service improvements in order to support Pace’s high priorities, establish that coordination, and find project sponsors.

Mr. Patronsky reviewed the benefits of “direct programming” - utilizing projects already identified in existing plans and programs and relying on the planning liaisons to reach out to the units of local government in their sub regions. There was a discussion on the varying level of specificity in plans; i.e. some bicycle plans have prioritized projects, others simply list strategies and/or identify a potential future built out network.

Mr. Patronsky said we could issue a call for project submittals through both the larger implementers, like the counties and service boards, and reach out to other agencies through the Councils of Mayors rather than the traditional call for projects. It would add value to have the project proposals vetted through existing agencies and the Councils of Mayors to utilize the planning and programming work that has already been done. Mayor Keller pointed out that while the suburban communities have similar problems, they are all different. There are a lot of reasons a community might not be ready or willing to sponsor and provide local match for a project that is a priority to some other regional agency. It may be difficult to get buy-in from smaller communities. Is it more likely that the communities would identify local problems and then look for “who can help them”, or “what funds can they find” for the solution. Marty pointed out that the same is true with the 52 municipalities in Lake County and it takes partnerships to get things done. In Lake County, the County is willing to pay the local match if the local government will accept jurisdiction and maintenance.

Mr. Pitstick pointed out that someone has to actually fill out the application for each project with accurate scope, schedule and budget, identify the resources, and provide the data for analysis. Tom Rickert offered the opinion that without a centralized call for projects, we may overwhelm the focus groups and committees. There was concern over how much we would be asking these groups to do. We need to develop an application process that enhances our process. Mr. Blankenhorn said all criteria have to be measurable. Ross clarified that while benefits need to be measured that does not imply that everything has to be ‘scored”, per sé. Ms. Hamilton reminded the group that this analysis will have to be done at a “sketch level” as there is not time for more. Mr. Patronsky pointed out that there may not be good tools for even a sketch planning level analysis, however.

Mr. Buehler pointed out that there are three broad ways to approach this:

- A call for projects and the evaluation of what comes in for both: GO TO 2040 value and air quality/congestion relief value.
- Work from prioritized project lists that the committees and focus groups supply, do the air quality evaluation on those that are eligible.
- Or a merged combination of the two, maybe a traditional call for projects, have the focus groups add to them and then CMAQ PSC could rank them all.

Mr. Pitstick pointed out it may be bumpy the first time, i.e. the Bicycle/Pedestrian Committee may be working off of a line on a map and have to decide whether to propose one long project or 5 coordinated projects with adjacent sponsors. Perhaps the focus groups should do their own calls for projects to get appropriate sponsors/projects. Another example brought up was the bike parking program established in Chicago; which is mostly strategy. Mr. Privett thought that if the bike parking program was funded, the specific sites could be identified in the project development phase. Similarly CMAQ could fund signal improvements without identifying locations up front. One member suggested that the focus groups could issue a request for

proposals (RFPs) asking for specific things that link to GO TO 2040 – such as an RFP for traffic signal priority locations/sponsors, signal interconnect projects or diesel retrofit projects.

The group considered options for a full call for projects one of which would provide guidance or incentives for projects that fill in gaps of regional systems, etc. Ms. Stitt, Mr. Rickert and Mr. Walczak expressed a concern that there needs to be a way for the smaller local projects to be considered, even though the big regional projects should have a leg up. This could be accomplished through the PLs working with their Council of Mayors. It was suggested that the CMAQ PSC could create synergies in the areas that the region needs to focus. Incrementally the process could shift over to more emphasis on GO TO 2040. Mr. Donovan suggested that with the expertise in the focus groups and committees we could get systems of improvements. These committees and groups can do the leg work on coordinating with other project types and forming collations to get their priorities funded.

Ms. Hamilton suggested that the CMAQ Project Selection Committee might consider programming only three years in this first round of focused programming, while we work out the kinks in the new process. She noted that change is always hard and there is a lack of comfort on the part of most members regarding not doing a traditional call for projects. It was also suggested that what projects come in will establish how far to program out – we should not fill up five years unless the project submittals are very strong.

It was agreed that we should work on setting the goal and objectives, quantifying the indicators, matching them up with the project types for the focus groups and think of a way to collect the information we need to do the analysis. There were concerns that the RTOC is not well established yet and concerns that RTOC has a role with many project types. Mr. Murtha, staff to the RTOC, reminded the committee that RTOC's predecessor was the Advanced Technology Task Force, which is still in existence, and has a lengthy track record.

Ms. Berry said staff could put some ideas on paper and that CMAP staff has heard lots of concerns for the small communities. The PLs are well equipped to coordinate with the units of local governments in their sub region. She encouraged feedback on the proposal and said the CMAP staff would continue discussions with interested parties. Mr. Pitstick suggested that the committee consider having the ad hoc transit focus group be based on RTA's existing green transit working group.

5.0 Public Comment

Deborah Fagan of DuPage County, who identified herself as a long time member of the CMAP Bike and Pedestrian Task Force, addressed the Committee to voice her support for the concept of multi-year CMAQ programming with an annual call for projects. She stated that she agrees with the idea of utilizing various subgroups and committees to make recommendations to implement GO TO 2040. Ms. Fagan said she was interested in maintaining a mechanism to retain the local generation of projects. She said that viable projects depend on favorable community support, politics, timing, coordination and local matching funds. Deborah noted that despite good ideas coming from staff or CMAP committees, projects that have all of those aspects in place are most likely to come from the locals sponsors.

6.0 Other Business

There was no other business.

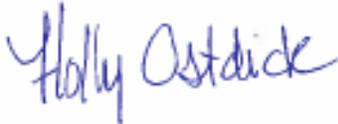
7.0 Next Meeting

The next meeting was rescheduled from Wednesday, December 15 to Tuesday December 14 at 10:00 a.m. at the CMAP offices.

8.0 Adjournment

On a motion by Ms. Hamilton and a second by Mr. Pitstick, the committee voted to adjourn the meeting at 12:02 p.m.

Respectfully Submitted,



Holly Ostidick
CMAQ Program Manager

/JMS

DRAFT



MEMORANDUM

To: CMAQ Project Selection Committee
Date: December 14, 2010
From: Holly Ostdick, Associate Planner
Re: CMAQ Project Change Requests

4 projects have been submitted for changes. The net change in the federal CMAQ amount programmed is \$159,854 total (\$141,884 federal). The sponsors' requests are attached.

For Committee Consideration:

RTA - Park and Ride Transit for the Northeastern Region TIP ID 13-06-0001

The sponsor is requesting a scope clarification and sponsor change. The RTA is requesting to transfer the sponsorship of the project to IDOT for implementation of Bus on Shoulder on I-55 from I-355 to Kedzie Avenue. This will add Paces 755 and 855 commuter express routes to ride on the shoulders of I-55 between I-355 and Kedzie Avenue when it is under congested conditions. IDOT has concurred with the request and requests the CMAQ funding be moved into TIP ID 01-09-0034, a current IDOT project for resurfacing I-55. The capital improvements are scheduled for a March 2011 letting.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approval of the scope clarification and sponsor change for 13-06-0001**

Arlington Heights - McDonald Creek Bike Path Improvements TIP ID 03-10-0001

The sponsor is requesting the limits be extended to include the side path from the pedestrian bridge on Brookwood Drive to Brighton Place and the park path from Brighton Place to Windsor Drive because the entire path is in need of reconstructing. The project length went from 0.417 to 0.775 miles. With the increased scope the project sponsor is requesting a cost increase of \$159,854 total (\$141,884 federal). The project was original programmed for \$312,000 total (\$242,000 federal). A re-ranking was completed and the rank remained the same.

Recommendation to the CMAQ Project Selection Committee:

- **Recommendation to approve the scope change and cost increase of \$159,854 total (\$141,884 federal) for Arlington Heights - McDonald Creek Bike Path Improvements TIP ID 03-10-0001.**

Chicago Park District - Jackson Park/59th St Bicycle Path - 01-05-0005

The sponsor is requesting a second adjustment into FFY2011 for construction. The sponsor was unaware of the availability of funding. Now that the sponsor understands the funding availability they have met with IDOT and plan on completing PHI engineering with local funds to expedite project accomplishment. The project was originally programmed in 2005 for \$795,000 total (\$578,000 federal). Using realistic programming it was moved to 2009 as a 'free' move. At the end of 2009 it was moved to 2010 using a one-time move. At the end of 2010 they reported the funds as obligated but were referencing the wrong project.

Recommendation to the CMAQ Project Selection Committee:

- **Recommendation to retain Chicago Park District - Jackson Park/59th St Bicycle Path - 01-05-0005 in the CMAQ Program.**

Administrative Changes:

IDOT - IL 47 from IL 176 South Junction to IL 176 North Junction – TIP ID 11-09-0008

The sponsor is requesting to move all funding from PHI \$40,000 total (\$32,000 federal), PHII \$45,000 total (\$36,000 federal), and ROW \$90,000 total (\$72,000 federal) into Construction \$450,000 total (\$360,000 federal) for a total amount of \$625,000 total (\$500,000 federal) for construction in 2011. Staff undertook this as an administrative modification.

**CDOT - BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation
TIP ID 01-94-0092**

The sponsor is requesting to move \$740,000 federal from construction into engineering. Staff undertook this as an administrative modification.



**Regional
Transportation
Authority**

December 6, 2010

175 W. Jackson Blvd.
Suite 1550
Chicago, IL 60604
(312) 913-3200
www.rtachicago.com

Ms. Holly Ostdick
Associate Planner
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

RE: Park-and-Ride Transit for the Northeastern Region
TIP ID: 13-06-0001
Request for Change of Scope and Sponsor

Dear Ms. Ostdick:

The Regional Transportation Authority is hereby requesting a change in scope and sponsor for the above referenced CMAQ project. This project was approved as part of the 2006 CMAQ program in the demonstration category in the amount of \$1.5 million. It has not been obligated, is currently on the CMAQ "A" list and recently received its one-time move to FY 2011.

The new project information is presented below.

Title: I-55 Bus-on-Shoulder Demonstration

Sponsor: IDOT

Location: I-55 from I-355 to Kedzie Avenue

Phase: Implementation

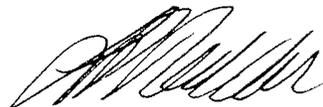
Description: This I-55 Bus-on-Shoulder demonstration will add Pace's 755 and 855 commuter express routes as a new use to the available I-55/Stevenson Expressway shoulders between I-355 and Kedzie Avenue under congested conditions. The project will include capital improvements (installation of bus on shoulder signage and pavement markings) as well as incremental maintenance related to Bus on Shoulder operation (additional cleaning of shoulders, salting of shoulders, sign maintenance). Some additional enforcement by the Illinois State Police would also be necessary, at least initially.

Program Management: Phase I engineering is currently underway and is expected to be complete in early 2011. Phase II design is being completed by IDOT with an anticipated March 2011 letting. The I-55 Bus-on-Shoulder demonstration is expected to begin in fall 2011 and conclude two years later in fall 2013.

The original CMAQ project was to demonstrate a suburban transit network to regional activity centers combining on-demand express bus service, park-and-ride lots and managed lanes/bus-on-shoulder/bus lanes on expressways and tollways. Our reasons for requesting this change of scope and sponsor at this time are twofold. First, the RTA 2008 reform legislation set up an I-55 demonstration in which the RTA and Pace are to work with IDOT to test and refine approaches to transit operations on expressway and tollway shoulders and regular travel lanes. Accordingly, the RTA has decided to tailor the CMAQ project narrowly on an I-55 demonstration that would use the available highway shoulders between I-355 and Kedzie Avenue as a low speed priority treatment for Pace's existing 755 and 855 commuter express routes under congested conditions. We are now conducting a Phase I study as required by IDOT to plan and design the demonstration and expect design approval in early 2011. Second, the RTA and IDOT have determined that bus-on-shoulder signage and striping improvements will be added to the plans for IDOT's upcoming I-55 resurfacing projects, scheduled for the March 2011 letting.

Please schedule this request for consideration by the CMAQ Project Selection Committee at its December 14 meeting. If you have any questions or need additional information, please contact Mark Pitstick of my staff at pitstickm@rtachicago.org, or 312-913-3235.

Sincerely,



Leanne P. Redden
Senior Deputy Executive Director, Planning and Regional Programs

c: M. Pitstick, RTA
A. Lee, RTA
W. Lenski, RTA
B. Carlson, IDOT

VILLAGE OF ARLINGTON HEIGHTS MEMORANDUM

DATE: November 4, 2010

TO: Holly Osttick, Manager CMAQ Program

FROM: Briget Schwab, P.E.

SUBJECT: **Limits Extension Request for 03-10-0001, McDonald Creek Bike Path Improvements (side path and park path)**

cc: Jim Massarelli, P.E., Director of Engineering
Brian Huckstadt, Director of Parks and Planning
Mike Walczak, Northwest Municipal Conference of Mayors Planning Liaison

The Village of Arlington Heights is requesting an extension of the limits of the McDonald Creek Bike Path Improvement project, with a cost increase of \$141,884 in CMAQ funds (\$159,854 total increase).

The existing asphalt McDonald Creek Bike Path consists of the following (please see the attached maps):

- sidepath on Bradford Drive from Hintz Road to Waverly Road
- park path from Waverly Road to the pedestrian bridge on Brookwood Drive
- side path from the pedestrian bridge on Brookwood Drive to Brighton Place
- park path from Brighton Place to Windsor Drive.

The limits of the improvements currently funded with CMAQ funds only include the sidepath along Bradford Drive and the park path from Waverly Road to the pedestrian bridge on Brookwood Drive. However, when discussing the project with the Arlington Heights Park District it was requested that the limits be extended to include the side path from the pedestrian bridge on Brookwood Drive to Brighton Place and the park path from Brighton Place to Windsor Drive. The cost estimate, including both of the new sections, would be approximately \$383,884 in CMAQ funds (\$479,855 total), increasing the cost by \$141,884 in CMAQ funds (\$159,854 total). Overall the project length would be increased by 77%. However, due to a realized savings of switching the pavement material from concrete to asphalt the overall project cost is only increasing by 50%. Please see the attached estimate of cost for detailed information.

At the project kickoff meeting held on August 10, 2010, the proposed extension of the limits were approved by the FHWA pending CMAQ approval and letter of support from the Arlington Heights Park District. The entire project, including the extended limits, received approval as CE 1 with no report. Additionally, the Village of Arlington Heights is currently working with the Arlington Heights Park District to be a participating sponsor of this project.

The proposed letting date of this project is August 2011.

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **03-10-0001**

Description: **Arlington Heights - McDonald Creek Bike Path
Improvements (sidepath and park path)**

Ranking Computation

	2010	2010
Tons VOC eliminated	1,006.9179	1,151.5654
Cost	\$ 312,000	\$ 479,855
\$/Ton VOC eliminated	\$ 310	\$ 417
Rank	4	4

Project Expenses

	Federal Share	Total	Fed %
2010	\$ 249,600	\$ 312,000	80.0%
2010	\$ 383,884	\$ 479,855	80.0%
Increase Amount	\$ 134,284	\$ 167,855	

Chicago Metropolitan Agency for Planning

FY 2010 CMAQ

Reranking of project 03-10-0001: Arlington Heights - McDonald Creek Bike Path Improvements (sidepath and park path)

FY 2010 CMAQ Program - Bicycle Facilities

Sponsor	Facility to be Improved	Project Total	Proposed Program
Oak Park	Augusta St bike lane from IL 43/Harlem Ave to Austin Blv	\$54,000	\$43,200
Oak Park	Division St from IL 43/Harlem Ave to Austin Blv -- on-street facility	\$48,000	\$38,400
Oak Park	Chicago Ave bike lane from IL 43/Harlem Ave to Austin Blv	\$82,400	\$65,900
Arlington Heights	McDonald Creek Bike Path Improvements (sidepath and park path)	\$320,000	\$242,000
		\$479,855	
Sleepy Hollow	Bike Path (multiuse sidepath) Parallel to Sleepy Hollow Rd south to Township Property	\$114,000	\$91,200
Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	\$1,020,000	\$816,000
Des Plaines	Des Plaines River Trail Improvements from Touhy Ave to Algonquin Rd	\$994,600	\$0
Hoffman Estates	Harmon Blv / Huntington ROW / Huntington Blv from Bode Rd to Hassell Rd	\$402,000	\$0
Arlington Heights	Creekside Park Bike Path (sidepath and park path)	\$310,000	\$0
Grayslake	Washington St Bike Path (sidepath)	\$950,600	\$760,480
Schaumburg	Martingale Road Bikeway	\$1,567,000	\$0
Carol Stream	Fair Oaks Rd Sidepath from St Charles Rd to Oxford St	\$1,939,250	\$0
Rolling Meadows	Rolling Meadows-Euclid Ave Bike Path From Plum Grove Road to Hicks Road	\$442,000	\$0
Mundelein	Mudelein Bike (Multiuse) Trail System sidepath (Butterfield Rd)	\$417,400	\$0
Lakewood	Huntley Rd Bikepath Improvements (on-street bike lanes)	\$939,000	\$0
Lockport	Division St / Farrell Rd Bicycle and Pedestrian facility Improvement Project (from Briggs St w to Farrell, then north to 7th st)	\$341,500	\$0
Rolling Meadows	Quentin Rd Bike Path from Silentbrook Ln to Hartung Rd	\$730,000	\$0
Homer Glen	Homer Glen Community Trail - South Extension	\$1,521,000	\$0

Holly Ostdick

From: Carlson, Brian M <Brian.Carlson@illinois.gov>
Sent: Monday, December 06, 2010 11:58 AM
To: Holly Ostdick
Cc: Govea, Pam L; Heurich, Pam J
Subject: 11-09-0008 (IL 57 - IL 176 N. Jct. to IL176 S. Jct.)

IDOT formally requests that any E1, E2, and ROW CMAQ funds allocated towards the subject CMAQ project be moved to CON. CON is currently in TIP in FFY 2011 at \$500K Fed (\$625K Total). The project is currently targeted for the 03CY 11 letting.

It is our understanding that a TIP change is not required.

Thank you.



City of Chicago
Richard M. Daley, Mayor
Department of Transportation

30 North LaSalle Street
Suite 1100
Chicago, Illinois 60602-2570
(312) 744-3600
(312) 744-7215 (TTY)
www.cityofchicago.org/transportation

November 24, 2010

Mr. Ross Patronsky
Ms. Holly Ostdick
CMAQ Program
Chicago Metropolitan Agency for Planning
233 S. Wacker, Suite 800
Chicago, Illinois 60606

Subject: Reallocation of Funds within TIP# 01-94-0092

Dear Mr. Patronsky and Ms. Ostdick:

The Chicago Department of Transportation requests to reallocate funds within the Streets for Cycling/Bike 2015 (Bike Lane) project. Specifically we request to move \$740,000 (federal share of funds) from construction to Phase I/II Engineering

This will allow us to better balance the needs for engineering and construction within the project.

Thank you for your consideration of this request. If you have further questions, you may contact me at 312-744-1987 or Keith Privett at 312-744-1981.

Sincerely,

Luann Hamilton
Deputy Commissioner

KP



GO TO 2040 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 single occupant vehicle highway capacity, and eliminating transportation-generated air pollution - ozone and particulates in northeastern Illinois. Now, with the launch of the GO TO 2040, the regional comprehensive plan, our region can also guide the investment of CMAQ funds to implement GO TO 2040. Meeting federal program goals will retain its primacy.

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 meet 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 at times taken into account when developing a program. The first upcoming year was typically fully programmed and the next couple of years only partially programmed with phases that could not be completed in the first year.

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 projects.

PROPOSAL

Developing a five-year CMAQ program of proposed improvements which improves air quality, mitigates congestion and helps implement GO TO 2040, improving regional indicator values, is proposed. The CMAQ Project Selection Committee as a subcommittee of the CMAP Transportation Committee would develop goals based on GO TO 2040 and not limited to CMAQ considerations. The program development would draw on existing 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 identify and prioritize projects given the goals developed by the CMAQ Project Selection Committee and confirmed by the CMAP Transportation Committee. The various phases involved in a project will have to be programmed individually or in combination. Many of the regional indicators for transportation will be improved through programming.

These include

- Infill
 - Number of vacant commercial properties
 - Municipalities aware of any public or private expenditures for brownfield remediation
 - Acres of infill potential
- Impact on sensitive lands
 - Miles of impaired streams, rivers, and lakes
- Transportation costs (alternate transportation access)
 - Jobs located near affordable housing
 - Average number of vehicles per household
- Congestion
 - Highway congested hours
- Facility condition
 - Bridge condition rating
 - Road condition
- Transit ridership
 - Percentage of work trips by mode
 - Transit passenger miles per vehicle revenue hour
- Transit access
 - Number of destinations served by mode and distance
 - Percent of population and jobs with access to transit
 - Percent of population and jobs with access to transit
 - Unlinked transit passenger trips per capita
- Walkability
 - Pedestrian environment factor
 - Pedestrian level of service (PLOS) and bicycle level of service (BLOS)
- Miles of trail
 - Percent of regional trails plan complete
- CREATE implementation
- Rail crossing delay

- Vehicle-minutes of delay for at-grade rail-highway crossings
- Greenhouse gas emissions
 - Greenhouse gas emissions
- Criteria pollutant emissions
 - Air Quality
 - Concentrations of air pollutants
 - Clean air program participants

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
 - This approach is to use the four program focus groups to develop packages of projects without solely considering their merits as CMAQ projects. The CMAQ Project Selection Committee would program the projects with the best air quality cost/benefit ratios for the CMAQ program. The program focus groups would identify the best set of projects to improve the regional indicators and support GO TO 2040. The projects would come from existing state, regional, subregional and local plans and programs. Sponsors would be asked to confirm their commitment to these projects and submit more detailed project information.

Projects not selected for CMAQ funding would be kept as priorities and could be considered for implementation with other funding. The region has made a commitment to assist local and sub-regional planning efforts and 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

The goal of the CMAQ Project Selection Committee is to improve air quality and reduce congestion. The Committee will set goals for specific project groups in light of the goals and priorities in GO TO 2040 as a subcommittee of the Transportation Committee which would then act on the goals.

The responsibility for identifying and prioritizing projects, ascertaining sponsor commitment and providing project information for the current project categories would be roughly assigned as follows, with some candidate project sources identified:

- Arterial and Intersection Improvements – RTOC, using state, regional, subregional and local plans and programs.
- Bicycle and Pedestrian - Bicycle and Pedestrian Task Force with participation by the service boards, using state, regional, subregional and local plans and programs, school travel plans and Pace, Metra and CTA needs for transit stop access
- Bottleneck Relief – Regional Transportation Operations Coalition (RTOC), using information from the CREATE program, freight studies and state, regional, subregional and local plans and programs.
- Diesel Reduction – Ad hoc committee of USEPA, IEPA, RTA, railroads, subregional and local environmental departments, and independent agencies, using a discussion among railroads for locomotives, the Regional Green Transit Plan, local and county sustainability and climate action plans, the results of Metra’s diesel emissions task force, the capital programs of the service boards and local governments, and applications made to IEPA.
- Intelligent Transportation System improvements (ITS) including signal interconnects/traffic management centers/transit signal priority systems – RTOC and the RTA and service boards, using northeastern Illinois ITS architecture, RTA and service boards plans and programs, and state, regional, subregional and local plans and programs.
- Transit (facility, equipment, service, parking) RTA, service boards, CDOT, Counties and CNT, using agency capital plans and community plans developed through RTA.

GO TO 2040 encourages a multi-modal approach and the plan focus groups will be encouraged to consider projects that advance multiple modes. Implementers will be encouraged to participate in groups outside of their tradition modal focus. For example, transit agencies are encouraged to participate in RTOC meetings to provide their perspective on projects that would benefit both transit operations and highway users.

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 selected for CMAQ funding 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 five year program, an annual or biennial update 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 CMAQ B List processes will still be in place. 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 CMAQ B 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 B list. Projects on the B 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.