



**CMAQ Project Selection Committee Meeting**  
**Annotated Agenda**  
**October 31, 2008**  
**10:00 a.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** 10:00 a.m.  
Ross Patronsky, Committee Chair

**2.0 Agenda Changes and Announcements**

**3.0 FY 2009 CMAQ Program**

3.1 Status of FY 2009 CMAQ program

Staff will report on the eligibility determination and notice to sponsors.

ACTION REQUESTED: Information.

**4.0 Project Changes**

4.1 Forest Preserve District of Cook County – North Branch Bicycle Trail Extension (TIP ID 01-08-0001)

The sponsor is requesting that the North/West limit be extended from Central/Indian to Devon/Caldwell. Staff recommends approval.

4.2 Skokie – Oakton New Station on Yellow Line (TIP ID 02-02-9001)

The sponsor is requesting a cost increase. Staff recommends approval pending identification of projects that can be moved to years beyond FY 2009.

4.3 IDOT – IL 83/147th St from Homan Ave to I-57/Dan Ryan Expy (TIP ID 07-08-0003)

The sponsor is requesting a scope change and cost increase. Staff recommends approval.

4.4 Rolling Meadows – Plum Grove Rd from Bryant Ave to Kirchoff Rd (TIP ID 03-06-0034)

The sponsor is requesting a cost increase. Staff recommends approval.

ACTION REQUESTED: Approval of staff recommendations.

**5.0 Project Monitoring**

- 5.1 Status reports – FY 2007 and FY 2008 projects  
Staff will update the committee on contacts made with sponsors of FY 2007 projects that are not obligated and FY 2008 projects that are not initiated.
- 5.2 Policy on withdrawal of CMAQ funding from projects that are not progressing  
The MPO Policy Committee has requested a recommendation on whether or not to delegate the authority to withdraw CMAQ funding from projects that are not progressing to the Transportation Committee.

ACTION REQUESTED: Discussion.

**6.0 FY 2010 Program**

- 6.1 Recommendations for FY 2010 programming cycle  
Staff will recommend changes to the FY 2010 application materials and application and analysis processes.
- 6.2 FY 2010 schedule  
A draft schedule will be presented for consideration.
- 6.3 Public/Private partnerships  
The MPO Policy Committee discussion of public/private partnerships, particularly funding of private railroad switch engines, will be reviewed.

ACTION REQUESTED: Approval of staff recommendations; discussion.

**7.0 Evaluation of CMAQ Benefits**

The consultant to this project will update the committee on the progress to date.

ACTION REQUESTED: Informational.

**8.0 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.

**9.0 Other Business**

**10.0 Next Meeting**

Staff is recommending a meeting on November 14 for more discussion of program management.

**11.0 Adjournment**

**CMAQ Project Selection Committee Members:**

___ Ross Patrosky, 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](mailto: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:** October 28, 2008  
**From:** Doug Ferguson, Associate Planner; Ross Patronsky, Senior Planner;  
**Re:** CMAQ Project Change Requests

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Four projects has been submitted for changes. The net change in the federal amount programmed resulting from the requests is \$5,283,534. The sponsor's requests are attached.

### **Forest Preserve District of Cook County – North Branch Bicycle Trail Extension (TIP ID 01-08-0001)**

The sponsor is requesting a scope change to extend the north/west limit from Central/Indian to Devon/Caldwell. The project was programmed in FY 2008 for \$359,000 federal (\$448,000 total), and a total of \$2,988,000 federal through FY 2010 for engineering and construction. The job number request was submitted in July.

The change in the project limits will not affect the cost, according to the project engineer. The emissions cost/benefit ratio will be higher with the extended limits. Since the project ranking would not fall, the staff recommendation would not be adversely affected by this change. Thus, the exact emissions impact was not recalculated.

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

- **Consider approving the scope change for Forest Preserve District of Cook County – North Branch Bicycle Trail Extension (TIP ID 01-08-0001), changing the north/west limit to Devon/Caldwell.**

### **Skokie – Oakton New Station on Yellow Line (TIP ID 02-02-9001)**

The sponsor is requesting a cost increase for the subject project in the amount of \$4,911,514 federal. The project was originally programmed in FY 2005 and 2006 in the combined amount

of \$9,613,000 federal (\$12,055,000 total). An increase of \$31,000 federal was granted in June 2005 to cover increased engineering costs. To date, \$448,000 (federal) in engineering costs have been obligated. The \$9,196,000 in construction funding is unobligated.

The reasons for the cost increase are outlined in Skokie's request letter. In general, they include inflation in construction costs since 2005 and modifications to the station house design. Skokie has verbally informed staff that bidding will occur in late spring or early summer 2009.

The project's benefit ranking was re-evaluated. With the cost increase, the cost per ton of VOC eliminated increased from \$1,877,925 to \$2,834,317. Despite the size of the increase, its rank among FY 2006 transit facility improvement projects remained first.

At this point in the annual CMAQ cycle, there are not sufficient funds unprogrammed to permit a cost increase of this magnitude. Ordinarily the sponsor would be advised to apply for funds in the next cycle of CMAQ applications. The North Shore Council of Mayors has taken an interest in advancing this project. Since there are significant unobligated CMAQ funds in other projects, the Planning Liaison for that Council has offered help in identifying projects to move to FY 2010 or later, freeing up funding to reprogram to this project. If this can be done, and Skokie provides adequate assurance that the funds will be obligated, staff recommends approving the cost increase

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

- **Consider approving the cost increase for Skokie – Oakton New Station on Yellow Line (TIP ID 02-02-9001) in the amount of \$4,911,514 federal for total project funding of \$14,555,514 federal (\$18,194,392 total) pending identification of projects that can be moved to FY 2010 or later.**

#### **IDOT – IL 83/147th St from Homan Ave to I-57/Dan Ryan Expy (TIP ID 07-08-0003)**

The sponsor is requesting a scope change to extend the south/east limit from 147<sup>th</sup>/I-57 to 147<sup>th</sup>/Western, and to increase the CMAQ funding by \$312,000. The project was programmed in FY 2008 for \$1,288,000 federal \$1,610,000 total. The project is anticipated to be on the January 2009 letting.

The project's benefit ranking was re-evaluated. The cost per kilogram of VOC eliminated increased from \$1,833 to \$1,892. The project ranking fell from 16<sup>th</sup> to 17<sup>th</sup>, below one proposal that was not funded that year.

Ordinarily, a drop in project ranking would result in no recommendation to the Committee for action. However, the project is ready for a January letting, thus obligating CMAQ funds that would otherwise remain unobligated. In addition, the project that was not funded was considerably larger (\$8,456,000 federal share), so the funds from this project would not have

been enough to fund it. Thus, the opportunity to get a project implemented warrants consideration.

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

- **Consider approving the scope change and cost increase for IDOT – IL 83/147th St from Homan Ave to I-57/Dan Ryan Expy (TIP ID 07-08-0003) changing the south/east limit from 147th/I-57 to 147th/Western, and increasing the CMAQ funding in the amount of \$312,000 federal for total project funding of \$1,600,000 federal (\$2,000,000 total).**

**Rolling Meadows – Plum Grove Rd from Bryant Ave to Kirchoff Rd (TIP ID 03-06-0034)**

The sponsor is requesting a cost increase for the subject project in the amount of \$60,020 federal. The project was originally programmed in FY 2007 for \$173,500 federal (\$216,875 total). The sponsor anticipates a July 31, 2009 letting; design review has not been completed, and right-of-way acquisition still needs to occur.

The project's benefit ranking was re-evaluated. The cost per kilogram of VOC eliminated increased from \$1,658 to \$2,230. The project ranking fell from 4<sup>th</sup> to 5<sup>th</sup>, below one proposal that was also funded that year.

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

- **Consider approving the cost increase for Rolling Meadows – Plum Grove Rd from Bryant Ave to Kirchoff Rd (TIP ID 03-06-0034) ) in the amount of \$60,020 federal for total project funding of \$233,520 federal (\$291,900 total).**



September 4, 2008

Mr. Ross Patronsky  
Chief of the CMAQ Program  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

Reference: North Branch Bicycle Trail Extension  
Forest Preserve District of Cook County  
Project ID BP01082941

Dear Mr. Patronsky:

The North Branch Bicycle Trail Extension project received CMAQ funding in the FY 2008 program. The CMAQ funds received consisted of \$359,000 in FY 2008, \$239,000 in FY 2009 and \$2,390,000 for FY 2010. The application that was submitted by the Forest Preserve District for the project listed the project limits as the intersection of Central Avenue/Indian Road on the north and Foster Avenue/Kostner Avenue on the south.

On behalf of the Forest Preserve District of Cook County, we are requesting that the north limit of the project be changed. The new north project limit being requested is at the intersection of Devon Avenue and Caldwell Avenue. With this new limit, the North Branch Bicycle Trail Extension project would then connect directly to the existing trail located at that intersection. The estimated total length of the project would increase slightly from 3.0 miles as listed in the original application to 3.1 miles.

The Phase 1 Engineering Agreement, Local Agency Agreement and Job Number Request Form have all been approved by IDOT with the revised project limits. Therefore, we are requesting that CMAP approve the change in project limits as described. No additional federal money is being requested. The CMAQ dollars approved by CMAP for the project are sufficient to include the necessary work required for the entire length of the project as revised.

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

Sincerely,

**URS Corporation**

David D. Landeweer, PE  
Project Manager

C: Pam Sielski, Forest Preserve District of Cook County

URS Corporation  
100 South Wacker Drive, Suite 500  
Chicago, IL 60606  
Tel: 312.939.1000  
Fax: 312.939.4198



**Village Hall**

5127 Oakton Street  
Skokie, Illinois 60077

Phone (847) 673-0500  
Fax (847) 673-0525  
www.skokie.org  
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*Council-Manager Government*

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Trustees	Michele L. Bromberg
	Michael A. Gelder
	Frank G. McCabe
	Donald P. Perille
	Randall E. Roberts
	Edie Sue Sutker
Manager	Albert J. Rigoni
Counsel	J. Patrick Hanley

*Awards and Distinctions*

All America City Finalist  
American Public Works Association (APWA) Accreditation  
Commission on Accreditation for Law Enforcement Agencies (CALEA)  
Commission on Fire Accreditation International (CFAI)  
Fitch IBCA AAA Financial Bond Rating  
Governor's Hometown Award  
Government Finance Officers Association Budget Award  
Government Finance Officers Association Certificate of Achievement for Excellence in Financial Reporting  
Insurance Services Office (ISO) Class One Fire Department  
State of Illinois Certified Health Department  
Tree City U.S.A. Distinction

# Village of Skokie

Engineering Division

October 27, 2008

Mr. Ross Patronsky  
Chicago Metropolitan Agency for Planning  
CMAQ Program  
233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

Attention: Mr. Doug Ferguson

**Reference: FY 2006 CMAQ Program Project  
Oakton Street Station along the CTA Yellow Line  
TIP ID No. 02-02-9001  
Follow up to Request for Additional Construction Phase Funds**

Gentlemen,

I am following up on our letter of August 29<sup>th</sup> in which the Village requested additional funds towards the construction phase of the subject project. The request is an Agenda Item for the October 31<sup>st</sup> CMAQ Project Selection Committee Meeting and I am presenting additional pertinent information.

Initially, I wish to note the recent successes of the CTA Yellow Line, including CTA's Weekend Service Pilot project. Year-to-date total ridership through August is up 17.1% over 2007, almost 6 times the rate of increase in total ridership for the CTA rail system over the same period and making it the CTA's fastest growing line. The positive change in Yellow Line average weekday boardings at Dempster for August 2008 over August 2007 was 17.34%, placing Skokie 18<sup>th</sup> of the 133 stations that had year-to-year changes. After only 5 months of service, August average Yellow Line boardings at Dempster were 1,544 for Saturday and 1,241 for Sunday, placing Skokie 5<sup>th</sup> of the 19 suburban stations for weekend boardings.

Secondly, I wish to note again the VOC reduction for this type of project and our project in particular. The emissions benefits data from a new station type of project is well documented as auto trips are directly eliminated. In the Village's original application, the \$ per Ton VOC eliminated was \$1,877,925, or approximately \$2,070 per kg. With the increase in project cost, these figures have risen to approximately \$2,880,736 per Ton VOC eliminated, or approximately \$3,175 per kg. While the cost factors have increased, a review of CMAQ funding requests for inclusion in the multi-year program indicates that the Village of Skokie's request still provides tremendous value and benefit in terms of making a meaningful impact on VOC elimination at a very competitive per kg cost. The benefits realized from expenditures are significant for these types of projects. I understand that CMAP staff is reviewing and revising these earlier cost/benefit calculations, and the per ton and per kg cost figures above are approximations. However, it is clear that the Station has the unique ability to directly reduce congestion and improve air quality.

I am enclosing a copy of the August 29<sup>th</sup> letter. Please contact me if there are any additional documents needed or if any remaining questions. Max Slankard and I will attend the October 31<sup>st</sup> meeting.

Very truly yours,

Frederick G. Schattner  
Director of Engineering

FGS/ks

C: Albert J. Rigoni, Village Manager  
Peter W. Peyer, Director of Community Development  
Max Slankard, Director of Public Works  
Mr. George Vartzikos, CTA





## Village Hall

5127 Oakton Street  
Skokie, Illinois 60077

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## Council-Manager Government

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Frank G. McCabe  
Donald P. Perille  
Randall E. Roberts  
Edie Sue Sutker  
Manager Albert J. Rigoni  
Counsel J. Patrick Hanley

## Awards and Distinctions

All America City Finalist  
American Public Works Association  
(APWA) Accreditation  
Commission on Accreditation for  
Law Enforcement Agencies (CALEA)  
Commission on Fire Accreditation  
International (CFAI)  
Fitch IBCA AAA Financial  
Bond Rating  
Governor's Hometown Award  
Government Finance Officers  
Association Budget Award  
Government Finance Officers  
Association Certificate of  
Achievement for Excellence in  
Financial Reporting  
Insurance Services Office (ISO)  
Class One Fire Department  
State of Illinois Certified  
Health Department  
Tree City U.S.A. Distinction

# Village of Skokie

## Engineering Division

August 29, 2008

Mr. Ross Patronsky  
Director of the CMAQ Program  
Chicago Area Transportation Study  
300 West Adams Street, 2<sup>nd</sup> Floor  
Chicago, IL 60606

**Reference: FY 2006 CMAQ Program Project  
Oakton Street Station along the CTA Yellow Line  
TIP ID No. 02-02-9001  
Project Status Update & Request for Additional Construction Phase Funds  
Village of Skokie**

Dear Mr. Patronsky,

I am very pleased to provide a project status update for the Oakton Street Station along the CTA Yellow Line Project, as it has made significant progress and is proceeding towards the construction phase, and present a request to you.

The Construction Plans and Contract Documents & Specifications are at 60% completion and have been submitted to the CTA. There have been very successful and ongoing meetings with representatives of ComEd and the CTA as well. The project's controlling items have been addressed, resulting in a process towards completion and a bid letting.

With the plans at this detailed phase, the construction items and costs are able to be confirmed and updated. Overall, the station costs have increased. Reasons include:

- Grant application was in 2004
- Application based on a concept; cost estimate now based on detailed plans
- Two separate full operational Stationhouses rather than one Station House and an Auxiliary Fare Collection
- Canopy extended between Stationhouses
- Pedestrian crossing over one set of tracks to east side serving north Stationhouse
- Inflation in construction costs since Grant application

The construction cost which includes CTA costs and construction supervision, is \$17,634,392.00. The breakdown is:

Updated cost estimate	\$15,325,000
CTA Flagging/Construction Phase Inspection	\$1,355,492
ComEd Tower Modifications	\$144,000
Project Consultant Construction Supervision	<u>\$809,900</u>
	<u>\$17,634,392</u>

Costs saving measures were implemented in the design and these include:

- Modest material selection
- Streamlined functional design of the Stationhouses
- Cost effective ComEd tower solution
- Platform length for current needs (capable of future extension)

Thus additional funds are needed and the Village respectfully requests an increase for the construction phase for providing a new station. The amount needed is as follows:

Total construction phase cost		\$17,634,392
Existing CMAQ Grant (Fed & Local)		<u>-\$11,495,000</u>
Extra Funds needed		\$6,139,392
	\$6,139,392 X .80	= \$4,911,514 Fed Share
	\$6,139,392 X .20	= \$1,227,878 Village Share

In summary, we are requesting an additional amount of \$4,911,514.

We have compiled supporting documents to support and substantiate the above request. These documents are enclosed and are as follows:

- Copy of the site plan
- Detail of the Station construction cost
- Detailed cost proposal for construction supervision services by the consultant
- Detailed cost proposal for CTA's flagging and inspection services
- The CTA supports this request

The Village of Skokie is committed to the 20% local match. In addition, the Village is requesting that all of the Construction Phase Grant money be applied to the Station's direct cost due to the cost increases. This means that the Grant and the supplemental amount will pay for the Station's Construction and Construction Engineering costs. Please note that, as a result, the improvement and amounts identified for the ancillary items such as the Bus Drop Off/Kiss-N-Ride facilities including the associated right-of-way and the intersection improvement will be the responsibility of the Village of Skokie and will be separate projects. These added local costs are estimated at \$2.9 million for land acquisition and \$2.3 million for construction.

Due to the existing population density mix of activities within the station area, the potential for additional transit oriented development is high and the expected new development is occurring. Furthermore, the ridership demand and integration with other modes of transit at this site lends the ability of this intermediate station to reduce congestion and improve air quality by encouraging use of alternative modes of transportation to access the Downtown Skokie area and regional employment and activity centers, and recently the Yellow Line began operating on Saturdays and Sundays, with very satisfactory results. The realization of this Downtown Station is critical.

I can attend any meetings or provide additional documents as needed. If you have any questions, please call.

Very truly yours,



Frederick G. Schattner  
Director of Engineering

- C: Albert J. Rigoni, Village Manager  
Peter W. Peyer, Director of Community Development  
Max Slankard, Director of Public Works  
Mr. Doug Ferguson, CMAP  
Mr. George Vartzikos, CTA

<b>30 Percent Cost Estimate (2008) - Summary</b>					
	<b>DESIGN COMPONENT</b>	<b>Unit</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Total Cost</b>
1	General Requirements	LS	1		\$ 926,875
2	Sitework	LS	1		\$ 775,702
3	South Station	LS	1		\$ 1,778,486
4	North Station	LS	1		\$ 2,012,979
5	Walkway	LS	1		\$ 1,178,601
6	Platform	LS	1		\$ 3,045,033
7	Track Removal and Replacement	LS	1		\$ 206,775
8	Signal	LS	1		\$ 523,750
9	Traction Power	LS	1		\$ 82,966
10	Communications	LS	1		\$ 659,781
11	Signage	LS	1		\$ 62,500
12	Electrical	LS	1		\$ 1,516,875
	<b>Total Direct Cost</b>				\$ 12,770,324
	<b>Overhead &amp; Profit</b>		20%		\$ 2,554,065
	<b>TOTAL COST</b>				\$ 15,324,388
	<b>Escalation at Mid point of Construction</b>				\$ -
	<b>Escalated Dollars</b>				\$ 15,324,388

# Chicago Metropolitan Agency for Planning

## CMAQ Cost Increase Analysis

TIP ID: **02-02-9001**

Description: **Oakton New Station on Yellow Line**

### Ranking Computation

	2006 Award	2008 Increase
Tons VOC eliminated	6.4193	6.4193
Cost	\$ 12,055,000	\$ 18,194,392
\$/Ton VOC eliminated	\$ 1,877,925	\$ 2,834,317
Rank	1	1

### Project Expenses

	Federal Share	Total	Fed %	Basis
2005 + 2006 Awards	\$ 9,644,000	\$ 12,055,000	80.0%	Approved project
2008 Increase	\$ 14,555,514	\$ 18,194,392	80.0%	Letter from Village
Increase Amount	\$ 4,911,514	\$ 6,139,392		

**FY 2006 CMAQ Program**

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
<b>Transit Facility Improvement</b>					
<b>TI02062633</b>	<b>Skokie-Oakton New Station on Yellow Line</b>	<b>\$11,495,000</b>	<b>\$9,196,000</b>	<b>\$1,877,925</b>	<b>\$9,196,000</b>
	<b>Revised Rank</b>			<b>\$2,834,317</b>	
TI01062629	CDOT-Clark/Division Station Improvement - Red Line	\$33,800,000	\$27,040,000	\$5,573,299	\$12,000,000
TI01062622	CDOT-Monroe/State - Red Line	\$3,500,000	\$2,800,000	\$11,316,895	\$2,800,000
TI04062623	Bellwood-Bellwood/Melrose Park Station - UPW	\$3,663,000	\$2,930,000	\$51,461,697	

## Ross Patronsky

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**From:** Mastny, Steve C [Steve.Mastny@illinois.gov]  
**Sent:** Monday, September 29, 2008 4:21 PM  
**To:** Ross Patronsky  
**Cc:** Drew, Daryle A; Carlson, Brian M; Valente, Roger A  
**Subject:** FW: IL 83 (147th) from Homan to e/o I-57 - traffic signal improvements and interconnect

Hello Ross,

IDOT would like to request a slight change in limits for the subject CMAQ job, as well as a cost increase. The original limits in our FFY 08 application were IL-83 from Homan to I-57. During PE II the decision was made to extend the limits slightly east to Western Ave in order to tie in to an existing interconnected signal system. This change, in combination with recent significant increases in steel and petroleum products lead to a portion of the increased cost. Also, longer mast arm poles (one signal head per lane) and more costly count-down pedestrian signals are included to meet requirements in the 2009 MUTCD.

The amount of CMAQ funding already approved is \$1,288K, with a \$322K local match, bringing the original total project cost estimate to \$1,610K. Our current pre-final estimate is \$2,000K. We'd like to request an increase in CMAQ funds to cover 80% of the total project cost, which would bring the CMAQ funding to \$1,600K - an increase of \$312K in CMAQ funding.

We are planning on letting this project on the 01CY09 letting, so we'd appreciate a decision on our request for increased funding at the October CMAQ meeting.

Thank you,

Steve

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

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**From:** Drew, Daryle A  
**Sent:** Monday, September 29, 2008 2:09 PM  
**To:** Mastny, Steve C  
**Subject:** RE: IL 83 (147th) from Homan to e/o I-57 - traffic signal improvements and interconnect

Yes, however I think you found that the limits had already include Western Ave.

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**From:** Mastny, Steve C  
**Sent:** Monday, September 29, 2008 1:20 PM  
**To:** Drew, Daryle A  
**Subject:** RE: IL 83 (147th) from Homan to e/o I-57 - traffic signal improvements and interconnect

Hi Daryle,

This is the project where we decided to extend the limits slightly east to Western Ave in order to tie in to an existing interconnected signal system, correct?

Steve

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**From:** Drew, Daryle A  
**Sent:** Monday, September 29, 2008 8:28 AM  
**To:** Mastny, Steve C  
**Subject:** IL 83 (147th) from Homan to e/o I-57 - traffic signal

improvements and interconnect

Steve,

We have a pre-final cost estimate of \$2M for the above CMAQ job. This job is currently scheduled for the Jan. 2009 with PS&E due in Springfield on Oct. 17th. The scope of work has not changed. The high estimate can be attributed in part to recent significant increases in steel and petroleum products. Also, longer mast arm poles (a signal head per lane) and more costly count-down pedestrian signal are included to meet requirements in the 2009 MUTCD. Are there additional CMAQ funds available to cover this project? If we are to meet the Jan. 2009 letting we'll need direction as soon as possible. Thanks,  
Daryle x-4420.

# Chicago Metropolitan Agency for Planning

## CMAQ Cost Increase Analysis

TIP ID: **07-08-0003**

Description: **IL 83/147th St from Homan Ave to I-57/Dan Ryan Expy**

### Ranking Computation

	2008 Award	2008 Increase
Kilos VOC eliminated	939.5527	1,116.1603
Cost	\$ 1,722,000	\$ 2,112,000
\$/Ton VOC eliminated	\$ 1,833	\$ 1,892
Rank	16	17

### Project Expenses

	Federal Share	Total	Fed %	Basis
2008 Award	\$ 1,288,000	\$ 1,722,000	74.8%	Approved project
2008 Increase	\$ 1,600,000	\$ 2,112,000	75.8%	Letter from Sponsor
Increase Amount	\$ 312,000	\$ 390,000		



FY 2008 CMAQ Program

rank	ID	Facility to be Improved	Total \$	Fed \$	\$/Kg Voc	Select
		<b>Signal Interconnect</b>				
1	SI08082876	DuPage County DOT-Naperville Rd from Elm St to Danada Dr	\$325,500	\$248,000	\$339	\$248,000
2	SI10082880	Lake County DOT-IL 60/Townline Rd from Oak Creek Plz to Butterfield Rd	\$180,000	\$144,000	\$410	\$144,000
3	SI09082858	Aurora-Indian Trail Rd from Edgelawn Dr to IL 31/Lake St	\$512,011	\$409,608	\$460	\$34,134
4	SI08082873	DuPage County DOT-Lemont Rd from Plainfield Rd/83rd St to 97th St	\$504,000	\$384,000	\$482	\$384,000
5	SI08082874	DuPage County DOT-Chicago/Maple Rd from Charles St to Patton Dr and College Rd from Chicago/Maple Rd to Abbywood Dr	\$819,000	\$335,000	\$536	\$335,000
6	SI09082853	Kane County DOT-Randall Rd/Huntley Rd from Corporate Blv/Square Barn Rd to Huntly Rd/Sleepy Hollow Rd	\$1,745,000	\$1,396,000	\$568	\$86,000
7	SI09082854	Aurora-Galena Blv from Locust St to Ohio St	\$537,151	\$429,720	\$573	\$35,810
8	SI02082898	IDOT-US 14/IL 43/Dempster St from Harlem Ave to Morton Grove Park District/Prairie View Dr and south to US 14/Caldwell Ave	\$451,500	\$337,000	\$800	\$337,000
9	SI09082861	Aurora-IL 31/River St from Prairie St to New York St	\$270,720	\$216,576	\$867	\$18,048
10	SI04082879	Oak Park-Washington Blv from Lombard Ave to Home Ave	\$306,600	\$245,000	\$889	\$32,000
11	SI10082885	Lake County DOT-Saint Mary's Rd from IL 137/Buckley Rd to Atkinson Rd/Terra Dr	\$281,000	\$225,000	\$905	\$225,000
12	SI10082884	Lake County DOT-Butterfield Rd from IL 60/Townline Rd to US 45	\$238,000	\$190,000	\$976	\$190,000
13	SI01082862	CDOT-IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave	\$10,695,000	\$8,108,000	\$1,287	\$8,108,000
14	SI01082867	CDOT-Roosevelt Rd from Western Ave to US 41/Lake Shore Dr	\$6,140,000	\$4,568,000	\$1,620	\$4,568,000
15	SI01082871	CDOT-79th Street from IL 50/Cicero Ave to Ashland Ave	\$6,825,000	\$5,460,000	\$1,767	\$440,000
16	<b>SI07082896</b>	<b>IDOT-IL 83/147th St from Homan Ave to I-57/Dan Ryan Expy</b>	<b>\$1,722,000</b>	<b>\$1,288,000</b>	<b>\$1,833</b>	<b>\$1,288,000</b>
17	SI01082869	CDOT-IL 64/North Ave from Menard St to Ashland Ave	\$10,570,000	\$8,456,000	\$1,884	
		<b>Project with revised scope and cost estimate</b>	<b>\$2,112,000</b>	<b>\$1,600,000</b>	<b>\$1,892</b>	
18	SI02082886	Evanston-Emerson St from Asbury Ave to Elgin Rd	\$1,429,000	\$978,000	\$2,094	
19	SI01082864	CDOT-Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave	\$5,115,000	\$2,600,000	\$2,447	
20	SI01082870	CDOT-87th St from I-94/Dan Ryan NB on ramp from State St to I-90/Skyway SB on ramp from Anthony Ave	\$4,620,000	\$3,696,000	\$2,666	
21	SI12082897	IDOT-US 30/Lincoln Hwy from State St to Chicago Rd	\$2,086,000	\$1,560,000	\$3,694	
22	SI01082872	CDOT-Michigan Ave and Indiana Ave from 31st St to 63rd St	\$10,500,000	\$8,400,000	\$6,688	



PROGRESS THRU PARTICIPATION

Department of Public Works

3900 Berdnick Street • Rolling Meadows, Illinois 60008 • 847-963-0500 • Fax: 847-963-0555

September 22, 2008

Chicago Metropolitan Agency for Planning  
 233 S. Wacker Drive, Suite 800  
 Chicago, Illinois 60606

Attention: Ross Patronsky

Subject: Plum Grove Road Bike Path  
 Section No. 07-00094-00-BT  
 Project No. CMM-8003(895)

Dear Mr. Patronsky:

I am writing to request additional CMAQ funds from the Chicago Metropolitan Agency for Planning (CMAP) for the Plum Grove Road Bikepath, a previously programmed project which extends from Kirchoff Road to Bryant Avenue approximately 0.25 miles in length.

The Plum Grove Road Bike Path Project original application was submitted in 2003 assuming right of way acquisition would not be necessary for this project. However, after completing the Phase I Engineering construction costs have increased and a significant amount of right-of-way will be required. The project breakdown is shown below.

PLUM GROVE ROAD BIKE PATH	TOTAL		
	CMAQ	LOCAL	PROJECT
PHASE I ENGINEERING	\$ 12,320.00	\$ 3,080.00	\$ 15,400.00
ROW ACQUISITION	\$ 34,400.00	\$ 8,600.00	\$ 43,000.00
PHASE II ENGINEERING	\$ 28,000.00	\$ 7,000.00	\$ 35,000.00
ENGINEER'S ESTIMATE FOR CONSTRUCTION COST	\$144,400.00	\$ 36,100.00	\$ 180,500.00
PHASE III ENGINEERING	\$ 14,400.00	\$ 3,600.00	\$ 18,000.00
CURRENT ESTIMATED TOTAL =	\$233,520.00	\$ 58,380.00	\$ 291,900.00
PREVIOUSLY APPROVED =	\$173,500.00	\$ 43,500.00	\$ 217,000.00
DIFFERENCE =	\$ 60,020.00	\$ 14,880.00	\$ 74,900.00

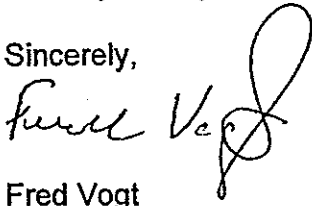
The City of Rolling Meadows respectfully requests that the Chicago Metropolitan Agency for Planning considers our request to increase funding by \$60,020.00 which represents \$233,520.00 (80% of CMAQ total eligible costs) minus \$173,500.00 (previously approved CMAQ funding) the Plum Grove Road Bike Path Project. This bike

path is a high priority for the City, and for the Palatine Park District, and is an essential component of our overall bicycle system.

If you have any questions regarding this request, please contact me or our City Engineer Jason Souden at (847) 823-0500.

Thank you for your consideration and support.

Sincerely,

A handwritten signature in black ink, appearing to read "Fred Vogt". The signature is fluid and cursive, with a large loop at the end of the last name.

Fred Vogt  
Director of Public Works

cc: Kenneth Nelson, Mayor  
Thomas Melena, City Manager  
Lee Fell, Christopher B. Burke Engineering, Ltd.  
Reid Bateman, Assistant Director, Public Works

**Resolution No. 08-R-100****A RESOLUTION TO AUTHORIZE A REQUEST FOR ADDITIONAL FEDERAL FUNDING PARTICIPATION FOR THE PROPOSED PLUM GROVE ROAD BIKEPATH EXTENSION PROJECT**

NOW, THEREFORE, BE IT RESOLVED by the Mayor and the City Council of the City of Rolling Meadows, Illinois, that the City staff be authorized to submit, on behalf of the City of Rolling Meadows, a request for an increase in the amount of federal participation funds of the Congestion Mitigation and Air Quality (CMAQ) program, for the proposed Plum Grove Road Bikepath Extension Project, from Kirchoff Road to Bryant Avenue, in the revised total amount of \$217,180 (increase of \$43,680 from the previously approved amount of \$173,500 on November 21, 2006). The proposed local agency share cost increase is estimated at \$26,920.

Funding for this project will be budgeted in FY2009 Local Roads (Fund 61) Account for Phase II Design Engineering.

YEAS: Pitzferro, Lusk, Buske, Adams, Kwandras, Larsen

NAYS: 0

ABSENT: Rooney

Passed and approved this 9th day of September 2008.

  
Kenneth A. Nelson, Mayor

ATTEST:

  
Lisa M. Hinman, City Clerk

# Chicago Metropolitan Agency for Planning

## CMAQ Cost Increase Analysis

TIP ID: **03-06-0034**

Description: **Plum Grove Rd from Bryant Ave to Kirchoff Rd**

### Ranking Computation

	2007 Award	2008 Increase
Kilos VOC eliminated	130.9181	130.9181
Cost	\$ 216,875	\$ 291,900
\$/Ton VOC eliminated	\$ 1,657	\$ 2,230
Rank	4	5

### Project Expenses

	Federal Share	Total	Fed %	Basis
2007 Award	\$ 173,500	\$ 216,875	80.0%	Approved project
2008 Increase	\$ 233,520	\$ 291,900	80.0%	Letter from Sponsor
Increase Amount	\$ 60,020	\$ 75,025		

FY 2007 CMAQ Program

rank	ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	FY 2007	FY 2008	FY 2009
<b>Bicycle Facilities</b>								
1	BP01072789	Streets for Cycling/Bike 2015 Plan Implementation	\$2,825,000	\$2,260,000	\$236	\$1,000,000	\$1,260,000	\$0
2	BP10072758	Waukegan/North Chicago Lake Front Bike Path	\$1,964,000	\$880,000	\$1,077	\$80,000	\$800,000	\$0
3	BP09072779	Highland Ave from Randall Rd to McLean Blv	\$174,440	\$88,872	\$1,195			
4	<b>BP03072799</b>	<b>Plum Grove Rd from Bryant Ave to Kirchoff Rd</b>	<b>\$217,000</b>	<b>\$173,600</b>	<b>\$1,658</b>	<b>\$6,400</b>	<b>\$7,200</b>	<b>\$60,800</b>
5	BP09072801	Oak St Bicycle/Pedestrian Bridge	\$140,010	\$91,006	\$1,831	\$91,006	\$0	\$0
		<b>Project with revised cost</b>	<b>\$291,900</b>	<b>\$233,520</b>	<b>\$2,230</b>			
6	BP08072791	Woodridge Heritage Pwy Bike Path Links	\$350,000	\$24,000	\$3,173	\$24,000	\$0	\$0
7	BP06072790	Cal-Sag Greenway Trail	\$18,334,000	\$1,075,200	\$3,243			
8	BP02072763	Ferris/Lehigh/Lincoln Ave Bicycle Path Study	\$600,000	\$40,000	\$3,599			
9	BP12072797	Homer Glen Community Bike Trail East Extension	\$440,000	\$352,000	\$3,771	\$44,800	\$307,200	\$0
10	BP01072788	Bloomington Trail	\$34,190,000	\$960,000	\$4,122			
11	BP07072793	Thorn Creek Bicycle Trail Completion	\$5,612,419	\$4,489,935	\$4,322	\$380,480	\$304,400	\$3,805,055
12	BP11072773	Prairie Trail Extension-Stage 1	\$2,739,000	\$1,952,000	\$4,814			
13	BP10072777	Garland Rd from Gossell Rd to Old Rand Rd	\$347,733	\$240,440	\$5,262			
14	BP11072772	Cary-Algonquin Rd Bikeway from Main St to Fox Trails Dr	\$517,128	\$413,000	\$5,308			
15	BP08072784	Rodenburg Rd from Metra tracks to Travis Pwy	\$539,250	\$431,400	\$5,485			
16	BP07072795	151st St/Central Ave from Oak Park Ave to 159th St	\$1,560,000	\$1,248,000	\$5,904			
17	BP12072794	I-355 from 135th St to Rt 6	\$910,694	\$728,555	\$6,192			
18	BP03072800	Arlington Park Train Station Bicycle Lane Extension	\$1,340,000	\$1,072,000	\$6,359			
19	BP03072771	Martingale Rd Bike Path	\$1,308,000	\$1,046,400	\$7,434			
20	BP12072796	Homer Glen Community Bike Trail West Extension	\$834,000	\$667,200	\$7,978			
21	BP12072770	Metra Laraway Rd Station Bike Path	\$751,500	\$601,200	\$11,496			
22	BP08072792	Woodridge Bicycle/Pedestrian Bridge over IL 53	\$2,407,000	\$397,600	\$17,528			
23	BP12072765	Nelson Rd from Illinois Hwy to Delaney Rd	\$1,295,300	\$1,036,300	\$22,902			
24	BP01072786	35th St Bicycle-Pedestrian Bridge	\$12,517,000	\$8,313,600	\$36,247			
25	BP12072798	Three Rivers Bike Path-McEvelly Rd from Wabena Ave to Northcrest Dr	\$1,709,000	\$1,361,000	\$49,202			
26	BP09072755	Stearns Rd Bridge Corridor from McLean Blv to County Line	\$11,656,000	\$5,885,000	\$57,938			
27	BP09072752	Anderson Rd from IL 38 to Keslinger Rd	\$1,342,500	\$1,074,000	\$72,312			
28	BP09072776	Virgil Gilman Regional Bike Trail Connectors	\$345,745	\$276,596	\$144,315			



## MEMORANDUM

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**To:** CMAQ Project Selection Committee

**Date:** October 28, 2008

**From:** Joy Schaad, Senior Planner, Ross Patronskey, Senior Planner

**Re:** Project Monitoring/ Status of FY 2007 & FY 2008 CMAQ Projects

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### **FY 2008 projects that are not initiated**

Forty-two FY 2008 projects were identified as having no progress through August towards obligation. On September 9, 2008, the CMAQ Selection Committee authorized letters to inform the project sponsors that if their project does not meet a December 31 deadline the Committee may consider withdrawal of funding. Of the 42 projects, 3 had documented activity before the letters went out; 39 letters were sent on October 2<sup>nd</sup>.

### **FY 2007 projects that are not obligated**

Six FY 2007 projects were identified as having some progress towards obligation but not actual obligation. Letters reminding them of the Committee's December 31 deadline for obligation were sent on September 8<sup>th</sup>.

The four FY 2007 funded projects that were originally subject to a June 30<sup>th</sup> deadline to initiate the obligation process were sent follow-up letters on September 26<sup>th</sup> reminding them of the December 31<sup>st</sup> deadline to actually obligate funds.

Sponsors are responding to these letters; they are being advised that the best response is to actually initiate the project or obligate the funds. The Committee will be updated following the end of the year as to which projects have complied with the requirements of the letter.



## MEMORANDUM

**To:** CMAQ Project Selection Committee

**Date:** October 29, 2008

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

**Re:** Recommendations for FY 2010 CMAQ Application Cycle

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Recommended changes to the FY 2010 application materials are:

1. Emphasize in the application instructions and notification letter that sponsors get the funds for the approved project only. This will, staff hopes, reduce the number of requests to reprogram funds from an abandoned project to another project by the same sponsor.
2. Ask bicycle facility applicants for details on the suitability of adjacent roadways – average daily traffic, speed, and so on. Ask in addition for information on the existing bicycle network in the vicinity of the project – most likely a map. This information will be used to check for duplicative facilities.
3. Ask diesel vehicle replacement applicants for the expected remaining life of vehicles being replaced. This will allow a more accurate estimate of emissions benefits.
4. Request the anticipated letting date for construction projects. This will allow staff to double-check the consistency of the fiscal years for the funded line items. Planning Liaison staff have suggested obtaining a project schedule from applicants. CMAP staff are reviewing this suggestion; if it proves workable, we request authorization to add additional milestone dates (e.g., project kick-off, design review approval) to the relevant applications.
5. State that projects retrofitting/replacing locomotive engines will need to keep the locomotives in the region for a minimum of ten years. Although the recent projects have had their time in the region extended beyond the five-year minimum, stating the ten-year requirement up front will make the applications more comparable.

In addition, a local match minimum of 35% should be stated for diesel emission reduction projects for private for-profit firms. This will be in line with the



percentages approved this year. Stating it as a minimum leaves open the option of increasing the local match if conditions next summer warrant.

###

## **FY 2010 CMAQ Program Development Schedule**

<b>Monday, December 1, 2008</b>	CMAP will begin the call for FY 2010 project proposals.
<b>Friday, January 30, 2009</b>	Submission deadline for all FY 2010 project proposals.
<b>February – June 2009</b>	CMAP will develop FY 2010 project proposal rankings and meet with project sponsors.
<b>June, 2009</b>	CMAQ Project Selection Committee releases preliminary rankings of FY 2010 applications.
<b>July, 2009</b>	CMAQ Project Selection Committee meets to select proposed FY 2010 program.
<b>July 24, 2009</b>	Transportation Committee considers releasing the proposed FY 2010 program for public comment.
<b>July 27, 2009</b>	Public comment period on the proposed FY 2010 program begins.
<b>August 25, 2009</b>	Public comment period on the proposed FY 2010 program ends.
<b>September, 2009</b>	CMAQ Project Selection Committee meets to review and respond to comments on the proposed FY 2010 program.
<b>September, 2009</b>	Transportation Committee considers the proposed FY 2010 program. (Date still TBD)
<b>October 7, 2009</b>	Programming Coordinating Committee considers the proposed FY 2010 program.
<b>October 7, 2009</b>	CMAP Board considers the proposed FY 2010 program.
<b>October 8, 2009</b>	MPO Policy Committee considers approval of the proposed FY 2010 program.
<b>October – November 2009</b>	Federal determination of FY 2010 projects' eligibility.
<b>November 2009</b>	CMAP notifies sponsors of project eligibility and funding availability.

Note: For additional information, please call Doug Ferguson of the CMAP staff at (312) 386-8824.