CMAQ Project Selection Committee Meeting
Annotated Agenda
January 30, 2009
1:00 p.m.

DuPage County Conference Room
233 S. Wacker Drive, Suite 800, Sears Tower
Chicago, Illinois

Note: the meeting materials can be found at http://www.cmap.illinois.gov/cmaq/minutes.aspx

1.0 Call to Order and Introductions
Ross Patronsky, Committee Chair

2.0 Agenda Changes and Announcements

ACTION REQUESTED: Information.

3.0 Project Changes
3.1 Orland Hills – Lake Lorin and Ashbourne Lake Bike Trail Connectors (TIP ID 06-06-0010)
   The sponsor is requesting a scope change and cost increase. Staff recommends approval.

3.2 Carpentersville – Wilmette Ave Bicycle Multi-Use Path (TIP ID 09-09-0004)
   The sponsor is withdrawing the project. Staff recommends acceptance.

3.3 IDOT – IL 176/Liberty St at Fairfield St (TIP ID 10-09-0003)
   The sponsor is withdrawing the project. Staff recommends acceptance.

3.4 Montgomery – Orchard Rd to the Fox Valley Bike Trail from Orchard at Aucutt to Aucutt at IL 31 (TIP ID 09-08-0001)
   The sponsor is withdrawing the project. Staff recommends acceptance.

3.5 IDOT – I-55 from I-294 to US 6 Closed Circuit Television Extension (TIP ID 13-08-0002)
   The sponsor requests a scope change. Staff recommends approval.

3.6 DuPage Forest Preserve District – Salt Creek Greenway (TIP ID 08-96-0032)
   Addison – Salt Creek Greenway Trail from Villa/2nd to FP Dr/Addison Rd (TIP ID 08-02-0010)
   The sponsors request a transfer of funds between projects. Staff recommends approval.

3.7 Westmont – 2008 Villagewide Sidewalk Project (TIP ID 08-00-0012)
   The sponsors request a scope change. Staff recommends approval.
ACTION REQUESTED: Approval of staff recommendations.

4.0  **Program Management**

4.1  Consideration of FY 2007 and 2008 projects that have not met progress deadlines
     A summary discussion and recommendation on projects that have not met the deadlines set
     by the committee will be distributed.

ACTION REQUESTED: Discussion, selection of projects to consider for further action.

4.2  Staff recommendations
     Continue the discussion on the memorandum distributed at the November 14th meeting.

ACTION REQUESTED: Adoption of Strategies or Recommendation to Policy Committee
     as Appropriate

5.0  **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.

6.0  **Other Business**

7.0  **Next Meeting**

The next meeting will be scheduled.

8.0  **Adjournment**

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**CMAQ Project Selection Committee Members:**

___Ross Patronsky, Chair  ___Les Nunes  ___Jeff Schielke

___Martin Buehler  ___Mark Pitstick

___Luann Hamilton  ___Mike Rogers

**Attending CMAQ Project Selection Committee Meetings at Sears Tower:**
CMAQ Project Selection Committee meetings are public meetings; the public is invited to
attend. Passes are available for people attending these meetings at the CMAP offices. If you
wish to attend but have not attended meeting regularly, please call or e-mail Doug Ferguson
(312-386-8824, dferguson@cmap.illinois.gov) in advance to be added to the list. For requests or
problems on the day of the meeting, please call the CMAP main reception desk at 312-454-0400.
A driver’s license, state ID, or passport will be required to enter.
MEMORANDUM

To: CMAQ Project Selection Committee
Date: January 27, 2009
From: Russell Pietrowiak, Associate Planner; Doug Ferguson, Associate Planner; Ross Patronsky, Senior Planner;
Re: CMAQ Project Change Requests

Seven projects have been submitted for changes. The net change in the federal amount programmed resulting from the requests is ($32,800) in FY 2009, ($40,000) in FY 2010, ($80,000) in FY 2011 and ($400,000) in FY 2012. The sponsor’s requests are attached.

Orland Hills – Lake Lorin and Ashbourne Lake Bike Trail Connectors (TIP ID 06-06-0010)

The sponsor is requesting a cost increase in the amount of $294,000 federal and a scope change that includes additional trail improvements. The sponsor has stated that preliminary cost estimates were obsolete due to escalating construction cost and the development of a more detailed scope of work. The project was originally programmed in 2009 in the amount of $120,000 federal. The project is scheduled to be let within the next three months.

The project’s benefit ranking was re-evaluated. The cost per kilogram of VOC eliminated increased from 1,013 to 2,962. The revised ranking changed from 4th to 9th ahead of five bicycle facilities projects that received funding in 2009.

Recommendation to the CMAQ Project Selection Committee:

• Consider approving the cost increase for the Village of Orland Hills - Lake Lorin and Ashbourne Lake Bike Trail Connectors (TIP 06-06-0010) in the amount of $294,000 federal for total project funding of $414,000 federal ($558,500 total).

Carpentersville – Wilmette Ave Bicycle Multi-Use Path (TIP ID 09-09-0004)

cmaq09002.doc
The sponsor is withdrawing the project, which was programmed in 2009 for $82,000 federal. None of the funds have been expended on construction for the project.

As detailed in their letter, the location of the project is in conflict with a new Village public works facility.

**Recommendation to the CMAQ Project Selection Committee:**

- **Accept the withdrawal of Carpentersville – Wilmette Ave Bicycle Multi-Use Path (TIP ID 09-09-0004), in the amount of $82,000 federal.**

**IDOT – IL 176/Liberty St at Fairfield St (TIP ID 10-09-0003)**

The sponsor is withdrawing the project, which was programmed in 2009 for $32,000 federal (phase I engineering), 2010 for $40,000 federal (phase II engineering), 2011 for $80,000 federal (ROW) and 2012 for $400,000 federal (construction). None of the $552,000 federal funds have been expended on the project.

As detailed in their email, the project is in direct conflict with a Lake County project on the same intersection.

**Recommendation to the CMAQ Project Selection Committee:**

- **Accept the withdrawal of IDOT – IL 176/Liberty St at Fairfield St (TIP ID 10-09-0003), in the amount of $552,000 federal.**

**Montgomery – Orchard Rd to the Fox Valley Bike Trail from Orchard at Aucutt to Aucutt at IL 31 (TIP ID 09-08-0001)**

The sponsor is withdrawing the project, which was programmed in 2008 for $13,200 federal (phase I engineering) and 2009 for $199,600 federal (phase II engineering and construction). None of the $212,800 federal funds have been expended on the project.

As detailed in their letter, the village has encountered numerous obstacles in preparing this project at this time.

**Recommendation to the CMAQ Project Selection Committee:**

- **Accept the withdrawal of Montgomery – Orchard Rd to the Fox Valley Bike Trail from Orchard at Aucutt to Aucutt at IL 31 (TIP ID 09-08-0001), in the amount of $212,800 federal.**
IDOT – I-55 from I-294 to US 6 Closed Circuit Television Extension (TIP ID 13-08-0002)

The sponsor is requesting the scope of the project be increased to include the section of I-55 from US 6 to Reed Rd and the section of I-80 from I-55 to the Des Plaines River. The project was programmed in 2008 for $1,800,000 federal. The project is on target for the March 6, 2009 letting.

While the increased scope would have a positive effect on the emissions benefits of the project since the sponsor was not requesting additional funding staff did not feel that a re-ranking of the cost per kilo of VOC eliminated was necessary.

Recommendation to the CMAQ Project Selection Committee:

- Consider approving the scope change for IDOT – I-55 from I-294 to US 6 Closed Circuit Television Extension (TIP ID 13-08-0002), to include I-55 from US 6 to Reed Rd and I-80 from I-55 to Des Plaines River.

DuPage Forest Preserve District – Salt Creek Greenway (TIP ID 08-96-0032)
Addison – Salt Creek Greenway Trail from Villa/2nd to FP Dr/Addison Rd (TIP ID 08-02-0010)

The sponsor is requesting a transfer of funds in the amount of $171,276 to the Addison-Salt Creek Greenway Trail from Villa/2nd to FP Dr/Addison Rd (TIP ID 08-02-0010) for purpose of construction engineering on the last remaining portion of the trail to be completed. The Addison portion of the project is schedule for the April 2009 letting.

The project’s benefit ranking was re-evaluated. The cost per kilogram of VOC eliminated increased from 2,857 to 2,688. The revised ranking remained unchanged at 8th among 2009 bicycle facility projects.

Recommendation to the CMAQ Project Selection Committee:

- Consider approving the transfer of funds from DuPage Forest Preserve District – Salt Creek Greenway (TIP ID 08-96-0032) to Addison – Salt Creek Greenway Trail from Villa/2nd to FP Dr/Addison Rd (TIP ID 08-02-0010) in the amount of $171,276 federal.

Westmont – 2008 Villagewide Sidewalk Project (TIP ID 08-00-0012)

The sponsor is requesting a scope change for the subject project, removing the portion of the proposed sidewalk along 60th Street. The project was programmed in FY 2008 for $48,000
federal for phase II engineering and in 2009 for $550,745 for construction. The funds have not been obligated to date.

The project includes 9 different segments of sidewalk being constructed around the Village. The segment being removed has experience significant erosion and is no longer suitable for sidewalk construction. IDOT staff has been contacted by the Village and has concurred in the Village’s assessment.

The removal of the 60th Street segment from the project would not change the emission benefit ranking for this project.

Recommendation to the CMAQ Project Selection Committee:

- Consider approval of the scope change for Westmont – 2008 Villagewide Sidewalk Project (TIP ID 08-00-0012) removing the sidewalk segment on 60th Street from the approved scope.
October 23, 2008

Mr. D. Ferguson
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Sears Tower - Suite 800
Chicago, IL 60606

Re: Orland Hills - CMAQ Grant - Bike Trail Connector - Project ID: 06 09 3040

Dear Mr. Ferguson,

We have received correspondence from your office stating the subject CMAQ grant has been approved pending final sign-off from the Federal Highway Administration. The work is part of a larger bike trail project initiated by Orland Hills. In order to implement the project (scheduled for a January, 2009 IDOT letting) the Village has proceeded with and completed Phase I and II engineering with alternative funds. Plans, Estimates and Specifications for the project have been reviewed by IDOT and approved for submittal of final bid documents. As P.S & E. were prepared it became evident that preliminary cost estimates for the CMAQ application and the entire bike trail project had become obsolete due to escalating construction costs and the development of a more detailed scope of work.

At this time the Village requests the existing CMAQ grant be increased to include funding for the following items:

1. Lake Lorin and Ashbourne Lake Bike Trail Connectors (original application)
   Increase from $120,000 Federal to $168,000 Federal for construction only.

2. Removal and replacement of a substandard, 6.5 feet wide, and deteriorated Bike Trail bridge within the existing Lake Lorin Bike Trail network.
   An additional $116,000 Federal is requested.

3. Reconstruct the existing Lake Lorin and Ashbourne Lake Bike Trail network. This network will be constructed using another grant that will not provide for the construction cost currently estimated at $822,000.00.
   An additional $130,000.00 Federal is requested.

The current cost estimate for the entire improvement without engineering is $1,177,000.00.
As noted earlier, the entire improvement has received design approval of Phase I and contract plans are complete and scheduled for a letting in less than three months. Your assistance providing financial relief to the Village of Orland Hills in implementing the aforementioned public improvements is greatly appreciated.

Should you require additional information, please feel free to contact me at 708-349-6666, by email at jdaly@orlandhills.org, or contact our consulting engineer, Dave Vandervelde, Christopher B. Burke Engineering, Ltd. at 847-417-0195.

Respectfully,

John A. Daly
Village Administrator
### Ranking Computation

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<thead>
<tr>
<th></th>
<th>2009 Award</th>
<th>2009 Increase</th>
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<tr>
<td>Kilos VOC eliminated</td>
<td>188.5267</td>
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<tr>
<td>Cost</td>
<td>$191,000</td>
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<td>$/Kg VOC eliminated</td>
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<td>Rank</td>
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### Project Expenses

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<th>Total</th>
<th>Fed %</th>
<th>Basis</th>
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<td>2009 Increase</td>
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<td>Letter from Sponsor</td>
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<tr>
<td>Increase Amount</td>
<td>$294,000</td>
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### FY 2009 CMAQ Program

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<th>Total $</th>
<th>$/Kg Voc</th>
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<th>Select 2010</th>
<th>Select 2011</th>
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<td>1</td>
<td>CDOT-Streets for Cycling/Bike 2015 Plan Implementation-2010/2011 Series</td>
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<td>Des Plaines-City of Des Plaines Bike Network Implementation Stage 1</td>
<td>$155,000</td>
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<td>Arlington Heights-Douglas Ave Multi-use Path</td>
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<td>Orland Hills-Lake Lorin and Ashbourne Lake Bike Trail Connectors</td>
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<td>Elgin-Elgin Bikeway Plan Route 1 NE Quadrant</td>
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<td>Carpentersville-Wilmette Ave Bicycle Multi-use Path</td>
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<td>Algonquin-Hanson Rd Bike Path</td>
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<td>Addison-Salt Creek Greenway Trail from Villa/2nd to FP Dr/Addison Rd</td>
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<td>Bolingbrook-Lily Cache Bike Path</td>
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<td>Palos Heights-Cal Sag Greenway Bike Trail from IL 83 to 127th St</td>
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<td>12</td>
<td>Hoffman Estates-Higgins Rd Pedestrian and Bicycle Project</td>
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<td>Lake in the Hills Parks &amp; Recreation Department-Harvest Gate Bike Path</td>
<td>$707,625</td>
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<td>CDOT-Weber Spur Trail UPRR (Former CNW)</td>
<td>$9,210,000</td>
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<td>CDOT-CDOT-Lakefront Trail-Navy Pier Flyover</td>
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<td>$8,548</td>
<td>$5,500,000</td>
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<td>16</td>
<td>Cary-Cary-Algonquin Rd Bikeway from West Main St to North Fox Trails Dr</td>
<td>$878,600</td>
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<td>Schaumburg-Martinage Rd Bikeway</td>
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<td>Antioch-East Bike Path along Little Silver Lake Rd, North Deep Lake Rd, IL 173</td>
<td>$690,000</td>
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<td>Antioch-West Bike Path along Trevor Rd, North Ave, Tiffany Rd, IL 173, IL 59</td>
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<td>New Lenox-Metra Southwest Station Bike Path</td>
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<td>Homer Glen-Homer Glen Community Trail West Extension</td>
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<td>22</td>
<td>Woodridge-Woodridge Bicycle/Pedestrian Bridge over IL 53</td>
<td>$2,427,000</td>
<td>$17,448</td>
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<td>Minooka-Lion's Park Bike Path</td>
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<td>24</td>
<td>Hawthorn Woods-Midlothian Rd Bike Path from Kruckenbury/Heritage Oaks Park to Old Mc</td>
<td>$684,000</td>
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<td>Sugar Grove-Blackberry Creek Shared-Use Path Bridge and Connector</td>
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<td>$20,568</td>
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<td>26</td>
<td>Long Grove-Old McHenry Rd Multi-Use Path from IL 22 to N of Robert Parker Coffin Rd</td>
<td>$1,284,800</td>
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<td>Burnham-Burnham Greenway Trail from State St to Brainard and Burnham</td>
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<td>New Lenox-Nelson Rd South Bike Path</td>
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<td>$24,940</td>
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<td>Frankfort-SE Area Community Bike Trail Pfeiffer Rd and Sauk Trail to 80th Ave</td>
<td>$937,700</td>
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<td>Cook County Highway Department-Deer Grove Forest Preserve Paved Bike Extension</td>
<td>$1,599,000</td>
<td>$31,208</td>
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<td>Montgomery-Baseline Rd Shared Use Path Orchard/Horseman Trail/Caterpillar Rd</td>
<td>$359,000</td>
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<td>St. Charles-Red Gate Rd Bike Trail Part of Red Gate Rd Bridge Project</td>
<td>$3,619,000</td>
<td>$94,361</td>
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<td>Montgomery-US 30 Shared-use Path Bridge 700ft N/S of US 30</td>
<td>$881,600</td>
<td>$398,964</td>
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December 12, 2008

Mr. Douglas Ferguson
Associate Planner
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60605

Subject: Wilmette Ave Bicycle Multi-use Path
CMAQ Application Number: BP09093045
TIP ID Number: 09-09-0004

Dear Mr. Ferguson:

The Village of Carpentersville is very pleased to have received the MPO Policy Committee’s support and approval of our proposed Wilmette Ave Bicycle Multi-use Path project. This is an important project that will provide pedestrian connectivity between a major educational campus to a bike path to be built along the reconstructed Maple Avenue.

Our situation, however, has changed and regretfully, the Village will not be pursuing completion of this project at this time. This fall, the Village began negotiating an architectural contract to construct a public works facility on the property that the proposed Multi-use Path would be located on. The Village is concerned about the practicality of the first phase of development on this property being the Multi-use Path.

I wanted to inform you of our formal request to withdraw this project from the approved FY 2009 CMAQ program as soon as possible in hopes that the awarded funds could be re-programmed in FY 2009, or that they could be utilized for the FY 2010 program. Not completing this project at this time does not diminish its importance, the Village only wishes to be responsible and reasonable in carrying out this CMAQ funded project.
If you have any questions or would like more information, please call me at (847) 426-3439, ext. 277.

Sincerely,

Cindy McCammack
Community Development Director

Cc: Craig Anderson, Village Manager
Scott Marquardt, Village Manager
Lisa Happ, Village Finance Director
Ross,

It has recently come to my attention that Lake County is planning on constructing a major capacity improvement at the intersection of IL-176 and Fairfield Rd. As a result, IDOT would like to withdraw our IL-176 at Fairfield Rd intersection improvement project, which we applied for in FFY 09. The TIP ID Number for this project is 10-09-0003.

Thank you,

Steve

Steve Mastny, P.E.
IDOT - D1 - Area Programmer
847-705-4075
steve.mastny@illinois.gov

Appreciate it
We are currently soliciting proposals on PTB 150 for a bundled phase I engineering job, under which several of our funded CMAQ intersection projects will be studied. One of the projects proposed to be studied is IL-176 at Fairfield Rd. Since the PTB is already published we can’t change it now, but once we select a consultant we’ll let them know we are dropping the phase I for IL-176 at Fairfield Rd.

If the intersection work will be picked up as part of Lake County’s capacity improvement project then I have no problem withdrawing our project and freeing up the CMAQ funding. I’ll send Ross an email and we’ll have the CMAQ funding for IL-176 at Fairfield Rd dropped at the next CMAQ meeting.

Steve

Steve Mastny, P.E.
IDOT - D1 - Area Programmer
847-705-4075
steve.mastny@illinois.gov

From: Buehler, Martin G. [mailto:MBuehler@lakecountyil.gov]
Sent: Saturday, December 06, 2008 11:01 AM
To: Mastny, Steve C
Cc: Trigg, Paula J.; Gleason, Chuck L.
Subject: Fairfield Rd and Il Rte i76

Steve

At the recent CMAQ, you said that IDOT was not going to use the CMAQ Phase I dollars on the several auxiliary lane projects funded for 2009 because you were using IDOT funds for engineering. The funded projects included some in Lake County and shown in the attached list. Included is the intersection of Il Rte 176 and Fairfield Rd. Frankly I am not aware of any IDOT Phase One project along III Rte 176 that includes Fairfield Rd.

FYI, this intersection is one of the Lake County Sales Tax Challenge Bond projects and we have just hire a consultant for a local non-federal phase 1. We will be coordinating this project thru IDOT but no state or federal funds will be used. A major capacity addition is proposed.

We would like IDOT to drop the CMAQ funding entirely. I will have our Project Phase I Engineer and the consultant start the IDOT coordination effort.

Please advise on the CMAQ funding.

<<CMAP PROJECTS_9-22-08.pdf>>
Marty

Martin G Buehler P.E.
Director of Transportation/County Engineer
Lake County Division of Transportation
600 West Winchester Rd
Libertyville, IL 60048
(847) 377-7400 / Fax (847) 362-5290

My new e-mail is Mbuehler@lakecountyil.gov
November 4, 2008

Ross Patronskey  
Senior Planner  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800, Sears Tower  
Chicago, IL 60606

Re: FY08 CMAQ Grant/TIP ID 09-08-0001  
Orchard Rd. to IL 31 at Aucutt Rd.

Dear Mr. Patronskey:

The Village is in receipt of your letter dated October 2, 2008 regarding the need for the Village to demonstrate progress on the above-referenced grant by December 31, 2008. Unfortunately, however, the Village has encountered numerous obstacles in preparing for this project, not the least of which is IDOT opposition to both our original route and two subsequent proposed routes. Consequently, the Village Board has concluded that it is not in the best interests of the Village to proceed with a CMAQ-funded project at this time.

Please accept our sincere thanks for the opportunity to pursue this project and your agency's consideration and funding. We hope that as trail development by other entities shortens the gap between trails, we will be able to resume the project and see this important trail connection completed.

Thank you for your time and assistance with this project.

Sincerely,

Marilyn Michelin  
Village President

Cc: Anne Marie Gaura, Village Manager  
Jane K. Tompkins, Director of Community Development  
Michael J.D. Brown, Planner  
Pete Wallers, Engineering Enterprise  
Ron Naylor, Engineering Enterprise
October 20, 2008

Mr. Ross Patronsny
Senior Planner
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800, Sears Tower
Chicago, Illinois 60606

Dear Mr. Patronsky:

This letter is in response to your letter to Martin Anderson dated October 2, 2008. As Mr. Anderson and I discussed with you by phone on Friday, October 10, 2008, please know that significant progress has been made in preparing a contract for letting. No request for funds has been made because other resources are being used for the engineering and plan preparation so that all federal Congestion Mitigation and Air Quality (CMAQ) and state matching funds can be applied to construction.

As it stands today, the project is planned for the Department's March 6, 2009 letting. The project numbers are:
D-91-159-08 (Design Phase)
C-91-159-08 (Construction Phase)

Although initial plans were to use an existing Electrical-ITS Various-Various consultant contract for certain plan preparation and engineering tasks, problems with that consultant have resulted in the decision to do the project in-house and this has led to some time extensions for the planned letting. Despite these difficulties, rapid progress has been made on this project since we received formal approval of federal CMAQ funds on November 9, 2007. The electrical staff has driven the project limits, explored concepts with alternate wireless vendors and pole vendors, coordinated the termination end of I-55 Level 3 fiber, initiated coordination with the Tollway for connection to Tollway fiber, initiated soil borings to be done by district crews, and begun preparation of base plans and preliminary microwave hop locations.

Although the district has not yet prepared a detailed cost estimate, there is hope that if the costs are kept low enough, the project limits could be extended to cover I-55 farther south (perhaps even to the District's Will County boundary at Reed Road, but more critically east on I-80 to the Des Plaines River in Joliet). This eastern extension on I-80 would provide CCTV for that section and facilitate a future ITS project involving automated remote control of the six movable bridges operated by the Department in Joliet. We request approval of these extended limits, funds permitting.

As detailed above, work on the project is in process, and although project activities could be rushed to achieve the December 31, 2008 deadline referenced in your letter, we prefer to conserve allocated funds for construction and ask that approval of the project funds be continued. If there is action required to protect funding for this project, please advise.

Sincerely,

Charles Sikaras
ITS Program Specialist
January 8, 2009

Douglas Ferguson
Associate Planner
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

Reference: Salt Creek Greenway Trail
TIP 08-96-0032 and TIP 08-02-0010

Dear Mr. Ferguson:

The Salt Creek Greenway Trail project is a multi-agency project with the goal of constructing a bike/pedestrian trail from Busse Woods in Elk Grove Village to 47th Street in the Village of Lyons. As the project has progressed, a variety of agencies have submitted applications to obtain funding for the project. The first application for funding the Phase 1 and Phase 2 Engineering for the project was submitted by the Elmhurst Park District. The Forest Preserve District of DuPage County and the Forest Preserve District of Cook County then submitted separate CMAQ applications for funding the construction of the project. Additional TCM federal dollars were then obtained by the Village of Addison and the Village of Oak Brook through the DuPage Mayors and Managers Conference. Finally, an application for additional CMAQ dollars submitted by the Village of Addison has been recently approved.

Due to the size of the project, it has been split into three construction contracts. The segments within Cook County have been completed. The South DuPage segment, with the Village of Oak Brook being the lead agency, has been completed except for punch list items. The Village of Addison is the lead agency for the remaining segment to be completed. This project is scheduled for an April, 2009 letting.

It has been the intention of all of the agencies participating in the project to pool the available federal funds for the project. The CMAQ dollars received with the DuPage FPD application were to be used for construction engineering for both the Oak Brook (South DuPage) and Addison (North DuPage) segments of the project. With the lead agency for the North DuPage segment now being the Village of Addison, the Forest Preserve District of DuPage County approves of the transfer of the remaining CMAQ balance of $171,276 from TIP 08-96-0032 granted to the District to TIP 08-02-0010 with the Village of Addison. The Forest Preserve District of DuPage County will continue to utilize those
funds through an Intergovernmental Agreement since they are a participatory agency with both of the DuPage County projects.

If you have any questions or need additional information, please let me know. You may reach me at (630)933-7243.

Sincerely,

[Signature]

Andrea Hoyt, ASLA
Director, Office of Planning

Cc: Dave Landeweer, URS Corporation
    Mary Ellen Weller, Forest Preserve District of DuPage County
January 5, 2009

Douglas Ferguson
Associate Planner
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

Reference: Salt Creek Greenway Trail
TIP 08-96-0032 and TIP 08-02-0010

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If you have any questions or need additional information, please let me know.

Very truly yours

VILLAGE OF ADDISON

[Signature]

Gregory J. Brunst
Director

CC: Mayor Larry Hartwig
    Joseph Block, Village Manager
    David Landeweer, URS
    Dan O’Neill
    file
### Ranking Computation

<table>
<thead>
<tr>
<th></th>
<th>2009 Award</th>
<th>2009 Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kilos VOC eliminated</td>
<td>2,114.8919</td>
<td>2,114.8919</td>
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<tr>
<td>Cost</td>
<td>$ 5,470,350</td>
<td>$ 5,685,445</td>
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<tr>
<td>$/Kg VOC eliminated</td>
<td>$ 2,587</td>
<td>$ 2,688</td>
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<td>Rank</td>
<td>8</td>
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### Project Expenses

<table>
<thead>
<tr>
<th></th>
<th>Federal Share</th>
<th>Total</th>
<th>Fed %</th>
<th>Basis</th>
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<tr>
<td>2009 Award</td>
<td>$ 3,920,000</td>
<td>$ 5,470,350</td>
<td>71.7%</td>
<td>Approved project</td>
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<td>2009 Increase</td>
<td>$ 4,091,276</td>
<td>$ 5,685,445</td>
<td>72.0%</td>
<td>Letter from Sponsor</td>
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<tr>
<td>Increase Amount</td>
<td>$ 171,276</td>
<td>$ 215,095</td>
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<td>Rank</td>
<td>ID</td>
<td>Facility to be Improved</td>
<td>Total $</td>
<td>$/Kg Voc</td>
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<tr>
<td>------</td>
<td>-------------</td>
<td>----------------------------------------------------------------------------------------</td>
<td>-------------</td>
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</tr>
<tr>
<td>1</td>
<td>BP01093029</td>
<td>CDOT-Streets for Cycling/Bike 2015 Plan Implementation-2010/2011 Series $2,925,000</td>
<td>$195</td>
<td>$400,000</td>
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<tr>
<td>2</td>
<td>BP03093032</td>
<td>Des Plaines-City of Des Plaines Bike Network Implementation Stage 1 $155,000</td>
<td>$244</td>
<td>$124,000</td>
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<td>3</td>
<td>BP03093035</td>
<td>Arlington Heights-Douglas Ave Multi-use Path $130,000</td>
<td>$561</td>
<td>$90,000</td>
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<td>4</td>
<td>BP06093039</td>
<td>Orland Hills-Lake Lorin and Ashbourne Lake Bike Trail Connectors $191,000</td>
<td>$1,013</td>
<td>$120,000</td>
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<td>5</td>
<td>BP09093052</td>
<td>Elgin-Elgin Bikeway Plan Route 1 NE Quadrant $422,800</td>
<td>$1,166</td>
<td>$40,300</td>
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<td>6</td>
<td>BP09093045</td>
<td>Carpentersville-Wilmette Ave Bicycle Multi-use Path $122,000</td>
<td>$1,250</td>
<td>$82,000</td>
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<td>7</td>
<td>BP11093072</td>
<td>Algonquin-Hanson Rd Bike Path $192,000</td>
<td>$1,464</td>
<td>$144,000</td>
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<td>8</td>
<td>BP08093042</td>
<td>Addison-Salt Creek Greenway Trail from Villa/2nd to FP Dr/Addison Rd $5,470,350</td>
<td>$2,587</td>
<td>$3,920,000</td>
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<td><strong>Revised Rank</strong></td>
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<td>9</td>
<td>BP12093089</td>
<td>Bolingbrook-Lily Cache Bike Path $680,000</td>
<td>$2,918</td>
<td>$153,000</td>
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<td>10</td>
<td>BP06093040</td>
<td>Palos Heights-Cal Sag Greenway Bike Trail from IL 83 to 127th St $8,510,000</td>
<td>$3,531</td>
<td>$360,000</td>
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<td>11</td>
<td>BP09093053</td>
<td>Elgin-Elgin Bikeway Plan Route 1 SW Quadrant $3,401,000</td>
<td>$3,551</td>
<td>$324,000</td>
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<td>12</td>
<td>BP09093034</td>
<td>Hoffman Estates-Higgins Rd Pedestrian and Bicycle Project $863,000</td>
<td>$3,587</td>
<td>$600,000</td>
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<td>13</td>
<td>BP11093071</td>
<td>Lake in the Hills Parks &amp; Recreation Department-Harvest Gate Bike Path $707,625</td>
<td>$5,630</td>
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<tr>
<td>14</td>
<td>BP01093026</td>
<td>CDOT-Weber Spur Trail UPRR (Former CNW) $9,210,000</td>
<td>$7,074</td>
<td>$1,166</td>
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<td>15</td>
<td>BP11093030</td>
<td>CDOT-CDOT-Lakefront Trail-Navy Pier Flyover $28,335,500</td>
<td>$8,548</td>
<td>$5,500,000</td>
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<tr>
<td>16</td>
<td>BP11093073</td>
<td>Cary-Cary-Algonquin Rd Bikeway from West Main St to North Fox Trails Dr $878,600</td>
<td>$8,949</td>
<td>$</td>
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<td>17</td>
<td>BP03093028</td>
<td>Schaumburg-Martingale Rd Bikeway $1,354,900</td>
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<td>18</td>
<td>BP10093067</td>
<td>Antioch-East Bike Path along Little Silver Lake Rd, North Deep Lake Rd, IL 173 $690,000</td>
<td>$12,236</td>
<td>$</td>
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<tr>
<td>19</td>
<td>BP10093066</td>
<td>Antioch-West Bike Path along Trevor Rd, North Ave, Tiffany Rd, IL 173, IL 59 $882,000</td>
<td>$12,411</td>
<td>$</td>
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<td>20</td>
<td>BP12093086</td>
<td>New Lenox-Metra Southwest Station Bike Path $751,500</td>
<td>$13,440</td>
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<td>21</td>
<td>BP12093084</td>
<td>Homer Glen-Homer Glen Community Trail West Extension $1,304,000</td>
<td>$13,530</td>
<td>$</td>
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<td>22</td>
<td>BP08093043</td>
<td>Woodridge-Woodridge Bicycle/Pedestrian Bridge over IL 53 $2,427,000</td>
<td>$17,448</td>
<td>$</td>
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<td>23</td>
<td>BP12093085</td>
<td>Minooka-Lion's Park Bike Path $603,825</td>
<td>$18,051</td>
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<tr>
<td>24</td>
<td>BP10093068</td>
<td>Hawthorn Woods-Midlothian Rd Bike Path from Kruckenbergheritage Oaks Park to Old McHenry Rd $684,000</td>
<td>$18,476</td>
<td>$</td>
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<td>25</td>
<td>BP09093064</td>
<td>Sugar Grove-Black Creek Shared-Use Path Bridge and Connector $429,500</td>
<td>$20,568</td>
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<td>26</td>
<td>BP10093069</td>
<td>Long Grove-Old McHenry Rd Multi-Use Path from IL 22 to N of Robert Parker Coffin Rd $1,284,800</td>
<td>$23,626</td>
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<td>27</td>
<td>BP07093041</td>
<td>Bumham-Burnham Greenway Trail from State St to Brainard and Burnham $4,318,000</td>
<td>$24,549</td>
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<td>28</td>
<td>BP12093087</td>
<td>New Lenox-Nelson Rd South Bike Path $1,380,300</td>
<td>$24,940</td>
<td>$</td>
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<tr>
<td>29</td>
<td>BP12093088</td>
<td>Frankfort-SE Area Community Bike Trail Pfeiffer Rd and Sauk Trail to 80th Ave $937,700</td>
<td>$28,129</td>
<td>$</td>
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<tr>
<td>30</td>
<td>BP03093031</td>
<td>Cook County Highway Department-Deer Grove Forest Preserve Paved Bike Extension $1,599,000</td>
<td>$31,208</td>
<td>$</td>
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<tr>
<td>31</td>
<td>BP09093063</td>
<td>Montgomery-Baseline Rd Shared Use Path Orchard/Horsemens Trail/Caterpillar Rd $359,000</td>
<td>$37,835</td>
<td>$</td>
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<tr>
<td>32</td>
<td>BP09093044</td>
<td>St. Charles-Red Gate Rd Bike Trail Part of Red Gate Rd Bridge Project $3,619,000</td>
<td>$94,361</td>
<td>$</td>
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<tr>
<td>33</td>
<td>BP09093062</td>
<td>Montgomery-US 30 Shared-use Path Bridge 700ft N/S of US 30 $881,600</td>
<td>$398,964</td>
<td>$</td>
</tr>
</tbody>
</table>
January 19th, 2009

Mr. Doug Ferguson  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Ste 800  
Chicago, IL 60606  

Project ID: BP08082905; Westmont – 2008 Westmont Sidewalk Project  

Dear Mr. Ferguson:

This letter is in regard to the 2008 Westmont CMAQ sidewalk project (Project ID: BP08082905). After additional inspection of a portion of the project site, after several recent and significant rain events, a portion of the site has eroded away and will not allow the implementation of proposed sidewalk.

The Village of Westmont wishes to remove the portion of proposed sidewalk along 60th Street as part of the scope of this project. Currently, the Village of Westmont has approved a Stormwater Management Project to design a solution to restore the affected ROW. Once complete, it is the Village’s intention to proposed sidewalk along this location as part of another project, possibly a 2009 CMAQ Grant Application.

IDOT has been contacted with regard to this change in project scope, and has concurred. We are on track for an April 2009 letting. No additional funding is being requested at this time.

Your quick consideration of this request is greatly appreciated. If you have any questions or concerns feel free to call me at (630) 724-3283.

Sincerely,

BURNS & MCDONNELL ENGINEERING CO., INC.

Anthony J. Bryan, P.E.  
Project Manager
MEMORANDUM

To: CMAQ Project Selection Committee
Date: January 22, 2009
From: Joy Schaad PE, Senior Planner
Re: Project monitoring/ Status of FY 2007 & FY 2008 CMAQ Projects

FY 2007 projects that are not obligated
Sponsors of FY 2007 CMAQ projects that had not been obligated received letters in September reminding them of the December 31 deadline for obligation. Of the ten FY 2007 projects being monitored against the December 31 deadline, six met the deadline. Three of the other four anticipate spring lettings or notice to proceed and are ready to go except for the execution of agreements. Staff recommends continued monitoring to assure that these obligation estimates are met and if they are not obligated, staff recommends committee consideration of the projects’ re-programming at that time. The fourth project (CDOE Diesel Retrofit) did not meet their anticipated obligation date of 12-31-08 and has some challenges regarding the local match. Because this project did not meet its deadline for obligation by December 31, staff recommends that the Committee authorize a letter telling the Chicago Dept. of Environment that their funds may be withdrawn at the next meeting. If so authorized, the Dept would be afforded the opportunity to address the Committee at that meeting. (see attached 2007 listing)

FY 2008 projects that are not initiated
On October 2 letters were sent informing the project sponsors of FY 2008 CMAQ projects that were identified as having no progress towards obligation that if their project does not meet a December 31 deadline for initiation, the CMAQ Project Selection Committee may consider withdrawal of funding. CMAP staff has received confirmation that 39 of the projects have been initiated. Two projects have no identifiable progress. Of those, one sponsor (Montgomery) has voluntarily withdrawn their project. The second project that has no documented progress is Lake Zurich’s sidewalk project on South Old Rand Rd. & Surryse Rd, (Engr’y 1 & 2). The village, however, has informed the Lake County Planning Liaison that they anticipate selecting a consultant in February. Because this project did not meet its deadline for activity toward obligation by December 31, staff recommends that the Committee authorize a letter telling Lake Zurich that their funds may be withdrawn at the next meeting. If so authorized, the Village would be afforded the opportunity to address the Committee at that meeting. (see attached 2008 listing)
<table>
<thead>
<tr>
<th>TIP ID</th>
<th>Project Sponsor</th>
<th>Brief Description</th>
<th>FY 2007 phases -- Fed $</th>
<th>Total Fed $</th>
<th>12-31-08 &amp; beyond Status/response</th>
<th>Follow-Up</th>
</tr>
</thead>
<tbody>
<tr>
<td>01-06-0074</td>
<td>Chicago Department of the Environment</td>
<td>Chicago Diesel Fleet Retrofit Project - Implementation</td>
<td>$472,800</td>
<td>$472,800</td>
<td>Signed local agency agreement sent to IDOT 7-24-08. Issues re local match funds; CDOE working with CDOT &amp; IDOT to resolve.</td>
<td>deadline not met</td>
</tr>
<tr>
<td>01-94-0092</td>
<td>CDOT</td>
<td>BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation - Implem.</td>
<td>$1.0 M</td>
<td>$2,260,000</td>
<td>Final PS&amp;E to IDOT Dist.12-1-08 IPA to IDOT Spfld 11-4-08 Antic letting spring 2009</td>
<td>deadline not met</td>
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<tr>
<td>08-06-0052</td>
<td>Addison</td>
<td>Mill Rd Bridge Sidewalk - E1 &amp; E2</td>
<td>$31,280</td>
<td>$390,360</td>
<td>Sept 08 obligation of $39,406 for Ph II Engr - Target letting June 2009</td>
<td>deadline met</td>
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<tr>
<td>09-06-0066</td>
<td>Aurora</td>
<td>IL 25/Broadway Ave from North Ave to Illinois Ave - E2 &amp; Constr</td>
<td>$316,281</td>
<td>$316,281</td>
<td>Oct 08 obligation of $58,176 for Ph II Engineering (Construction planned for FY 09)</td>
<td>deadline met</td>
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<tr>
<td>09-06-0070</td>
<td>North Aurora</td>
<td>Oak St Bicycle/Pedestrian Bridge (@ unnamed tributary) - Constr</td>
<td>$201,195</td>
<td>$201,195</td>
<td>Nov 08 obligation of $189,600 for Construction</td>
<td>deadline met</td>
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<tr>
<td>10-06-0055</td>
<td>Deerfield</td>
<td>Deerfield Rd Sidewalk Improvements and Pedestrian Underpass - E1 &amp; E2</td>
<td>$84,000</td>
<td>$779,520</td>
<td>November 12, 08 obligation of Ph I &amp; II Engineering. Estimate eng'r and const complete in 2010</td>
<td>deadline met</td>
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<tr>
<td>10-06-0062</td>
<td>Lake Co DOT</td>
<td>IL 132/Grand Ave from IL 131/Green Bay Rd to IL 137/Sheridan Rd - E2</td>
<td>$78,400</td>
<td>$1,280,000</td>
<td>Joint agree't rec'd @ IDOT CO 9-29-08 . IDOT approved Joint agree't &amp; Engr'g agreem't 1-16-09.</td>
<td>deadline not met</td>
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<tr>
<td>10-06-0063</td>
<td>Lake Co DOT</td>
<td>Lewis Ave from Yorkhouse Rd to 14th St. - E2</td>
<td>$121,296</td>
<td>$2,000,000</td>
<td>Joint agree't &amp; Engr'g Agreement executed 12-17-09.</td>
<td>deadline met</td>
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<tr>
<td>11-95-0008</td>
<td>Crystal Lake</td>
<td>Erick St Sidewalks - Constr</td>
<td>$69,000</td>
<td>$69,000</td>
<td>Final Joint agree't rec'd @ IDOT CO 1-16-09 for execution. IDOT: looks good for 3-6-09 letting</td>
<td>deadline not met</td>
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<tr>
<td>12-06-0001</td>
<td>Homer Glen</td>
<td>Homer Glen Community Bike Trail E1, E2 &amp; Constr</td>
<td>$44,800</td>
<td>$680,730</td>
<td>Engr 1 complete awaiting IDOT review. Engr 2 almost complete (at IDOT for review). Expect construction obligation in 8-2009</td>
<td>deadline met</td>
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</tbody>
</table>

## Projects with FY 2008 CMAQ funding and required activity on record deadline of 12-31-08

<table>
<thead>
<tr>
<th>#</th>
<th>TIP Project ID</th>
<th>Project Sponsor</th>
<th>Brief Description</th>
<th>Sum of selected Amount (fed)</th>
<th>2008 Phases</th>
<th>Response</th>
<th>Deadline for Activity</th>
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<tbody>
<tr>
<td>1</td>
<td>01-01-0011</td>
<td>CDOT</td>
<td>CDOT-New Resident/Student Bike Marketing Program</td>
<td>340,000</td>
<td>IMP</td>
<td>SJN processed</td>
<td>Met</td>
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<td>2</td>
<td>01-04-0002</td>
<td>CDOT</td>
<td>35th St Bicycle-Pedestrian Bridge</td>
<td>7,040,000</td>
<td>CONST</td>
<td>SJN processed</td>
<td>Met</td>
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<tr>
<td>3</td>
<td>01-06-0074</td>
<td>CDOE</td>
<td>Chicago Diesel Fleet Retrofit Project</td>
<td>1,118,000</td>
<td>IMP</td>
<td>CDOE submitted LAA to IDOT for processing; SJN processed</td>
<td>Met</td>
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<tr>
<td>4</td>
<td>01-08-0002</td>
<td>CDOT</td>
<td>Bloomingdale Trail</td>
<td>1,200,000</td>
<td>ENG-1, ROW</td>
<td>Eng'r'g advertised 10-27-08; SJN processed</td>
<td>Met</td>
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<tr>
<td>5</td>
<td>01-08-0003</td>
<td>CDOT</td>
<td>Signal Controller Upgrade and Timing Program</td>
<td>320,000</td>
<td>ENG-1, ENG-2</td>
<td>SJN processed</td>
<td>Met</td>
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<tr>
<td>6</td>
<td>01-08-0004</td>
<td>CDOE</td>
<td>City of Chicago Bicycle Fleet Program</td>
<td>80,000</td>
<td>IMP</td>
<td>SJN processed</td>
<td>Met</td>
</tr>
<tr>
<td>7</td>
<td>01-08-0007</td>
<td>CDOT</td>
<td>79th St from IL 50/Cicero Ave to Ashland Ave</td>
<td>440,000</td>
<td>ENG-2</td>
<td>SJN processed</td>
<td>Met</td>
</tr>
<tr>
<td>8</td>
<td>01-97-0092</td>
<td>CDOT</td>
<td>IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave</td>
<td>8,108,000</td>
<td>CONST</td>
<td>SJN processed</td>
<td>Met</td>
</tr>
<tr>
<td>9</td>
<td>02-08-0001</td>
<td>Glenview</td>
<td>Techny Trail Segment 3 - Along E Side of Lehighe Av</td>
<td>28,000</td>
<td>ENG-1</td>
<td>SJN; target letting 4-2010</td>
<td>Met</td>
</tr>
<tr>
<td>10</td>
<td>02-08-0002</td>
<td>Glenview</td>
<td>The Glen of North Glenview Station Commuter Parking</td>
<td>109,200</td>
<td>ENG-2</td>
<td>SJN; target letting: 6-2009</td>
<td>Met</td>
</tr>
<tr>
<td>11</td>
<td>03-08-0001</td>
<td>Des Plaines</td>
<td>Des Plaines River Walk from Golf Rd to Algonquin Rd</td>
<td>1,048,000</td>
<td>ENG-1, ENG-2, CONST</td>
<td>SJN; target letting 7-31-09</td>
<td>Met</td>
</tr>
<tr>
<td>12</td>
<td>03-08-0002</td>
<td>Des Plaines</td>
<td>Central Rd from Timothy Ln to East River Rd</td>
<td>452,000</td>
<td>ENG-1, ENG-2, CONST</td>
<td>SJN; target letting 7-31-09</td>
<td>Met</td>
</tr>
<tr>
<td>13</td>
<td>03-08-0003</td>
<td>Arlington Heights</td>
<td>Buffalo Creek Bike Path Extension - Intersection of Wilke at Lake Cook Road</td>
<td>38,000</td>
<td>CONST</td>
<td>SJN, target letting 4-24-09</td>
<td>Met</td>
</tr>
<tr>
<td>14</td>
<td>03-08-0005</td>
<td>IDOT</td>
<td>Barrington Rd at Butitta/Laurie Ln</td>
<td>320,000</td>
<td>CONST</td>
<td>E-1 underway (in hse); target letting 11-2010</td>
<td>Met</td>
</tr>
<tr>
<td>15</td>
<td>04-08-0001</td>
<td>Melrose Park</td>
<td>North Ave Commuter Bicycle Path from Mannheim Rd to Thatcher Ave</td>
<td>115,000</td>
<td>ENG-1, ENG-2</td>
<td>SJNP 10-30-08 &amp; Engr agreement't to IDOT; target letting 8-2009</td>
<td>Met</td>
</tr>
<tr>
<td>16</td>
<td>07-08-0003</td>
<td>IDOT</td>
<td>IL 83/147th St from Homan Ave to I-57/Dan Ryan Expy</td>
<td>1,288,000</td>
<td>CONST</td>
<td>On the Jan 2009 letting, cost increase submitted</td>
<td>Met</td>
</tr>
<tr>
<td>17</td>
<td>07-08-0009</td>
<td>Homewood</td>
<td>Village of Homewood Bicycle Network - Near and Mid-Term Priorities</td>
<td>114,132</td>
<td>ENG-2, CONST</td>
<td>Vlle staff attended BLR/Fed Coord mtg -11-18-08. Now preparing documents</td>
<td>Met</td>
</tr>
<tr>
<td>18</td>
<td>08-06-0085</td>
<td>DuPage Co DOT</td>
<td>IL 38/Roosevelt Rd at Union Pacific/Kautz Rd</td>
<td>1,600,000</td>
<td>ENG-2</td>
<td>Revised JNR; E2 in 3/09, target letting -spring 2010</td>
<td>Met</td>
</tr>
<tr>
<td>19</td>
<td>08-08-0001</td>
<td>Villa Park</td>
<td>Ardmore Ave at High Ridge Rd</td>
<td>56,000</td>
<td>ENG-2</td>
<td>JNR processed 1-16-09. Draft eng'r'g agr't not approved by IDOT yet, kick off with IDOT 12-08.</td>
<td>Met</td>
</tr>
<tr>
<td>20</td>
<td>08-08-0004</td>
<td>DuPage Co DOT</td>
<td>Chicago/Maple Rd from Charles St to Patton Dr and College Rd from Chicago/Maple Rd to Abbywood Dr</td>
<td>335,000</td>
<td>CONST</td>
<td>JNR; Pre-final plans reviewed, target let 3-6-09</td>
<td>Met</td>
</tr>
<tr>
<td>21</td>
<td>08-08-0005</td>
<td>DuPage Co DOT</td>
<td>Naperville Rd from Elm St to Danada Dr</td>
<td>248000</td>
<td>CONST</td>
<td>Combined with 08-08-0003. Obligated 9-2008</td>
<td>Met</td>
</tr>
<tr>
<td>----</td>
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<td>--------------------------------------</td>
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<td>-----</td>
</tr>
<tr>
<td>22</td>
<td>09-08-0001</td>
<td>Montgomery</td>
<td>Orchard Rd to the Fox Valley Bike Trail from Orchard at Aucutt to Aucutt at IL 31</td>
<td>13200</td>
<td>ENG-1</td>
<td>Voluntarily dropping the project</td>
<td>Not Met</td>
</tr>
<tr>
<td>23</td>
<td>09-08-0002</td>
<td>Kane Co DOT</td>
<td>Kirk Rd at Douglas Rd</td>
<td>56,000</td>
<td>ENG-1</td>
<td>JNR; E-1 in 2009, target letting: 3-2012</td>
<td>Met</td>
</tr>
<tr>
<td>24</td>
<td>09-08-0003</td>
<td>Kane Co DOT</td>
<td>Main St at Nelson Lake Rd</td>
<td>80,000</td>
<td>ENG-1</td>
<td>JNR; E-1 in 2009, target letting: 3-2012</td>
<td>Met</td>
</tr>
<tr>
<td>25</td>
<td>09-08-0004</td>
<td>Kane Co DOT</td>
<td>Mooseheart Rd at Lincoln Way</td>
<td>64,000</td>
<td>ENG-1</td>
<td>JNR; E-1 in 2009, target letting: 3-2012</td>
<td>Met</td>
</tr>
<tr>
<td>26</td>
<td>09-08-0006</td>
<td>Kane Co DOT</td>
<td>Randall Rd/Huntley Rd from Corporate Blv/Square Barn Rd to Huntly Rd/Sleepy Hollow Rd</td>
<td>86,000</td>
<td>ENG-2</td>
<td>JNR; E-2 in 2009, target letting: 3-2012</td>
<td>Met</td>
</tr>
<tr>
<td>27</td>
<td>09-08-0013</td>
<td>Aurora</td>
<td>Galena Blv from Locust St to Ohio St</td>
<td>56,880</td>
<td>ENG-2</td>
<td>Obligated Oct 08</td>
<td>Met</td>
</tr>
<tr>
<td>28</td>
<td>09-08-0014</td>
<td>Aurora</td>
<td>Indian Trail Rd from Edgelawn Dr to IL 31/Lake St</td>
<td>44,916</td>
<td>ENG-2</td>
<td>Obligated Oct 08</td>
<td>Met</td>
</tr>
<tr>
<td>29</td>
<td>09-94-0068</td>
<td>Fox Valley Pk Dist.</td>
<td>Fox River Trail Gap Project - Section B</td>
<td>600,000</td>
<td>CONST</td>
<td>JNR; target letting 4-24-2009</td>
<td>Met</td>
</tr>
<tr>
<td>30</td>
<td>10-06-0003</td>
<td>Deerfield</td>
<td>Deerfield Rd Sidewalk</td>
<td>125345</td>
<td>CONST</td>
<td>R 11-5-08, have signed Engr agreem'ts, Antic let 9-18</td>
<td>Met</td>
</tr>
<tr>
<td>31</td>
<td>10-08-0001</td>
<td>Lake Zurich</td>
<td>S Old Rand Rd and Surryse Rd Sidewalks</td>
<td>32000</td>
<td>ENG-1, ENG-2</td>
<td>Nothing documented - locals told PL: Engineer’g selection will be 2-2009</td>
<td>Not Met</td>
</tr>
<tr>
<td>32</td>
<td>10-08-0002</td>
<td>Wauconda</td>
<td>Garland Rd from Gossell Rd to Old Rand Rd</td>
<td>245000</td>
<td>CONST</td>
<td>JNR; target letting 7-2009</td>
<td>Met</td>
</tr>
<tr>
<td>33</td>
<td>11-08-0002</td>
<td>Crystal Lake</td>
<td>E Crystal Lake Ave Sidewalks from Main St to Pingree Rd</td>
<td>200,000</td>
<td>CONST</td>
<td>Seg 2: LAA signed &amp; to IDOT 12/8/08; 1-16-09 letting. Seg 1 (RR relocate) target letting 2010.</td>
<td>Met</td>
</tr>
<tr>
<td>34</td>
<td>12-08-0001</td>
<td>Lockport</td>
<td>Lockport Commuter Parking Lot</td>
<td>480,000</td>
<td>CONST</td>
<td>LAA at IDOT 10-14-08. PS&amp;E at IDOT 1-12-09, local letting est. late March.</td>
<td>Met</td>
</tr>
<tr>
<td>35</td>
<td>12-08-0003</td>
<td>Will Co DOH</td>
<td>Laraway Rd at Cedar Rd</td>
<td>120,000</td>
<td>ENG-1</td>
<td>JNR; target letting 3-2012</td>
<td>Met</td>
</tr>
<tr>
<td>36</td>
<td>12-08-0010</td>
<td>Joliet</td>
<td>Joliet Metra Lot 1 at Washington St</td>
<td>272,000</td>
<td>CONST</td>
<td>FTA has reviewed the application. Awaiting transfer of $ from FHWA to FTA by 1-31-09</td>
<td>Met</td>
</tr>
<tr>
<td>37</td>
<td>13-08-0002</td>
<td>IDOT</td>
<td>I-55 from I-294 to US 6 Closed Circuit Television Extension</td>
<td>1,800,000</td>
<td>ENG-2, CONST</td>
<td>Engr'g is underway (in house), target letting 3-2009</td>
<td>Met</td>
</tr>
<tr>
<td>38</td>
<td>13-97-0002</td>
<td>IEPA</td>
<td>Clean Air Public Information Campaign and Regional Carpool Radio Advertising</td>
<td>900,000</td>
<td>IMP</td>
<td>$350K transferred to Pace for Ridesharing; $550 K initiated in July, signed amendment to IDOT on 12-8-08 for execution</td>
<td>Met</td>
</tr>
<tr>
<td>39</td>
<td>17-06-0002</td>
<td>Pace</td>
<td>Community Vehicles</td>
<td>2,000,000</td>
<td>IMP</td>
<td>Added to FTA grant on 12-22-08/ Cannot submit to FTA until IDOT transfers the funds from FHWA</td>
<td>Met</td>
</tr>
<tr>
<td>40</td>
<td>17-08-0001</td>
<td>Pace</td>
<td>Smaller 26’ Transit Vehicles</td>
<td>2,150,000</td>
<td>IMP</td>
<td>Added to FTA grant on 12-22-08/ Cannot submit to FTA until IDOT transfers the funds from FHWA</td>
<td>Met</td>
</tr>
<tr>
<td>41</td>
<td>17-94-0002</td>
<td>Pace</td>
<td>VIP Vanpool Program</td>
<td>2,850,000</td>
<td>IMP</td>
<td>Added to FTA grant on 12-22-08/ Cannot submit to FTA until IDOT transfers the funds from FHWA</td>
<td>Met</td>
</tr>
</tbody>
</table>

Monitoring/follow up in 2008/no activity / FY 2008 No Activity-status exhibit for 1-30-2009

(CMAP letters were sent out Oct 2)
MEMORANDUM

To: CMAQ Project Selection Committee

Date: November 13, 2008
Updated December 4, 2008
Updated December 12, 2008
Updated December 29, 2008

From: Ross Patronsky, Senior Planner
Doug Ferguson, Associate Planner

Re: Staff Recommendations for CMAQ Programming Changes

A: Programming of CMAQ funds for new projects
1) Application materials
   a) Applications submitted without the following will be rejected:
      i) Complete project financing & CMAQ funding request section
      ii) Input module worksheets (traffic flow improvement projects only)
      iii) Scoping document (traffic flow improvement, commuter parking and
           pedestrian/bicycle projects only)
   b) If an application is missing other information, only one attempt will be made via both e-
      mail and certified mail to collect that information. If the sponsor does not respond by
      the deadline then the application will be rejected. Staff recommends 30 days from the
      date of the letter as the deadline.
   c) Project applications submitted by municipal agencies (villages, cities, park districts,
      school districts, townships, etc.) are required to be reviewed by their Council of Mayors
      staff (Planning Liaison (PL)).
      i) The individual PLs would be responsible for reviewing applications and advising
         the sponsor of missing information.
      ii) A PL sign-off will be incorporated into the application forms.
      iii) A deadline for submitting applications to the PLs will be included in the CMAQ
           program development schedule. The “review deadline” will be two weeks in
           advance of the deadline for submission to CMAP.
iv) The applicant is ultimately responsible for application completeness. If a municipal agency submits an application with missing information (other than items a) i), ii) and iii), b will apply.

2) Programming Funds
   a) Normally funding for all phases of a project will be considered in one application.
   b) On an exceptional basis, proposals will be considered for funding phase I engineering separately from other phases
      i) in this case, future phases are not eligible for funding until the project has been submitted for design approval.
      ii) Sponsor must apply for future phases, phase II engineering, right-of-way acquisition, and construction; funding of the future phases is not automatically guaranteed.
   c) Proposals that don’t seek funding for phase I engineering must be submitted for design approval by June of the application cycle to be considered for funding of the later phases in the fiscal year of the application cycle.
      i) Applicants completing phase I engineering with local funds must certify that they will meet federal standards.
      ii) Proposals that seek funding of later phases in an out year will be considered on a case-by-case basis. (Out years are, for example, 2011 and 2012 in the 2010 application cycle.)
   d) Proposals seeking phase I engineering as well as subsequent phases will have phase II engineering programmed in the third year (i.e., the program year plus two) rather than the second year as is the current practice.
      i) Construction in such cases will be programmed in the fourth year.
      ii) Funding for subsequent phases can be moved up on request if the project is ready.
   e) The CMAQ program mark will be the northeastern Illinois share of the state’s federal apportionment.
   f) Create a “B” list of projects in the programming cycle approved by the MPO Committee. It will include all projects with a reasonable cost/benefit ratio as well as partially funded projects.
   g) All sponsors will be required to attend a mandatory project initiation meeting once the eligibility determination has been received from UDOT. The meeting will distribute necessary forms and information necessary for sponsors to initiate their projects and will go over project schedules.

B: Active Program Management of Projects
1) Projects with funds programmed prior to 2007
   a) Move funding (reprogram) for these projects to realistic out years for the unobligated phases.
      i) The funding made available by moving the phases out of 2009 would be available for potential cost increases for already approved projects.
      ii) If the amount of funds made available is of a sizeable amount, then new projects could be considered.
iii) Once this is done the project could move funding for an approved phase one more time before it is considered for withdrawal of funding.

iv) If phases of the projects move beyond the final year of the TIP (2012) into MYB, the funding for those MYB phases will be withdrawn. Sponsor will need to reapply at the appropriate time for funding.

2) For projects programmed since 2007
   a) Projects approved only for phase I engineering would have only one fiscal year to initiate phase I with a job number request form submitted to IDOT or a FTA grant agreement. Failure to do so would cause funding to be considered for withdrawal from the project.
   b) Projects programmed in the multi-year programming with phases beyond phase I engineering could move funding to new fiscal years only once. The exception to this rule is if the moving of a phase to a new fiscal year is the direct result of actions out of the control of the sponsor. Funding will be withdrawn if the funding is not obligated in that new fiscal year.

3) Review of projects with phases in the annual element would be conducted in May and October.
   a) Projects that will not obligate their annual element phase by the end of the fiscal year will be able to use their one time adjustment to their project schedule.
      i) If the phase is phase I engineering, however, the phase still must be initiated by the end of the fiscal year.
      ii) Projects that have already adjusted their schedule once will be considered for withdrawal of funding if the additional delay is not the direct result of actions out of the sponsor’s control.
   b) Funds freed up by schedule adjustments will be reprogrammed
      i) In May, projects included in the “B” list will be reviewed to identify candidates for programming the funds.
      ii) In October, new projects from the just-completed programming cycle will be reviewed for programming the funds.
   c) Job number requests forms are required to have been submitted to IDOT by the time of the May review for non-transit projects.