CMAQ Project Selection Committee Meeting
Friday, March 3, 2006
10:00 a.m.

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

Agenda – revised
Note: the meeting materials can be found at http://www.catsmpo.com/min-cmaq.htm

1. FY 2006 CMAQ Program
   A. FY 2006 program status
      The status of eligibility determination and sponsor notification will be reviewed.

2. FY 2007 CMAQ programming cycle
   A. FY 2007 CMAQ proposal status
      A summary of the FY 2007 CMAQ proposals will be presented.
   B. FY 2007 CMAQ program development schedule.
      The schedule will be reviewed and modified as necessary.
   C. FY 2007 CMAQ programming mark
      The status of CMAQ appropriations and a proposed mark will be discussed.

3. Project Follow-up
   A. 2005 annual follow-up
      Projects needing additional follow-up will be discussed.

4. Project Changes
   A. West Chicago – Washington St/McConnell Ave Grade Separation (TIP ID 08-06-0003)
      The sponsor is withdrawing the project.
   B. Hinsdale – Chestnut St Commuter Parking (TIP ID 08-04-0010)
      The sponsor requests a cost increase.
   C. CTA – Fuel Cell Bus Program (TIP ID 16-95-0039) and Purchase 5 30’-40’ Hybrid Electric Buses (TIP ID 16-00-0068)
      The sponsor requests a scope change to transfer funds from 16-95-0039 to 16-00-0068.
   D. Oak Park – Chicago Ave from Marion St to Ridgeland Ave (TIP ID 04-06-0004)
      The sponsor requests a scope change.
   E. Pace – Lake Cook TMA Mid-Day Shuttle Demonstration (TIP ID 10-02-0005)
      The sponsor requests scope change.
   F. Mundelein – Mundelein Bicycle Path connecting Noll, Hanrahan, Lions Field & Libertyville Twp (TIP ID 10-04-0002)
      The sponsor requests a cost increase.
   G. Geneva – Third St Commuter Parking Deck (TIP ID 09-03-0003)
      The sponsor requests a scope change.
   H. CDOT – Lakefront Trail-Navy Pier Flyover (TIP ID 01-01-0009)
      The sponsor requests a scope change.
   I. Lake County DOT – Midlothian Road at Winchester Road (TIP ID 10-02-0006)
      The sponsor requests a cost increase.
5. **Other Business**
   A. **Certification Review Recommendation**
      The review recommended, “The federal review team strongly encourages the MPO to begin to analyze the air quality and congestion mitigation benefits of projects that have been implemented throughout the region. The purpose of this effort is to better understand the correlation between expected and actual benefits for certain types of CMAQ projects. An interim goal within the short term would be to analyze a portion of CMAQ projects, with the ultimate goal of creating a regular report on the benefits of all implemented CMAQ projects within the region. This could be accomplished in conjunction with the annual list of obligated projects, discussed in the Transportation Improvement Program (TIP) section of this document.” Possible responses to this recommendation will be discussed.

6. **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 have attended CMAQ Project Selection Committee meetings in the past year, you are already on a list for a day pass for the meeting, so you can go to the Sears Tower security desk upon arrival for your pass. If you wish to attend but have not attended a meeting recently, 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.
# CMAQ Proposals Summarized by Type - FY 2007

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Number of Projects</th>
<th>Project Cost</th>
<th>Federal Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection Improvement</td>
<td>24</td>
<td>$54,256,572</td>
<td>$19,816,521</td>
</tr>
<tr>
<td>Bottleneck Elimination</td>
<td>4</td>
<td>$44,035,000</td>
<td>$19,544,000</td>
</tr>
<tr>
<td>Transit Service and Equipment</td>
<td>16</td>
<td>$26,814,502</td>
<td>$22,211,521</td>
</tr>
<tr>
<td>Transit Facility Improvement</td>
<td>5</td>
<td>$196,568,000</td>
<td>$59,290,000</td>
</tr>
<tr>
<td>Bicycle Facilities</td>
<td>28</td>
<td>$86,381,017</td>
<td>$37,213,004</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>15</td>
<td>$9,447,288</td>
<td>$6,774,873</td>
</tr>
<tr>
<td>Bicycle Encouragement</td>
<td>2</td>
<td>$1,400,000</td>
<td>$1,120,000</td>
</tr>
<tr>
<td>Parking Deck</td>
<td>3</td>
<td>$33,781,000</td>
<td>$8,409,000</td>
</tr>
<tr>
<td>Commuter Parking</td>
<td>9</td>
<td>$46,504,712</td>
<td>$18,137,705</td>
</tr>
<tr>
<td>Other</td>
<td>15</td>
<td>$17,524,671</td>
<td>$11,670,936</td>
</tr>
<tr>
<td>Demonstration</td>
<td>10</td>
<td>$7,808,264</td>
<td>$5,736,611</td>
</tr>
<tr>
<td>Signal Interconnect</td>
<td>25</td>
<td>$67,389,068</td>
<td>$33,603,054</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>$591,910,094</strong></td>
<td><strong>$243,527,225</strong></td>
</tr>
</tbody>
</table>

156 projects with a total cost of $591,910,094 and a federal request of $243,527,225.
# Chicago Area Transportation Study

## CMAQ Proposals Summarized by Council - FY 2007

<table>
<thead>
<tr>
<th>Council</th>
<th>Number of Projects</th>
<th>Project Cost</th>
<th>Federal Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Chicago</td>
<td>33</td>
<td>$307,949,330</td>
<td>$107,630,000</td>
</tr>
<tr>
<td>North Shore Council of Mayors</td>
<td>3</td>
<td>$627,250</td>
<td>$265,800</td>
</tr>
<tr>
<td>Northwest Municipal Conference</td>
<td>9</td>
<td>$24,350,181</td>
<td>$11,343,508</td>
</tr>
<tr>
<td>North Central Council of Mayors</td>
<td>8</td>
<td>$57,627,274</td>
<td>$5,629,619</td>
</tr>
<tr>
<td>West Central Municipal Conference</td>
<td>2</td>
<td>$6,858,000</td>
<td>$5,443,800</td>
</tr>
<tr>
<td>Southwest Council of Mayors</td>
<td>3</td>
<td>$1,769,195</td>
<td>$1,415,356</td>
</tr>
<tr>
<td>South Suburban Mayors and Managers Association</td>
<td>10</td>
<td>$51,347,419</td>
<td>$28,539,535</td>
</tr>
<tr>
<td>DuPage Mayors and Managers Conference</td>
<td>9</td>
<td>$6,971,822</td>
<td>$3,792,777</td>
</tr>
<tr>
<td>Kane County Council of Mayors</td>
<td>21</td>
<td>$26,499,668</td>
<td>$17,894,553</td>
</tr>
<tr>
<td>Lake County Council of Mayors</td>
<td>14</td>
<td>$44,684,809</td>
<td>$22,452,944</td>
</tr>
<tr>
<td>McHenry County Council of Mayors</td>
<td>15</td>
<td>$24,890,139</td>
<td>$7,927,969</td>
</tr>
<tr>
<td>Will County Governmental League</td>
<td>12</td>
<td>$15,205,494</td>
<td>$11,846,555</td>
</tr>
<tr>
<td>Regionwide</td>
<td>17</td>
<td>$23,129,513</td>
<td>$19,344,809</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>156</strong></td>
<td><strong>$591,910,094</strong></td>
<td><strong>$243,527,225</strong></td>
</tr>
</tbody>
</table>

Note: "Council" means the Council in which the project is located, not the Council the Project Sponsor belongs to.
<table>
<thead>
<tr>
<th>Date Range</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday, November 28, 2005</td>
<td>CATS will begin the call for FY 2007 project proposals.</td>
</tr>
<tr>
<td>Friday, January 27, 2006</td>
<td>Submission deadline for all FY 2007 project proposals.</td>
</tr>
<tr>
<td>February – June 2006</td>
<td>CATS will develop FY 2007 project proposal rankings and meet with project sponsors.</td>
</tr>
<tr>
<td>June – July 2006</td>
<td>CMAQ Project Selection Committee meets to select proposed FY 2007 program.</td>
</tr>
<tr>
<td>Friday, July 28, 2006</td>
<td>Work Program Committee considers approving the proposed FY 2007 program for public comment.</td>
</tr>
<tr>
<td>Monday, July 31, 2006</td>
<td>Public comment period on the proposed FY 2007 program begins.</td>
</tr>
<tr>
<td>Tuesday, August 29, 2006</td>
<td>Public comment period on the proposed FY 2007 program ends.</td>
</tr>
<tr>
<td>September, 2006</td>
<td>CMAQ Project Selection Committee meets to review and respond to comments on the proposed FY 2007 program.</td>
</tr>
<tr>
<td>Friday, September 29, 2006</td>
<td>Work Program Committee considers approval of the proposed FY 2007 program.</td>
</tr>
<tr>
<td>Thursday, October 12, 2006</td>
<td>Policy Committee considers approval of the proposed FY 2007 program.</td>
</tr>
<tr>
<td>October – November 2006</td>
<td>Federal determination of FY 2007 projects’ eligibility.</td>
</tr>
<tr>
<td>November 2006</td>
<td>CATS notifies sponsors of project eligibility and funding availability.</td>
</tr>
</tbody>
</table>

Note: Work Program Committee meeting dates are tentative.

For additional information, please call Ross Patronskey of the CATS staff at (312) 386-8796.
To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Date: February 25, 2006
Subject: FY 2007 CMAQ Program Mark

The FY 2007 Northeastern Illinois CMAQ Program mark is estimated to be $24,000,000, significantly less than in recent years. A table showing how this mark was computed is attached for your review.

As the table shows, three factors contribute to this situation. First, the final apportionments for 2005 and 2006 were less than anticipated by about $30,000,000 for the two years combined. This did not become known until after the FY 2006 CMAQ program was approved.

Second, the State will begin applying an obligation ceiling to CMAQ funds. This reduces the funding available by about $25,000,000, half of which is due to the fact that the ceiling was applied to FY 2006 after the fiscal year began. In the past, CMAQ funds were not subject to the obligation ceiling, although other federal fund sources were.

Finally, about $32,000,000 in budget rescissions have been applied to the CMAQ program. The largest of these rescissions, $19,000,000, was applied in January. The rescission was part of a statewide rescission of $70,000,000 in federal funds. In computing the rescission amounts for each program, the State rescinded in proportion to each fund’s unobligated balance. The CMAQ program has an unobligated balance of $228,000,000.

The CMAQ funds rescinded represent approximately 27% of the total rescission, and CMAQ funds are about 10% of the total funds for the core programs – Interstate Maintenance, National Highway System, Surface Transportation Program, Bridge, and CMAQ.

Since many of these funding reductions apply to FY 2005 and 2006, those years are now over programmed. Thus, the FY 2007 mark must be reduced to bring the overall program into line.

Finally, additional rescissions are expected. The amounts are not yet clear.
Chicago Area Transportation Study
FY 2007 CMAQ Program Mark

<table>
<thead>
<tr>
<th>Prior Years</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Program Mark</td>
<td>$91,000,000</td>
<td>$105,000,000</td>
<td>$24,236,819</td>
</tr>
<tr>
<td>Programmed Amount</td>
<td>$91,272,125</td>
<td>$105,212,062</td>
<td></td>
</tr>
</tbody>
</table>

Prior Year Funding at Time of Mark

| Apportionment     | $56,214,127 | $64,052,684 |             |
| Percentage of Year Funded | 58.3% | 66.7%       |
| Estimated Full Year Funding | $96,367,075 | $96,079,026 | $86,829,629 |

Actual Apportionment

| $81,285,108 | $81,922,873 | $86,829,629 |

Rescissions

| February, 2005 | ($3,462,691) |
| April, 2005    | ($9,315,386) |
| January, 2006  | ($19,162,867) | ($445,575) |

Obligation Ceiling

| Obligation Ceiling | 0% | -15% | -15% |
| Amount             | $0 | ($12,288,431) | ($13,024,444) |

Net Apportionment

| $49,344,164 | $69,188,867 | $73,805,185 |
| NE IL Share (95.21%) | $46,980,579 | $65,874,720 | $70,269,916 |

Amount Under (Over) Programmed

| $37,595,791 | ($44,291,546) | ($39,337,342) |

Notes

NE IL Share of Apportionment includes I/M

FY 2007 Mark.xls 2/24/2006
To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
         Douglas Ferguson, TIP Division Cadre
Date: February 24, 2006
Subject: CMAQ Project Change Requests

Several sponsors have requested project changes, including cost changes. The net change in the federal amount programmed resulting from these changes is a $1,088,000 reduction.

**West Chicago – Washington St/McConnell Ave Grade Separation (TIP ID 08-06-0003)**

This project was approved in FY 2006 for $1,280,000 in federal funds, ($25,600,000 total project cost). West Chicago has informed CATS staff that the project is being withdrawn. A letter has been requested confirming this. Until the matter is resolved, the project has not been entered into the TIP. No action is requested of the Committee at this time.

**Hinsdale – Chestnut St Commuter Parking (TIP ID 08-04-0010)**

This project was originally approved in FY 2005 for 168 spaces at a cost of $1,160,000 federal ($1,450,000 total) for right-of-way acquisition only. Last September, the Project Selection Committee approved a scope change reducing the number of net spaces constructed to 80-90 and reducing the programmed amount to $768,000 federal ($960,000 total).

Hinsdale has since found that the cost of the property will be higher than they estimated in the fall. They are requesting a cost increase.

The revised project was re-evaluated against other FY 2005 commuter parking projects. The revised cost per ton of VOC eliminated is $1,020,990, higher than the revised cost per ton of VOC eliminated of $859,864, which was higher than the original cost per ton of $714,674. These results can be found on the accompanying cost increase analysis sheets. Compared to other commuter parking projects, the project would remain ranked twelfth.
Recommendation to the CMAQ Project Selection Committee:

- Consider approving the cost change for Hinsdale Station (Chestnut St) Commuter Parking (TIP ID 08-04-0010), increasing the programmed amount from $768,000 federal ($960,000 total) to $960,000 federal ($1,200,000 total).

**CTA – Fuel Cell Bus Program (TIP ID 16-95-0039) and Purchase 5 30'-40' Hybrid Electric Buses (TIP ID 16-00-0068)**

CTA originally received $4,600,000 federal ($5,750,000 total) in FY 1996 and FY 1997 for the fuel cell project. In FY 2000, an additional $80,000 federal ($100,000 total) was programmed for related activities. The Project Selection Committee approved transferring the $80,000 to Express Bus Service for #79 79th Street, #22 Clark Street, #9 Ashland (TIP ID 16-04-0004) in 2003. In June, 2005, the Committee approved using $134,271 federal remaining in 16-95-0039 to convert the fuel cell buses to ultra low sulfur diesel engines.

The Purchase 5 30'-40' Hybrid Electric Buses project was approved in FY 2001 for $2,400,000 federal ($3,000,000 total). In February, 2005 the Committee approved changing the scope to allow funding the incremental cost of purchasing up to 20 hybrid buses. The total incremental cost was $3,794,500; applying the CMAQ funding left $794,500 in incremental costs to be funded from other sources.

Since these changes were approved, the CTA has determined that the cost of converting the fuel cell buses to diesel operation is too great. Hence, they are asking that the $134,271 in federal funds remaining in 16-95-0039 be used to cover part of the $794,500 in incremental costs of purchasing the hybrid buses.

Since the costs associated with the hybrid buses will not change, the benefits (and hence the ranking) will not change, either. The fuel cell project was a demonstration, so no specific benefits were associated with it.

At this point, the hybrid buses are scheduled for delivery in September; there is thus assurance that the funds will be expended. Increasing the CMAQ funding will not result in the project exceeding an 80% federal share.

Recommendation to the CMAQ Project Selection Committee:

- Consider approving the cost changes for Fuel Cell Bus Program (TIP ID 16-95-0039) and Purchase 5 30'-40' Hybrid Electric Buses (TIP ID 16-00-0068), withdrawing $134,271 federal from 16-95-0039 and increasing the programmed amount for 16-00-0068 from $2,400,000 federal ($3,794,500 total) to $2,534,271 federal ($3,794,500 total).
Oak Park – Chicago Ave from Marion St to Ridgeland Ave (TIP ID 04-06-0004)

This signal interconnect was approved in FY 2006 for $181,840 federal ($227,300 total). Since this is the fifth major street in the Village to have a signal interconnect, Oak Park is considering a centralized management system. The Village estimates that the management system can be acquired within the existing budget – the construction costs are now expected to be significantly less than originally budgeted.

Although the current CMAQ evaluation methods do not specifically identify benefits for centralized management systems, *Intelligent Transportation Systems Benefits: 2001 Update* cites positive, although minor, benefits from traffic signal operations improvements. Since the cost is not increasing, any improvement would only improve the project’s ranking.

Recommendation to the CMAQ Project Selection Committee:

- Consider approving the scope change for Chicago Ave from Marion St to Ridgeland Ave (TIP ID 04-06-0004).

Pace – Lake Cook TMA Mid-Day Shuttle Demonstration (TIP ID 10-02-0005)

This project was approved in 2002 for $200,000 federal ($250,000 total) as a demonstration. The intent was to test the feasibility of mid-day shuttle service in the Lake-Cook transportation management area, using two vehicles for a period of eighteen months. The sponsor (Pace, with participation of the TMA of Lake Cook) is requesting that the funds be used to provide additional peak-hour reverse commute service in the corridor. The funds to be used are $154,281.25 federal.

Since project was originally a demonstration, no emissions benefits were estimated. However, demonstration projects do require an evaluation to determine whether or not similar projects merit funding. CATS staff is working with Pace to finalize this evaluation.

At this time, Pace is working with the TMA of Lake Cook to develop an alternative use for the funds remaining.

Recommendation to the CMAQ Project Selection Committee:

- Postpone consideration of the scope change for the Lake Cook TMA Mid-Day Shuttle Demonstration (TIP ID 10-02-0005).

Mundelein – Mundelein Bicycle Path connecting Noll, Hanrahan, Lions Field & Libertyville Twp (TIP ID 10-04-0002)
This project was approved in 2004 for $337,776 federal ($422,220 total). Mundelein has written to say that the estimated cost has gone up due to inflationary factors and a better engineering analysis. They are requesting a cost increase of $107,072 federal, to a total of $444,848 federal ($556,060 total).

The revised project was re-evaluated against other FY 2004 bicycle facility projects. The revised cost per ton of VOC eliminated is $1,328,768. Compared to other bicycle facility projects, the project would remain ranked seventh.

Recommendation to the CMAQ Project Selection Committee:

- Consider approving the cost change for Mundelein Bicycle Path connecting Noll, Hanrahan, Lions Field & Libertyville Twp (TIP ID 10-04-0002), increasing the programmed amount from $337,776 federal ($422,220 total) to $444,848 federal ($556,060 total).

Geneva – Third Street Commuter Parking Deck (TIP ID 09-03-0003)

This project was approved in 2003 and 2006 for $4,200,000 federal ($7,900,000 total). Geneva had originally planned to build a three-story structure, but reduced it to two stories in anticipation of reduced funding. They have since learned that the project will be for ten fewer spaces than originally planned, although they also will need to provide eight fewer handicap spaces; the net loss is two spaces. This change does not affect the ranking of the project.

Recommendation to the CMAQ Project Selection Committee:

- Consider approving the scope change for the Third Street Commuter Parking Deck (TIP ID 09-03-0003).

CDOT – Lakefront Trail-Navy Pier Flyover (TIP ID 01-01-0009)

This project was approved in 2001 for $2,964,000 federal ($3,705,000 total). Since that time, the project has been reconsidered. The most recent application for CMAQ funds, in 2006, showed a total cost of $14,465,500. In addition, the most recent application extended the project limits, so that the Navy Pier flyover would be developed in concert with an upgraded crossing of the Chicago River.

In the 2001 funding cycle the Flyover project ranked first among the bicycle facility proposals at $51,879/ton VOC eliminated.

Since that time, the analysis procedures have changed significantly. In the 2006 funding cycle, the Flyover project ranked eleventh among bicycle facility proposals at $3,493,689/ton VOC eliminated. Two proposals for FY 2006 funding ranked higher than the Flyover, but were not funded: CDOT – Barrier-
Free Cycling Chicago: Metal Grate Bridge Safety - Series II, and the Forest Preserve District of Cook County – North Branch Bicycle Trail Extension.

The project is in engineering, with $880,000 of the funds obligated.

As noted in the request letter, no additional funds are requested at this time, and there is not a FY 2007 application for this project. The change in limits will facilitate the completion of this project.

Recommendation to the CMAQ Project Selection Committee:

- Consider approving the scope change for the Lakefront Trail-Navy Pier Flyover (TIP ID 01-01-0009).

Lake County DOT – Midlothian Road at Winchester Road (TIP ID 10-02-0006)

This project was approved in 2002 for $1,000,000 federal ($1,250,000 total) with Mundelein as the sponsor. In 2002, a cost increase of $200,000 federal was granted. In 2003, sponsorship of the project was transferred to Lake County.

Lake County has written to say that the estimated cost has gone up. They are requesting a cost increase of $533,600 federal, to a total of $1,733,600 federal ($2,167,000 total). These are phase 2 engineering cost estimates; the project is planned for the April 25th letting.

The revised project was re-evaluated against other FY 2002 intersection improvement projects. The revised cost per ton of VOC eliminated is $845,832. Compared to other intersection improvement projects, the project would fall one rank to fifteenth, below one other approved project. It would not fall below any additional projects that were not funded.

Recommendation to the CMAQ Project Selection Committee:

- Consider approving the cost change for Midlothian Road at Winchester Road (TIP ID 10-02-0006), increasing the programmed amount from $1,200,000 federal ($1,250,000 total) to $1,733,600 federal ($2,167,000 total).
Chicago Area Transportation Study  
CMAQ Cost Increase Analysis  
TIP ID: 08-04-0010  
Description: Hinsdale-Hinsdale Station (Chestnut St) Commuter Parking - BNSF

### Ranking Computation

<table>
<thead>
<tr>
<th></th>
<th>2005 Award</th>
<th>2005 Scope Change</th>
<th>2005 Cost Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tons VOC eliminated</td>
<td>2.9440</td>
<td>1.4895</td>
<td>1.4895</td>
</tr>
<tr>
<td>Cost</td>
<td>$2,104,000</td>
<td>$1,280,787</td>
<td>$1,520,787</td>
</tr>
<tr>
<td>$/Ton VOC eliminated</td>
<td>$714,674</td>
<td>$859,864</td>
<td>$1,020,990</td>
</tr>
<tr>
<td>Rank</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
</tbody>
</table>

### Project Expenses

<table>
<thead>
<tr>
<th></th>
<th>Federal Share</th>
<th>Total</th>
<th>Fed %</th>
<th>Basis</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005 Award</td>
<td>$1,160,000</td>
<td>$1,450,000</td>
<td>80.0%</td>
<td>Approved Project</td>
</tr>
<tr>
<td>2005 Scope Change</td>
<td>$768,000</td>
<td>$960,000</td>
<td>80.0%</td>
<td>Letter from Village</td>
</tr>
<tr>
<td>2005 Cost Change</td>
<td>$960,000</td>
<td>$1,200,000</td>
<td>80.0%</td>
<td>Letter from Village</td>
</tr>
<tr>
<td>Increase Amount</td>
<td>$192,000</td>
<td>$240,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note**  
The 2005 award is for ROW only. Total costs in the ranking computation include construction and engineering.
<table>
<thead>
<tr>
<th>ID</th>
<th>Facility to be Improved</th>
<th>Total $</th>
<th>Fed $</th>
<th>$/Ton Voc</th>
<th>Select</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP11052328</td>
<td>Cary-Cary Station Parking - UPNW</td>
<td>$185,000</td>
<td>$148,000</td>
<td>$70,880</td>
<td>$148,000</td>
</tr>
<tr>
<td>CP03052322</td>
<td>Hanover Park-Hanover Park Station Commuter Parking - MDW</td>
<td>$200,000</td>
<td>$160,000</td>
<td>$75,052</td>
<td></td>
</tr>
<tr>
<td>CP13052392</td>
<td>CATS-Rideshare/Carpool Lots at Area Interchanges</td>
<td>$1,750,000</td>
<td>$1,750,000</td>
<td>$226,615</td>
<td></td>
</tr>
<tr>
<td>CP07052346</td>
<td>Riverdale-Ivanhoe Metra Station Kiss 'n Ride Facility</td>
<td>$71,600</td>
<td>$57,300</td>
<td>$243,207</td>
<td>$57,300</td>
</tr>
<tr>
<td>CP06052369</td>
<td>Metra-Palos Heights/Worth Commuter Parking Lot</td>
<td>$600,000</td>
<td>$480,000</td>
<td>$282,166</td>
<td></td>
</tr>
<tr>
<td>CP01052372</td>
<td>Metra-103rd and 115th St Station Parking - RID Beverly Branch</td>
<td>$1,000,000</td>
<td>$800,000</td>
<td>$297,351</td>
<td>$800,000</td>
</tr>
<tr>
<td>CP01052371</td>
<td>Metra-Ashburn Station Commuter Parking - SWS line</td>
<td>$400,000</td>
<td>$320,000</td>
<td>$328,405</td>
<td>$320,000</td>
</tr>
<tr>
<td>CP08052356</td>
<td>Naperville-Naperville Park 'n Ride Lot - 95th and EJ&amp;E</td>
<td>$500,000</td>
<td>$400,000</td>
<td>$381,027</td>
<td>$400,000</td>
</tr>
<tr>
<td>CP08052382</td>
<td>West Chicago-West Chicago Commuter Parking Lot - UP-W line and future STAR line</td>
<td>$2,047,000</td>
<td>$1,630,000</td>
<td>$443,084</td>
<td></td>
</tr>
<tr>
<td>CP07052359</td>
<td>Riverdale-Riverdale Station Parking</td>
<td>$709,000</td>
<td>$567,000</td>
<td>$469,082</td>
<td>$567,000</td>
</tr>
<tr>
<td>CP06052375</td>
<td>Metra-Metra-Orland Park 143rd Street Station Parking-SWS</td>
<td>$1,500,000</td>
<td>$1,200,000</td>
<td>$683,514</td>
<td></td>
</tr>
<tr>
<td>CP08052323</td>
<td>Hinsdale-Hinsdale Station (Chestnut St) Commuter Parking - BNSF</td>
<td>$1,450,000</td>
<td>$1,160,000</td>
<td>$714,674</td>
<td>$1,160,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Revised Rank</th>
<th>$1,020,990</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP01052370</td>
<td>Metra-Grayland station parking - MDN</td>
</tr>
<tr>
<td>CP01052409</td>
<td>CTA-51st/Pulaski Park and Ride</td>
</tr>
<tr>
<td>CP01052410</td>
<td>CTA-49th/Western Park and Ride</td>
</tr>
<tr>
<td>CP01052408</td>
<td>CTA-Lawrence/Winthrop Park and Ride</td>
</tr>
<tr>
<td>CP01052417</td>
<td>CTA-35th/Archer Park and Ride</td>
</tr>
<tr>
<td>CP01052405</td>
<td>CTA-40th/Indiana Park and Ride</td>
</tr>
<tr>
<td>CP01052416</td>
<td>CTA-Halsted/Archer Park and Ride</td>
</tr>
<tr>
<td>CP10052345</td>
<td>Libertyville-Prairie Crossing Station Parking Expansion - NCS Line</td>
</tr>
<tr>
<td>CP04052343</td>
<td>Maywood-Maywood - Metra Commuter Parking</td>
</tr>
</tbody>
</table>
December 8, 2005

Mr. Ross Patronsny
Chief of the CMAQ Program
Chicago Area Transportation Study
300 W. Adams
Chicago, IL 60606

RE: Chestnut Street Commuter Parking (CMAQ Project ID CP08052323 TIP ID Number 08-04-0010)

Dear Mr. Patronsny:

In December 2004, the Village of Hinsdale was awarded a CMAQ grant in the amount of $1,160,000 (federal share) for acquisition of property to construct the Chestnut Street Commuter Parking Lot with an estimated 168 parking spaces. In September, 2005, the Village requested a scope change to the project as the owner of the parcel sold off the western portion of the lot at a price of over $67 per square foot. The Village has reached terms with the owner for the eastern portion of the lot at a price of $55 per square foot for a total of $1,320,440 (24,008 x 55). This parcel is closer to the Metra Station and would provide for 80 to 90 parking spaces subject to final design. This morning the Village met with Metra representatives who have advised the Village to contact you to request a second change of scope for the project. I request that the change of scope be considered at your next available meeting. The Village is in the process of obtaining an updated appraisal and will submit it to you as soon as it is completed.

Please let me know if any additional information is needed to consider a change of scope for the project. At your convenience, please contact me by phone at (630) 789-7013, by fax at (630) 789-7015 or via e-mail at dcook@villageofhinsdale.org to discuss.

Sincerely,

David C. Cook
Interim Village Manager

cc: Jack Groner, Metra
    James Peffer, Metra
    Demetri Skoufis, Metra
January 18, 2006

Village of Hinsdale
19 East Chicago Avenue
Hinsdale, Illinois 60521

Attention: Mr. David C. Cook, Interim Village Manager

Subject: 24,008-square-foot Parcel
South Side of Chestnut Street
East of Vine Street
Hinsdale, Illinois 60521
PINs 09-12-109-021 through -023

Dear Mr. Cook:

In accordance with your request, the 24,008-square-foot parcel located on the south side of Chestnut Street east of Vine Street in Hinsdale, Illinois, has been inspected and appraised. This complete summary appraisal report has been prepared specifically for the use of the Village of Hinsdale.

MaRous and Company previously prepared a summary appraisal report dated August 9, 2005, with a July 22, 2005, date of value, estimating the values of the 48,950-square-foot parcel of which the subject property was considered to be a part (PINs 09-12-109-017 through -023), of the 24,942-square-foot parcel lying west adjacent to the subject property (PINs 09-12-107-017 through -020), and of the 24,008-square-foot subject property (PINs 09-12-109-021 through -023).

The purpose of this appraisal is to estimate the market value of the subject property as of December 30, 2005, for acquisition purposes. The entire fee simple interest in the property is being appraised.

This document is considered to conform to complete summary appraisal report requirements under Standard Rule 2-2 (b) of the Uniform Standards of Professional Appraisal Practice (USPAP). The opinion of value was developed using a complete appraisal process as defined by USPAP, and no departures from Standard 1 were invoked. Only the sales comparison approach to value has been utilized because the subject property consists of vacant land. Therefore, the cost and income capitalization approaches are not considered relevant. This summary appraisal report is a brief recapitulation of the appraisal data, analyses, and conclusions. Supporting documentation is retained in MaRous and Company office files.

Based upon a plat of subdivision prepared by Area Survey Company and last revised August 30, 2001, and upon a plan of existing site conditions prepared by Seton Engineering and last revised October 4, 2001, the irregular-shaped site has approximately 350 feet of frontage on the south side of Chestnut Street extending east from the center line of Vine Street on the periphery of Hinsdale’s central business district. Although neither plan indicates a total site size, based upon information obtained from the Downers Grove Township Assessor’s office, the site contains 24,008 square feet. We have not been able to accurately and independently calculate the size of the site based upon its very irregular shape.
Mr. David C. Cook  
South Side of Chestnut Street East of Vine Street  
January 18, 2006

Therefore, the value estimate is subject to review of a certified plat of survey indicating the total site size. We reserve the right to adjust the estimated value accordingly.

The subject property lies north adjacent to the Burlington Northern Santa Fe railroad right-of-way and slopes downward from the railroad right-of-way to Chestnut Street with elevations ranging from approximately 695 to 691 feet according to the Seton Engineering plan of existing site conditions. Based upon the inspection of the subject property, it appears that some grading may have been done subsequent to the date of this plan. The site has depths varying from 60.29 feet at the west border to 73 feet at the east border. Retaining walls have been constructed along a portion of the subject property’s south border adjacent to the railroad right-of-way. The site is zoned B-3, General Business District, by the Village of Hinsdale. Uses in the immediate area in addition to the railroad right-of-way include commercial, office, and residential.

According to Flood Insurance Rate Map, Community Panel Number 170105 0004 B, dated January 16, 1981, the subject property is located in a Zone A, an area of 100-year flood. However according to Daniel Schoenberg, Director of Public Services of the Village of Hinsdale, a letter of map amendment was obtained in approximately 1986 amending the subject property’s classification to Zone B, and this classification is utilized for flood insurance purposes. For permitting purposes, the subject property is considered to be located in a Zone X, an area outside the 500-year flood, pursuant to Flood Insurance Rate Map, Community Panel Number 17043C0903H, dated December 16, 2004.

In view of the following facts and data connected with this appraisal, the market value of the fee simple interest in the subject property as of December 30, 2005, is:

**ONE MILLION TWO HUNDRED THOUSAND DOLLARS**

($1,200,000)

This value estimate is subject to review of a certified plat of survey indicating the total site size. We reserve the right to adjust the estimated value accordingly. Additionally, this value estimate is contingent upon the estimated exposure time of 6 to 9 months. It is a gross value and no allowance was made for brokerage commissions or costs of utilities, real estate taxes, or other carrying costs during the marketing period.

MaRous and Company has received and has relied upon verbal and written communications and documents regarding the subject property in the preparation of this summary appraisal report. If additional information about the subject property is received or becomes known, MaRous and Company reserves the right to determine whether this information has a substantive impact on the valuation of the subject property and to adjust values accordingly.
Mr. David C. Cook  
South Side of Chestnut Street East of Vine Street  
January 18, 2006

This letter of transmittal is personally signed and is attached to and accompanies a summary appraisal report. Any use of this letter of transmittal without the accompanying summary appraisal report and the original signature invalidates the certificate of appraisal and may result in misleading value conclusions.

Respectfully submitted,

MaRous & Company

[Signature]
Debra S. Oswald  
Illinois Certified Associate - #157.0002518 (9/07 expiration)

[Signature]
Michael S. MaRous, MAI, CRE  
Illinois Certified General - #153.0000141 (9/07 expiration)
Mr. Don Kopec  
Associate Executive Director  
Chicago Area Transportation Study  
300 W. Adams Street  
Chicago, IL 60606

Attn: Mr. Ross Patronsy

Re: Fuel Cell Bus Demonstration Project  
CMAQ TIP # 16-00-0039  
CTA Project # 201.004 (10460)

Dear Mr. Kopec:

The CTA hereby requests that the balance of $134,271 remaining in the CMAQ funded Fuel Cell Bus Demonstration project (TIP 16-00-0039) be transferred to the Purchase Up to 20 Hybrid Electric Buses project (TIP 16-00-068).

CTA is now in the process of purchasing up to ten Parallel Hybrid buses and ten Series Hybrid buses with its conventional transit bus order. CMAQ project Purchase Up to 20 Hybrid Electric buses (TIP 16-00-068) is providing for the incremental cost difference to purchase the new hybrid buses (see attached). The additional transfer of funds in the amount of $134,271 will provide much needed funding for the purchase of hybrid buses.

The CTA previously asked in a letter dated March 7, 2005 (see attached) that the balance of funds in the Fuel Cell Bus Demonstration project (TIP 16-00-0039) be used to convert three fuel cell demonstration buses into Ultra Low Sulfur Diesel buses with EGR engines. Bus Engineering staff received bids back on this project and the cost of conversion exceeds the differential purchase price of a brand new hybrid bus. CTA is not proceeding with the conversion due to the extensive cost.

If you have any questions concerning this information please contact me at (312) 681-3450 or Mike Connelly at (312) 681-3452

Sincerely,

Paul F. Fish  
Vice President  
Capital Investment
December 9, 2004

Mr. Don Kopec
Associate Executive Director
Chicago Area Transportation Study
300 W. Adams Street
Chicago, IL 60606

Attn: Mr. Ross Patronsky

Re: Scope Revision
CMAQ Project #16-00-0068

Dear Mr. Kopec:

On March 16, 2000 the Chicago Transit Authority submitted the Authority’s FY 2001 Congestion Mitigation and Air Quality Proposals. One of the projects submitted was entitled: *Purchase of Up to Ten 30' to 40' Hybrid Electric Buses*. The Chicago Transit Authority hereby requests that the Chicago Area Transportation Study revise the scope of that project.

The original scope of the project proposed the purchase of up to ten 30' to 40' hybrid electric buses to test promising low emissions technology. The proposed scope change will allow for the purchase of up to twenty hybrid buses, ten Parallel Hybrid buses and ten Series Hybrid buses. This change increases the number of hybrids being purchased and, in turn, maximizes the use of the CMAQ funds to reduce engine emissions. CMAQ project #16-00-0068 and additional Capital funds will provide for the incremental cost difference of purchasing a standard diesel bus versus purchasing a hybrid bus.

These two types of hybrid buses will allow for a side-by-side comparison to determine which one is best suited for the CTA’s service area needs. Both types of hybrids, Parallel and Series, are being developed for transit service by separate companies. While each company states that their hybrid is ideal for transit service, no side-by-side comparison using the same bus chassis has been done to date.

The revised project scope allows the CTA to combine the purchase of the hybrids with a substantial order of conventional transit buses, thereby taking advantage of the economies of scale associated with large quantity purchase. The purchase of the additional buses also increases the sample size for each type of hybrid, which increases the validity of the side-by-side comparison the CTA intends to undertake.
<table>
<thead>
<tr>
<th>Type of Bus</th>
<th>Cost of Hybrid Bus</th>
<th>Incremental Cost Difference</th>
<th># Of Buses</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Series Bus Cost</td>
<td>528,861</td>
<td>187,792</td>
<td>10</td>
<td>1,877,920</td>
</tr>
<tr>
<td>Parallel Bus Cost</td>
<td>532,727</td>
<td>191,658</td>
<td>10</td>
<td>1,916,580</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3,794,500</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(3,000,000)</td>
</tr>
<tr>
<td>Other Capital Funding</td>
<td></td>
<td></td>
<td></td>
<td>794,500</td>
</tr>
</tbody>
</table>

If you have any questions concerning this information please contact me at (312) 681-3450 or Mike Connelly at (312) 681-3452

Sincerely,

[Signature]

Paul F. Fish
Vice President
Capital Investment

CC: D. Simmons
M. Connelly
B. Payne
T. Kohler
J. Gebis
T. Reynolds
K. Higgins
R. Kurek
J. Reintz
L. Fedak

S://shared/CMAQ/CMAQScopeRevHybrids.doc/lf
April 27, 2005

Mr. Paul Fish
Vice President, Capital Investment
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661-1498

Dear Mr. Fish:

Subject: CTA – Purchase up to 15 Hybrid Electric Buses (TIP ID 16-00-0068)

The CMAQ Project Selection Committee has approved your request for a scope change for the subject project. The number of buses to be purchased has been increased to 20 (partial funding for each bus). The maximum federal CMAQ participation in the project remains $2,400,000, including funds already obligated. The approved CMAQ-funded activity remains implementation.

Please note that the demonstration evaluation required for this project should include all 20 buses.

If you have questions about this, please call me at (312) 793-3474.

Sincerely,

Ross Patronska
Chief of the CMAQ Program

cc: David Simmons, Chicago Transit Authority
    Michael Connelly, Chicago Transit Authority
    Laura Fedak, Chicago Transit Authority
    Neil Ferrari, IDOT Division of Public and Intermodal Transportation
    Shirley Cowles, IDOT Program Management
March 7, 2005

Mr. Don Kopec  
Associate Executive Director  
Chicago Area Transportation Study  
300 W. Adams Street  
Chicago, IL  60606  

Attn: Mr. Ross Patronsnyy

Re: Fuel Cell Bus Demonstration Project  
CMAQ TIP # 16-00-0039  
CTA Project # 201.004 (10460)

Dear Mr. Kopec:

The CTA hereby requests that the Fuel Cell Bus Demonstration CMAQ project be kept open. The remaining funds in this project to be spent are in the amount of $134,271. The Bus Engineering department will use the remaining funds to convert three fuel cell demonstration buses into Ultra Low Sulfur Diesel buses with EGR engines and return them into revenue service.

The CTA has already allocated funds to this conversion project out of TIP # 16-97-0009, Perform Bus Mid-Life Overhaul and Upgrade Activities (18753). The additional $134,271 will increase the amount of available funding to accomplish this project. The use of this funding for conversion is considered to be within the scope of the Fuel Bus Demonstration Project. The three converted buses will be part of the 5300 Series bus replacement project.

If you have any questions concerning this information please contact me at (312) 681-3450 or Mike Connelly at (312) 681-3452

Sincerely,

[Signature]

Paul F. Fish  
Vice President  
Capital Investment

CC:  
D. Streeter  
J. Gebbie  
M. Connelly  
T. Reynolds  
T. Kline  
K. Higgins  
L. Ebelk
July 21, 2005

Paul Fish
Vice President, Capital Investment
Chicago Transit Authority
567 W. Lake St., PO Box 7062
Chicago, IL 60680-7568

Dear Mr. Fish:

Subject: Fuel Cell Bus Program project (TIP ID 16-95-0039)

The CMAQ Project Selection Committee has approved your request for a scope change for the subject project. The project's remaining funds in the amount of $134,271 (federal) are for the conversion of three of the fuel cell buses to Ultra Low Sulfur Diesel buses with EGR engines.

If you have questions about this, please call me at (312) 793-3474.

Sincerely,

Ross Patronsny
Chief of the CMAQ Program

cc: Neil Ferrari, IDOT Division of Public and Intermodal Transportation
    Shirley Cowles, IDOT Program Management
    Laura Fedak, Chicago Transit Authority
January 25, 2006

Mr. Ross Patronsny
Chief of the CMAQ Program
Chicago Area Transportation Study
233 South Wacker, Suite 800
Chicago, Illinois 60606

RE: Chicago Avenue CMAQ Project, Request for Scope Change

Dear Mr. Patronsny:

This letter is in follow up to our recent conversation concerning purchasing a Centralized Management System for the Village’s traffic signal interconnect network under the recently approved Chicago Avenue CMAQ Project.

The Village, together with our consultants; Strand Associates, met with IDOT to kick off this project. The Chicago Avenue Interconnect Project adds a fifth major street into the Village of Oak Parks traffic signal system. In our preliminary design discussions we have looked at various ways to link this street into the existing network of major streets. We have found the best way to do this, by far and away, is to bring the entire network under a centralized traffic signal management system. We first started looking into doing this when we began construction of the Madison Street Interconnect Project, which is currently underway and is our fourth major street to be interconnected. At our meeting with IDOT, the issue concerning the addition of the Centralized Management System was brought up. They understood the idea and suggested we bring this to you for direction.

Since the original project scope did not include the Centralized Management System, the Village is requesting this be added to the scope of work. Based on our current estimates, the cost for the overall project will not exceed the budget established for this project. The Centralized Management System is estimated at $125,000 and the construction costs for the interconnect on Chicago Avenue is estimated at $100,000, bringing the total to $225,000. The Village will cover any additional costs for engineering as well as costs over the original budget on this project.

Attached is a map of the Village’s traffic signal network, which should help you to understand the issue. All of the 40 traffic signals owned and maintained by the Village are equipped with Econolite ASC Controllers. This would mean that the Centralized Management System would be Econolite as well. Fortunately, Econolite has recently added a smaller version of their Centralized Management System software to their products array making this project feasible
from a cost stand point. Having our traffic signal system controlled by a Centralized Management System would mean that 35 (87.5%) of the 40 traffic signals in the Village would be linked into one network. This would allow for much greater flexibility in improving travel throughout the Village of Oak Park.

Thank you for your assistance in the matter. Should you need any additional information please feel free to contact me at 708-358-5722 or by e-mail at budrick@oak-park.us.

Sincerely,

Jim Budrick
Village Engineer
February 9, 2006

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

Re: Transfer of CMAQ funds

Dear Mr. Patronsny:

Pace is requesting the transfer of $154,281.25 in CMAQ funds (Grant 10-02-0005) previously allocated to route 641 to proposed route 627. Route 641 Lake Cook Midday service began in October, 2004 and provided service between Discover Financial Services in Riverwoods, Lake Cook Road Metra Station and Braeside Metra Station. Funding for the service was provided through the CMAQ Grant, the TMA of Lake Cook, and Discover Financial Services. Productivity for the first Quarter of 2005 was 3.6 compared to the minimum standard of 12.0. Subsidy per rider was $26.18 compared to the minimum standard of $5.00. Farebox recovery ratio was 1%. The TMA and Discover Financial requested the route be discontinued due to poor performance. Route 641 was discontinued on October 21, 2005.

Proposed route 627 would provide weekday service for reverse commuters traveling between Deerfield and Lake Forest Metra Stations on the Milwaukee North Line and Conway Park. It would operate two A.M. peak and two P.M. peak trips on weekdays. Route 627 will benefit reverse commuters in three ways. First, the greater number of trains operated on the Milwaukee North line will fill the P.M. reverse commute gap that exists from current shuttles (Route 574 & Route 625) that serve the Union Pacific North line. Second, Route 627 could abate crowding problems on Route 574. Third, Route 627 will make Conway Park accessible by public transportation for people living adjacent to the Milwaukee North line.

Pace believes this new route would bridge the current service gaps in addition serve Conway Park which is currently inaccessible to transit service. Should you have any questions feel free to call me at 847-228-4249.

Sincerely,

Lorraine Snorden
Department Manager, Planning Services
Chicago Area Transportation Study
CMAQ Cost Increase Analysis

TIP ID: 10-04-0002
Description: Mundelein Bicycle Path connecting Noll, Hanrahan, Lions Field & Libertyville Twp

### Ranking Computation

<table>
<thead>
<tr>
<th></th>
<th>2004 Award</th>
<th>2006 Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tons VOC eliminated</td>
<td>0.4185</td>
<td>0.4185</td>
</tr>
<tr>
<td>Cost</td>
<td>$422,220</td>
<td>$556,060</td>
</tr>
<tr>
<td>$/Ton VOC eliminated</td>
<td>$1,008,940</td>
<td>$1,328,764</td>
</tr>
<tr>
<td>Rank</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Project Expenses

<table>
<thead>
<tr>
<th></th>
<th>Federal Share</th>
<th>Total</th>
<th>Fed %</th>
<th>Basis</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004 Award</td>
<td>$337,776</td>
<td>$422,220</td>
<td>80.0%</td>
<td>Approved Project</td>
</tr>
<tr>
<td>2006 Increase</td>
<td>$444,848</td>
<td>$556,060</td>
<td>80.0%</td>
<td>Letter from Mundelein</td>
</tr>
<tr>
<td>Increase Amount</td>
<td>$107,072</td>
<td>$133,840</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note
<table>
<thead>
<tr>
<th>ID</th>
<th>Facility to be Improved</th>
<th>Total $</th>
<th>Fed $</th>
<th>$/Ton Voc $</th>
<th>Select</th>
</tr>
</thead>
<tbody>
<tr>
<td>BP02040897</td>
<td>On-Street Bicycle Network</td>
<td>456,450</td>
<td>365,160</td>
<td>51,419</td>
<td>365,160</td>
</tr>
<tr>
<td>BP01041166</td>
<td>Millennium Park Access Route</td>
<td>200,000</td>
<td>160,000</td>
<td>255,846</td>
<td>160,000</td>
</tr>
<tr>
<td>BP07040953</td>
<td>Western Ave Bike Trail Addition</td>
<td>96,000</td>
<td>76,800</td>
<td>490,144</td>
<td>76,800</td>
</tr>
<tr>
<td>BP06040940</td>
<td>86th Ave Multiuse Path</td>
<td>85,950</td>
<td>68,760</td>
<td>497,747</td>
<td>68,760</td>
</tr>
<tr>
<td>BP13040882</td>
<td>Salt Creek Greenway Trail</td>
<td>1,438,000</td>
<td>1,000,000</td>
<td>654,663</td>
<td></td>
</tr>
<tr>
<td>BP08041036</td>
<td>Eastern Corridor Bikeway</td>
<td>499,000</td>
<td>399,000</td>
<td>772,543</td>
<td>399,000</td>
</tr>
<tr>
<td>BP10040820</td>
<td>Bike Path Connecting Various Parks</td>
<td>422,220</td>
<td>337,776</td>
<td>1,008,940</td>
<td>337,776</td>
</tr>
<tr>
<td>BP01041159</td>
<td>Valley Line Bike Trail</td>
<td>1,185,000</td>
<td>948,000</td>
<td>3,311,552</td>
<td>948,000</td>
</tr>
<tr>
<td>BP01041161</td>
<td>35th St Bicycle-Pedestrian Bridge</td>
<td>3,354,000</td>
<td>2,683,200</td>
<td>3,490,780</td>
<td>1,700,000</td>
</tr>
<tr>
<td>BP01041162</td>
<td>41st St Bicycle-Pedestrian Bridge</td>
<td>3,333,000</td>
<td>2,607,200</td>
<td>3,907,411</td>
<td></td>
</tr>
<tr>
<td>BP03040859</td>
<td>Martingale Rd Bike Path</td>
<td>1,201,500</td>
<td>961,160</td>
<td>4,324,391</td>
<td></td>
</tr>
<tr>
<td>BP10040990</td>
<td>Cemetery Rd Bikepath</td>
<td>505,000</td>
<td>404,000</td>
<td>4,778,624</td>
<td></td>
</tr>
<tr>
<td>BP12040943</td>
<td>Homer Glen Community Bike Trail</td>
<td>777,600</td>
<td>622,000</td>
<td>4,893,811</td>
<td></td>
</tr>
<tr>
<td>BP08040888</td>
<td>IL 59 and IL 56/Butterfield Rd Bike Paths</td>
<td>825,000</td>
<td>660,000</td>
<td>5,021,324</td>
<td></td>
</tr>
<tr>
<td>BP02040840</td>
<td>Union Pacific RR ROW Bike Path</td>
<td>2,943,610</td>
<td>2,354,888</td>
<td>6,623,204</td>
<td></td>
</tr>
<tr>
<td>BP06040873</td>
<td>Bicycle Bridge under US 45/Grand Ave</td>
<td>602,000</td>
<td>482,000</td>
<td>6,626,966</td>
<td></td>
</tr>
<tr>
<td>BP08041111</td>
<td>DuPage River Trail Bike Path-Segment 4</td>
<td>795,000</td>
<td>636,000</td>
<td>6,647,632</td>
<td></td>
</tr>
<tr>
<td>BP09040123</td>
<td>Bikepath along Orchard from Jericho to US 30</td>
<td>400,000</td>
<td>320,000</td>
<td>7,605,161</td>
<td></td>
</tr>
<tr>
<td>BP11040998</td>
<td>Bikepath along McCom nell Rd and Washburn St</td>
<td>225,000</td>
<td>180,000</td>
<td>7,644,981</td>
<td></td>
</tr>
<tr>
<td>BP11040973</td>
<td>IL 31 Shared Use Facility from Main St to Cary Park District</td>
<td>318,000</td>
<td>254,000</td>
<td>7,942,871</td>
<td></td>
</tr>
<tr>
<td>BP09040913</td>
<td>Ruby Bikeway from Orchard Rd to Lincolnway</td>
<td>769,000</td>
<td>615,200</td>
<td>7,980,350</td>
<td></td>
</tr>
<tr>
<td>BP07040809</td>
<td>Environmental Trail from 187th St to Flossmoor Rd and Cicero to I-57</td>
<td>651,700</td>
<td>521,300</td>
<td>8,532,214</td>
<td></td>
</tr>
<tr>
<td>BP12040828</td>
<td>Pfeiffer Rd South Bicycle Path</td>
<td>180,000</td>
<td>144,000</td>
<td>10,267,216</td>
<td></td>
</tr>
<tr>
<td>BP10041024</td>
<td>North Shore Bike Path Bridge</td>
<td>1,270,000</td>
<td>1,016,000</td>
<td>12,529,013</td>
<td></td>
</tr>
<tr>
<td>BP09040127</td>
<td>Bike/Ped Underpass at Randall Rd</td>
<td>900,000</td>
<td>500,000</td>
<td>16,059,329</td>
<td></td>
</tr>
<tr>
<td>BP09040121</td>
<td>Bike/Ped Bridge over Mill Creek at Fabyan Pkwy</td>
<td>375,000</td>
<td>300,000</td>
<td>19,257,302</td>
<td></td>
</tr>
<tr>
<td>BP06040876</td>
<td>Bicycle Bridge over US 45/Grand Ave North of 143rd St</td>
<td>1,642,000</td>
<td>1,314,000</td>
<td>35,728,924</td>
<td></td>
</tr>
</tbody>
</table>

**FY 2004 CMAQ Program**

<table>
<thead>
<tr>
<th>ID</th>
<th>Facility to be Improved</th>
<th>Total $</th>
<th>Fed $</th>
<th>$/Ton Voc $</th>
<th>Select</th>
</tr>
</thead>
</table>

**revised rank** 1,328,764
February 16, 2006

Mr. Ross Patronskey
Chief of CMAQ Program
Chicago Area Transportation Study
233 South Wacker Drive, Suite 800
Chicago, Illinois  60606

RE: Village of Mundelein
Request for increase in CMAQ Funds
TIP ID Number 10-04-0002

Dear Mr. Patronskey:

The Village of Mundelein is requesting additional CMAQ funds in the amount of $107,072 for the completion of the referenced project. In January of 2003, the Village applied for CMAQ funds for the Engineering and construction of the above referenced Bike Path, and received approval of CMAQ funds in the amount of $337,776 for fiscal year 2004. The estimate of cost for Engineering and Construction at the time of the application was $422,220, and the approved federal share of the cost was $337,776. Since then, the cost of the project has increased substantially due to above average inflation in the construction industry, higher fuel costs, and the estimate for engineering, and construction being very preliminary at the time of the submittal. The Phase 1 Engineering for the project has been completed, and we are in the process of starting the Phase II Engineering. We are anticipating a January 19, 2007 bid opening and start of construction of the Bike Path in April of 2007. The revised Estimate of Cost is $556,060 (original and the revised cost estimates included herewith.)

Due to the budgetary constraints, it will be very difficult for the Village to construct the Bike Path on schedule without additional CMAQ funds as requested. We are hoping for a favorable response to our request, hence enabling us to move forward with the completion of the project in a timely manner.

If you require additional information, please contact me.

Sincerely,

Michael A. Flynn
Assistant Village Administrator

cc: Honorable Kenneth H. Kessler, Mayor, Village of Mundelein
    William Emmerich, P.E., Village Engineer, Village of Mundelein
    Christopher J. Holt, P.E., IDOT Region 1, Bureau Chief of Local Roads and Streets
    Chad Riddle, P.E., IDOT Region 1, Bureau of Local Roads and Streets
    Gary Rozwadowski, P.E., Smith Engineering Consultants, Inc.
    Akram Chaudhry, P.E., Smith Engineering Consultants, Inc.
SEAVY BIKE PATH  
Village of Mundelein  

February 15, 2006

Original Project Costs per January 30, 2003 CMAQ Application

<table>
<thead>
<tr>
<th>Revised Opinion of Probable Cost</th>
<th>Total</th>
<th>CMAQ (80%)</th>
<th>Village of Mundelein (20%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase I Engineering</td>
<td>$17,593</td>
<td>$14,074</td>
<td>$3,519</td>
</tr>
<tr>
<td>Phase II Engineering</td>
<td>$17,593</td>
<td>$14,074</td>
<td>$3,519</td>
</tr>
<tr>
<td>Construction</td>
<td>$351,850</td>
<td>$281,480</td>
<td>$70,370</td>
</tr>
<tr>
<td>Phase III Engineering &amp; Material Testing</td>
<td>$35,184</td>
<td>$28,147</td>
<td>$7,037</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$422,220</strong></td>
<td><strong>$337,776</strong></td>
<td><strong>$84,444</strong></td>
</tr>
</tbody>
</table>

Revised Project Costs

<table>
<thead>
<tr>
<th>Task</th>
<th>Total</th>
<th>CMAQ (80%)</th>
<th>Village of Mundelein (20%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase I Engineering (Actual Cost)</td>
<td>$34,573</td>
<td>$27,658</td>
<td>$6,915</td>
</tr>
<tr>
<td>Phase II Engineering (Approved IDOT Contract)</td>
<td>$39,887</td>
<td>$31,910</td>
<td>$7,977</td>
</tr>
<tr>
<td>Construction</td>
<td>$430,000</td>
<td>$344,000</td>
<td>$86,000</td>
</tr>
<tr>
<td>Phase III Engineering &amp; Material Testing (12%)</td>
<td>$51,600</td>
<td>$41,280</td>
<td>$10,320</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$556,060</strong></td>
<td><strong>$444,848</strong></td>
<td><strong>$111,212</strong></td>
</tr>
</tbody>
</table>

Request for Additional CMAQ Funds  
$107,072
### Revised Opinion of Probable Cost

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Unit</th>
<th>Price/Unit</th>
<th>QTY</th>
<th>Total Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bituminous Concrete Surface Course, 1.5&quot;</td>
<td>Ton</td>
<td>$46.00</td>
<td>1475.0</td>
<td>$67,850.00</td>
</tr>
<tr>
<td>Bituminous Concrete Binder Course, 1.75&quot;</td>
<td>Ton</td>
<td>$43.00</td>
<td>225.0</td>
<td>$9,675.00</td>
</tr>
<tr>
<td>Aggregate Base Course 6&quot;</td>
<td>Sq Yd</td>
<td>$8.50</td>
<td>2250.0</td>
<td>$19,125.00</td>
</tr>
<tr>
<td>Bituminous Base Course Superpave, 10&quot;</td>
<td>Sq Yd</td>
<td>$60.00</td>
<td>46.0</td>
<td>$2,360.00</td>
</tr>
<tr>
<td>Bituminous Surface Removal, 1.5&quot;</td>
<td>Sq Yd</td>
<td>$3.00</td>
<td>1487.50</td>
<td>$4,462.50</td>
</tr>
<tr>
<td>Removal of Unsuitable Material</td>
<td>Cu Yd</td>
<td>$20.00</td>
<td>620.0</td>
<td>$12,400.00</td>
</tr>
<tr>
<td>Earth Embankment</td>
<td>Cu Yd</td>
<td>$20.00</td>
<td>70.0</td>
<td>$1,400.00</td>
</tr>
<tr>
<td>Topsoil Furnish and Place, 4&quot;</td>
<td>Sq Yd</td>
<td>$2.50</td>
<td>2250.0</td>
<td>$5,625.00</td>
</tr>
<tr>
<td>Thermoplastic Pavement Marking, Line 4&quot;</td>
<td>Lin Ft</td>
<td>$0.50</td>
<td>9721.0</td>
<td>$4,860.50</td>
</tr>
<tr>
<td>Thermoplastic Pavement Marking, Line 12&quot;</td>
<td>Lin Ft</td>
<td>$1.20</td>
<td>97.0</td>
<td>$116.40</td>
</tr>
<tr>
<td>Thermoplastic Pavement Marking, Line 24&quot;</td>
<td>Lin Ft</td>
<td>$2.40</td>
<td>51.0</td>
<td>$122.40</td>
</tr>
<tr>
<td>Bike Safe Grating - Inlet</td>
<td>Each</td>
<td>$300.00</td>
<td>16.0</td>
<td>$4,800.00</td>
</tr>
<tr>
<td>Bike Safe Grating - Catch Basin</td>
<td>Each</td>
<td>$300.00</td>
<td>12.0</td>
<td>$3,600.00</td>
</tr>
<tr>
<td>Sign Panel, Type 1</td>
<td>Sq Ft</td>
<td>$30.00</td>
<td>4.5</td>
<td>$135.00</td>
</tr>
<tr>
<td>Metal Post, Type A</td>
<td>Lin Ft</td>
<td>$16.00</td>
<td>24.0</td>
<td>$384.00</td>
</tr>
<tr>
<td>Curb and Gutter Removal and Replacement</td>
<td>Lin Ft</td>
<td>$22.00</td>
<td>600.0</td>
<td>$13,200.00</td>
</tr>
<tr>
<td>Remove and Replace Existing Bike Path (used for haul road)</td>
<td>Sq Yd</td>
<td>$24.00</td>
<td>750.0</td>
<td>$18,000.00</td>
</tr>
<tr>
<td>Remove and disposal of existing vegetation</td>
<td>Sq Yd</td>
<td>$5.00</td>
<td>1100.0</td>
<td>$5,500.00</td>
</tr>
<tr>
<td>Remove Existing Mast Arm</td>
<td>Each</td>
<td>$1,000.00</td>
<td>1.0</td>
<td>$1,000.00</td>
</tr>
<tr>
<td>Handhole</td>
<td>Each</td>
<td>$1,200.00</td>
<td>1.0</td>
<td>$1,200.00</td>
</tr>
<tr>
<td>Concrete Foundation Type E</td>
<td>Foot</td>
<td>$150.00</td>
<td>4.0</td>
<td>$600.00</td>
</tr>
<tr>
<td>Loop detectors</td>
<td>Foot</td>
<td>$14.00</td>
<td>150.0</td>
<td>$2,100.00</td>
</tr>
<tr>
<td>Sign Heads to be Removed and Replaced</td>
<td>Each</td>
<td>$200.00</td>
<td>2.0</td>
<td>$400.00</td>
</tr>
<tr>
<td>Conduit, 4&quot; Diameter Galvanized Steel Pushed</td>
<td>Foot</td>
<td>$14.00</td>
<td>50.0</td>
<td>$700.00</td>
</tr>
<tr>
<td>Conduit, 2&quot; Diameter Galvanized Steel, Trenched</td>
<td>Foot</td>
<td>$6.25</td>
<td>10.0</td>
<td>$62.50</td>
</tr>
<tr>
<td>Electric Cable in Conduit, Signal NO. 14 3C</td>
<td>Foot</td>
<td>$1.00</td>
<td>200.0</td>
<td>$200.00</td>
</tr>
<tr>
<td>Electric Cable in Conduit, Signal NO. 14 5C</td>
<td>Foot</td>
<td>$1.15</td>
<td>200.0</td>
<td>$230.00</td>
</tr>
<tr>
<td>Electric Cable in Conduit, Signal NO. 14 7C</td>
<td>Foot</td>
<td>$1.25</td>
<td>200.0</td>
<td>$250.00</td>
</tr>
<tr>
<td>Combination Mast Arm Assembly &amp; Pole</td>
<td>Each</td>
<td>$7,500.00</td>
<td>1.0</td>
<td>$7,500.00</td>
</tr>
<tr>
<td>Temporary Traffic Signal Installation</td>
<td>Lump Sum</td>
<td>$30,000.00</td>
<td>1.0</td>
<td>$30,000.00</td>
</tr>
<tr>
<td>Maintenance of Existing Traffic Signal</td>
<td>Lump Sum</td>
<td>$900.00</td>
<td>1.0</td>
<td>$900.00</td>
</tr>
<tr>
<td>Prefab-Pony Truss with Concrete Deck (In Place)</td>
<td>each</td>
<td>$132,000.00</td>
<td>1.0</td>
<td>$132,000.00</td>
</tr>
</tbody>
</table>

**Total Improvements:** $360,860.00

10% Contingency = $38,086.00

**Total =** $438,946.00

---

**Phase I Engineering (Completed):** $34,573.00

**Phase II Engineering (Approved IDOT Contract):** $39,887.00

**Phase III Engineering & Material Testing- 12%:** $51,800.00

**Total:** $556,260.00

---

**Note:**

Phase I Engineering has been completed.

Phase II Engineering contract has been approved by IDOT.
February 17, 2006

Mr. Ross Patronsny
Chief of the CMAQ Program
Chicago Area Transportation Study
300 West Adams Street
Chicago, IL 60606

Subject: Geneva Third Street Commuter Parking Deck (CMAQ TIP ID Number 09-03-0003)

Dear Mr. Patronsny:

Pursuant to our conversation earlier this week, I am writing to request a scope change on our above-referenced grant for our commuter parking deck. Specifically, there is a loss of ten parking spaces as a result of a previous commitment the City had to provide those spaces in the deck to the private property owner who we originally swapped property. That property owner, Shodeen, Inc. retained a portion of the property on Third Street that the parking deck will be adjacent to. I apologize for my oversight in not bringing this to your attention sooner.

However, on a positive note, we learned in a design review with Metra this week that we do not need to have eight handi-capped spaces in the deck and really only need one or two. This is because Metra officials prefer those spaces better situated on the west side of Third Street closer to the train station. As such, if we maintain two, we can add back eight spaces in the lot. On that basis, the net loss is only two spaces. The adjusted count would then be 324 spaces in the deck. I have enclosed an updated Project Description that reflects this revised count.

Thanks for your consideration of this matter. Please contact me if you have any questions or if further information is required. Thank you.

Sincerely,

[Signature]

Philip J. Page
City Administrator

c. Mayor Kevin R. Burns
   Mr. Pat McAtee, Department Head, Real Estate and Planning, Metra
   Mr. Jack Groner, Department Head, General Development, Metra
   Ms. Lynne Corraro, Community Affairs Specialist, Metra
   Mr. Demetri Skoufis, Community Affairs, Metra
   Public Works Director Dan Dinges
   Economic Development Director Aiston

Encl.
City of Geneva Commuter Parking Deck
Project Description

The City of Geneva will construct a two-tier commuter parking deck containing 334 spaces. Of the 334 spaces in the deck, ten need to be restricted for private use pursuant to the land swap agreement with the property owner in 2000. Additionally, 27 surface spaces will be constructed adjacent to the parking structure for a total of 353 spaces but 49 existing spaces will be lost due to the construction of the deck. As such, the net gain is 302 commuter parking spaces. The deck will be constructed to enable the addition of a third tier of parking at a future date should funding become available. That addition would provide an additional 180 spaces.

The deck will be well situated at a location on the east side of South Third Street immediately north of the Union Pacific Railroad tracks and just east of the Third Street Metra Commuter Station and provide regional benefit to the area. The City presently has a commuter parking waiting list of 605 persons, 60% of which are from the immediate Tri-City area (Batavia, Geneva, St. Charles). Additionally, future redevelopment projects in the area of the station will eliminate 100 temporary spaces that are presently being used by Metra commuters.

As such, the construction of the two-tier commuter parking deck and the future consideration of a third tier are certainly warranted and will serve to meet the needs of commuters in the Tri-City area while reducing parking congestion in downtown Geneva.
February 9, 2006

Mr. Ross Patronskey
Chief of the CMAQ Program
Chicago Area Transportation Study
233 S. Wacker Dr. Suite 800
Chicago, IL 60606

Subject: Scope change for Navy Pier Flyover

Dear Mr. Patronskey:

The Chicago Department of Transportation requests to expand the scope of the Navy Pier Flyover (funded FY2001). As specified in our FY2006 CMAQ application, engineers have determined that the project should be implemented in concert with improved bicycle and pedestrian crossing of the Chicago River.

CDOT asks that the eligible scope of the project be redefined to include this crossing. Existing funds allocated to the project would be used to begin engineering for the newly added segment. (Even without these engineering issues, the funds are insufficient to complete the original scope.)

The Committee had previously queried the need to hold these funds in reserve and CDOT believes this approach is the most expeditious for both expenditure of programmed CMAQ funds and the overall completion of the project. No new funds are requested at this time, nor are funds sought from the FY2007 CMAQ program.

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

Sincerely yours,

Luann Hamilton
Deputy Commissioner

cc: Bob Loomis
    Dan Burke
    Janet Attarian
    Ben Gomberg
    Keith Privett

LH:KP
February 16, 2006

Mr. Ross Patronskey
Chief of the CMAQ Program
CATS
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Patronskey:

With this letter the Lake County Division of Transportation formally requests additional CMAQ funds for the above referenced project. As we have seen with other federally funded projects of similar scope, costs can and often do increase dramatically during the E1 and E2 phases of the design process. Our request is based on cost estimates prepared as part of the Phase II engineering process which indicate a shortfall in approved CMAQ funds for construction and phase III engineering in the amount of $533,600.00.

It is my sincere wish that you give this request your earliest consideration as this project is scheduled for an April 25, 2003 letting. Please do not hesitate to contact me at (847) 362-3950 if you have any questions or require additional information.

Very truly yours,

[Signature]

Martin G. Buehler, P.E.
Director of Transportation/County Engineer
Project Title: Post-Implementation Evaluation of Emissions Benefits of CMAQ Projects

Project Type: New Project

Coordinating Agencies: All

Purpose: Evaluate actual emissions benefits of completed CMAQ projects to help improve the estimation of emissions benefits for future CMAQ proposals

Emphasis Area: Environmental Activities

Major Tasks: Summarize existing evaluation methods. Develop methods to evaluate benefits of completed projects; select a sample of completed projects, conduct field work and estimate actual benefits. Prepare recommendations to improve existing evaluation methods.

Previous Efforts: CMAQ evaluation methods as adopted by CATS Policy Committee and documented in prior reports.

Products

| Summary of existing evaluation methods | In-house | February 2007 |
| Methods to evaluate completed projects and sample of projects to study | In-house | May 2007 |
| Final report and recommendations | Outside Distribution | November 2007 |

Additional Information:

Future Activities:

Amount Requested: $227,600

Person Months: 6

Staff: $67,600

Consultant or pass-through: $160,000

Other costs: