

CMAQ Project Selection Committee Meeting
Wednesday, April 5, 2006
10:00 a.m.

Cook/Cunningham-Williams Conference Room
233 South Wacker Dr.
Chicago, Illinois

Agenda

Note: the meeting materials can be found at <http://www.catsmpo.com/min-cmaq.htm>

1. FY 2007 CMAQ program

A. FY 2007 CMAQ programming mark

The status of CMAQ apportionments and the proposed mark will be discussed. Discussion points developed for use at the SAFETEA-LU Subcommittee meeting are attached.

B. FY 2007 CMAQ program development options

Options for programming CMAQ funds will be discussed.

2. Project Changes

A. Pace – Vanpool Program (TIP ID 17-94-0002) and Community Vehicles (TIP ID 17-06-0002)

The sponsor requests a transfer of funds from the Vanpool Program to the Community Vehicles Program.

B. Rolling Meadows – Plum Grove Rd/Old Plum Grove Rd Bike Path (TIP ID 03-03-0002)

The sponsor requests a cost increase.

C. Bolingbrook – Boughton Rd from Woodward Ave to Kings Rd (TIP ID 12-04-0010) and Weber Rd from Lily Cache Ln to Commercial Entrance (TIP ID 12-05-0001)

The sponsor requests a cost increase and permission to combine the two projects.

3. Other Business

4. Next Meeting

The next meeting is expected to be on call in mid- to late June at which time the proposal rankings will be released.

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 CATS/NIPC joint offices. If you wish to attend but have not attended meeting regularly, please call or e-mail Ross Patronsky (312-386-8796, rpatronsky@catsmpo.com) in advance to be added to the list. For requests or problems on the day of the meeting, please call the CATS/NIPC main reception desk at 312-454-0400. A driver's license, state ID, or passport will be required to enter.

Chicago Area Transportation Study

FY 2007 CMAQ Program Mark

	Prior Years	2005	2006	2007	notes
Program Mark		\$91,000,000	\$105,000,000	\$24,732,070	1
Programmed Amount		\$91,272,125	\$105,212,062		2
Prior Year Funding at Time of Mark					
Apportionment		\$56,214,127	\$64,052,684		3
Percentage of Year Funded		58.3%	66.7%		4
Estimated Full Year Funding		\$96,367,075	\$96,079,026	\$86,829,629	5
Actual Apportionment		\$81,285,108	\$71,571,289	\$86,829,629	6
Equity Bonus			\$11,135,444		7
Total Apportionment			\$82,706,733	\$86,829,629	
Rescissions					
February, 2005		(\$3,462,691)			
April, 2005		(\$9,315,386)			
January, 2006		(\$19,162,867)	(\$445,575)		8
March, 2006			(\$3,462,901)		9
Obligation Ceiling					
Obligation Ceiling		0%	-11%	-15%	10
Amount		\$0	(\$8,643,649)	(\$13,024,444)	
Net Apportionment		\$49,344,164	\$70,154,609	\$73,805,185	11
NE IL Share (95.21%)		\$46,980,579	\$66,794,203	\$70,269,916	12
Amount Under (Over) Programmed	\$37,171,559	(\$44,291,546)	(\$38,417,859)		13

Notes

- 1 Mark is the target to which the CMAQ Project Selection Committee programs. Developed in consultation with IDOT OP&P. It typically includes a reserve for cost increases in existing projects over the next year. FY 2007 mark does not reflect any funds withheld for cost increases.
- 2 Actual amount programmed and approved by the CATS Policy Committee, and found eligible by FHWA/FTA
- 3 The apportionment is for the fiscal year prior to the program year (i.e., the amount in the 2005 column is the apportionment for 2004 at the time the mark was set.) Since TEA-21 had expired, these amounts were based on continuing resolutions.
- 4 Percentage of the year represented by the apportionments from continuing resolutions (i.e., 58.3% = May, 66.7% = June)
- 5 Extrapolation of apportionment from continuing resolutions to the full year. This served as the basis for estimating the apportionment for the next program year. Note that the apportionment for 2004 was in fact \$96,000,000, lending support to this basis.
- 6 2005 & 2006 based on appropriations legislation; 2007 is estimated
- 7 Equity bonus computed on the basis of CMAQ apportionment as a percentage of core program apportionments
- 8 \$19,162,867 rescission based on CMAQ unobligated balance as a percentage of unobligated balance for all core programs combined
- 9 March 2006 rescission computed on the basis of CMAQ apportionment as a percentage of core program apportionments
- 10 Obligation ceiling applied after the FY 2006 CMAQ program was approved. Application of the ceiling to the CMAQ program had not been done in the past. Ceiling computed on the basis of total apportionments less rescission divided by obligation limitation
- 11 Actual apportionment less rescissions and obligation ceiling
- 12 NE IL Share of apportionment includes Inspection and Maintenance program
- 13 Northeastern IL share of apportionment less amount programmed.

Chicago Area Transportation Study
March 21, 2006 FHWA Apportionments and Rescissions

	Apportionment	% of Core	Equity Bonus Distribution	Total Apportionment
Interstate Maintenance	\$199,853,572	24.1597%	\$31,094,289	\$230,947,861
National Highway System	\$171,379,782	20.7176%	\$26,664,184	\$198,043,966
Surface Transportation Program	\$218,613,138	26.4275%	\$34,013,003	\$252,626,141
STP - Excess Value Pricing Funds	\$83,393			
Bridge	\$121,356,112	14.6704%	\$18,881,234	\$140,237,346
Congestion Mitigation and Air Quality Improvement	\$71,571,289	8.6520%	\$11,135,444	\$82,706,733
Recreational Trails	\$1,805,492			
Safe Routes to Schools	\$3,729,568			
Highway Safety Improvement Program	\$34,465,301	4.1664%	\$5,362,296	\$39,827,597
Metropolitan Planning	\$13,875,196			
Equity Bonus - Formula Limitation	\$128,703,018			
Elimination of Hazards Relating to Railway-Highway Crossing	\$9,978,881	1.2063%	\$1,552,568	\$11,531,449
Section 110(e) Funds	\$8,679,299	\$827,218,075	\$128,703,018	\$955,921,093
Total	\$984,094,041			
Obligation Limitation - Formula	\$840,511,727	85.41%		
Other Equity Bonus Funds				
Special Limitation	\$57,494,593	\$57,494,593		
Exempt from Limitation	\$18,369,523			
Rescission (allocation among funds TBD by States)	\$40,024,068			
Net Apportionment After Rescission	\$944,069,973			
Net Obligation Limitation After Rescission		89.03%		

FY 2007 CMAQ Mark Discussion Points

Draft 2, March 7, 2006

Based on current information, the CMAQ program for northeastern Illinois will be able to program approximately \$24,000,000 for fiscal year 2007. This compares to these amounts programmed in prior years:

Federal Fiscal Year	CMAQ Funds Programmed
2001	\$94,499,000
2002	\$88,567,000
2003	\$63,667,965
2004	\$60,074,130
2005	\$91,272,125
2006	\$105,212,062

The dramatic decrease in funds available for programming is due to three factors:

- Smaller apportionments for FY 2005 and 2006 than originally expected.
- Application of budget rescissions passed by Congress.
- Application of obligation ceilings for FY 2006 and 2007.

The CMAQ Project Selection Committee discussed the application of budget rescissions and the obligation ceiling at its March 3 meeting.

Obligation Ceiling

The CMAQ program was not subject to an obligation ceiling in the past, since the program was viewed as an important part of the State's efforts to improve air quality. Some Committee members wondered if applying the ceiling at this point suggests that the State no longer views the program as integral to the addressing air quality concerns with transportation. The CMAQ Program is geared toward providing options that result in longer term behavior changes and not toward immediate quick fixes. The Committee hopes that this is not the case, and that the obligation ceiling will be reconsidered.

In any case, the Committee feels the obligation ceiling should not be retroactive for the FY 2006 program since the FY 2006 program was adopted last fall, months before this decision was made.

Rescissions

The majority of the funds rescinded were part of a \$70 million rescission that applied to all the core highway programs (Interstate Maintenance, National Highway System, Surface Transportation Program, Bridge and CMAQ). The State allocated the rescissions

in proportion to the unobligated balance in each program. The CMAQ program has a relatively large unobligated balance, and so shouldered a disproportionate share of the rescission compared to its proportion of the core programs.

It is not clear if the FY 2006 unobligated funds were included in this calculation. Since these funds were finally awarded to projects in December, it would be unrealistic to expect any of them to be obligated, and the Committee hopes that was not the case.

However, using the unobligated balance is in general an unfair method. Northeastern Illinois' CMAQ program has for many years programmed all phases of a project in one award. Thus there will always be a relatively large unobligated balance as implementers work through engineering phases, leaving construction funds programmed but not obligated.

In contrast, other funds have been programmed on a phase-by-phase basis, leaving construction funding to be programmed only after engineering is completed. The CMAQ Project Selection Committee considered this option a number of years ago, but chose not to implement it. The concern was that, since CMAQ projects are selected on a competitive basis each year, projects that completed engineering may not receive construction funding, and never be built.

In addition, programming the entire project at once reflects the philosophy that the CMAQ program does not provide for immediate, short-term fixes but works in the long-term for air quality attainment and the health and well-being of our citizens. The provision of additional pedestrian and bicycling facilities and improved transit options provides an alternative to the SOV mode.

Keeping low unobligated balances does not fit with the CMAQ program philosophy. IDOT staff have always participated in the CMAQ programming process and participated in making the decision to use this approach and are familiar with the reasons for it.

The problem of unobligated construction funds has been exacerbated in recent years with the reductions in IDOT staff, slowing down the approval of design documents and the execution of project agreements.

A fairer method for allocating the rescissions would be on the basis of the relative size of each core program, with the larger programs subject to larger rescissions.



Chicago Area Transportation Study



To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Douglas Ferguson, TIP Division Cadre
Date: February 24, 2006; revised March 1, 2006
Subject: CMAQ Project Change Requests

Three sponsors have requested project changes, including cost changes. The net change in the federal amount programmed resulting from these changes is a \$320,167 increase.

Pace – Vanpool Program (TIP ID 17-94-0002) and Community Vehicles (TIP ID 17-06-0002)

The Vanpool project was most recently approved in FY 2006 for \$3,420,000 in federal funds, (\$3,420,000 total project cost - vanpools are eligible for 100% federal funds). An additional \$1,101,951 in federal funds from Commuter Vans Service Expansion - Capital Cost of Contracting (TIP ID 17-01-0002) was also targeted for vanpool expansion in 2006.

The Community Vehicles project was approved in FY 2006 for \$3,800,000 in federal funds (\$6,000,000 total project cost). Of this, \$300,000 was added at the July 23, 2006 CMAQ Project Selection Committee meeting, to accommodate a separate application for community vehicles by Downers Grove.

Pace is requesting that the two projects be combined into one. Their plan is to buy a single vehicle type which can be used in different service types.

Since the change in use will change the expected emissions benefits, further information has been requested from Pace.

Rolling Meadows – Plum Grove Rd/Old Plum Grove Rd Bike Path (TIP ID 03-03-0002)

This project was originally approved in FY 2003 for \$414,700 federal (\$518,375 total) for engineering phase 1, engineering phase 2, and construction (which includes construction engineering). The project was on the March 9, 2006 letting;

the low bid was \$523,113. Rolling Meadows is requesting an additional \$90,167 federal to cover the increased costs.

The revised project was re-evaluated against other FY 2003 bicycle facility projects. The revised cost per ton of VOC eliminated is \$124,970. The results can be found on the accompanying cost increase analysis sheets. Compared to other commuter parking projects, the project would drop one place in the rankings, from third to fourth. The project that would now rank higher was also funded in 2003.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost change for Plum Grove Rd/Old Plum Grove Rd Bike Path (TIP ID 03-03-0002), increasing the programmed amount by \$90,167 federal from \$417,700 federal (\$518,375 total) to \$504,867 federal (\$631,084 total).**

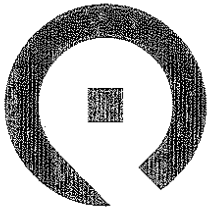
Bolingbrook – Boughton Rd from Woodward Ave to Kings Rd (TIP ID 12-04-0010) and Weber Rd from Lily Cache Ln to Commercial Entrance (TIP ID 12-05-0001)

Bolingbrook originally received \$738,000 federal (\$922,000 total) in FY 2005 for the Boughton Road project. The Weber Road project was also approved in FY 2005 for \$188,000 federal (\$235,000 total). Both projects are currently in phase II engineering.

Since the scope of the projects will not change, the emissions benefits will not change. The combined project was re-ranked against other FY 2005 signal interconnect proposals. The results can be found on the accompanying cost increase analysis sheets. The projects originally ranked first and second; the combined project ranks first after the cost increase.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the scope and cost changes for Boughton Rd from Woodward Ave to Kings Rd (TIP ID 12-04-0010) and Weber Rd from Lily Cache Ln to Commercial Entrance (TIP ID 12-05-0001), combining the two projects into one and increasing the combined programmed amount by \$229,600 federal from \$926,000 federal (\$1,157,000 total) to \$1,155,600 federal (\$1,444,500 total).**



pace

A Fresh Approach To Public Transportation

Thomas J. Ross
Executive Director

March 20, 2006

Mr. Ross Patronsky
Chief of the CMAQ Program
Chicago Area Transportation Study
233 S. Wacker Drive Suite 800
Chicago, Illinois 60606

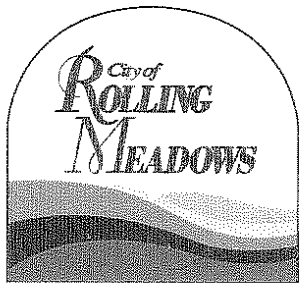
Re: Transfer of CMAQ funds from Vans to Community Vehicles

Dear Mr. Patronsky:

Pace is requesting the transfer of CMAQ funds from the Pace Vanpool allocation (\$3,420,000) to the Pace Community Vehicle allocation. The total allocation of funds would be used for a mix of vehicles to be used in community service. This would include a customized mix of service type based on the communities need. These service types would also include Pace's vanpool program. These vehicles will be used to expand Pace's local transit network and will support Pace's Vision 2020 community transit network. Should you have any questions feel free to call me at 847-228-4249.

Sincerely,

Lorraine Snorden
Department Manager, Planning Services



"PROGRESS THRU PARTICIPATION"

RECEIVED
RECEIVED

MAR 23 2006

C.A.T.S.
C.A.T.S.

Department of Public Works

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

March 21, 2006

Chicago Area Transportation Study
300 West Adams Street
Chicago, Illinois 60606

Attention: Ross Patronsky

Subject: Old Plum Grove Road Bike Path
Section No. 03-00084-00-BT
Project No. CMM-8003/266/000

Dear Mr. Patronsky:

The City of Rolling Meadows respectfully requests the consideration of the Chicago Area Transportation Study to approve additional Congestion Mitigation and Air Quality (CMAQ) funding for a previously programmed bike path. The project is the Old Plum Grove Road Bike Path, which extends from Kirchoff Road to Cottonwood Park approximately 1.07 miles in length.

The Old Plum Grove Road Bike Path Project was previously estimated and approved at \$518,375 of which 80% or \$414,700 is to be funded by the use of federal CMAQ dollars. However, after recently opening bids at the March 9th IDOT letting, the low bid was received for \$523,112.75. This would increase the total cost of the project to \$631,083.75, including engineering. If awarded, this would increase the project costs by \$112,708.75 in comparison to the previously approved amount. Below is a table showing the cost breakdown based on the low bidder's cost.

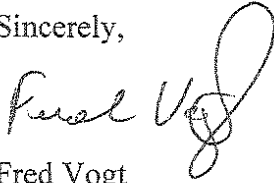
PROJECT NAME	TOTAL		
	CMAQ	LOCAL	PROJECT
PLUM GROVE ROAD BIKE PATH	\$ -	\$ -	\$ -
PHASE I	\$ 23,223.20	\$ 5,805.80	\$ 29,029.00
PHASE II	\$ 26,540.80	\$ 6,635.20	\$ 33,176.00
CONSTRUCTION COST PER MARCH BID	\$328,323.00	\$ 194,789.75	\$ 523,112.75
PHASE III ENGINEERING	\$ 36,613.00	\$ 9,153.00	\$ 45,766.00
TOTAL =	-	-	\$ 631,083.75
PREVIOUSLY APPROVED =	\$414,700.00	\$ 103,675.00	\$ 518,375.00
DIFFERENCE =	\$ -	-	\$ 112,708.75
TOTALS IF CMAQ APPROVES ADDITIONAL FUNDING	\$504,867.00	\$ 126,216.75	\$ 631,083.75

The City of Rolling Meadows respectfully requests that the CATS considers our request for increased federal CMAQ funding of \$90,167 (80% of \$112,708.75) bringing the total CMAQ funding to \$504,867.00 for the Old Plum Grove Road Bike Path Project. This bike path is a high priority for the City and is an essential component of our overall bicycle system. The Palatine Park District is a partner of the City in funding the local share of costs for this project.

If you have any questions regarding this request, please contact me or our Assistant 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.

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
Pat Moser, Palatine Park District

Chicago Area Transportation Study

CMAQ Cost Increase Analysis

TIP ID: **03-03-0002**

Description: **Rolling Meadows – Plum Grove Rd/Old Plum Grove Rd Bike**

Ranking Computation

	2003 Award	2006 Increase
Tons VOC eliminated	5.0499	5.0499
Cost	\$ 518,375	\$ 631,084
\$/Ton VOC eliminated	\$ 102,651	\$ 124,970
Rank	3	4

Project Expenses

	Federal Share	Total	Fed %	Basis
2003 Award	\$ 414,700	\$ 518,375	80.0%	Approved project
2006 Increase	\$ 504,867	\$ 631,084	80.0%	Letter from sponsor
Increase Amount	\$ 90,167	\$ 112,709		

Note

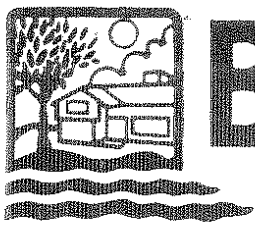
Chicago Area Transportation Study

TIP Division

Reranking of project 03-03-0002: Rolling Meadows – Plum Grove Rd/Old Plum Grove Rd Bike Path

FY 2003 CMAQ Bicycle Facility Proposals

CMAQ ID	Facility to be Improved	Application Total	Application Federal	Programmed	\$ Per Ton VOC Eliminated
1	BP0103061 Citywide Streets for Cycling Phase 3	\$825,000	\$660,000	\$660,000	\$8,143
2	BP0103059 Lakefront Trail (Navy Pier Flyover) Bike Path/Bridge	\$3,770,000	\$3,016,000		\$50,519
3	BP0303056 Plum Grove Rd/Old Plum Grove Rd Bike Path	\$518,375	\$414,700	\$414,700	\$102,651
4	BP0803049 Downers Grove Bikeway Connections	\$199,000	\$159,000	\$159,000	\$103,558
Plum Grove Rd/Old Plum Grove Rd Bike Path -Revised		\$631,084	\$504,867		\$124,970
5	BP0703028 Bike Facility-Northfolk Southern Railroad ROW	\$932,786	\$746,229	\$746,229	\$233,500
6	BP0103050 Lakefront Trail Expansion, Ardmore Ave to Sheridan Rd	\$375,000	\$300,000	\$300,000	\$278,270
7	BP0903042 US 20 Bike Path Extension, Elgin Sports Complex to Fox River Trail	\$1,272,000	\$1,017,000		\$415,850
8	BP1303044 Salt Creek Greenway Trail, Elk Grove Village to Lyons	\$1,438,000	\$1,000,000		\$452,754
9	BP1003037 Mundelein Bicycle Path connecting Noll, Hanrahan, Lions Field & Libertyville Twp.	\$422,220	\$337,776		\$495,849
10	BP0303047 Irving Park Road (IL 19) Bike Path	\$620,000	\$496,000		\$608,531
11	BP0303053 Euclid Avenue Bike Path	\$30,000	\$24,000		\$622,757
12	BP0303046 Rodenburg Road Bike Path	\$243,000	\$194,400		\$803,127
13	BP0303054 Quentin Road Bike Path	\$30,000	\$24,000		\$820,247
14	BP1103041 Prairie Trail Extension Stage 2, US 14 from Lily Pond Rd to Stage 1 Extension	\$498,800	\$399,040	\$399,040	\$905,621
15	BP0703038 Western Ave Shared-Use Trail	\$796,000	\$636,800		\$991,253
16	BP1103040 Prairie Trail Extension Stage 1, Veterans Acres Park to McHenry County College	\$853,050	\$682,440		\$1,234,406
17	BP0703039 Forest Preserve/Metra Bicycle Path	\$381,000	\$304,800		\$1,403,302
18	BP0303055 Meadowbrook Industrial Ct/Louis Dr Bike Path	\$622,475	\$497,980		\$1,422,970
19	BP1003058 Waukegan Lake Front Bike Path	\$7,009,000	\$5,607,200		\$1,441,362
20	BP0903024 South Elgin-McLean Blvd. Bike Path	\$257,000	\$206,000		\$1,858,640
21	BP0303045 Martingale Road Bikepath	\$1,089,800	\$871,800		\$1,907,959
22	BP0803026 IL 59-Butterfield Bike Path	\$750,000	\$600,000		\$2,177,054
23	BP1203052 River Road Bicycle Trail	\$319,000	\$255,200		\$2,245,717
24	BP1003031 Washington Street Bicycle Path	\$350,000	\$280,000		\$2,730,114
25	BP0903043 North Street Bicycle Path, Stone Gate Bicycle Trail to Waubonsie Creek Bicycle Path	\$392,000	\$313,600		\$2,731,541
26	BP0903030 Orchard Road Bike Trail	\$476,483	\$381,186		\$3,147,483
27	BP1003032 Cemetery Road Bicycle Path	\$60,000	\$48,000		\$3,663,755
28	BP1003051 Prairie Crossing Bike Path	200,000	160,000		3857696
29	BP0303048 Meacham Road Bike Path over I-90	1,911,500	1,529,200		4749569
30	BP1003062 Deerfield Road Bike Path	230,000	184,000		9408706



Bolingbrook

a place to grow



March 22, 2006

Roger C. Claar
Mayor

Chicago Area Transportation Study
233 S. Wacker Drive, Suite 800
Chicago, Illinois 60606

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MAR 24 2006

Attention: Ross Patronsky, Chief, CMAQ Program

C.A.T.S.

Carol S. Penning
Village Clerk

Subject: Village of Bolingbrook CMAQ

Dear Mr. Patronsky:

The Village of Bolingbrook has two projects in the Fiscal Year 2005 Congestion Mitigation and Air Quality Program.

Village Trustees
Leroy J. Brown
Michael T. Lawler
Ricardo Morales
Joseph B. Morelli
Patricia E. Schanks
Sandra S. Swinkunas

1. Boughton Road, Woodard Avenue to Kings Road

CMAQ ID: SI 12052493

TIP ID: 12-04-0010

2. Weber Road, Lily Cache Lane to Commercial Entrance

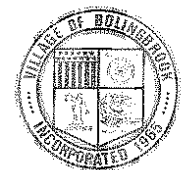
CMAQ ID: SI 12052494

TIP ID: 12-05-0001

Detailed cost estimates for each project have been developed following the preparation of pre-final plans & specifications. These estimates showed a slight excess in the CMAQ grant for Weber Road and a substantial shortfall in the grant for Boughton Road. I have enclosed a spreadsheet using only the Federal share of costs for your information.

As the scope of work, traffic signal interconnect, is the same for both projects, I am requesting that the projects be combined with the appropriate agency identification numbers currently assigned to the Boughton Road project being used for documentation and bidding purposes. After discussions with our consultant, Christopher B. Burke Engineering, Ltd., the Village feels a cost savings is more likely to be realized under this scenario. In addition, IDOT - BLR has stated that they support combining the projects under one contract for letting purposes.

I am requesting at a minimum the total CMAQ grant be increased by approximately \$110,000 (Federal) to account for all construction costs. While Construction Engineering costs were not included in the original request for funding, I am also requesting that consideration be given to increasing the Federal share of the entire project by an additional \$120,000 to pay for construction engineering.



375 W. Briarcliff Road
Bolingbrook, Illinois
60440-0951

www.bolingbrook.com

(630) 226-8400
FAX: (630) 226-8409
TDD: (630) 226-8402



TREE CITY USA

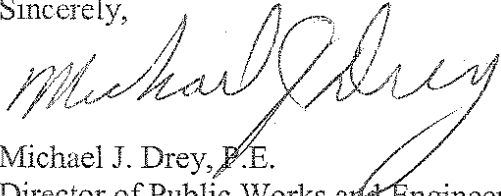
A Community of 67,000

Recycled For A Better Environment



If you should have any further questions or require additional information, please contact Lucas Rickelman at (630) 226-8858. Thank you for your assistance and consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael J. Drey". The signature is written in black ink and is positioned above the typed name.

Michael J. Drey, P.E.
Director of Public Works and Engineering

c Dave Vandervelde, CBBEL

encl

ALL FIGURES ARE FEDERAL SHARE (80%)

		Original CMAQ Grant	Phase II Engineering	Available for Construction	Estimated Construction Cost	Federal Excess (Shortfall)
1.	Weber Road	\$188,000.00	\$14,400.00	\$173,600.00	\$152,800.00	\$ 20,800.00
2.	Boughton Road	\$738,000.00	\$64,400.00	\$673,600.00	\$804,000.00	(\$130,400.00)
	TOTAL	\$926,000.00	\$78,800.00	\$847,200.00	\$956,800.00	(\$109,600.00)
	Construction Engineering 1 + 2 \$150,000.00					(\$120,000.00)

Weber Road Estimate of Cost \$191,000.00 x 80% = \$152,800.00

Boughton Road Estimate of Cost \$1,005,000.00 x 80% = \$804,000.00

Chicago Area Transportation Study

CMAQ Cost Increase Analysis

TIP ID: 12-04-0010 and 12-05-0001

Description: Bolingbrook – Boughton Rd from Woodward Ave to Kings Rd and Weber Rd from Lily Cache Ln to Commercial Entrance

Ranking Computation

	12-04-0010	12-05-0001	Combined	2006 Increase
Tons VOC eliminated	15.3134	3.7208	19.0342	19.0342
Cost	\$ 922,000	\$ 235,000	\$ 1,157,000	\$ 1,444,500
\$/Ton VOC eliminated	\$ 60,209	\$ 63,158	\$ 60,785	\$ 75,890
Rank	1	2	1	1

Project Expenses

	Federal Share	Total	Fed %	Basis
Combined	\$ 926,000	\$ 1,157,000	80.0%	Approved project
2006 Increase	\$ 1,155,600	\$ 1,444,500	80.0%	Letter from sponsor
Increase Amount	\$ 229,600	\$ 287,500		

Note

Chicago Area Transportation Study

TIP Division

Reranking of project 12-04-0010 and 12-05-0001: Bolingbrook – Boughton Rd from Woodward Ave to Kings Rd and Weber Rd from Lily Cache Ln to Commercial Entrance

FY 2003 CMAQ Bicycle Facility Proposals

CMAQ ID	Facility to be Improved	Application Total	Application Federal	Programmed	\$ Per Ton VOC Eliminated
1	SI12052493 Boughton Rd from Woodward Ave to Kings Rd	\$922,000	\$738,000	\$738,000	\$60,209
2	SI12052494 Weber Rd from Lily Cache Ln to Commercial Entrance	\$235,000	\$188,000	\$188,000	\$63,158
Combined Boughton Rd and Weber Rd		\$1,444,500	\$1,155,600		\$75,890
3	SI09052414 Fabyan Pwy and Western Ave	\$757,000	\$605,000	\$605,000	\$115,136
4	SI09052311 IL 31/Lake St from Indian Trail Rd to Gale St	\$603,360	\$482,688	\$482,688	\$122,082
5	SI09052450 IL 31/Lincoln Way from IL 56/State St to Lovedale Rd	\$425,000	\$340,000	\$340,000	\$140,245
6	SI09052312 Galena Blv from Orchard Rd to Locust St	\$653,400	\$522,720	\$522,720	\$169,772
7	SI02052457 IL 43/Waukegan Rd from Beckwith Rd to US 14/Caldwell Ave	\$435,000	\$348,000	\$348,000	\$172,249
8	SI10052458 US 12/Rand Rd from Sayton Rd to Grand Ave	\$95,000	\$76,000	\$76,000	\$174,040
9	SI10052455 IL 132/Grand Ave from IL 83/Milwaukee Ave to Sand Lake Rd	\$470,000	\$376,000	\$376,000	\$181,256
10	SI10052454 IL 176/Park Ave from St. Mary's Rd to Bradley Rd	\$195,500	\$156,400	\$156,400	\$214,363
11	SI09052313 IL 25/Broadway Ave from Illinois Ave to Benton St	\$498,480	\$398,784		\$236,545
12	SI10052473 IL 132/Grand Ave from IL 131/Green Bay Rd to IL 137/Sheridan Rd	\$1,600,000	\$1,280,000		\$257,823
13	SI01052466 Stony Island Ave from Midway Plaisance to US 12/US 20/95th St	\$440,000	\$352,000		\$267,716
14	SI01052482 87th St from Western Ave to I-94/Dan Ryan Ewy	\$3,345,000	\$2,676,000	\$1,338,000	\$289,433
15	SI10052474 Lewis Ave from 14th St to Yorkhouse Rd	\$2,500,000	\$2,000,000		\$307,934
16	SI01052470 Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave	\$365,000	\$292,000	\$292,000	\$332,611
17	SI10052315 IL 137/Buckley Rd from IL 43/Waukegan Rd to IL137/Sheridan Rd	\$1,602,000	\$1,282,000		\$373,839
18	SI01052485 Cicero Ave from US 14/Peterson Ave to Lexington Ave	\$8,525,000	\$6,820,000		\$389,102
19	SI06052320 Calumet Sag Rd from IL 50/Cicero Ave to 135th St	\$201,000	\$161,000		\$394,574
20	SI01052486 US 12/US 20/95th St from Western Ave to US 41/Ewing Ave	\$8,650,000	\$6,920,000	\$3,460,000	\$444,145
21	SI01052472 Roosevelt Rd from Western Ave to US 41/Lake Shore Dr	\$430,000	\$344,000	\$344,000	\$454,216
22	SI10052475 Washington St from IL 131/Green Bay Rd to IL 137/Sheridan Rd	\$1,600,000	\$1,280,000	\$640,000	\$479,401
23	SI01052463 New US 41 from 79th St to 92nd St	\$3,620,000	\$2,896,000		\$538,447
24	SI01052480 IL 64/North Ave from Menard St to Ashland Ave	\$725,000	\$580,000		\$557,247
25	SI01052468 87th St from I-94/Dan Ryan Ewy to I-90/Chicago Skyway	\$320,000	\$256,000		\$587,286
26	SI07052478 IL 83/147th St from Homan Ave to Western Ave	\$1,585,000	\$1,268,000		\$667,816
27	SI01052461 79th St from IL 50/Cicero Ave to Ashland Ave	\$455,000	\$364,000		\$716,687
28	SI07052476 IL 50/Cicero Ave from 167th St to Fieldcrest Dr	\$234,000	\$187,200		\$880,313
29	SI07052479 142nd St/Main St from Indiana Ave to Cottage Grove	\$1,062,000	\$849,600		\$964,082
30	SI01052459 Michigan Ave and Indiana Ave from 31st St to 63rd St	\$740,000	\$592,000		\$1,354,400