

CMAQ Project Selection Committee Meeting
Tuesday, November 1, 2005
10:00 a.m.

Cunningham-Williams Conference Room
300 West Adams St.
Chicago, Illinois

Agenda

1. FY 2006 CMAQ Program

A. FY 2006 program status

The status of program adoption, eligibility determination and sponsor notification will be discussed.

2. Project Follow-up

A. 2005 annual follow-up

A recommendation for Committee action on projects sent follow-up letters in August 2005 will be presented.

3. Project Changes

A. DuPage County – College of DuPage Connector (TIP ID 08-05-0003)

The sponsor requests a cost increase and sponsor change.

B. Oak Park – Madison St from Wisconsin Ave to Lombard Ave (TIP ID 04-04-0002)

The sponsor requests a transfer of funds to a new project.

C. Lan-Oak Park District – Bike Facility-Norfolk Southern Railroad ROW (TIP ID 07-03-0002)

The sponsor requests a cost increase.

D. CDOT – Bike Transit Connection (TIP ID 01-01-0013)

The sponsor requests a cost increase.

E. Palos Park – 121st St and 80th Ave Pedestrian Path (TIP ID 06-04-0002)

The sponsor requests a scope change and phases funded change.

F. Oswego – Oswego Orchard Park & Ride (TIP ID 09-01-0003)

The sponsor requests a sponsor change for the bus service portion of the project.

4. FY 2007 CMAQ programming cycle

A. 2007 CMAQ program development schedule.

The schedule will be discussed and adopted.

B. Revisions to methods and submission instructions

Recommendations for revisions to the analysis methods and submission instructions will be presented.

C. Methods for reducing cost increases

An outline of options will be distributed for discussion.

5. Other Business

6. Next Meeting

The next meeting is expected to be on call in mid- to late February for a status report on the FY 2007 submissions.



Chicago Area Transportation Study



To: CMAQ Project Selection Committee
From: Douglas Ferguson, TIP Division Cadre
Ross Patronsky, Chief of the CMAQ Program
Date: October 26, 2005
Subject: Status of Selected Projects - 2005 Follow-Up

For the annual follow-up, sponsors of eighty-five projects were sent letters to find out the status of their projects. Projects were selected because they are two or more years old and have no obligation, because they are four or more years old and have at least ten percent of their funds still unobligated, or because the estimated completion year was 2005.

Most projects were found to be making progress; thirteen projects were completed. No response has been received from the sponsors of five projects. The sponsors of eight projects still need to clarify information given in their responses. The Committee will be notified should these projects warrant further attention.

The following projects had noteworthy responses:

CDOT - Lakefront Trail-Navy Pier Flyover (TIP ID 01-01-0009). A new bridge design is being called for that would make a complete crossing of the Chicago River. Funding for the new design needs to be calculated and potential sources identified. The sponsor has indicated an estimated completion year of 2010. The project was programmed in 2001 for \$2,964,000 of which \$880,000 has been obligated.

Recommendation: Discuss with CDOT the option to reprogram these funds in the interim while designs and cost figures are concluded.

Cook County Highway Department - Old Orchard Rd from Harms to Skokie Blvd (TIP ID 02-97-0006). The Village of Skokie is the lead for the project's engineering. Currently the project is in the alternatives analysis phase with a target completion of winter 2006. Depending on the results the project will move forward with phase I engineering. The project has scheduled a completion year of 2007. The project was programmed in 2000 for \$800,000 with no obligations to date. The project was put on the

Committee's watch list in 2001 and in 2002 the County was asked to clarify its commitment to the project.

Recommendation: Continue to monitor.

Fox River Grove - US 14 at Algonquin Rd Int Imp (TIP ID 11-00-0011). The project involves a grade crossing on Algonquin Rd that has provided some challenges with regards to the opposition from UP Railroad and requirements of ICC. The sponsor is unsure if they will be able to move forward with this project. The project was programmed in 2000 for \$204,000 of which \$34,076 has been obligated.

Recommendation: Request a date from the Village by which they will decided on project's future.



To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Douglas Ferguson, TIP Division Cadre
Date: October 26, 2005
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 unclear, since not all of them have fully communicated their requests.

DuPage County – College of DuPage Connector (TIP ID 08-05-0003)

DuPage County is requesting that sponsorship of this project be transferred to Pace. In addition, they are requesting a cost increase to respond to increased costs and to increase the CMAQ share of the project from 49% to 80%. The request is for \$290,713 in federal funds.

The project was approved in 2005 for of \$500,000 federal (\$1,023,000 total). The proposal requested \$818,400, but funding was not available to program the full amount.

As described in the cover letter, the proposed scope change will reduce service by approximately 25%. However, Pace has increased its hourly cost from \$60 to \$75, excluding deadhead hours, which are charged separately. In addition the cost of additional paratransit service required by the Americans with Disabilities Act was not included in the original project budget.

When all these changes are combined, the total cost of service is reduced from the initial estimate of \$1,023,000 to \$988,391. However, Pace is requesting that DuPage County guarantee any shortfall, and the County would like the CMAQ program to fund as much as possible. Hence they are requesting a full 80% federal share, or \$790,713.

The revised project was re-evaluated against other FY 2005 transit service and equipment projects. The estimated revised VOC eliminated is 0.67 tons, with the dollar per ton of VOC eliminated equal to \$1,480,735, about 50% more than the original cost per ton of VOC eliminated of \$1,084,010. These results can be found on the accompanying cost increase analysis sheets. The project rank is unchanged at 14th.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the sponsor change and the cost increase for College of DuPage Connector, TIP ID 08-05-0003, in the amount of \$290,713 federal for a total project cost of \$988,391 (\$790,713 federal), pending receipt of the letters from DuPage County and Pace.**

Oak Park – Madison St from Wisconsin Ave to Lombard Ave (TIP ID 04-04-0002)

Oak Park is requesting that \$20,000 in excess funds from this project be programmed to an existing Enhancement (ITEP) project, the Home Avenue Pedestrian Bridge. The request is for \$40,000 in federal funds to be programmed.

The Madison St project is a signal interconnect that was programmed in 2004 for \$268,800 federal (\$336,000 total). The construction contract has been let; the bid was awarded for approximately \$45,000 (federal funds) less than the total programmed amount. Absent any need for additional costs on this project, the funds will be used for internal cost increases for other CMAQ projects programmed by the Council of Mayors.

Oak Park also has an ITEP project, the Home Avenue Pedestrian Bridge. This project is currently \$145,000 over the initial cost estimate. However, additional ITEP funds are not available.

Assuming that the \$145,000 in additional costs was federally funded at 80% federal, \$116,000 in additional federal funds would be required. Hence, Oak Park would still need to seek additional funds to complete the project.

At this point, the Home Avenue Pedestrian Bridge project has not been evaluated for emission benefits.

Recommendation to the CMAQ Project Selection Committee:

- **Consider advising Oak Park to apply for FY 2007 CMAQ funds to cover the full additional cost of the project.**

Lan-Oak Park District – Bike Facility-Norfolk Southern Railroad ROW (TIP ID 07-03-0002)

The Lan-Oak Park District is requesting additional funds for this project. However, a formal request has not yet been received.

CDOT – Bike Transit Connection (TIP ID 01-01-0013)

CDOT is requesting a cost increase in the amount of \$16,000 federal (\$20,000 total) for its Bike Transit Connection project.

The project was programmed in 2001 for \$540,000 federal (\$675,000 total). Part of the work has been completed; about \$380,000 in federal funds remains. However, the project has encountered cost increases for materials.

The project's benefit ranking was re-evaluated. With the cost increase, the cost per ton of VOC eliminated increased from \$110,326 to \$113,595; its rank was unchanged.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost increase for Bike Transit Connection, TIP ID 01-01-0013, in the amount of \$16,000 federal for a total project cost of \$695,000 (\$556,000 federal).**

Palos Park – 121st St and 80th Ave Pedestrian Path (TIP ID 06-04-0002)

Palos Park is requesting a scope change for its 121st St and 80th Ave Pedestrian Path project.

The project was originally programmed in 2004 as the 86th Ave Multiuse Path for \$68,760 federal (\$85,950 total). A year ago, the Village asked to change the location of the project and change it to a pedestrian facility, because Cook County did not want federal review requirements to delay reconstruction of 86th Avenue.

This year the sponsor was contacted as part of the annual follow-up process. The response indicated that a consultant is reviewing alternatives, and that the Village is interested in expanding the scope of the project to include other locations and a tunnel.

In concert with this, the Village is requesting that the CMAQ funds, which were awarded for construction only, be reprogrammed for engineering phases I and II (which have not been obligated). Since the revised project will be much larger, and has not been evaluated for emission benefits, a new application seems appropriate.

Recommendation to the CMAQ Project Selection Committee:

- **Consider advising Palos Park to apply for FY 2007 CMAQ funds to cover the additional phases and scope of the project.**

Oswego – Oswego Orchard Park & Ride (TIP ID 09-01-0003)

Oswego is requesting a transfer of sponsorship of the bus service portion of this project to Pace.

The project was programmed in 2001 and 2003 for \$1,675,200 federal (\$2,116,400 total) for construction of a park and ride lot. In 2004 the project was programmed for \$222,720 federal (\$278,400 total) for commuter bus service to the Aurora Metra station. The lot is completed, and bus service has begun. To facilitate the reimbursement of CMAQ funds for future bus service, Oswego has asked for the sponsorship change.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the transfer of sponsorship for the bus service portion of the project to Pace.**

October 24, 2005

Ross Patronsky, Chief of CMAQ Program
CATS
300 W. Adams
Chicago, IL 60606

Re: College of DuPage Connector (TIP ID 08-05-0003)

Dear Mr. Patronsky:

The College of DuPage Connector is a proposed bus route connecting Naperville to Wheaton, with direct service to the College of DuPage. One year of operations funding was secured from the CMAQ program during the FY 05 project selection process. The detailed service planning of the route is progressing, and operations are scheduled to begin in June 2006.

We would like to make two requests of the CMAQ Project Selection Committee concerning this project:

- We request that sponsorship of the project be transferred from DuPage County to Pace, upon the fulfillment of certain conditions.
- We request that the federal/local match ratio be changed from 49/51 to 80/20, and that the total project cost be slightly decreased.

Sponsorship change

This project is currently sponsored by DuPage County, as the County was the agency that submitted the successful CMAQ application during the FY 05 selection cycle. After further consideration, all of the involved agencies believe that Pace is a more appropriate sponsor for this project, because of Pace's depth of experience in administering CMAQ grants for bus route operations. Therefore, DuPage County would like to transfer sponsorship of this project to Pace.

However, Pace has indicated that they will accept sponsorship of the project only after receiving commitments from DuPage County and other agencies for the full amount of the local match for this CMAQ project. A funding solution has been worked out between local governments in the study area to provide the local match, and commitment letters are in the process of being approved. However, these commitments will not be final until after the November 1 CMAQ Committee meeting.

Because of this, we are asking that the CMAQ Committee *conditionally* approve the transfer of sponsorship from DuPage County to Pace. Once Pace receives commitments from local governments in the amount they require, this information will be communicated to CATS staff, the CMAQ grant will be transferred to Pace. Until this occurs, the CMAQ grant will remain sponsored by DuPage County.

It is necessary for us to take this action at the November 1 CMAQ Committee meeting, instead of waiting until the next meeting in February 2006, because of the implementation schedule of the project. Waiting until February to transfer sponsorship could cause delays, due to the time required to access the FTA funding and to select a private contractor to operate this route.

Cost changes

The original CMAQ application submitted was for \$1,023,000, of which \$818,400 was requested federal funding. However, only \$500,000 federal was allocated to the project, resulting in a 49/51 federal/local split. DuPage County would like to ask the CMAQ Committee to consider changing the federal/local split to the standard 80/20 split.

Also, we ask that the total project cost be decreased slightly, to \$988,400. This would result in a federal share, at the standard 80/20 split, of \$790,700. This slight cost change has been caused by a combination of the following factors:

- More accurate calculation of the number of vehicles required for peak service
- Alignment adjustments to provide more direct service along the route
- Recalculation of service frequencies, and more accurate definition of peak and off-peak periods
- Increase in assumed hourly cost of service, based largely on increased fuel prices
- Consideration of additional vehicle hours required that are non-service hours (driving the vehicle from the garage to the start of the route, for example)
- Consideration of ADA requirements

More detailed cost sheets have been attached for the Committee's information. Please note that this change results in a total cost decrease, but an increase in federal share of \$290,700.

Please note that this project is strongly supported by the affected local agencies and organizations, as demonstrated by the numerous letters of support that you will be receiving over the next few days. It creates an important link between existing transit services in Wheaton and Naperville, provides the first transit service to Danada Square (the largest shopping center in the Chicago region that is not served by transit), and greatly increases transit service to the College of DuPage, which is the largest two-year college in the nation.

Please contact me with any questions at 630-407-6881, or by email at mavery@dupageco.org. Thank you very much for your attention to our requests.

Sincerely,

Mark Avery, Planning Division Manager
DuPage County Department of Economic Development and Planning

Cc: CMAQ Committee
Lorraine Snorden, Pace
Bob Dean, City of Naperville

Chicago Area Transportation Study

CMAQ Cost Increase Analysis

TIP ID: **08-05-0003**

Description: **College of DuPage Connector**

Ranking Computation

	2005 Award	2005 Increase
Tons VOC eliminated	0.9437	0.6675
Cost	\$ 1,023,000	\$ 988,391
\$/Ton VOC eliminated	\$ 1,084,010	\$ 1,480,735
Rank	3	9

Project Expenses

	Federal Share	Total	Fed %	Basis
2005 Award	\$ 500,000	\$ 1,023,000	48.9%	Approved Project
2005 Increase	\$ 790,713	\$ 988,391	80.0%	Letter from Consultant
Increase Amount	\$ 290,713	\$ (34,609)		

Note

FY 2005 CMAQ Program

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
Transit Service and Equipment					
TI17052339	Vanpool Program	\$ 6,460,000	\$ 6,460,000	\$ 68,716	\$ 4,560,000
TI17052341	Clean Diesel Fuel Purchase	\$ 1,500,000	\$ 1,200,000	\$ 70,788	\$ 1,200,000
TI01052419	North/South Lake Shore Improvements and Marketing of CTA Service Improvements - year 2	\$ 3,200,000	\$ 2,560,000	\$ 129,476	\$ 2,560,000
TI01052397	Visitor Pass Marketing and Vendor Expansion Program	\$ 100,000	\$ 80,000	\$ 155,244	
TI08052381	Oak Brook Employment Area Distributor Service	\$ 1,200,000	\$ 960,000	\$ 187,857	\$ 960,000
TI01052418	Cermak (Douglas) Corridor Marketing - Blue Line, year 2	\$ 600,000	\$ 480,000	\$ 248,784	
TI01052430	Express Bus Service for #79 79th Street, #22 Clark Street, #9 Ashland - year 2	\$ 3,404,000	\$ 2,723,200	\$ 388,703	\$ 1,011,000
TI01052401	Implement Automated Bus Vehicle Locator	\$ 1,200,000	\$ 960,000	\$ 433,357	
TI13052367	Regional Implementation of Transit Signal Priority (SRTs)	\$ 3,000,000	\$ 2,400,000	\$ 499,533	\$ 2,000,000
TI08052388	DuPage County Transit Service Marketing	\$ 600,000	\$ 480,000	\$ 595,337	\$ 480,000
TI01052395	Illinois Medical District Shuttle and Marketing Service	\$ 798,000	\$ 638,400	\$ 740,877	
TI01052394	Clybourn Corridor Bus Shuttle	\$ 1,400,000	\$ 1,120,000	\$ 743,458	
TI17052363	Shuttle Service to Metra Stations on the NCS Line	\$ 1,800,000	\$ 1,440,000	\$ 764,660	\$ 1,440,000
TI08052384	College of DuPage Connector	\$ 1,023,000	\$ 818,400	\$ 1,084,010	\$ 500,000
Revised Rank		\$ 988,391	\$ 790,713	\$ 1,480,735	
TI01052421	Chinatown/Pilsen Summer Shuttle - year 2	\$ 75,390	\$ 60,312	\$ 2,219,945	\$ 60,312
TI08052362	DuPage County Bus Routes	\$ 7,285,700	\$ 5,828,600	\$ 2,706,261	

October 27, 2005

Ross Patronsky, Chief of CMAQ Program
CATS
300 W. Adams St.
Chicago, IL 60606

Re: Cost Change for College of DuPage Connector (TIP # 08-05-0003)

Dear Mr. Patronsky:

This letter indicates the strong support of the DuPage Mayors and Managers Conference for the cost change requested by DuPage County for the College of DuPage Connector (TIP # 08-05-0003).

We expect that this will be the first route recommended in the DuPage Area Transit Plan to be implemented. The College of DuPage Connector was identified as an implementation priority in the summer of 2003, and we are pleased to see the progress that has been made toward beginning operations on this route.

This new route is important to the municipalities that it will serve, and also to the transit system in DuPage County in general. The route will provide a direct link between the UP-W and BNSF lines, as well as between the numerous Pace routes that serve the Wheaton and Naperville stations, creating many transfer opportunities to existing transit services. This route will support the upcoming expansion of the Roosevelt Road Connector, which was recently selected to receive CMAQ funding, and will also link to Pace's planned extension of Route 322 to Danada Square.

In the longer term, this route will also provide transfer opportunities to Circulator systems in Naperville, Glen Ellyn, and Wheaton; Connector routes on 75th Street and Ogden Avenue; and the proposed Bus Rapid Transit service on I-88. The initiation of this route is an important first step in our efforts to build a comprehensive transit system in DuPage County.

The cost change requested by the County is necessary for the project to proceed on schedule, and we hope that the CMAQ Project Selection Committee approves this important request. Thank you for your attention to our comments.

Sincerely,

A handwritten signature in black ink that reads "Larry Hartwig". The signature is written in a cursive, flowing style.

Larry Hartwig
President

cc: DuPage County
City of Wheaton
City of Naperville



Naperville

October 24, 2005

Ross Patronsky, Chief of CMAQ Program
CATS
300 W. Adams St.
Chicago, IL 60606

RECEIVED

OCT 26 2005

C.A.T.S.

Re: Cost Change for College of DuPage Connector (TIP # 08-05-0003)

Dear Mr. Patronsky:

This letter indicates the strong support of the City of Naperville for the cost change requested by DuPage County for the College of DuPage Connector (TIP # 08-05-0003). One of the City's transportation priorities is to expand and improve the public transit system in Naperville. Beginning operations on this route, which provides an all-day link between Naperville, Wheaton, and the College of DuPage, is an important step toward improving our public transit system. Not only does the College of DuPage Connector provide an important, immediately viable service, but it will also support our future efforts to initiate local Circulator bus service and add additional fixed-route service through Naperville.

The City of Naperville is a member of the Transit Plan Implementation Team, the group of local government officials that is charged with implementing the DuPage Area Transit Plan. This route has been identified as an immediate priority for implementation and has important regional benefits. The route links the existing Pace and Metra services in Naperville and Wheaton, which are now disconnected; it initiates service to the Danada Square Shopping Center, a regional commercial center that does not have any transit service now; and it serves the College of DuPage, the largest two-year college in the nation. Also, the route provides direct, new connections from Wheaton and the College to major destinations in Naperville.

The City of Naperville has participated on a multi-agency project team with other local governments, Pace, and the College of DuPage to design this new bus route, and we eagerly look forward to its implementation, scheduled for June 2006. The cost change requested by the County is necessary for the project to proceed on schedule, and we hope that the CMAQ Project Selection Committee approves this important request. Thank you for your attention to this request.

Sincerely,

A handwritten signature in black ink, appearing to read "William J. Novack".

William J. Novack, P.E.
Acting Director of Transportation, Engineering, and Development/City Engineer

Cc: Mark Avery, DuPage County
Rick Curneal, DMMC



The Village of Oak Park
Village Hall
123 Madison Street
Oak Park, Illinois 60302-4272

708.383.6400
Fax 708.383.6692
TTY 708.383.0048
village@vil.oak-park.il.us

October 11, 2005

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

RECEIVED

OCT 12 2005

C.A.T.S.

RE: CMAQ Program Proposed Shift in Funding

Dear Mr. Patronsky:

This letter is in follow up to our recent discussion related to shifting CMAQ Funds from one project to another. The Village of Oak Park was awarded with CMAQ Funds in FY 2005 for a traffic signal interconnect project on Madison Street. The project was successfully bid and a contract awarded on September 1, 2005 in the amount of \$254,821.20. The Agreement executed on August 15, 2005 identified a Federal Participation of \$244,200 with a maximum participation of 80%, not to exceed amount of \$269,000. This project is expected to get underway in the spring of 2006 and be completed in 60 days.

The Village was also successful in obtaining an Illinois Transportation Enhancement Program (ITEP) grant for improvements to the Home Avenue Pedestrian Bridge over the I-290. These improvements are aimed at making the bridge bicycle friendly as well as ADA Accessible. This bridge is a key element in the Village's walking and bicycling route plan for schools. Initially, this project was estimated at \$100,000. After a number of iterations during design review, the project scope has increased, raising the cost of the project to an estimated \$245,000.

I had contacted the Enhancement Project director, Tim Mylam, in Springfield to see if additional funds were eligible for this project. He indicated that they are just getting back to a balanced program and that additional funds were not available. I then spoke with Carl Makiska who had suggested that I look to CMAQ for funds based on the project scope.


We understand that the process for seeking funds for various projects and that the CMAQ Committee does a great job in sorting through the numerous applications for funds. The Village of Oak Park is not asking for additional funds, however we would like the CMAQ Committee to consider shifting the excess in Federal Funds anticipated from the Madison Street traffic signal interconnect project to the Home Avenue Pedestrian

Bridge project. This amount is estimated at \$40,000, given the awarded contract amount.

Enclosed please find copies of the executed agreement for the Chicago Avenue traffic signal interconnect project along with the pre-construction notice outlining the awarded contract amount. Also enclosed is a copy of the project application, grant award letter from IDOT, estimate of cost and Local Agency Agreement for the Home Avenue Bridge Project.

The Village of Oak Park is grateful for any assistance the CMAQ Committee can provide to making the Home Avenue Project a success. We feel that this project will go a long way to improve bicycle travel in the Village as well as help persons with difficulties to get across the I-290.

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.

A handwritten signature in black ink, appearing to read "J. Budrick", written in a cursive style.

Sincerely,
Jim Budrick
Village Engineer



City of Chicago
Richard M. Daley, Mayor

Department of Transportation

30 North LaSalle Street
Suite 1100
Chicago, Illinois 60602-2570
(312) 744-3600
(312) 744-7215 (TTY)
www.cityofchicago.org/transportation

October 21, 2005

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

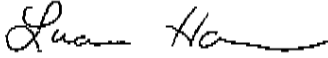
Subject: Cost Increase for Bike to Transit

Dear Mr. Patronsky:

The Chicago Department of Transportation requests to add \$20,000 in CMAQ funds (\$16,000 federal share) to the Bike to Transit Project (TIP# 01-01-0013) It is currently funded at \$475,000 (matched) and we now have an engineers estimate of \$493,632, due to inflated costs for steel and other raw materials.

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: Trish Sternberg
Keith Privett

LH:KP



Chicago Area Transportation Study

CMAQ Cost Increase Analysis

TIP ID: **01-01-0013**

Description: **Bike Transit Connection**

Ranking Computation

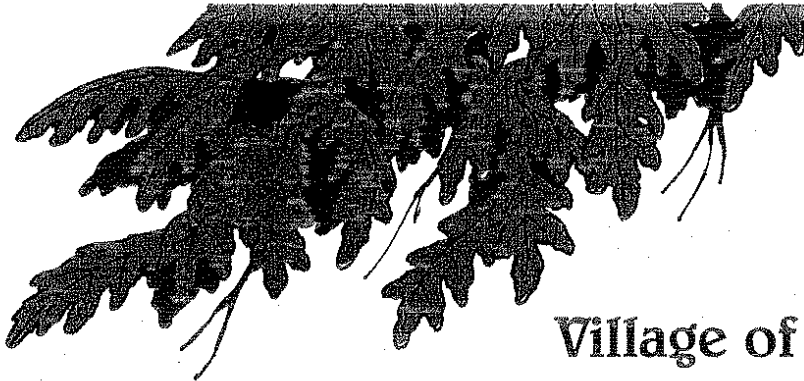
	2001 Award	2005 Increase
Tons VOC eliminated	6.1182	6.1182
Cost	\$ 675,000	\$ 695,000
\$/Ton VOC eliminated	\$ 110,326	\$ 113,595
Rank	3	9

Project Expenses

	Federal Share	Total	Fed %	Basis
2001 Award	\$ 540,000	\$ 675,000	80.0%	Approved Project
2005 Increase	\$ 556,000	\$ 695,000	80.0%	Letter from CDOT
Increase Amount	\$ 16,000	\$ 20,000		

Note

FY 2001 CMAQ Program						
ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select	
Bike Parking and Bike Encouragement Project						
Bike Encouragement						
BP01B7	CDOT-New Resident/Student Bike Marketing Program	\$ 150,000	\$ 120,000	\$ 504,779		\$ 120,000
Bike Parking						
BP01B6	CDOT-Commuter Bike Parking and Encouragement	\$ 425,000	\$ 340,000	\$ 69,465	\$	\$ 340,000
BP01B5	CDOT-Bike Transit Connection	\$ 675,000	\$ 540,000	\$ 110,326	\$	\$ 540,000
Revised Rank		\$ 695,000	\$ 556,000	\$ 113,595		



CAROLYN A. BACA
Mayor
MARY A. O'CONNOR
Accounts and Finances, Treasurer
RAY DeVRIES
Public Works and Streets

Village of Palos Park

September 12, 2005

Doug Ferguson
Chicago Area Transportation Study
300 W. Adams St. 2nd Floor
Chicago, IL 60606
Via Email: dferguson@catsmpo.com

JOHN F. MAHONEY
Public Health and Safety
EDWARD J. MARCYN
Building and Public Property
ANNETTE MUCHA
Village Clerk
PATRICIA L. JONES
Village Administrator

RE: PROJECT FOLLOW-UP FORM
TIP PROJECT NAME: 121st STREET & 80th AVENUE PEDESTRIAN PATH
TIP PROJECT ID: 06-04-0002

Dear Mr. Ferguson:

Included herewith is the Project Follow-up Form as referenced. Our consultant has prepared construction cost estimates relating to the potential facilities as referenced. Once the Village decides on the extent of the facilities to be constructed the consultant will provide a proposal for engineering services.

Based upon the grant as awarded the consultant has determined that a sidewalk along the south side of 121st Street would be the extent of sidewalk construction possible at this time. In this regard, are phase I and II engineering costs eligible for grant inclusion?

In the long term, the Village is considering a configuration that would include a sidewalk along the south side of 121st Street and on one or both sides of 80th Avenue from 121st Street to 123rd Street and on one side only from 119th Street to 121st Street and a single tunnel under the railroad tracks for an estimated cost of ~ \$700,000.00. In this case we estimate approximately \$90,000.00 ± in phase I and II engineering fees. In this regard, could the current grant be utilized just to cover the cost of phase I and II engineering for this expanded scope? The Village would apply for grants and secure local funds to complete the expanded scope of construction in the future.

We look forward to your feedback as to what direction the Village is permitted to proceed with at this time.

Sincerely,

Lawrence R. Miller P.E.
Director of Public Works

cc: Mayor Baca
Commissioner DeVries
Patricia L. Jones, Administrator
Mike Kerr, CBBEL

CMAQ Project Follow-up for FY 2005

CMAQ Project Information			
TIP Project Name:	121st St and 80th Ave Pedestrian Path		
TIP Project ID:	06-04-0002	Estimate Completion Year:	2005
Project Sponsor:	Palos Park		
Primary Contact:	Lawrence Miller		

1. Has this project been completed?
 Yes – Indicate the date here: _____ then return this form to CATS.
 No – Please proceed to question 2.

2. Where does the project stand as of today? What phases are completed? *None*
Obtaining engineering proposals for consulting services (phases and design)

3. If a FY 2004 project follow-up for this project was enclosed, did you meet the milestone(s) described in question 4 of the form? *None submitted*
 Yes
 No - Please discuss.

4. What is expected to be completed on this project in the next year? *Engineering design, and installation?*

5. Are there current or anticipated problems putting completion of the project in doubt? If so, please indicate their nature and steps being taken to overcome them. *No, but, expect funding needs above originally estimated due to change in project scope and additional engineering for phase 1, 2, and design. Budget next yr.*

6. Are the funds currently committed to the project sufficient to complete project engineering, right of way acquisition, and construction/implementation? *The change in scope from 86th Ave shoulders to 121st St. + 80th Ave sidewalks will most likely require the procurement of additional funding. This will be met through commitment of budget funds or request*
 Yes
 No – Please explain.

CONTINUE ON THE REVERSE SIDE of grant funds next year, once engineering proposals and construction estimates are generated.

7. Please indicate any other committed financing for the project that was secured after the project was submitted for CMAQ approval. Please indicate the fund source, the fiscal year the money will be available, and the amount. (It is not necessary to indicate the match source for federal funds). <i>Currently only match funds.</i>
8. What is the current estimated completion year for this project? (The original estimate is on the project summary) <i>Calander year 2006</i>
9. Please provide updated information on the <i>primary</i> contact for this project in the event we need additional information. The primary contact is used as the initial contact for this project in the future.
Name: <i>Lawrence R. Miller</i>
Organization: <i>Village of Palos Park</i>
Title: <i>Director of Public Works</i>
Phone: <i>708 671 3720</i> Fax: <i>708 448 9542</i>
E-mail: <i>lmliller@palospark.org</i>
10. Please provide information on a <i>supplementary</i> contact for this project. This contact should be someone with a direct working knowledge of the project.
Name: <i>Patricia Jones</i>
Organization: <i>Village of Palos Park</i>
Title: <i>Administrator</i>
Phone: <i>708 671 3702</i> Fax: <i>708 448 9542</i>
E-mail: <i>pjones@palospark.org</i>
<i>Please include any additional comments that would be useful to the CMAQ Project Selection Committee:</i>

Please return this form by September 9, 2005 to:
Doug Ferguson
Chicago Area Transportation Study
300 W. Adams St. 2nd Floor
Chicago, IL 60606
Phone: (312) 793-0121
Fax: (312) 793-3481
Email dferguson@catsmpo.com

For further information, please call Mr. Ferguson.



113 Main Street ε Oswego, IL. 60543 ε (630) 554-3618 ε Fax:
(630) 554-3306

October 26, 2005

Chicago Area Transportation Study – CATS
300 West Adams Street
Chicago, IL 60606
Attn: Mr. Ross Patronsky

RE: Oswego Orchard Park and Ride TIP ID 09-01-0003

Dear Mr. Patronsky,

The Village of Oswego is requesting that the Chicago Area Transportation Study (CATS) transfer the sponsorship of the Congestion Mitigation and Air Quality Program (CMAQ) funds to PACE for the bus services portion of the project performed at the Oswego Orchard Park and Ride facility. The Village has requested that PACE accept the sponsorship transfer and is awaiting their reply.

Once the Village receives an acceptance letter from CATS and PACE, the Village of Oswego Board will approve this agreement. After this step, the CMAQ funds will need to be transferred and then the Illinois Department of Transportation will prepare the final agreement that will allow the Village of Oswego to be reimbursed for the PACE expenses that are incurred for the Park and Ride facility.

Please reply directly to me at the above address. If you need to speak with me, my phone number is 630-554-0864. Thank you for your time and cooperation with this matter.

Sincerely,

Mark A. Pries

Mark A. Pries
Finance Director

FY 2007 CMAQ Program Development Schedule

Monday, November 28, 2005	CATS will begin the call for FY 2007 project proposals.
Friday, January 27, 2006	Submission deadline for all FY 2007 project proposals.
February – June 2006	CATS will develop FY 2007 project proposal rankings and meet with project sponsors.
June – July 2006	CMAQ Project Selection Committee meets to select proposed FY 2007 program.
Friday, August 11, 2006	Work Program Committee considers approving the proposed FY 2007 program for public comment.
Friday, August 11, 2006	Public comment period on the proposed FY 2007 program begins.
Saturday, September 9, 2006	Public comment period on the proposed FY 2007 program ends.
September, 2006	CMAQ Project Selection Committee meets to review and respond to comments on the proposed FY 2007 program.
Friday, September 29, 2006	Work Program Committee considers approval of the proposed FY 2007 program.
Thursday, October 12, 2006	Policy Committee considers approval of the proposed FY 2007 program.
October – November 2006	Federal determination of FY 2007 projects' eligibility.
November 2006	CATS notifies sponsors of project eligibility and funding availability.

Note: Work Program Committee meeting dates are tentative.

For additional information, please call Ross Patronsky of the CATS staff at (312) 793-3474.



Chicago Area Transportation Study



To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Douglas Ferguson, TIP Division Cadre
Date: October 26, 2005
Subject: Proposed Changes to CMAQ Methods for FY 2007

Three possible changes to the CMAQ analysis and programming methods have been identified for the FY 2007 funding cycle.

Analysis of PM_{2.5} benefits

The northeastern Illinois/northwestern Indiana region has been designated a non-attainment area for the fine particulate matter (PM_{2.5}) National Ambient Air Quality Standard. Although the CMAQ allocation formula does not include PM_{2.5} non-attainment as a factor, projects that reduce PM_{2.5} emissions are eligible for funding. To help identify projects with significant PM_{2.5} benefits, staff recommends developing a ranking criterion of cost per ton of PM_{2.5} emissions eliminated.

PM_{2.5} emission rates can be calculated using the same MOBILE6 model used to calculate VOC and NO_x emission rates. However, PM_{2.5} emissions have significant differences from ozone precursors. Most significantly, PM_{2.5} emissions are disproportionately generated by diesel engines. Typical CMAQ projects that may include diesel emissions are intersection improvements, bottleneck eliminations, and signal interconnects, since these affect all vehicles. Commuter parking, bicycle/pedestrian and transit projects generally affect "light duty gasoline" vehicles, namely cars, vans and SUVs.

Although typical CMAQ projects are ranked against each other, not across project types, projects in the "Other" category that target diesel emissions will show an improved ranking on a PM_{2.5} scale. Projects of this type include diesel engine retrofits and idling reduction measures.

PM_{2.5} emissions also differ from ozone precursors in that they are insensitive to speed. This means that projects which currently show a VOC/NO_x emissions benefit by improving speed - intersection improvements, bottleneck eliminations, and signal interconnects - will not show a PM_{2.5} benefit. Other

analysis methods will need to be developed to identify the benefits for these types of projects; delay reduction is a candidate measure since it is comparable to idling reduction.

Diesel School Bus Retrofit Policy

In the FY 2006 application cycle, two proposals to fund diesel retrofits on school bus fleets were received. At the June CMAQ Project Selection Committee, staff was asked to consider a policy for funding these types of projects, in anticipation of larger numbers of such applications in the future.

Subsequently, the two proposals were included in the draft FY 2006 program, but both sponsors withdrew due to a lack of local match. This suggests that school districts may in fact have difficulty in obtaining CMAQ funds due to budgetary constraints, and that a large number of applications is not likely.

In addition, the SAFETEA-LU legislation provides that diesel retrofits (and other cost-effective emission reduction activities) be given priority in receiving CMAQ funding.

In light of these points, staff recommends that the Committee wait to adopt a policy pending the outcome of the FY 2007 funding cycle.

Use of Consistent Units in Rankings

Currently, CMAQ proposal rankings are expressed in terms of cost per ton of VOC eliminated and cost per ton of NO_x eliminated. On the other hand, daily emissions benefits are expressed in terms of kilograms of VOC eliminated.

The initial rankings and daily benefits were expressed in tons to match the units used in the State Implementation Plan (SIP). As overall vehicle emissions decreased with national engine and fuel regulations, projects' emission benefits have become smaller.

The daily emissions were initially changed to pounds/day to make the numbers more comprehensible, but were then changed to kilograms/day when the federal government asked for metric units when making the eligibility determination.

At this point, ranking values are also becoming unwieldy, with values in excess of \$1,000,000/ton commonplace. This problem will be greater if PM_{2.5} rankings are implemented, because PM_{2.5} emission levels are about 4% of VOC emission levels. Changing the units from tons to kilograms will reduce the ranking values by about a factor of 1,000 (i.e., a project ranked at \$1,000,000/ton of VOC eliminated will be approximately \$1,000/kilogram of VOC eliminated.)

Finally, the connection between values in the SIP and the CMAQ program has been reduced. When CMAQ projects were being used as Transportation Control Measures, expressing CMAQ projects' emissions in tons was needed to make the values comparable to those in the SIP. Since no new TCMs have been applied to the SIP since 1999, the need for this easy connection is lessened.

In light of this, staff recommends using kilograms instead of tons as the unit of mass in analyzing CMAQ proposals.



Chicago Area Transportation Study

To: CMAQ Project Selection Committee
From: Douglas Ferguson, TIP Division Cadre
Ross Patronsky, Chief of the CMAQ Program
Date: October 27, 2005
Subject: Options for Reducing Cost Increases

At the September 20, 2005 meeting, the Committee asked CATS staff to investigate options for reducing cost increases. The attached sheet summarizes the cost increases since 1994 by year the increase was approved, by project subtype, by the last year projects received programmed funds and by sponsor groups.

The total amount of cost increases approved so far this year is just over \$3 million, which is below the average yearly increase total of about \$5.4 million. The total number of increases for 2005, 12, is above the average of 7 increases per year. However, there were four years that had between 10 and 12 cost increases approved.

Below are some options for the Committee to consider that could reduce the number of cost increase requests.

Option 1

No longer allow project cost increases. If a project needs more funds to complete the project, the sponsor would need to submit a project application with the increase during the annual project selection process. This option would make the CMAQ program less flexible and cause delays for projects with unforeseen changes.

Option 2

Cap the amount of increases per year. Once the cap is reached, any further increase requests would have to wait till the next federal fiscal year for consideration. While providing predictability in the amount of increases each year, this would also make the program less flexible.

Option 3

Program only one or two phases of a project at a time. Projects that are not moving forward will not result in money sitting unobligated for long periods of time and project costs for later phases would be more precise. Project sponsors may be hesitant to submit projects unless they have secured funding for the entire project. This could reduce the number and quality of applications submitted each year.

Option 4

Don't fund the initial phase I engineering studies for projects. This could provide for more precise project scope and funding information. It would also demonstrate sponsor commitment to the project. This policy could be waived for sponsors with less financial capacity. Sponsors may hesitate to apply for CMAQ funds because they are not able to fund phase I on their own.

Option 5

Continue the current approach to cost increases and increase the scrutiny of costs submitted in project applications. This could potentially reduce cost increase requests and help in the selection of quality projects. This option would require additional staff. Sponsors would also need to provide more detailed information.

**Committee Increases 1994-2005
75 Projects - \$64,282,074**

Year Increases Approved	
1994	\$ 438,508
	5
1995	\$ 1,452,975
	10
1996	\$ 4,114,850
	3
1997	\$ 1,339,975
	11
1999	\$ 248,000
	2
2000	\$ 6,027,696
	12
2001	\$ 9,491,200
	5
2002	\$ 9,376,978
	6
2003	\$ 27,552,441
	11
2004	\$ 1,215,352
	4
*2005	\$ 3,024,099
	12

* Through 9/20/05 Meeting

Project Subtypes	
Bicycle Encouragement	\$ 60,000
	1
Bicycle Facilities	\$ 3,233,439
	19
Bicycle Parking	\$ 88,978
	1
Bottleneck Elimination	\$ 5,588,210
	5
Commuter Parking	\$ 1,412,755
	5
Demonstration	\$ 32,000
	1
Intersection Improvement	\$ 2,859,772
	11
Parking Deck	\$ 208,000
	1
Pedestrian	\$ 1,329,890
	15
Signal Interconnect	\$ 1,558,030
	6
Transit Facility Improvement	\$ 47,831,000
	9
Transit Service and Equipment	\$ 80,000
	1

Max Year of Programmed Funds	
1993	\$ 1,562,400
	4
1994	\$ 2,308,509
	14
1995	\$ 550,700
	7
1996	\$ 278,086
	1
1997	\$ 6,346,475
	12
1999	\$ 25,956,498
	8
2000	\$ 4,606,200
	5
2001	\$ 1,601,634
	10
2002	\$ 10,294,120
	7
2003	\$ 688,000
	1
2004	\$ 9,280,000
	1
2005	\$ 809,452
	5

Sponsor Groups	
Chicago	\$ 41,004,378
	13
CTA	\$ 8,680,000
	2
Mayors/Other Local	\$ 9,997,696
	56
Metra	\$ 4,600,000
	4