CMAQ Project Selection Committee Meeting
Monday, September 8, 2003
10:00 a.m.

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

Agenda
revised

1. FY 2004 CMAQ proposed program
   A. FY 2004 funding/TEA-21 reauthorization
      The status of reauthorization and its effect on the program mark of $60 million will be discussed.
   B. Review of public comments
      A summary of the comments received and staff notes on those comments will be presented and discussed.

2. Project follow-up
   A. Annual Follow-up
      The status of the 2003 follow-up will be presented.
   B. Forest Preserve District of Cook County – Des Plaines River Trail from IL 64 to Maybrook Ct (TIP ID 04-97-0015)
      The sponsor requested additional time (until September) to secure additional funding. Their most recent communication is attached.
   C. DuPage County Forest Preserve District – Salt Creek Greenway (TIP ID 08-96-0032)
      The sponsor received preliminary design approval for the project.

3. Project Changes
   A. Village of East Hazel Crest – 171st Street Sidewalk From Wood to Ashland (TIP ID 07-99-0026)
      Cost increase request for construction increases and retaining wall.
   B. Algonquin Township – Algonquin Township Sidewalks (TIP ID 11-02-0001)
      Scope change for ROW acquisition. At a future time, they will be requesting a cost increase for construction increases.
   C. City of Chicago – Mid-City Transit Corridor Alternatives Analysis, TIP ID 01-94-0186 (Cost Increase) and City of Chicago – Red Line Extension from 95th to 103rd, TIP ID 01-94-0006 (Cost Decrease)
   D. Chicago Heights – Old Plank Road Trail Extension from Western to Euclid (TIP ID 07-01-0004)
      The City is still considering whether or not to proceed with this project.
   E. Lake Zurich – US 12/Rand Road at Ela Road (TIP ID 10-02-0007)
The proposed scope change and cost increase for this project is at least partially ineligible for federal funding. The sponsor has been encouraged to restructure their request.

F. CTA – Ethanol Fuel Cell Bus Program - Demonstration of Ethanol Reformer - Participation in National Project (TIP ID 16-95-0039)
The CTA will present a request for reprogramming unused funds from this project.

4. **FY 2005 CMAQ funding cycle**
   A. 2005 CMAQ program development schedule.
   B. Status of evaluation method revisions

5. **FY 2004 CMAQ program recommendation**

6. **Other business**
   A. Analysis of CMAQ program (“Pie Charts”)
   B. Oswego groundbreaking
      The report used obligation rates to imply that CMAQ funds were not being used; staff provided IEPA with information on the actual level of programming in the Chicago region.

7. **Next Meeting**
The next meeting is expected to be in late October or early November; a date will be selected at the meeting.
To: CMAQ Project Selection Committee  
From: Ross Patronsky, Chief of the CMAQ Program  
Date: September 4, 2003  
Subject: FY 2004 Mark

As of today, there is not yet a reauthorization of CMAQ funds for FY 2004, nor an appropriation of funds. The most recent information from George Johnson is that the House of Representatives is proposing to extend the authorization of TEA-21 for another year, with funding levels modestly higher than FY 2003.

It is still not clear how the allocation of funds will be affected by the 8-hour ozone standard, which will result in the creation of new non-attainment areas.

In addition, a notice was just published of an additional recission for FY 2003. The recission applies to a number of programs collectively, so the final amount to be rescinded from the CMAQ program will have to be determined by the State. Applying an across the board percentage to all the affected programs would result in an additional loss of $800,000 from the previously programmed FY 2003 funds.
To: CMAQ Project Selection Committee  
From: Doug Ferguson, TIP Division Cadre  
        Ross Patronsky, Chief of the CMAQ Program  
Date: September 3, 2003  
Subject: Public Comment on proposed FY 2004 CMAQ Program

Here is a summary of the comments received and staff notes on those comments. Nine comments were received, four on specific projects and five on the CMAQ program in general.

**BP08041036 – Eastern Corridor Bikeway and OT08041055 – Ogden Ave Curb Cut Elimination and Signage Upgrade (both in proposed program)**

John Grove commented on the program and two specific projects in Downers Grove. He would like to see a study of suburban bicycle facilities done to see if they are really being used. He feels that Downers Grove should not receive CMAQ funding because their policies of increasing Village operated commuter bus fares and increase commuter parking fees are counter-productive to reducing pollution. His e-mail is attached.

- Follow-up studies to determine the actual impacts of CMAQ projects are periodically conducted. An updated review will be considered for the next UWP cycle.
- Unless the Village’s actions affect the proposed projects, the actions can not be considered in the evaluation of the projects.

**II08040929 – IL 19/Irving Park Rd at York Rd (not in proposed program)**

Paul Kuehnlenz, a civil engineer with the Village of Bensenville, commented in support of the project. His e-mail is attached.

The proposed project relied on an additional $7.1 million in unsecured funding to complete. Projects with secured funding were preferred in the selection process, and this counted heavily against the proposal.

**Various Will County Projects (not in proposed program)**

The Honorable Donald Randich, Mayor of Crest Hill and Chairman of the Will County Governmental League (WCGL) Transportation Committee, commented on the program on behalf of the member municipalities of the WCGL. The WCGL was disappointed in the lack of funding the Will County municipalities received. They are asking for the Project Selection Committee to reconsider the Will County municipal requests for funding. The Mayor’s letter is attached.
Six projects submitted by municipalities in and the County of Will were not funded:

- Two Will County Highway Department-sponsored projects, II12040727 – Veterans Pkwy (S Naperville Rd) at Remington Blvd and II12040733 – Cedar Rd at Division St, and three New Lenox-sponsored projects, II12040810 – Gouger Rd at Haven/New Lenox Rd, II12041006 – US 30/Maple St at Prairie Rd and II12041010 – Cedar Rd at Joliet Hwy, showed no benefit with regards to VOC emissions.

- The Homer Glen sponsored project, BP12040943 – Homer Glen Community Bike Trail, ranked 20th out of 34 bicycle facility projects in dollars per ton of VOC eliminated and was not selected. The lowest-ranking bicycle project selected ranked 16th.

- The Frankfort sponsored project, BP12040828 – Pfeiffer Rd South Bicycle Path, ranked 30th out of 34 bicycle facility projects in dollars per ton of VOC eliminated. The proposed project relied on an additional $568,000 in unsecured funding to complete the project. It was not selected.

- The Shorewood sponsored project, BP12040930 – IL 59 and Seil Rd Sidewalks, ranked 19th out of 19 pedestrian facility projects in dollars per ton of VOC eliminated. It was not selected. The only pedestrian project selected this year ranked sixth.

**BP05040996 – Pedestrian Walkway along Hillgrove Ave Linking Commuter Parking, Addition of Bicycle Parking and TI05040774 – Western Springs Commuter Facilities Expansion - Station and Parking (both in proposed program)**

The West Central Municipal Conference passed a resolution in support of the proposed FY 2004 CMAQ program and specifically the La Grange-sponsored Pedestrian Walkway along Hillgrove Ave and the Western Springs-sponsored Commuter Facilities Expansion projects. The resolution is attached.

Projects being supported were included in the proposed program.

**CMAQ program**

Robert Mack commented on the program. He believes that the Chicago area needs to widen roads and add new roads to mitigate congestion. His e-mail is attached.

Regulations prohibit the use of CMAQ funds for projects that will add single occupant vehicle capacity.

**CMAQ program**

An unknown individual commented on the program. He said that signal interconnect projects are not effective for reducing auto pollution and commuter parking lots are discouraging walking, bicycle and transit use. A transcript of the telephone call is attached.

Signal interconnects and commuter parking lots are eligible project type for CMAQ funding.

**CMAQ program**

Jim Graziano commented on the geographic distribution of proposed projects and a lack of pedestrian and transit projects. His e-mail is attached.
There is no pre-selected distribution of projects between sponsors groups, geographical areas or project types although regional equity is considered.

**CMAQ program**

Andrew Fisher commented on the program. He would like to see more connections made between bicycle paths/trails and improvements made in train service on the CTA Purple line. His e-mail is attached.

Connectivity issues with regards to proposed projects are considered. Some of the projects Mr. Fisher supports were not submitted by project sponsors. The comments will be forwarded to potential sponsors.

**CMAQ program**

The Illinois Department of Natural resources commented on the program. They endorsed the program and supported funding of the bicycle projects. Their letter is attached.

Projects being supported were included in the proposed program

**BP08040920 – Great Western Trail Bridges (not in proposed program)**

DuPage County commented on the program. They supported funding the Lombard-sponsored Great Western Trail Bridges bicycle project. Their letter is attached.

The project being supported ranked ninth out of 34 bicycle facility projects. The points raised in the commentor’s letter concerning regional links and employment are taken into account in the evaluation process. The project was to be fully funded by the CMAQ program, but had a high cost.
I wish to comment on the following CMAQ 2004 projects:

In general, for the bicycle facility projects in suburban areas, a study needs to be done on the usage of completed bike paths in the suburbs. Woodridge has constructed numerous segments, when I ride them I rarely encounter another bicyclist. It appears that millions are being spent on projects that are used by very few people.

Downers Grove has 2 projects: BP08041036 and OT08041055. The village of Downers Grove has implemented 2 measures which are hostile to transit users and will increase pollution.

1. The single fare for village commuter bus service was increased by over 100 percent to $3 per ride.
2. Single day metered and day pass rates for commuter parking was increase to $4 per day. This is probably the highest rate in the Chicago suburban area. Also, the day pass rates are for reserved spaces already paid for by subscribers: the spaces are available because the subscribers were absent.

These actions by the village of Downers Grove will no doubt cause increased pollution by people who choose to skip Metra service and drive to their destinations or choose to drive to adjacent towns with reasonable parking rates.

I would recommend that Downers Grove be denied any CMAQ funds until these issues are resolved.

John Grove
Downers Grove IL
I inadvertently posted my comment about the CMAQ program on 2030 Shared Path comment site. Could you transfer them for me. Thank you.

Sincerely,
Paul F. Kuehnlenz
Civil Engineer
Bensenville, IL

From: "Tom Murtha" <sp2030@mail.catsmpo.com>
To: <rpatronsky@catsmpo.com>,<PublicComments@catsmpo.com>
CC:
Date: Tue, 12 Aug 2003 16:40:34 -0500
Subject: Kuehnlenz Comment

--------- Original Message ----------------------------------
From: Paul.F.Kuehnlenz@headset.kindnet.com,
Civil.Engineer@headset.kindnet.com,Bensenville@headset.kindnet.com
Reply-To: pkuehnlenz@bensenville.il.us
Date:  Wed, 6 Aug 2003 11:56:20 -0500
Below is the information submitted on
---------------------------------------------------------------------------
username:  Paul F. Kuehnlenz, Civil Engineer, Bensenville
Address:  12 S. Center Street
City:  Bensenville
State:  IL
ZipCode:  60106
email:  pkuehnlenz@bensenville.il.us
AddToMailList:  No
AddToListServe:  No
Comments:  As you know, Bensenville has been trying spearhead consideration of a problem that has been steadily growing worse over the years and has gotten exponentially worse in the last few years,that is the backup of Irving Park Road at the Canadian Pacific Railroad(CP Rail) crossing just east of York Road. With the increase of rail traffic and the increase of automobile traffic both east and west on Irving Park the pollution is horrendous, not to mention the time delays for people traveling to and from work and doing business. This is not just Bensenville’s problem. It is a problem effecting a large number of State residents and businesses. CATS should be more considerate of the fact that we are trying to get a solution to a problem that should have been addressed by the State and Railroad along time ago. We are just trying to bring it to everybody’s attention and get it solved in a manner that the Village can live with. Funding the Engineering Study through CMAQ wou!
ld have been a huge step in bringing this project to the forefront of the Chicago area’s transportation community.
Submit:  Submit
August 4, 2003

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

Dear Mr. Patronsky,

On behalf of the member municipalities of the Will County Governmental League we would like to take this opportunity to comment on the FY 2004 CMAQ Proposed Program. While the Will County Governmental League understands that the CMAQ Program received 188 requests totaling over $260,000,000 in funds we are disappointed with the complete lack of funding to Will County municipalities. Out of the eleven projects submitted for the Will County region only three were selected for inclusion in the program, and, of those selected not one was a municipal submission. Only one of the selected projects was even submitted by an agency from Will County (Will County Dept of Highways) the others were submitted by regional (Metra) and state agencies (IDOT). Meanwhile, all six of the municipal requests from Will County were denied as well as two county sponsored projects.

Selected Projects
- Metra – Joliet Station Parking
- IDOT – IL 171/Archer Avenue from Smith Road to 143rd Street
- Will Co Dept of Highways – Naperville-Plainfield Road at 119th Street

Non-Selected Projects
- Will Co Dept of Highways – Cedar Rd at Division St
- Will Co Dept of Highways – Veterans Parkway at Remington Blvd
- Shorewood – IL 59 and Seil Rd Sidewalks
- Homer Glen – Homer Glen Community Bike Trail
- Frankfort – Pfeiffer Rd South Bicycle Path
- New Lenox – Cesar Rd at Joliet Highway
- New Lenox – US 30/Maple St at Prairie Road
- New Lenox – Gouger Rd at Haven/New Lenox Rd
The Will County Governmental League would like to express our disapproval of the proposed FY 2004 CMAQ Program presented by CATS. This program ignores the urbanized areas of Will County and our rapidly growing population. Therefore, we are asking that the Chicago Area Transportation Study please reconsider the Will County municipal requests for CMAQ funding in order to better meet the needs of the people of Will County.

Thank you for your consideration,

Mayor Donald Randich, City of Crest Hill
Chairman, WCGL Transportation Committee

Cc. Mayor Michael Smith, President WCGL
RESOLUTION 2003-08

CENTRAL REGION COUNCIL OF MAYORS

ENDORsing OF APPLICATIons FOR FY 2004
CONGESTION MITIGATION AND AIR QUALITY PROGRAM FUNDS

WHEREAS, the Chicago region has been declared a severe non-attainment area for ozone pollution; and

WHEREAS, the Chicago region will receive approximately $60 million in Congestion Mitigation and Air Quality Program (CMAQ) funds for FY 2004; and

WHEREAS, these funds will be programmed for projects designed to improve the air quality in the region; and

WHEREAS, the Central Region Council of Mayors' members including the Village of La Grange and the Village of Western Springs have each submitted project proposals, the implementation of which will result in improvements to the air quality in west Cook County and the region;

NOW, THEREFORE, BE IT RESOLVED that the Central Council of Mayors endorses La Grange’s Pedestrian Walkway along Hillgrove Avenue and Western Spring’s Commuter Facilities Expansion project and supports the programming of FY 2004 CMAQ funds for the purpose of implementing said projects;

BE IT FURTHER RESOLVED that copies of this resolution will be made available to the Chicago Area Transportation Study (CATS), and the CATS CMAQ Project Selection Committee.

APPROVED by the Central Region Council of Mayors on the 28th day of August 2003.

Patrick R. Higgins, Chairman
Central Council of Mayors
Chairman, WCMC Transportation Committee

ATTEST:

Jill Leary, Council Liaison
Central Council of Mayors
To mitigate congestion you need to widen roads or add new roads. Your list of projects is sadly lacking to truly mitigate congestion.

The Chicago metropolitan area is in a state of traffic gridlock. Use some imagination! The late Mayor Daley had the right idea. Start designing the cross town expressway!

Was it Burnham that said, "Make no small plans"?

Robert Mack
August 6, 2003
Unknown person – is not in favor of signal interconnects; they do not meet with goals of 2030 plan, they will encourage traffic, 70,000 people a year die from auto pollution. Almost every person on CATS staff seems to afraid of losing their job if they alienate the road interests. Are we professionals here, or political hacks? We have the most inefficient transportation system known to man. Metra parking lots discourage walking, bicycle and transit use.
In reviewing the proposed program it appears that a disproportionate number of projects are being awarded to CDOT. There are 15 CDOT entries totaling almost $17M as compared to only 18 projects for individual municipalities and 7 for the counties. I also found it odd that only 1 project is listed in the “Pedestrian” category in these days that we are placing such an apparent emphasis on “walkable” communities. Finally, it’s apparent that transit is still the weak sister as only 11/66 projects are listed in the Transit categories and even 2 of those relate to parking or vans.

Jim Graziano
August 3, 2003

Chicago Area Transportation Study (CATS)

Sir or Madam:

I just received your mailing summarizing the proposed CHAQ 2004 projects. I also reviewed your website and the 2030 area proposal (almost 300 pages in *.pdf). I would like to make the following three proposals, if not for 2004, at least for your 30 year plan.

I bicycle extensively over long distances. A growing number of people are finding bicycling an attractive and enjoyable way to shop, exercise, see their communities, visit nearby landmarks, and stay healthy to a ripe old age. My two specific proposals regarding bicycling are:

(1) Connect the north end of the Evanston lakeshore bike/pedestrian path (in Northwestern University near the Sports Center ) with the south end of the Green Bay Trail. This can be done with "Bike Route" signs if not bike lanes marked on the street along Lincoln Avenue. The signs should be fairly cheap.

(2) The Chicago River (north branch) forest preserve bike trail (from the Botanic Gardens to Devon Street in Chicago) has two overpasses at Lake Street in Wilmette, and at Oakton and Caldwell in Morton Grove. I’m sure these have prevented numerous injuries and deaths. I propose to add a third overpass at Dempster Street where the trail passes over not only Dempster street, but also over the Milwaukee Road Metra rail tracks, the Chicago River, and the intersection with Lehigh Avenue in Morton Grove. This would be fairly expensive, probably around two million dollars.

All of the Chicagoland commuters who ride to work by train, either Rapid Transit or Metra, save all of us much less congestion, air pollution, and accidents from the many others who drive. I commend your plans in the 2030 proposal to (a) increase and enhance Loop to airport service – both Midway and O’Hare, (b) to increase the blue line and (c) to increase the yellow line. However, I did not see ANY mention of the Evanston “Purple” Rapid Transit route. My third proposal regards IMPROVING (not extending) the “purple” Evanston Wilmette Rapid Transit shuttle.

(3) When I first moved to Evanston over thirty five years ago in 1967, the SOUTHBOUND "L" trains proceeded at full speed (50 to 70mph) from the Davis Street Station and the Dempster Street station. However, over the last ten to fifteen years, these southbound trains have been slowed to a crawl - only 15 mph at most - until they get south of the Main Street station and over the last old, cracking concrete overpass. I commend your replacing the old overpasses at Lake Street and at Washington Street (one block south of Main), but many more bridges have to be replaced before the southbound trains can proceed at full speed once more. These would include the bridges at Church Street, Davis Street, Grove Street, Greenwood Street, Dempster Street, Greenleaf Street, Main Street, and Madison Street. All of these bridges currently have supplemental steel supports which indicate that the original structure has problems. Since ALL of these bridges will HAVE to be replaced sooner or later, why not include this expensive but necessary item on at least your 2030 proposal.

Yours truly,

Andrew T. Fisher

847-492-1055
fisher.a@sbcglobal.net
September 2, 2003

Aristide E. Biciunas
Executive Director
Chicago Area Transportation Study
300 West Adams Street, 2nd Floor
Chicago, Illinois 60606

Re: FY 2004 Congestion Mitigation and Air Quality Improvement program

Dear Mr. Biciunas:

Thank you for the opportunity to comment on the FY 2004 Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Our comments in this letter are limited to the bicycle improvements portion of the program.

As you are already aware, bike paths and trails provide alternative transportation options and travel routes within northeastern Illinois. However, you may not realize that most of these bike paths and trails also are part of greenways - linear open space that is managed for conservation, environmental and recreation purposes. Bikeways often follow natural land features such as rivers and streams. Many link parks, natural areas and cultural and historic sites within the region. Bike paths and trails also provide inviting close-to-home opportunities for regular exercise and neighborly interaction. In summary, in many ways bike paths and trails can provide multiple benefits beyond transportation and contribute to the region’s quality of life by improving our communities, the environment and our citizen’s health.

The Illinois Department of Natural Resources endorses the CMAQ Improvement Program and supports full funding of the identified bike and bike facility projects.

Thank you again for the opportunity to review the program. If you have any questions, please call Dave Longo, Northeastern Illinois Greenways and Trails Program Manager at 847/608-3100.

Sincerely,

Larry Kennedy, Manager
Division of Planning
September 2, 2003

Chicago Area Transportation Study
Attn: CMAQ Comments
300 W. Adams, 2nd Floor
Chicago, Illinois 606-6

Re: CMAQ Application for Village of Lombard – Great Western Trail Grace Street Bicycle-Pedestrian Bridge

Dear Sir:

This letter is written to express the County of DuPage's support for the above referenced application submitted by the Village of Lombard. As you know, the Great Western Trail is owned by DuPage County and maintained by the DuPage County Division of Transportation. We have been working cooperatively with the Village of Lombard over the last couple of years on a project to improve this intersection which includes rail, roadway and trail crossings. The public input we received on improving the County's trail system highlighted this intersection as one of the most important areas needing improvement along the Great Western Trail.

The County is committed to working cooperatively with the Village in this project and is willing to commit all County-owned Great Western Trail right-of-way for this improvement. Furthermore, this project was identified as one of the County's top priorities for improvements to the existing trail system in our attached July, 2003 entitled, Proposed Improvement Plan for the Existing DuPage County Trail System: Illinois Prairie Path and Great Western Trail.

We feel higher consideration should be given to this request because of the regional benefit this project will provide to the countywide system (the benefit is greater than the immediate area surrounding the project in Lombard). Furthermore, since this trail is used by commuters and links many employment destinations, it is most appropriately funded by the CMAQ program.

I hope this letter conveys to CATS our support and commitment for this important project. If there are any questions, please do not hesitate to contact me.

Sincerely,

Deborah Jan Fagan, AICP
Chief Planner and County Trail System Coordinator
Staff sent out letters requesting follow-up information on fifty-one projects for 2003. The letters were sent August 7th, with a return date of September 5th. A list of projects and a sample follow-up form are attached for your information. 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 2003. Sixty-one projects met one or more of these criteria. Ten projects were eliminated from the list because their status was already known.

In addition to the general follow-up letters, five letters were sent to sponsors of active demonstration projects requesting evaluation plans.

To date, nineteen responses have been received for the fifty-one projects. Two responses have been received to date for the request for demonstration evaluation plans.

Staff will begin contacting sponsors after the fifth to ensure that all sponsors respond. Based on these responses, staff will recommend to the Committee actions for projects that are showing insufficient progress. These recommendations will be prepared for a meeting in late October or early November.
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<th>Project Sponsor</th>
<th>Brief Description</th>
<th>SubType Name</th>
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<td>01-01-0008</td>
<td>CDOT</td>
<td>CDOT-North/Clybourn (Red Line) Station Renovation</td>
<td>Transit Facility Improvement</td>
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<td>01-01-0012</td>
<td>CDOT</td>
<td>CDOT-Commuter Bike Parking and Encouragement</td>
<td>Bicycle Encouragement</td>
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<td>CDOT</td>
<td>Addison St. Signal Interconnect</td>
<td>Signal Interconnect</td>
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<td>CLARK/DIVISION STATION IMPROVEMENT - RED LINE</td>
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<td>01-99-0013</td>
<td>CDOT</td>
<td>Citywide Traffic Volume Monitoring System</td>
<td>Other</td>
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<td>CDOT</td>
<td>Chicago Traffic Management Center</td>
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<td>CDOT</td>
<td>Barrier-Free Cycling Chicago</td>
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<td>02-97-0006</td>
<td>Cook County Highway Department</td>
<td>Old Orchard Rd from Harms to Skokie Blvd</td>
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<td>03-02-0009</td>
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<td>IDOT-IL 72 From East River Road to Canfield in Park Ridge and Chicago</td>
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<td>Schaumburg</td>
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<td>Ped Fac- Hoffman Estates-Higgins Rd From Oakton to Fairmont Sidewalk</td>
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<td>Schiller Park</td>
<td>Des Plaines River Rd Continuous Left Turn Lane from River St to Winona</td>
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<td>Franklin Park</td>
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<td>25th Ave From Lake St. to St. Charles Rd/Union Pacific Rail Crossing</td>
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<td>Country Club Hills</td>
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<td>Bicycle Facilities</td>
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<td>07-96-0003</td>
<td>University Park</td>
<td>University Parkway Bike Facility and Intersection Improvement at Governors Highway</td>
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<td>Intersection Improvement</td>
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<td>07-99-0009</td>
<td>Oak Forest</td>
<td>Oak Park Ave From 159th to 151st and at 147th St</td>
<td>Bottleneck Elimination</td>
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<td>08-00-0067</td>
<td>Oakbrook Terrace Park District</td>
<td>Bike Fac-Oak Brook Terrace Park District-IL 56/Butterfield Rd from Myrtle to Summit</td>
<td>Bicycle Facilities</td>
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<td>IDOT-Ogden Ave from Madison Street to Oak Street</td>
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<td>Villa Park</td>
<td>Villa Park - South Villa Ave Sidewalks From Madison to IL 38</td>
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<td>IDOT-IL 56/Butterfield Road From IL 53 to Orchard Road in Wheaton</td>
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<td>08-03-0004</td>
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<td>09-01-0005</td>
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<td>Kane County-Kirk Rd at IL 56</td>
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<td>10-00-0014</td>
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<td>US 45 from Dunbar to Peterson</td>
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<td>10-02-0002</td>
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<td>IDOT-US14 From Hart Road to Lake Cook Road in Barrington</td>
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<td>10-99-0018</td>
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<td>IDOT-US 45/IL 21 From Busch Parkway to Inverrrary in Buffalo Grove</td>
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<td>11-00-0010</td>
<td>McHenry County Highway Department</td>
<td>Walkup Rd/Crystal Lake Rd from Bull Valley to IL 176</td>
<td>Bottleneck Elimination</td>
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<tr>
<td>11-00-0011</td>
<td>Fox River Grove</td>
<td>US 14 at Algonquin Rd Int Imp</td>
<td>Intersection Improvement</td>
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## CMAQ Projects Selected for Follow-up - 2003

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<thead>
<tr>
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<th>Brief Description</th>
<th>SubType Name</th>
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<tr>
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<td>Crystal Lake</td>
<td>US 14 AT MAIN INTERSECTION IMPROVEMENT AND BICYCLE FACILITY IMPROVEMENT</td>
<td>Intersection Improvement</td>
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<tr>
<td>11-96-0007</td>
<td>McHenry County Conservation District</td>
<td>BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY</td>
<td>Bicycle Facilities</td>
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<td>12-00-0015</td>
<td>IDOT</td>
<td>I-55 from West of Naperville Rd to Weber Rd</td>
<td>Bottleneck Elimination</td>
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<tr>
<td>12-00-0106</td>
<td>Will County Department of Highways</td>
<td>Will County-Caton Farm Road at IL 59</td>
<td>Intersection Improvement</td>
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<td>16-00-0001</td>
<td>CTA</td>
<td>Western Ave Express Bus Stops</td>
<td>Transit Facility Improvement</td>
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<td>Olympia Fields- Olympia Fields Metra Station Parking-MED</td>
<td>Commuter Parking</td>
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<td>18-00-0562</td>
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<td>18-01-0572</td>
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<td>Manhattan-Manhattan Station SWS Line</td>
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<td>Metra-Mont Clare Station Parking-MWD-W</td>
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<td>18-97-0202</td>
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<td>CMAQ Project Information</td>
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</tr>
<tr>
<td>Primary Contact:</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

1. Has the project described above been completed?
   - □ Yes – Stop here and return this form to CATS.
   - □ No – Please proceed to question 2.

2. Where does the project stand as of today? What phases are completed?

3. If a FY 2002 project follow-up for this project was enclosed, did you meet the milestone(s) described in question 5 of the form?
   - □ Yes
   - □ No - Please discuss.

4. What is expected to be completed on this project in the next year?

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.

6. Are the funds currently committed to the project sufficient to complete project engineering, right of way acquisition, and construction/implementation?
   - □ Yes
   - □ No – Please explain.

CONTINUE ON THE REVERSE SIDE
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).

8. What is the current estimated completion year for this project? (The original estimate is on the project summary)

9. Please provide information on the primary 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:  
| Organization:  
| Title:  
| Phone: | Fax:  
| E-mail: |  

*Please include any additional comments that would be useful to the CMAQ Project Selection Committee:*

---

Please return this form by September 5, 2003 to:
Ross Patronsky  
Chicago Area Transportation Study  
300 W. Adams St. 2nd Floor  
Chicago, IL 60606  
Phone: (312) 793-3474  
Fax: (312) 793-3481  
Email rpatronsky@catsmpo.com

For further information, please call Mr. Patronsky.
September 4, 2003

Mr. Ross Patronsny
Chicago Area Transportation Study (CATS)
300 West Adams Street, 2nd Floor
Chicago, Illinois 60606

Dear Mr. Patronsny;

At the June 20, 2003 CATS meeting, then Forest Preserve District of Cook County Acting General Superintendent Albert Pritchett promised to provide CATS with an update on the status of the CMAQ grant for the DesPlaines bicycle trail for the September 8, 2003 CATS meeting.

In order to fulfill Mr. Pritchett’s commitment to CATS, attached is a status report on the DesPlaines Bike Trail project. As soon as we have a proposed agreed upon route, we would like to review it, in person, with the CATS staff. The District anticipates finalizing an agreed upon route by year-end. The District has asked its consultant to provide cost estimates to be used during this process.

We continue to work on this challenging project as we balance the needs and concerns of bicyclist, neighbors, elected officials, and environmentalists.

Please note that on August 1, 2003 Mr. Steven M. Bylina Jr. was named as the General Superintendent of the Forest Preserve District of Cook County.

Sincerely,

Allan Melli
Director of Planning and Development
DesPlaines Bicycle Trail
CATS Status Report
September 8, 2003

In 1996, the District received Transportation Control Measure (TCMS) funds to
determine the feasibility of a bicycle trail along the Des Plaines River, from the Illinois
Prairie Path in Maywood to Belmont Avenue in Chicago. The study has resulted in
numerous trail alignments, all of which face the same challenges (see attached). The trail
corridor on District property is primarily floodway/ floodplain. Areas outside of the
floodplain are narrow and contain environmentally sensitive areas, which should be
protected. Residents adjacent to District property are concerned about the proximity of
the trail to their property. Municipal Leaders, local citizens, environmentalists, bike
riders, and District staff have all influenced the design of this project.

In all the alignments studied the bicycle trail traverses back and forth across the river,
thus requiring multiple structures and major road crossings. Estimated construction costs
for 5 miles of trail are $3,000,000 to $5,000,000. This would be the most expensive (per
mile) trail the District has ever built. Even with the proposed structures, the trail was
expected to be underwater at key locations for a large number of days each season. The
flooding would add considerably to the cost of maintaining the trail once it was
completed. Since the CMAQ grant is only for $1,000,000, the Planning and Development
staff reviewed alternatives that could be accomplished within the existing budget and
conditions. It should be noted that the recent alternatives considered are different from
the original route submitted with the grant application.

After the District has agreed upon a cost effective alternative plan it will be presented to
local municipal officials and then a representative group of interested stakeholders.

The preliminary proposed alternate (attached) would leave a gap from the Prairie Path to
North Avenue, include the rebuilding of the Sunset Meadow Bridge and a substantial
upgrade of the existing multi-purpose trails to Belmont.

The District will work with the local municipalities to determine a proposed on-street
route for the gap and connection to the River Grove train stations. It is anticipated that the
alternate route will be agreed upon by year-end.
To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Date: September 3, 2003
Subject: CMAQ Project Change Request for:
Village of East Hazel Crest – 171st Street Sidewalk From Wood to Ashland, TIP ID 07-99-0026 (Cost Change)

The Village of East Hazel Crest has requested a cost increase of $126,680 federal for their sidewalk project along 171st Street. The project was funded in FY 2002 for $352,000 federal ($440,000 total). With the completion of engineering, the project cost has increased to $436,755 federal ($545,943 total).

The impact of the additional expenditure on the ranking of this project has been evaluated. As the attached table shows, the revised cost per ton of VOCs eliminated is $1,589,986. This would not change the project’s ranking.

In the letter from the engineering firm, the increase was identified as $126,680, the difference between the revised total cost and the current federal funding. This computation is not correct. The correct figure is the difference between 80% of the revised total cost and the current federal funding. In addition, the engineer’s revised total cost did not include construction engineering. Including this brings the revised total cost to $436,755 federal ($545,943 total). The cost increase is thus $84,755.

In addition, however, the sidewalk project is part of a larger improvement on 171st, which includes lowering the road by three feet. A retaining wall will be required, which will cost approximately $1.4 million total. East Hazel Crest has asked for assistance in funding this portion of the project as well. Adding these costs into the ranking results in the project dropping two places, past one project that was not funded and another that was funded. District One staff reviewed the project plans and determined that the retaining wall would probably still be needed if the sidewalk were not built, although to what extent is unclear.

Recommendation to the CMAQ Project Selection Committee: consider approving increased funding in the amount of $84,755 federal from $352,000 federal to $436,755 federal for 171st Street Sidewalk From Wood to Ashland, TIP ID 07-99-0026.
### Ranking Computation

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<td>2003 Increase</td>
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<tr>
<td>with wall</td>
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Notes:
## FY 2002 CMAQ Program

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<td>Northlake-Belle Drive Sidewalks Form Alvin to Hillside Avenue</td>
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<td>BP1121 Woodstock-Kishwaukee Valley Road/Jackson Street Sidewalks</td>
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<td>BP1117 Greenwood-Greenwood Road Sidewalks From Greenwood Elementary School to West Wonder Lake Road</td>
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</table>
August 21, 2003
Project 99-305.02

Chicago Area Transportation Study (CATS)
300 West Adams Street

Chicago, IL 60606
(312) 793-3456

Attn: Mr. Ross Patronsy

RE: 171st Street Improvements
     From Wood Street to Ashland Avenue
     Village of East Hazel Crest

Dear Mr. Patronsy:

The following is the additional information requested in your letter dated August 20, 2003 for the referenced project:

- The current expected cost of the sidewalk improvements along the 171st Street corridor is estimated at a total cost of $1,858,941.00. This total includes the cost of sidewalks and handrails at $478,680.00, and the cost of retaining walls to support the sidewalks at $1,380,261.00.
- The current expected cost of the retaining walls on both sides of 171st Street is $1,380,261.00.
- The Cook County Highway Department concluded, through recent discussions, that they are willing and should be able to secure funding for the remaining portions of the project once all other funding sources have been exhausted.

In our previous request for increase of funding dated June 18, 2003, we requested an additional $126,680.00 to fund sidewalks and handrails. The amount of additional funding was calculated by subtracting the secured funding amount ($352,000.00) from the new total construction cost for sidewalk and handrails ($478,680.00).

The June 18th letter also requested funding for retaining walls in the amount of $625,000.00. This is the current cost of the south retaining wall along 171st Street. This cost is slightly less than half of the total $1,380,261.00, because the south sidewalk requires less grade separation from the roadway. The south sidewalk is completely accessible the handicapped, and is therefore eligible for funding.

RECEIVED
AUG 22 2003
C.A.T.S.
I appreciate your assistance. Should you have any questions, please feel free to call.

ROBINSON ENGINEERING, LTD.

[Signature]

William P Dolan, E.I.

WPD/wd
September 4, 2003

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

Subject: Algonquin Township – U.S. Route 14 Pedestrian Improvements Project  
Project No.: CMF – 0305 (020)  
Job No.: P-91-255-02  
Section No.: 02-02121-00-SW

Dear Mr. Patronskey:

On behalf of Algonquin Township, we are contacting you requesting a change in scope for the subject project.

This change in scope is requested to include right-of-way acquisition as an eligible expense. The original scope of Algonquin Township’s CMAQ Funding application did not encompass right-of-way acquisition, however we have determined right-of-way acquisition is now required. Based on our preliminary analysis, we anticipate $20,000 is required to cover land appraiser and review appraiser expenses as well as the actual land acquisition costs for the temporary construction easements and permanent easements.

If you have any questions, do not hesitate to contact us.

Very truly yours,

BAXTER & WOODMAN, INC.  
CONSULTING ENGINEERS

Michael W. Plant, P.E.

MWP:rp  
C: Dianne L. Klemm - Algonquin Township  
Cameron Davis, Village of Cary  
Art Osten, Village of Fox River Grove
To: CMAQ Project Selection Committee  
From: Ross Patronsky, Chief of the CMAQ Program  
Date: September 3, 2003  
Subject: CMAQ Cost Project Changes for:  
- City of Chicago – Mid-City Transit Corridor Alternatives Analysis, TIP ID 01-94-0186 (Cost Increase)  
- City of Chicago – Red Line Extension from 95th to 103rd, TIP ID 01-94-0006 (Cost Decrease)

The City of Chicago has requested a cost increase of $1,000,000 ($800,000 federal) for the Mid-City Transit Corridor Alternatives Analysis project. The analysis of the north-south portion of the project is nearly complete. New issues have been raised about the corridor, particularly the east-west portion. Additional funds will be needed to do the additional work.

At the same time, the CTA has identified an alternative alignment for the Red Line extension from 95th Street. This project is on the list of new start projects CTA is pursuing. The funds needed to study this alternative will amount to approximately $1,200,000 ($960,000 federal). Since the project was originally approved for $2,200,000 ($1,760,000 federal), the City of Chicago is requesting a cost decrease for this project.

A reevaluation of the project ranking indicates that the Mid-City Transit Corridor Alternatives Analysis project will cost $158,778 per ton of VOC eliminated. This will leave the project’s ranking unchanged. If the Red Line Extension from 95th to 103rd is also re-ranked, then the Mid-City Transit Corridor Alternatives Analysis will drop one place in the rankings, but still rank ahead of one approved project.

Both projects are in the same grant, which will facilitate the transfer of funds despite their age.

**Recommendation to the CMAQ Project Selection Committee:** consider approving increased funding for TIP ID 01-94-0186 in the amount of $800,000 to $1,600,000 federal, and decreased funding for TIP ID 01-94-0006 in the amount of $800,000 federal to $960,000 federal.
## Chicago Area Transportation Study
### 1994 Transit Facility Improvement Project Ranking

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<th>TIP ID</th>
<th>Facility to be Improved</th>
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<td>Grayslake Commuter Parking</td>
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<td>18-99-1528</td>
<td>93rd St Station - MED South Chicago Branch Station Relocation/Parl</td>
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<td>18-94-0015</td>
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<td>North Central Service - New Rail Line CUS to Antioch</td>
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<td>01-94-0188</td>
<td>71st at Yates (MED South Shore Branch) Station Improvement</td>
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<td>Mid-City Transit Corridor Alternatives Analysis</td>
<td>1,951</td>
<td>$79,389</td>
<td>$800,000</td>
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**Revised Project $/ton ranks it here:**

- 01-94-0009 Orange Line extension to Ford City - right-of-way acquisition: 772 $201,051 $2,800,000
- 01-94-0006 Red Line Extension From 95th To 103rd: 96 $213,484 $1,760,000

01-94-0186 revised rank.xls 9/4/03
July 24, 2003

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

Re: Request to Shift CMAQ Funds for Planning Studies
(FTA Grant IL-90-X255)

Dear Mr. Patronskey:

The Chicago Department of Transportation received $1,000,000 in CMAQ funds in 1994 for the Mid-City Transitway Study and $2,200,000 for the Dan Ryan Extension Alternatives Analysis under the above-referenced grant.

To date, the feasibility analysis of the north-south portion of the Mid-City project is substantially complete and all funding will be expended very soon. Due to new issues raised about the study corridor, particularly the east-west portion, we would like to study the physical feasibility of the east-west portion, but will need additional funding. At this time, we would like to transfer $800,000 from the Dan Ryan Extension Project to the Mid-City Transitway Study.

The $700,000 remaining in the Dan Ryan project will be used by CDOT to prepare a feasibility study of the CTA's newly identified alternative for extending the Dan Ryan. CTA has agreed to fully cooperate with us and will share any information relating to this alternative.

The Federal Transit Administration requires CMAQ Committee approval before the budget revision can be made. Please take the necessary actions to obtain Committee approval.

If you need additional information, I may be reached at 744-1987.

Very truly yours,

Luann Hamilton
Director of Transportation Planning

LH:kam
To: CMAQ Project Selection Committee  
From: Ross Patronsky, Chief of the CMAQ Program  
Date: September 4, 2003  
Subject: CMAQ Project Change Request for:  
CTA – Ethanol Fuel Cell Bus Program - Demonstration of Ethanol Re-former – Participation in National Project, TIP ID 16-95-0039 (Scope Change)

The CTA has requested a scope change for their Ethanol Fuel Cell Bus Program project. The project was funded in FY 2000 for $80,000 federal ($100,000 total) as a follow-up to the fuel cell bus project. The original fuel cell project has been discontinued, and the CTA wishes to redirect the funds to test a compressed natural gas bus.

Since this project was a demonstration, there is no project ranking to evaluate. However, there is a requirement that the project have potential application to other activities in the region, and that the project be evaluated for its emissions benefits and feasibility for other applications in the region. A letter was sent to the CTA on August 14th requesting an evaluation plan.

The funds for this project are in an FTA grant that will be at the end of its fourth fiscal year on September 30th. After this time there is much less flexibility in moving the money to another grant.

Recommendation to the CMAQ Project Selection Committee: discuss the requested scope change for Ethanol Fuel Cell Bus Program – Demonstration of Ethanol Re-former – Participation in National Project, TIP ID 16-95-0039.
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 #16-95-0039

Dear Mr. Kopec:

On March 5, 1999 the Chicago Transit Authority (CTA) submitted the Authority’s FY 2000 Congestion Mitigation and Air Quality Proposals. One of the projects submitted was entitled, Ethanol Fuel Cell Bus Program. The Chicago Transit Authority hereby requests that the Chicago Area Transportation Study revise the scope of this project.

The original scope of the demonstration project proposed development of a specification for a bus mounted Ethanol reformer for fuel cell buses. Since the fuel cell project was discontinued there is no need for the project as originally defined. However, CTA proposes to continue the project to test the feasibility of alternative fuels. CTA’s Environmental Technology Department is requesting a scope revision to allow for a demonstration project to purchase a 25’ to 28’ bus powered by Compressed Natural Gas (CNG).

This new demonstration project will allow CTA to test service, operating requirements, maintenance needs, and fueling infrastructure. This will provide CTA with an opportunity to acquire experience and familiarity with this new technology. If the program demonstrates success, CTA would be likely to order alternative fuel CNG buses to potentially use in place of diesel-fueled vehicles in niche markets. During the demonstration, this new CNG bus would be used by the Marketing and Community Relation Departments at various events throughout the CTA’s service area to promote the use of transit, which has the potential to lead to increased daily ridership, thus increasing the probability of daily auto-diverted trips.

If you have any questions concerning this information please contact me at (312) 664-7200, extension 4590 or Mike Connelly at extension 4560.

Sincerely,

[Signature]

Paul F. Fish  
Vice President  
Capital Investment

CC: D. Simmons  
M. Connelly  
E. Payne

S:/shared/CMAQ/CMAQScopeRevFuelCellBuscoc/
FY 2005 CMAQ Program Development Schedule

Monday, December 1, 2003  CATS will send instructions to begin the call for FY 2005 project proposals.

Friday, January 30, 2004  Submittal deadline for all FY 2005 project proposals.

February – June 2004  CATS will develop FY 2005 project proposal rankings and hold meetings with project sponsors.

June 2004  CMAQ Project Selection Committee meetings to select proposed FY 2005 program

July 2004  Work Program Committee considers approving the proposed FY 2005 program for public comment.

Monday, August 2, 2004  The public comment period on the proposed FY 2005 program begins.

Wednesday, September 1, 2004  The public comment period on the proposed FY 2005 program ends.

September 2004  Work Program Committee considers approval of the proposed FY 2005 program.

October 12, 2004  Policy Committee considers approval of the proposed FY 2005 program.


November 2004  CATS will send notification to sponsors of funds available.

Note: For additional information, please call Ross Patronsky of the CATS staff at (312) 793-3474.
# Chicago Area Transportation Study

## CMAQ Program for Northeastern Illinois - FY 2004

Proposed Program Released by the Work Program Committee for Public Comment July 25, 2003

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Sponsor</th>
<th>Description</th>
<th>$/Ton VOC Eliminated</th>
<th>Daily VOC Eliminated (Kilograms)</th>
<th>CMAQ Funding</th>
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<td>BP02040897</td>
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<td>On-Street Bicycle Network</td>
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<td>Millennium Park Access Route</td>
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<td>BP07040953</td>
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### Bicycle Facilities

- **Bicycle Facilities**
  - BP01041164 | CDOT | Millennium Park Bicycle Center | $361,772 | 0.601 | $1,080,000 |

### Bottleneck Elimination

- **Bottleneck Elimination**
  - BE11040999 | McHenry County Highway Department | Johnsburg Rd from IL 31 to Chapel Hill Rd | $215,323 | 0.959 | $2,785,000 |

### Commuter Parking

<table>
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<tr>
<th>Project ID</th>
<th>Sponsor</th>
<th>Description</th>
<th>$/Ton VOC Eliminated</th>
<th>Daily VOC Eliminated (Kilograms)</th>
<th>CMAQ Funding</th>
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<tbody>
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<td>CP10041090</td>
<td>Metra</td>
<td>Ingleside Station Parking</td>
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<td>CP12041105</td>
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<td>Joliet Station Parking - RID and MHC Lines</td>
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<td>99th St - Beverly Station Parking - RID Line - Beverly Branch</td>
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<td>CP10041102</td>
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### Demonstration

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<td>DE01041191</td>
<td>CDOT</td>
<td>Cicero Ave Smart Corridor, Enhanced Traveler Information Kiosks, Variable Message Signs</td>
<td>$1,320,000</td>
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<td>DE02041204</td>
<td>Cook County Highway Department</td>
<td>Lake Cook Travel Demonstration</td>
<td>$540,000</td>
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<tr>
<td>DE07041145</td>
<td>Riverdale</td>
<td>Network Station Project and Zero-Emission Vehicles</td>
<td>$250,000</td>
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### Intersection Improvement

- **Intersection Improvement**
  - IL02040976 | Morton Grove | IL 58/Dempster St from Ferris Ave to Central Ave | $384,782 | 1.506 | $2,206,080 |
  - IL09040802 | Aurora | Sullivan Rd from IL 31/Lake St to IL 25/Aurora Ave | $399,673 | 0.558 | $830,630 |
  - IL12040729 | Will County Department of Highways | Naperville-Plainfield Rd at 119th | $643,088 | 0.383 | $1,048,000 |
  - IL09041009 | Kane County DOT | Randall Rd at IL 64/Main St | $2,320,389 | 0.985 | $2,000,000 |
  - IL10041022 | Lake County DOT | Green Bay Rd at Wadsworth | $7,675,329 | 0.059 | $600,000 |

### Other

- **Other**
  - | | | | | |
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<td>Enhanced Vehicle Inspection and Maintenance Capital Costs</td>
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<td>OT03041169</td>
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<td>OT08041055</td>
<td>Downers Grove</td>
<td>Ogden Ave Curb Cut Elimination and Signage Upgrade</td>
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<td>OT01041179</td>
<td>CDOT</td>
<td>Midway Airport Highway Advisory Radio (HAR) System Update</td>
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<td>OT13041057</td>
<td>IDOT</td>
<td>ATMS - CAD Integration</td>
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**Pedestrian**

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<tr>
<td>BP05040996</td>
<td>LaGrange</td>
<td>Pedestrian Walkway along Hillgrove Ave Linking Commuter Parking, Addition of Bicycle Parking</td>
<td>$395,186</td>
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**Signal Interconnect**

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<th>CMAQ Funding</th>
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<td>SI09041016</td>
<td>Kane County DOT</td>
<td>Kirk Rd from IL 64 to Pine St</td>
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<td>SI11040966</td>
<td>McHenry County Highway Department</td>
<td>IL 31 from Edgewood Dr to Rakow Rd and Algonquin Rd from Western Bypass to Harrison St</td>
<td>$40,636</td>
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<td>SI08041113</td>
<td>Naperville</td>
<td>Naper Blvd from Dunrobin Rd to Hobson Rd</td>
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<td>SI04040788</td>
<td>Oak Park</td>
<td>Madison St from Wisconsin Ave to Lombard Ave</td>
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<td>SI08041078</td>
<td>IDOT</td>
<td>Cermak Rd/22nd St from McDonalds Dr to York Rd</td>
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<td>SI08041066</td>
<td>IDOT</td>
<td>IL 59/Ingalton Rd from Army Trail Rd to Smith Rd</td>
<td>$53,313</td>
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<td>SI02041080</td>
<td>IDOT</td>
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<td>SI03041046</td>
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<td>US 12/Rand Rd from Camp McDonald Rd to IL 83/ Elmhurst Rd and Willow Rd</td>
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<td>IL 21/Milwaukee Ave from Main St to Oakton St</td>
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<td>SI03041064</td>
<td>IDOT</td>
<td>IL 59/Hough St from Hillside Ave to Barrington Rd</td>
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<td>SI02040894</td>
<td>Evanston</td>
<td>Chicago Ave from Grove St to South Blvd</td>
<td>$105,576</td>
<td>1.765</td>
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<td>SI01041130</td>
<td>CDOT</td>
<td>95th St Signal Interconnect from Western Ave to US 41/Ewing Ave</td>
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<td>CDOT</td>
<td>87th St Signal Interconnect from Western Ave to I-94/Dan Ryan Ewy</td>
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<td>SI04041074</td>
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<td>SI06041050</td>
<td>IDOT</td>
<td>US 12 20/95th St from 88th Ave to 96th Ave</td>
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<td>Midway Airport Corridor signal interconnect</td>
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<td>SI10040779</td>
<td>North Chicago</td>
<td>IL 137/Sheridan Rd from 10th St to 22nd St/ML King Dr</td>
<td>$189,649</td>
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<td>SI03041056</td>
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<td>US 12 45 Lee/Mannheim from Algonquin Rd to Prospect Ave</td>
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<td>SI01041124</td>
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<td>Near West Side Signals</td>
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<td>SI07041068</td>
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**Transit Facility Improvement**

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<th>Sponsor</th>
<th>Description</th>
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<td>TI05040774</td>
<td>Western Springs</td>
<td>Western Springs Commuter Facilities Expansion - Station and Parking</td>
<td>$195,152</td>
<td>1.550</td>
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<td>TI01041151</td>
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<td>Carroll Avenue Busway</td>
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<td>TI01041146</td>
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**Transit Service and Equipment**

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<td>Pace</td>
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<td>TI01042300</td>
<td>CTA</td>
<td>North/South Lake Shore Improvements and Marketing of CTA Service Improvements</td>
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<td>Chinatown/Pilsen Summer Shuttle</td>
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<td>Cermak (Douglas) Corridor Marketing - Blue Line</td>
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<td>TI01040736</td>
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<td>Express Bus Service for #79 79th Street, #22 Clark Street, #9 Ashland</td>
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<td>TI13040794</td>
<td>RTA</td>
<td>Modest Physical and Information Coordination Improvements at 75 Priority Interagency Transfer Locations</td>
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66 total projects

CMAQ Program Total:

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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$60,074,130</td>
</tr>
</tbody>
</table>
## CMAQ Financial Program Summary Table by Project Sponsor Groups FY 1992-2003

<table>
<thead>
<tr>
<th>Sponsor Group</th>
<th># of Projects</th>
<th>Programmed Funds</th>
<th>Committee Increases</th>
<th>Withdrawn Funds</th>
</tr>
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<tbody>
<tr>
<td>CATS</td>
<td>4</td>
<td>$431,000</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Chicago</td>
<td>70</td>
<td>$194,325,105</td>
<td>$39,735,400</td>
<td>$37,399,200</td>
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<tr>
<td>CTA</td>
<td>21</td>
<td>$50,381,317</td>
<td>$8,600,000</td>
<td>$8,600,000</td>
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<tr>
<td>IDOT</td>
<td>108</td>
<td>$53,680,400</td>
<td>$</td>
<td>$1,216,000</td>
</tr>
<tr>
<td>IEPA</td>
<td>5</td>
<td>$152,880,000</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Mayors / Other Local Gov't</td>
<td>243</td>
<td>$135,541,379</td>
<td>$6,213,490</td>
<td>$5,824,354</td>
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<tr>
<td>Metra</td>
<td>47</td>
<td>$77,172,000</td>
<td>$3,360,000</td>
<td>$3,600,000</td>
</tr>
<tr>
<td>Pace</td>
<td>15</td>
<td>$36,142,560</td>
<td>$</td>
<td>$172,274</td>
</tr>
<tr>
<td>RTA</td>
<td>2</td>
<td>$1,384,000</td>
<td>$</td>
<td>$384,000</td>
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<tr>
<td><strong>TOTALS</strong></td>
<td><strong>515</strong></td>
<td><strong>$701,937,761</strong></td>
<td><strong>$57,908,890</strong></td>
<td><strong>$57,195,828</strong></td>
</tr>
</tbody>
</table>

Note: All funds are in Federal dollars
CMAQ - Number of Projects by Sponsor Group
FY 1992-2003
515 Total Projects
CMAQ - Programmed Funds by Sponsor Group
FY 1992-2003

- CATS: $152,880,000
- CTA: $77,172,000
- IDOT: $36,142,560
- IEPA: $431,000
- Mayors / Other Local Gov't: $1,384,000
- Metra: $135,541,379
- Pace: $194,325,105
- RTA: $50,381,317
- $53,680,400
CMAQ - Committee Increases by Sponsor Group
FY 1992-2003

- Chicago: $39,735,400
- Mayors / Other Local Gov't: $6,213,490
- Metra: $3,360,000
CMAQ - Withdrawn Funds by Sponsor Group
FY 1992-2003

- Chicago: $37,399,200
- CTA: $3,600,000
- IDOT: $172,274
- Mayors / Other Local Gov't: $384,000
- Metra: $5,824,354
- Pace: $1,216,000
- RTA: 

Legend:
- Chicago
- CTA
- IDOT
- Mayors / Other Local Gov't
- Metra
- Pace
- RTA

Chicago Area Transportation Study
CMAQ Financial Program Summary Table
by Project Sub-Type
FY 1992-2003

<table>
<thead>
<tr>
<th>Project Sub-Type</th>
<th># of Projects</th>
<th>Programmed Funds</th>
<th>Committee Increases</th>
<th>Withdrawn Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Encouragement</td>
<td>3</td>
<td>$660,000</td>
<td>$</td>
<td>$</td>
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<tr>
<td>Bicycle Facilities</td>
<td>57</td>
<td>$29,101,978</td>
<td>$ 2,953,639</td>
<td>$ 1,256,004</td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td>9</td>
<td>$3,802,680</td>
<td>$</td>
<td>$</td>
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<tr>
<td>Bottleneck Elimination</td>
<td>18</td>
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<td>$ 4,539,610</td>
<td>$ 247,269</td>
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<tr>
<td>Commuter Parking</td>
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<td>$37,779,160</td>
<td>$ 580,000</td>
<td>$ 1,069,600</td>
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<tr>
<td>Demonstration</td>
<td>19</td>
<td>$19,448,701</td>
<td>$ 32,000</td>
<td>$ 649,000</td>
</tr>
<tr>
<td>Enhanced I &amp; M</td>
<td>3</td>
<td>$150,126,000</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Intersection Improvement</td>
<td>45</td>
<td>$54,690,600</td>
<td>$ 1,329,486</td>
<td>$ 1,130,000</td>
</tr>
<tr>
<td>Other</td>
<td>26</td>
<td>$25,500,185</td>
<td>$</td>
<td>$ 1,072,093</td>
</tr>
<tr>
<td>Parking Deck</td>
<td>1</td>
<td>$200,000</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Pedestrian Facilities</td>
<td>56</td>
<td>$9,306,139</td>
<td>$ 1,016,125</td>
<td>$ 909,748</td>
</tr>
<tr>
<td>Signal Interconnect</td>
<td>140</td>
<td>$71,908,501</td>
<td>$ 1,558,030</td>
<td>$ 1,741,840</td>
</tr>
<tr>
<td>Transit Facility Improvement</td>
<td>52</td>
<td>$203,397,940</td>
<td>$ 45,900,000</td>
<td>$ 49,120,274</td>
</tr>
<tr>
<td>Transit Service and Equipment</td>
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<td>$48,877,877</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Transit Transfer</td>
<td>1</td>
<td>$5,000,000</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>515</strong></td>
<td><strong>$701,937,761</strong></td>
<td><strong>$ 57,908,890</strong></td>
<td><strong>$ 57,195,828</strong></td>
</tr>
</tbody>
</table>

Note: All funds are in Federal dollars
CMAQ - Number of Projects by Sub-Type
FY 1992-2003

- Transit Transfer: 1 project
- Transit Service and Equipment: 17 projects
- Transit Facility Improvement: 52 projects
- Signal Interconnect: 140 projects
- Pedestrian Facilities: 56 projects
- Parking Deck: 1 project
- Other: 26 projects
- Intersection Improvement: 45 projects
- Enhanced I & M: 3 projects
- Demonstration: 19 projects
- Commuter Parking: 68 projects
- Bottleneck Elimination: 18 projects
- Bicycle Parking: 9 projects
- Bicycle Facilities: 57 projects
- Bicycle Encouragement: 3 projects
CMAQ - Programmed Funds by Project Sub-Type
FY 1992-2003

- Transit Transfer: $5,000,000
- Transit Service and Equipment: $48,877,877
- Transit Facility Improvement: $203,397,940
- Signal Interconnect: $71,908,501
- Pedestrian Facilities: $9,306,139
- Parking Deck: $200,000
- Other: $25,500,185
- Intersection Improvement: $54,690,600
- Enhanced I & M: $150,126,000
- Demonstration: $19,448,701
- Commuter Parking: $37,779,160
- Bottleneck Elimination: $42,138,000
- Bicycle Parking: $3,802,680
- Bicycle Facilities: $29,101,978
- Bicycle Encouragement: $660,000

Chicago Area Transportation Study
3 9/4/03
CMAQ - Committee Increases by Project Sub-Type
FY 1992-2003

- Transit Facility Improvement: $45,900,000
- Signal Interconnect: $1,558,030
- Pedestrian Facilities: $1,016,125
- Intersection Improvement: $1,329,486
- Demonstration: $32,000
- Commuter Parking: $580,000
- Bottleneck Elimination: $4,539,610
- Bicycle Facilities: $2,953,639
CMAQ - Withdrawn Funds by Project Sub-Type
FY 1992-2003

- Transit Facility Improvement: $49,120,274
- Signal Interconnect: $1,741,840
- Pedestrian Facilities: $909,748
- Other: $1,072,093
- Intersection Improvement: $1,130,000
- Demonstration: $649,000
- Commuter Parking: $1,069,600
- Bottleneck Elimination: $247,269
- Bicycle Facilities: $1,256,004

Chicago Area Transportation Study
5
9/4/03
# CMAQ Financial Program Summary Table by Project Category
## FY 1992-2003

<table>
<thead>
<tr>
<th>Project Category</th>
<th># of Projects</th>
<th>Programmed Funds</th>
<th>Committee Increases</th>
<th>Withdrawn Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway *</td>
<td>203</td>
<td>$168,737,101</td>
<td>$7,427,126</td>
<td>$3,119,109</td>
</tr>
<tr>
<td>Transit **</td>
<td>139</td>
<td>$295,254,977</td>
<td>$46,480,000</td>
<td>$50,189,874</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>125</td>
<td>$42,870,797</td>
<td>$3,969,764</td>
<td>$2,165,752</td>
</tr>
<tr>
<td>Enhanced I &amp; M</td>
<td>3</td>
<td>$150,126,000</td>
<td>-$</td>
<td>-$</td>
</tr>
<tr>
<td>Other***</td>
<td>45</td>
<td>$44,948,886</td>
<td>$32,000</td>
<td>$1,721,093</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>515</strong></td>
<td><strong>$701,937,761</strong></td>
<td><strong>$57,908,890</strong></td>
<td><strong>$57,195,828</strong></td>
</tr>
</tbody>
</table>

Note: All funds are in Federal dollars

* Includes BE, II, SI projects
** Includes CP, PD, TI projects
*** Includes DE, OT projects
CMAQ - Number of Projects by Project Category
FY 1992-2003
515 Total Projects

- Highway: 203
- Transit: 139
- Bicycle/Pedestrian: 45
- Enhanced I & M: 3
- Other: 125
CMAQ - Programmed Funds by Project Category
FY 1992-2003

- Highway: $150,126,000
- Transit: $68,737,101
- Bicycle/Pedestrian: $42,870,797
- Enhanced I & M: $44,948,886
- Other: $295,254,977
CMAQ - Committee Increases by Project Category
FY 1992-2003

- Highway: $3,969,764
- Transit: $7,427,126
- Bicycle/Pedestrian: $32,000
- Other: $46,480,000

Legend:
- Highway
- Transit
- Bicycle/Pedestrian
- Other
CMAQ - Committee Increases by Project Category
FY 1992-2003

$50,189,874

$2,165,752

$1,721,093

$3,119,109

Highway

Transit

Bicycle/Pedestrian

Other
FOR IMMEDIATE RELEASE: 
August 19, 2003

CONTACT: Carlyn Foster or Val Holford
Fenton Comm. 202/822-5200;
Elisabeth Ensley - EMS 202/463-6670
DeAnza Valencia, STPP, 505/243-8666

New Report Ranks Top Metro Areas with Worst Air Pollution

Half of All Americans Breathing Unhealthy Air
Congress Poised to Roll Back Clean Air Laws and Cut Funding for Transportation Options

State-by-State Fact Sheets Calculate Number of Bad Air Days, Public Health Costs and Prevalence of Asthma by Metro Area

Washington, DC – Nearly half of all Americans - 133 million people – are breathing unhealthy air according to a new report by the Surface Transportation Policy Project. In fact, air quality in dozens of metropolitan areas has gotten worse over the last decade, while new scientific studies link air pollution to a host of public health issues including asthma, heart disease and certain cancers. The study concludes that transportation is a major contributor to air pollution nationwide, yet some in Congress want to undermine clean air protections and cut funding for transportation alternatives like transit, rail and buses that reduce traffic and air pollution.

“Our study shows air pollution continues to be a serious health problem and transportation sources are a significant part of that problem. The public deserves a federal transportation program that lowers their exposure to unhealthy air and delivers transportation choices beyond simply having to turn an ignition key,” said Anne Canby, President of the Washington D.C.-based Surface Transportation Policy Project, which authored the report.

Clearing the Air: Public Health Threats from Cars and Heavy Duty Vehicles- Why We Need to Protect Federal Clean Air Laws ranks metropolitan areas nationwide by the highest number of days of unhealthy air pollution levels over the last three years using new data from the U.S. Environmental Protection Agency. Riverside-San Bernardino ranked worst nationwide with 445 days of unhealthy air during 2000-2002 (an average of 148 days per year.) Other cities ranking in the top twelve worst include Fresno, CA, Los Angeles, CA, Sacramento, CA, Pittsburgh, PA, Knoxville, TN, Birmingham, AL and Cleveland, OH. The report also includes state fact sheets that identify cities in each state with the worst air pollution and the prevalence of asthma by metro area.
"Millions come to the emergency department because of asthma and other respiratory problems. We are facing a public health epidemic because the number of Americans with asthma continues to rise. From everything we know about air pollution and asthma, the problem could get worse if Congress weakens clean air protections," said Dr. Carlos A. Camargo, an asthma researcher and member of the American College of Emergency Physicians.

Smog (ozone) levels have remained steady and dozens of metropolitan areas are suffering from a severe increase in air pollution, even though some progress has been made. For instance, the Greenville--Spartanburg—Anderson (SC) region suffered the greatest increase in smog levels nationwide with a staggering 175% increase between 1993-1997 and 1998-2002. Other areas that experienced major increases in ozone pollution over the last decade include Charlotte, NC, Akron, OH, Youngstown, OH, Knoxville, TN, and Memphis, TN.

The enormous increases in the amount of driving (up 162 percent since 1969) and the number of daily vehicle trips made (up 57 percent since 1969) have overwhelmed air quality gains that have been made from cleaner engine technologies.

Air pollutants from cars, buses and trucks, particularly ground-level ozone and particulate matter (PM), can exacerbate respiratory diseases and trigger asthma attacks, increasing the risk of death for seniors and children. Nationally, transportation is responsible for more than 50 percent of carbon monoxide, about 34 percent of NOx emissions, and more than 29 percent of hydrocarbon emissions (which combine with NOx in sunlight to form ozone or smog.)

The public health costs of pollution from cars and trucks have been estimated at between $40 billion and $64 billion per year. The bulk of these public health costs are attributable to premature death, accounting for 77 percent of costs. Using the public health cost assigned by the Federal Highway Administration per vehicle mile traveled, STPP estimated these costs per metro region. Our largest metro areas - New York, Chicago and Los Angeles - suffered an excess of one billion in public health costs.

"The public health impact of air pollutants from cars and trucks is enormous," said Dr. Howard Frumkin, Professor and Chair of the Department of Environmental and Occupational Health at the Rollins School of Public Health of Emory University, speaking for the American Public Health Association. "Thousands of Americans suffer and even die prematurely because of air pollution each year, from asthma, other respiratory diseases, heart diseases, cancer, and other ailments. Transportation policies that clean up our air are essential public health policy."

Childhood asthma in the U.S. has more than doubled in the last two decades. In 2001, 8.7 percent (6.3 million) of all American children were estimated to have asthma.

“When there are more kids carrying inhalers to school than lunchboxes, you know you have a problem,” said Daniel Swartz, Executive Director of the Children’s Environmental Health Network.

Asthma is almost twice as common among African Americans as it is among whites, even when controlling for income levels. African American children are three times as likely as whites to be hospitalized for treatment of asthma.

"A higher proportion of minority populations have illnesses like asthma that can be caused or aggravated by air pollution," said Dr. Luz Claudio, Associate Professor at Mt. Sinai Medical Center.

Specifically, proposals before Congress would reduce the frequency with which transportation plans must be reviewed for their air quality impacts and excuse metropolitan areas from having to consider the long-
term air quality impacts of transportation projects. Lawmakers will soon vote on this legislation and this report demonstrates the critical need for Congress to protect and strengthen clean air laws and funding.

Recommendations of the report:

- Protect and strengthen clean air laws, ensuring cities with air pollution problems have resources to address their problem, especially for health concerns from fine particulate matter
- Fully fund the CMAQ (Congestion Mitigation and Air Quality) program in the federal transportation law to meet new demands, and allocate funding directly to the metro areas with unhealthy air
- Strengthen the role of regional planning agencies in order to reduce transportation-related air pollution
- Encourage a balanced approach to reducing air pollution that emphasizes cleaner vehicles and more convenient transportation options like mass transit, bicycling, and walking
- Keep a strong analytic review process to meet healthy air goals

The Full Report can be viewed at www.transact.org

Background:

The report was released nationally on a telephone press conference call hosted by the Surface Transportation Policy Project, with representatives from the American Public Health Association, the American College of Emergency Physicians, the Mt. Sinai Medical Center in New York, and the Children's Environmental Health Network.

The Surface Transportation Policy Project is a diverse, nationwide coalition working to ensure safer communities and smarter transportation choices that enhance the economy, improve public health, promote social equity, and protect the environment.
Public Health, Air Quality, and Transportation in Illinois

Metro Areas in Illinois Ranked by the Highest Number of Days of Unhealthy Air Quality

<table>
<thead>
<tr>
<th>Rank</th>
<th>Metro Area</th>
<th>Total Number of Days of Unhealthy Air Quality (2000 to 2002)</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>St Louis, MO-IL MSA</td>
<td>69</td>
</tr>
<tr>
<td>40</td>
<td>Chicago, IL PMSA</td>
<td>45</td>
</tr>
</tbody>
</table>

Illinois Residents Exposed to Unhealthy Air Over Ten Years

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Chicago, IL PMSA</td>
<td></td>
<td>10.4</td>
<td>12.6</td>
<td>21.2%</td>
</tr>
<tr>
<td>St Louis, MO-IL MSA</td>
<td></td>
<td>23.0</td>
<td>23.0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

Air Pollution Affects Public Health in Illinois’s Metro Areas

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bloomington-Normal, IL MSA</td>
<td>6.4%</td>
<td>Alton, IL</td>
<td>$11,746,613</td>
</tr>
<tr>
<td>Champaign-Urbana, IL MSA</td>
<td>21.7%</td>
<td>Bloomington-Normal, IL</td>
<td>$15,036,175</td>
</tr>
<tr>
<td>Chicago, IL PMSA</td>
<td>11.0%</td>
<td>Champaign-Urbana, IL</td>
<td>$13,094,375</td>
</tr>
<tr>
<td>Davenport-Moline-Rock Island, IA-IL MSA</td>
<td>11.2%</td>
<td>Chicago-Northwestern IN, IL-IN</td>
<td>$1,027,716,813</td>
</tr>
<tr>
<td>Decatur, IL MSA</td>
<td>3.8%</td>
<td>Davenport-Rock Island-Moline, IL-IA</td>
<td>$35,207,900</td>
</tr>
<tr>
<td>Peoria-Pekin, IL MSA</td>
<td>13.3%</td>
<td>Decatur, IL</td>
<td>$11,567,763</td>
</tr>
<tr>
<td>Rockford, IL MSA</td>
<td>9.9%</td>
<td>Kankakee, IL</td>
<td>$7,102,900</td>
</tr>
<tr>
<td>Springfield, IL MSA</td>
<td>18.6%</td>
<td>Peoria, IL</td>
<td>$33,413,013</td>
</tr>
<tr>
<td>St Louis, MO-IL MSA</td>
<td>9.9%</td>
<td>Rockford, IL</td>
<td>$31,273,200</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Springfield, IL</td>
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<tr>
<td></td>
<td></td>
<td>St. Louis, MO-IL</td>
<td>$378,274,138</td>
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</tbody>
</table>

Transportation’s Contribution to Air Pollution in Illinois’s Metro Areas

<table>
<thead>
<tr>
<th>Metro Area</th>
<th>Total Criteria Pollutants* from Transportation (tons per year) (1999)</th>
<th>Total Criteria Pollutants from Transportation per capita (pounds per year) (1999)</th>
<th>Percent of all Criteria Pollutants from Transportation (1999)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chicago, IL PMSA</td>
<td>1,762,151</td>
<td>440</td>
<td>47.8%</td>
</tr>
<tr>
<td>Bloomington-Normal, IL MSA</td>
<td>57,333</td>
<td>788</td>
<td>43.7%</td>
</tr>
<tr>
<td>Rockford, IL MSA</td>
<td>117,067</td>
<td>653</td>
<td>43.0%</td>
</tr>
<tr>
<td>Davenport-Moline-Rock Island, IA-IL MSA</td>
<td>119,201</td>
<td>664</td>
<td>42.5%</td>
</tr>
<tr>
<td>Champaign-Urbana, IL MSA</td>
<td>53,851</td>
<td>633</td>
<td>40.9%</td>
</tr>
<tr>
<td>St Louis, MO-IL MSA</td>
<td>829,147</td>
<td>645</td>
<td>38.4%</td>
</tr>
<tr>
<td>Kankakee, IL PMSA</td>
<td>30,078</td>
<td>586</td>
<td>37.4%</td>
</tr>
<tr>
<td>Springfield, IL MSA</td>
<td>73,160</td>
<td>717</td>
<td>35.0%</td>
</tr>
<tr>
<td>Peoria-Pekin, IL MSA</td>
<td>117,849</td>
<td>680</td>
<td>25.5%</td>
</tr>
<tr>
<td>Decatur, IL MSA</td>
<td>35,224</td>
<td>622</td>
<td>24.1%</td>
</tr>
</tbody>
</table>

*Criteria Pollutants are carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, particulate matter, and lead
Federal Policy and Funding to Improve Air Quality in Illinois

The Clean Air Act sets standards for air quality to protect public health, and requires metro areas which fail to conform to these standards to improve their air quality over time. The conformity process has allowed transportation planners to be part of the solution by ensuring that transportation plans and investments reduce air pollution. Current proposals from the Bush Administration and some members of Congress would undermine the Clean Air Act by the frequency with which transportation plans must be reviewed, and excuse metropolitan areas and states from having to consider the long-term impacts of transportation projects.

Under ISTEA & TEA-21, the Congestion Mitigation and Air Quality Improvement program (CMAQ) funds transportation projects that help Illinois meet clean air goals. Illinois has received $665.9 million in CMAQ dollars since 1992. Illinois’s demand for CMAQ funding is expected to grow by 18.2 percent under new EPA air quality standards and proposed changes to weighting factors for pollutants (holding population steady).

A Sampling of Projects Funded with the CMAQ program since 1992:
- St. Clair County - Metro Bike Link & Trans Program
- CTA - Ravenswood Line/ Montrose Station