

**MEMORANDUM**

**To:** CMAQ Project Selection Committee  
**From:** CMAP Staff  
**Date:** August 14, 2014  
**Re:** CMAQ Project Change Requests for consideration on August 21

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Two projects have submitted scope change requests for committee consideration and two administrative modifications were completed. The sponsors' requests are attached. The change requests do not have a financial effect on the overall program.

**For Committee Consideration:****CDOT - Chicago Area Alternative Fuel Deployment Project, Phase 2 (TIP ID 01-12-0004)**

The sponsor is requesting the three scope changes discussed at the July meeting:

1. To broaden the scope of the project by changing the fleet mix from electric vehicles (EV) only to hybrid electric vehicles (HEV), natural gas vehicles (NGV) and electric vehicles (EV);
2. To include Class 2b trucks as part of the Drive Clean Truck Program; and
3. To increase the voucher amount per vehicle to fund a more significant portion, from about 60% of the incremental cost for electric trucks to 80% of the incremental cost.

The sponsor has stated that hybrid-electric trucks are equally as important to incentivize to reduce fleet emissions and to support full vehicle electrification. They have also stated that if the sales volume of Class 2b hybrids were to increase significantly, that could lead supply chain providers to offer full electric systems. Finally, the sponsor indicated that an increase in the voucher amount per vehicle would increase participation in this program.

At this time a cost increase is not being sought. If the request is approved the proposed fleet mix would change from 847 EV to 600 NGV, 42 EV, and 330 HEV for a net increase of 131 vehicles.

Due to the nature of the scope change request a re-ranking was completed with the project ranking unchanged at 8<sup>th</sup> among the eight 2014-2018 Direct Emissions Reduction project proposals. The dollars per kg of VOC eliminated was reduced, while the dollars per kg of PM eliminated increased.

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends approval of the requested scope change to include NGV, EV and HEV, to include Class 2b trucks and to increase the voucher percentage from 60% to 80% of the incremental cost for CDOT - Chicago Area Alternative Fuel Deployment Project, Phase 2 (TIP ID 01-12-0004).

**Metra -Grayland Station Parking - Milwaukee North Line (TIP ID 18-04-0561)**

The sponsor is requesting a scope change for this project. Originally the sponsor was going to acquire land and construct a parking lot at the Metra Grayland station for up to 130 spaces. The sponsor has stated that they will not be able to acquire the parcels to build the lot as originally planned. The sponsor is now requesting to construct a 75 space parking lot on land already owned by Metra that recently became available.

The project was programmed in 2006 for \$1,008,000 federal CMAQ (\$1,260,000 total). An FTA grant agreement was entered into in FFY 2011. The sponsor is not seeking a cost increase; however, the full budget is expected to be required. Although no land is to be acquired, the construction cost will be higher since the available land is an embankment along the tracks that will be partially removed.

A re-ranking was completed with the project ranking changing from 5<sup>th</sup> to 6<sup>th</sup> among 2006 proposed commuter parking projects.

When the project was initially proposed, the occupancy at this location was high – 50 out of 53 spaces at the station were occupied. The most recent parking utilization data indicate that 10 out of 21 spaces are occupied. This occupancy rate falls below the usual threshold for considering expansion of a commuter parking facility. Metra has explained that most of the spaces counted in the utilization study are in fact unregulated on-street parking, and Metra cannot insure their availability.

The treatment of commuter parking spaces, particularly in urban areas, merits consideration – with high-density residential areas nearby and good transit access, the need for parking should be less. In addition, the fees charged (the spaces in question are free) should strike a balance between recovering operating costs and encouraging balanced access (e.g., driving versus transit access, and considering the availability of on-street parking).

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends approval of the requested scope change to construct a 75 space parking lot on land already owned by Metra for Metra -Grayland Station Parking - Milwaukee North Line (TIP ID 18-04-0561).

**Administrative Modifications**

Staff completed the following administrative modifications:

**Hillside – Butterfield Rd from Wolf Rd to Mannheim Rd (TIP ID 04-11-0009)**

The sponsor requested voluntary deferral of the construction phase of the project, which is currently programmed in FFY15 with a 2015 sunset, based on the current project schedule. ROW is also

programmed in FFY15 with a 2015 sunset, and is expected to be obligated within FFY15. Staff completed the voluntary deferral and withdrew funds programmed for the Construction phase as an administrative modification.

**Melrose Park – North Ave Commuter Bicycle Path from Mannheim Rd to Riverwoods Dr (TIP ID 04-08-0001)**

The sponsor requested reinstatement of deferred Phase 2 Engineering funds in the amount of \$109,600 federal CMAQ (\$137,000 total) in FFY14. The locally executed agreement was transmitted to IDOT Central Office on August 5, 2014. Construction funds remain deferred. Staff completed the reinstatement as an administrative modification.