

CMAQ Project Selection Committee Meeting
Tuesday, October 28, 2003
10:00 a.m.

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

Agenda

1. FY 2004 CMAQ program

A. FY 2004 funding/TEA-21 reauthorization

The effect of the five-month extension on project initiation and the outlook for reauthorization will be discussed.

B. Status of FY 2004 CMAQ program

The status of eligibility determination and sponsor notification will be presented.

2. Project follow-up

A. Annual Follow-up

A recommendation for Committee action on the projects sent follow-up letters in August 2003 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)

In a telephone conversation, Mr. Mellis indicated that funds for this project are in the FPD budget, though not a specific line item. The budget will be submitted at the November 5th FPD board meeting. It should be adopted in December.

3. Project Changes

A. DuPage Mayors and Managers Conference – DuPage Traffic Management Center (TIP ID 08-99-0105)

The DuPage County Division of Transportation has agreed to take over sponsorship of this project. The correspondence confirming this is attached.

B. Bedford Park – Harlem at 71st Intersection Improvement (TIP ID 06-97-0015)

The sponsor has withdrawn this project.

C. Metra – 93rd St Station - MED South Chicago Branch Station Relocation/Parking (TIP ID 18-99-1528); Hegewisch Station Commuter Parking- South Shore Line (TIP ID 18-99-0551); Pingree Rd Station-UP-NW (TIP ID 18-95-0004)

Metra is requesting approval to transfer funds among these projects. A memorandum will be sent to committee members.

4. FY 2005 CMAQ funding cycle

A. 2005 CMAQ program development schedule.

The draft schedule discussed at the last meeting will be presented to the Committee for approval.

B. Application packet revisions

A recommendation for revisions to the application packet will be presented for approval.

C. Evaluation method revisions

A recommendation for revisions to the commuter parking and bicycle/pedestrian methods will be presented for approval. A recommendation for revisions to the emissions tables will also be presented for approval.

5. Other business

A. Response to "Clearing the Air."

A draft letter will be distributed for committee review.

6. Next Meeting

The next meeting is expected to be on call, probably in late January or February.



Chicago Area Transportation Study



To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Date: October 20, 2003
Subject: Status of selected projects – 2003 Follow-up review

For the annual follow-up, sponsors of fifty-one 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 2003.

All projects were found to be making progress. Seven projects were completed, and another will be completed this year. There were no projects found to be either not progressing, or unusual in some way that merits the Committee's attention.

CATS staff is doing individual follow-up with six projects to clarify information given in their responses. The Committee will be notified should these projects warrant further action.

One sponsor has not given the status of their project:

Schiller Park – Des Plaines River Rd Continuous Left Turn Lane from River St to Winona (TIP ID 04-00-0010)

Along with the follow-up letters, five demonstration project sponsors were asked to submit evaluation plans for their projects. Four evaluation plans have been received. CDOT is working to complete a plan for its Chicago Traffic Management Center (TIP 01-99-0014), but has been hampered by the complexity of the project and staff departures.



DuPage County
ROBERT J. SCHILLERSTROM
COUNTY BOARD CHAIRMAN

DIVISION OF TRANSPORTATION

(630) 682-7318

FACSIMILE (630) 690-5331

September 3, 2003

Mr. Ross Patronsky, Chief
Congestion Mitigation Air Quality (CMAQ)
Chicago Area Transportation Study (CATS)
300 West Adams Street
Chicago, IL 60606

Re: DuPage Traffic Management Center
TIP ID# 08-99-0105

Dear Mr. Patronsky:

The purpose of this letter is to inform you that DuPage County has agreed to be the sponsor and lead agency for the above-referenced project.

Any correspondence may be directed to the undersigned. My contact information is as follows:

Telephone – 630.510.3424
Fax - 630.784.3773
E-Mail - mavery@dupageco.org

Thank you in advance for your cooperation in this matter. If you have any questions, please do not hesitate to call.

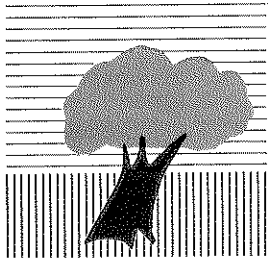
Sincerely,

A handwritten signature in black ink that reads "Mark R. Avery". The signature is written in a cursive style with a large, prominent "M" and "A".

Mark R. Avery
Chief of Traffic Planning & Programming

Cc: Thomas Cuculich, Director, Economic Development & Transportation Planning
Robert Dean, Transportation Liason, DuPage Mayors & Managers Conference
Charles Tokarski, P.E., County Engineer

RECEIVED
SEP 08 2003
C.A.T.S.



Founded June 19, 1962

DUPAGE MAYORS AND MANAGERS CONFERENCE

an association of municipalities representing 1,000,000 people

1220 Oak Brook Road
Oak Brook, Illinois 60523-2203
(630) 571-0480
Fax: (630) 571-0484

September 26, 2003

MEMBER MUNICIPALITIES

Addison
Aurora
Bartlett
Bensenville
Bloomington
Bolingbrook
Burr Ridge
Carol Stream
Clarendon Hills
Darien
Downers Grove
Elmhurst
Glendale Heights
Glen Ellyn
Hanover Park
Hinsdale
Itasca
Lemont
Lisle
Lombard
Naperville
Oak Brook
Oakbrook Terrace
Roselle
Schaumburg
St. Charles
Villa Park
Warrenville
Wayne
West Chicago
Westmont
Wheaton
Willowbrook
Winfield
Wood Dale
Woodridge

Ross Patronsky, CMAQ Program Chief
CATS
300 West Adams
Chicago, Illinois 60606

Re: DuPage Traffic Management Center project (TIP ID #08-99-0105)

Dear Ross:

Please transfer sponsorship of the DuPage Traffic Management Center project to DuPage County, in accordance with Mark Avery's letter to you, dated September 3. Thank you for your help.

Sincerely,

Rick O. Curneal
Transportation & Planning Director

RECEIVED
SEP 29 2003
C.A.T.S.

Ronald R. Robison
President

Linda J. Rackow
Clerk

Daniel Nisavic
Administrator

RECEIVED
OCT 16 2003
C.A.T.S.



VILLAGE OF BEDFORD PARK

6701 South Archer Avenue • P.O. Box 128
Bedford Park, Illinois 60501-0128
Phone: (708) 458-2067 • Fax: (708) 458-2079
www.villageofbedfordpark.com

Trustees:
David R. Brady
John C. Holloway
Anthony W. Kensik
Charles F. Ploszek
Robert S. Regep
Gail P. Rubel

October 15, 2003
File #96-509

Chicago Area Transportation Study
300 W. Adams St.
Chicago, IL 60606

Attn: Ross Patronsky ⁰⁰¹⁵
Re: TIP ID 06-97-~~00005~~
Harlem/71st Intersection

Dear Mr. Patronsky:

The Village of Bedford Park kindly requests that the CMAQ funding for the improvements at the intersections of Harlem (IL 43) and 71st Street be withdrawn.

Due to possible changes in zoning and development at the northwest corner of the intersection of Harlem and 71st, which is in the Village of Bridgeview, the Village of Bedford Park is uncertain of how this will impact the intersection in the future. Therefore, the Village of Bedford Park does not want to pursue this improvement at the present time.

In the future, the Village may re-apply for CMAQ funding for improvements to the intersection of Harlem and 71st.

VILLAGE OF BEDFORD PARK

Ronald R. Robison
President

cc: Southwest Conference of Mayors



To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Date: October 20, 2003
Subject: CMAQ Project Change Requests for:
Metra - Pingree Road New Station UP RR NW Line, TIP ID 18-95-0004 (Cost Increase)
Metra - Hegewisch Station Commuter Parking-South Shore Line, TIP ID 18-99-0551 (Cost Increase)

Metra - Pingree Road New Station UP RR NW Line
Metra - Hegewisch Station Commuter Parking-South Shore Line

Metra has requested the reallocation of funds from the 93rd Street South Chicago Station project (TIP ID 18-99-1528) which was completed with a balance of \$1,240,000 federal (\$1,550,000 total). The reallocation of the funds would be split between the Pingree Road New Station project (TIP ID 18-95-0004) in the amount of \$780,000 federal (\$975,000 total) and the Hegewisch Station Commuter Parking project (TIP ID 18-9-0551) in the amount of \$460,000 federal (\$575,000 total).

The Pingree Road New Station project incurred unexpected costs with regards to utility, drainage, grading, highway and railroad coordination elements. To complete the project an additional \$780,000 federal (\$975,000 total) is requested. The impact of the cost increase on the ranking of this project has been evaluated. As the attached table shows, the revised cost per ton of VOCs eliminated is \$5,852; the ranking among FY 2001 transit facility projects remains first.

The Hegewisch Station Commuter Parking project experienced unexpected costs with respect to the City of Chicago's landscape ordinance. The impact of the \$460,000 federal (\$575,000 total) increase, as the attached table shows, is an increase in the cost per ton of VOCs eliminated to \$21,186. This would move the project's ranking from sixth to eleventh among twenty proposed commuter parking projects in FY2000.

The revised rank drops the project below five projects that were not selected but still ahead of one project selected. Of these five projects, four received funding in a subsequent fiscal year. The University Park Station Commuter Parking project was resubmitted in 2001 but withdrawn; it has not been resubmitted since.

The balance from the 93rd Street South Chicago Station project and the construction obligations for the two projects seeking increases are all part of the same FTA grant, IL-90-X375, which is now four years old.

Recommendation to the CMAQ Project Selection Committee:

- **consider approving the increase of \$780,000 federal (\$975,000 total) to a total programmed amount of \$6,460,000 federal (\$8,075,000 total) for Pingree Road Station, TIP ID 18-95-0004**
- **consider approving the increase of \$460,000 federal (\$575,000 total) to a total programmed amount of \$940,000 federal (\$1,175,000 total) for the Hegewisch Station Commuter Parking, TIP ID 18-99-0551.**

Chicago Area Transportation Study

CMAQ Cost Increase Analysis

TIP ID: **18-95-0004**

Description: **Metra-Pingree Road New Station UP RR NW Line**

Ranking Computation

	99, '00 & '01 Awards	2003 Cost Increase
Tons VOC eliminated	1,379.9665	1,379.9665
Cost	\$ 7,100,000	\$ 8,075,000
\$/Ton VOC eliminated	\$ 5,145	\$ 5,852
Rank	1	1

Project Expenses

	Federal Share	Total	Fed %	Basis
99, '00 & '01 Awards	\$ 5,680,000	\$ 7,100,000	80.0%	Approved Project
2003 Cost Increase	\$ 6,460,000	\$ 8,075,000	80.0%	Letter from Metra
Increase Amount	\$ 780,000	\$ 975,000		

Notes:

FY 2001 CMAQ Proposed Program

ID	Facility to be Improved	Fed \$	Total \$	\$/Ton Voc	Select
Transit Facility Improvement					
TI1122	Metra-Pingree Road New Station UP RR NW Line	7,100,000	4,000,000	5,145	4,000,000
Revised cost places project here				5,852	▼
CP1232	Manhattan-Manhattan Station SWS Line	2,716,000	400,000	9,676	400,000
TI0926	Elgin-Spaulding New Station MWD-West Line	8,161,000	1,600,000	12,005	0
TI0295	Evanston-Evanston Main Street Depot Building Restoration and Rehabilitation	404,000	323,000	12,873	323,000
TI1231	Romeoville-New Station on MHC Line	4,800,000	240,000	18,280	0
TI0186	CDOT-Jackson/State (Red Line) Platform Renovation	12,000,000	8,800,000	65,465	8,800,000
TI0738	Tinley Park-Oak Park Ave Metra Facility Redevelopment	1,310,000	1,010,000	100,697	0
TI0187	CDOT-Grand/State (Red Line) Station Renovation	17,025,000	360,000	141,577	760,000
TI0191	CDOT-Washington/Dearborn (Blue Line) Station Renovation	21,500,000	16,800,000	145,523	0
TI0192	CDOT-Monroe/Dearborn (Blue Line) Station Renovation	22,200,000	400,000	209,185	0
TI0190	CDOT-Clark/Division (Red Line) Station Renovation	22,950,000	16,800,000	236,119	0
TI0188	CDOT-North/Clybourn (Red Line) Station Renovation	20,000,000	480,000	363,750	480,000
TI0193	CDOT-Harrison/State (Red Line) Station Renovation	16,100,000	400,000	430,091	0
TI0294	Evanston-Evanston Main Street/ Depot Street Repair and Rehabilitation	392,000	131,000	686,037	0

Chicago Area Transportation Study

CMAQ Cost Increase Analysis

TIP ID: **18-99-0551**

Description: **Metra- Hegewisch Station Commuter Parking-
South Shore Line**

Ranking Computation

	2000 Award	2003 Cost Increase
Tons VOC eliminated	55.4600	55.4600
Cost	\$ 600,000	\$ 1,175,000
\$/Ton VOC eliminated	\$ 13,869	\$ 21,186
Rank	6	11

Project Expenses

	Federal Share	Total	Fed %	Basis
2000 Award	\$ 480,000	\$ 600,000	80.0%	Approved Project
2003 Cost Increase	\$ 940,000	\$ 1,175,000	80.0%	Letter from Metra
Increase Amount	\$ 460,000	\$ 575,000		

Notes:

FY 2000 CMAQ Proposed Program

ID	Sponsor	Facility to be Improved	Phase	Fed \$	Total \$	\$/Ton Voc	Select
Commuter Parking Lot							
CP1048	Metra	Metra- Grayslake Station Commuter Parking - MWD-N Line	CON	\$320	\$400	\$7,250	\$320
CP0911	COM	Aurora-Route 59 Station Parking-BNSF	CON	\$1,120	\$1,400	\$7,347	\$1,120
CP1027	COM	Antioch-Antioch Station Parking-NCS	RW	\$280	\$350	\$8,140	\$280
CP0918	Metra	Metra- National St Station Commuter Parking - MWD-W Line	CON	\$660	\$825	\$8,420	\$660
CP0719	COM	East Hazel Crest-Calumet Station Parking-Med Main Line	CON	\$1,200	\$1,500	\$11,459	\$1,200
CP0179	Metra	Metra- Hegewisch Station Commuter Parking- South Shore Line	CON	\$480	\$600	\$11,900	\$480
CP0733	Metra	Metra- University Park Station Commuter Parking- MED Main Line	RW	\$400	\$500	\$12,294	\$0
CP0731	COM	Olympia Fields-Olympia Fields Station Commuter Parking	E/RW	\$840	\$1,050	\$13,937	\$0
CP0341	Metra	Metra- Bartlett Station Commuter Parking- MWD	CON	\$600	\$750	\$15,269	\$0
CP0717	COM	Richton Park-Richton Park Station Parking-MED-Main	CON	\$400	\$500	\$17,147	\$0
CP0413	COM	Schiller Park-Schiller Park (New) Station Parking -NCS	E	\$16	\$20	\$18,120	\$0
Revised cost places project here						\$21,186	
CP0732	Metra	Metra- Robbins Station Commuter Parking-RID	CON	\$320	\$400	\$22,589	\$0
CP0826	COM	Downers Grove-Downers Grove Station Parking-BNSF	CON	\$800	\$1,000	\$24,110	\$100
CP0825	COM	West Chicago-West Chicago Station Parking-UP-W	CON	\$424	\$530	\$27,760	\$0
CP0178	Metra	Metra-Gresham Station Commuter Parking	CON	\$480	\$600	\$29,665	\$0
CP0612	COM	Orland Park-143rd St Station Parking and Access	RW/CON	\$1,200	\$1,500	\$39,670	\$0
CP0183	CDOT	Chicago DOT-Kimball Station Commuter Parking-BRWn Line	E/RW/CC	\$880	\$1,110	\$96,455	\$0
CP0180	Metra	Metra- Washington Heights Station Commuter Parking - RID	CON	\$400	\$600	None	\$0
CP0823	COM	Bensenville-Bensenville Station Parking East of York Rd-MWD-W	RW	\$800	\$1,000	None	\$0
CP0824	COM	Bensenville-Bensenville Station Parking West of Addison St-MWD-W	RW	\$180	\$225	None	\$0



547 W. Jackson Blvd.

Chicago, Illinois 60661

Telephone: 312-322-6900

TTY# 1-312-322-6774

October 14, 2003

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

Re: Reallocation of Grant IL -90-X375

Dear Mr. Patronski:

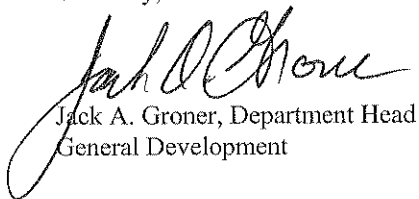
We are requesting the reallocation of funds in the above-referenced CMAQ grant to two projects that need additional funding. The 93rd Street South Chicago Station (TIP Project 18-99-1528) has been completed. It was possible for Metra to complete this \$11 million project utilizing a variety of funds. A balance of \$1,550,000 remains in the CMAQ grant.

We have two projects which need additional funding to complete. During the permit process with the City of Chicago for Hegewisch Parking (TIP Project 18-99-0551), the City required us to renovate the existing parking lot to meet the City's Landscape Ordinance. In order to complete the original scope submitted to CMAQ for this project, an additional \$575,000 of funding is required.

Additional funding is also required for Pingree Road Station (TIP Project 18-95-0004). This \$13.5 million project involved significant utility, drainage, grading, highway and railroad coordination elements. Therefore, in order to complete the project an additional \$975,000 is required.

We stand ready to review this request with the CMAQ Committee. Please feel free to contact me with any questions that you might have. I can be reached at (312) 322-6643.

Sincerely,



Jack A. Groner, Department Head
General Development

JAG/VCW/dmm1811

Attachment

Reallocation of CMAQ Grant Funds

Project Description	RR	CMAQ Amount	Total Amount	CMAQ Year	FTA CMAQ Grant
1528 93rd Street Station	MED	4,000,000	5,000,000	1999	IL-90-X350
1528 93rd Street Station	MED	3,200,000	4,000,000	2000	IL-90-X375
Sub-Total		<u>7,200,000</u>	<u>9,000,000</u>		
Less Transfer Amount		<u>(1,240,000)</u>	<u>(1,550,000)</u>		IL-90-X375
Total		5,960,000	7,450,000		
2633 Pingree Rd. Station	UPR	480,000	600,000	1999	IL-90-X350
2633 Pingree Rd. Station	UPR	1,200,000	1,500,000	2000	IL-90-X375
2633 Pingree Rd. Station	UPR	4,000,000	5,000,000	2001	IL-90-X397
Sub-Total		<u>5,680,000</u>	<u>7,100,000</u>		
Plus Transfer Amount		<u>780,000</u>	<u>975,000</u>		IL-90-X375
Total		6,460,000	8,075,000		
3192 Hegewisch Station Parking	CSS	480,000	600,000	2000	IL-90-X375
Plus Transfer Amount		<u>460,000</u>	<u>575,000</u>		IL-90-X375
Total		940,000	1,175,000		

FY 2005 CMAQ Program Development Schedule

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

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

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

June - July 2004 CMAQ Project Selection Committee meets to select proposed FY 2005 program

Friday, July 30, 2004 Work Program Committee considers approving the proposed FY 2005 program for public comment.

Friday, August 6, 2004 The public comment period on the proposed FY 2005 program begins.

Friday, September 3, 2004 The public comment period on the proposed FY 2005 program ends.

September 2004 CMAQ Project Selection Committee meets to review and respond to comments on the proposed FY 2005 program

Friday, September 24, 2004 Work Program Committee considers approval of the proposed FY 2005 program.

Thursday, October 14, 2004 Policy Committee considers approval of the proposed FY 2005 program.

October – November 2004 Federal determination of the FY 2005 projects' eligibility.

November 2004 CATS will notify sponsors of project eligibility and funding availability.

Note: Policy Committee and 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
Date: October 20, 2003
Subject: Proposed changes to CMAQ instruction book for FY 2005

A number of small clarifications have been identified for the CMAQ FY 2005 Project Submittal Information Booklet. The proposed changes are (additions are **underlined and bold**, deletions are ~~struck through~~):

1. State clearly that all intersection improvement, bottleneck elimination, bicycle/pedestrian and commuter parking projects are required to submit a scoping document. Specifically, change point A.2. on page 1:

Project Scoping: Project scoping now will reduce headaches later
Completely scope out the project, keeping in mind federal design standards. A Project Scoping Report is provided to assist you in project scoping. **A Scoping Report is required for all highway, parking, and bicycle/pedestrian projects.** The detailed estimate of construction costs is required. If you have your own scoping report that you have used successfully in preparing for federal projects, substitute that report. (Projects with draft Project Development Reports that have been submitted to the IDOT Bureau of Local Roads and Streets need not be scoped separately for CMAQ purposes.)

2. Emphasize that CATS computes emissions benefits; what we need from the sponsors is the input data. Specifically, change the introduction to part 4 of the application form (page 23):

General notes: Each type of project uses a different evaluation method. The data required in this section will be presented separately for each project category.

CATS staff compute emissions benefits from this data using uniform methods to ensure project comparability. In most cases it is not necessary for the applicant to compute emissions benefits. There are exceptions, such as engine or fleet fuel upgrades. Contact CATS staff if you believe your project calls for a different computation of emissions benefits.

3. Clarify that length of trip eliminated (e.g., for commuter parking) is the distance no longer traveled via car, not the overall trip distance (i.e., don't count the length of the

trip to the lot). In addition, add a discussion of other types of line haul trip lengths. Change the section on trip length in section I.4.f on page 26 to read:

This is the mean *one-way* line-haul trip length of auto trips diverted to the new facility or service. **Do not include the distance traveled from the commuters' homes to the facility.** For commuter rail projects, use the station's mile post from the downtown terminal. **For bus projects, use the route length of the bus from the facility to the end of the line. For car pool/van pool projects, contact CATS staff to develop an appropriate estimate.**

4. Require demonstration proposals to outline an evaluation plan. Section I.7 on page 28 of the instructions will be revised from:

1. PROJECT PURPOSE (WHAT WILL BE LEARNED FROM THIS PROJECT)

Demonstration projects are designed to show the emissions reductions that will result from innovative capital and operating projects for which little emissions benefit data now exists. The response to this question should clearly state what sorts of project evaluations will be possible in the future as a result of this demonstration.

to:

1. **DEMONSTRATION EVALUATION**

Demonstration projects are designed to show the emissions reductions that will result from innovative capital and operating projects for which little emissions benefit data now exists. **Outline an evaluation plan for this project. The plan should describe, at a minimum: 1) the type of emissions benefit expected (e.g., trip reduction, speed improvement), 2) the before/after studies to be conducted, 3) the data to be collected, 4) the analysis method(s) to be used, 5) applicability to other locations/situations in the region, and 6) feasibility (i.e., what is needed for a successful implementation).**

5. Add the project management section (ROW acquisition, PDR approval, completion year) to the demonstration project form. Some demonstration projects have these characteristics, and the information is needed to properly review the application. See the attached sample form.
6. Add a note that expenses already incurred are not eligible for funding. A new point in Section D will be added:

5. Projects already obligated. Projects (or parts of a project) for which funds have already been obligated are not eligible for funding. If engineering has been completed, right-of-way acquisition and construction are still eligible for funding if they will not be obligated before the CMAQ funding is awarded.

Add a similar point to section I.3:

(8). Costs which have already been obligated, or will be obligated before the award of CMAQ funds, are not eligible for funding.

7. Note in the cost increase section that an increase may not be granted once a contract has been executed for the phase for which the increase is sought. Section G.6 will be revised to:

Cost increases cannot be granted after the project construction has been awarded once a contract has been executed between the sponsor and a contractor for the phase for which the increase is sought. This does not preclude a sponsor from increasing a contract using CMAQ funds currently in hand, even if the funds were initially planned for another, as yet unobligated, phase. In this case the sponsor may request an increase for the unobligated phase, although there is no guarantee of an increase in this case. Sponsors anticipating submitting an increase request for a future phase should discuss their situation with CATS staff.

CATS FY 2005 CMAQ PROJECT APPLICATION FORM FOR DEMONSTRATION PROJECTS

I. PROJECT IDENTIFICATION	
DATE OF APPLICATION	CONTACT FOR THIS PROJECT (NAME, TITLE, ADDRESS, PHONE, FAX, E-MAIL)
PROJECT SPONSOR	
OTHER AGENCIES PARTICIPATING IN PROJECT	
TIP PROJECT ID, IF PROJECT IS ALREADY IN FY 04-09 TIP	

II. PROJECT LOCATION		
NAME OF STREET OR FACILITY TO BE IMPROVED	MARKED ROUTE #	
PROJECT LIMITS: 1ST REFERENCE POINT/CROSS STREET/INTERSECTION	MARKED ROUTE #	COUNTY & MUNICIPALITY
PROJECT LIMITS: 2ND REFERENCE POINT/CROSS STREET/INTERSECTION	MARKED ROUTE #	COUNTY & MUNICIPALITY
OTHER PROJECT LOCATION INFORMATION		

III. ANTICIPATED FINANCING					
Note: Do not list the local match funds as a separate fund source below. Do list prior CMAQ funding					
FUND SOURCE <small>(see fund list)</small>	PHASES (✓ ALL THAT APPLY)	FEDERAL FISCAL YR (✓ ONE)	TOTAL COST (THOUSANDS)	FEDERAL COST (THOUSANDS)	FUNDING STATUS (✓ ONE)
<i>CMAQ</i>	<input type="checkbox"/> ENG-1 <input type="checkbox"/> ENG-2 <input type="checkbox"/> ROW <input type="checkbox"/> CONST <input type="checkbox"/> ENG <input type="checkbox"/> IMP <input type="checkbox"/> MIS/AA				<input checked="" type="checkbox"/> THIS APPLICATION <small>INCLUDE ALL CMAQ FUNDS YOU ARE NOW APPLYING FOR ON THIS LINE.</small>
	<input type="checkbox"/> ENG-1 <input type="checkbox"/> ENG-2 <input type="checkbox"/> ROW <input type="checkbox"/> CONST <input type="checkbox"/> ENG <input type="checkbox"/> IMP <input type="checkbox"/> MIS/AA	<input type="checkbox"/> 04 <input type="checkbox"/> 05 <input type="checkbox"/> 06 <input type="checkbox"/> 07 <input type="checkbox"/> OTHER: ____			<input type="checkbox"/> SUNK FUNDS <input type="checkbox"/> COMMITTED FUNDS <input type="checkbox"/> REASONABLY AVAILABLE <small>DO NOT INCLUDE FUNDS FOR WHICH YOU ARE NOW APPLYING ON THIS LINE OR THOSE BELOW</small>
	<input type="checkbox"/> ENG-1 <input type="checkbox"/> ENG-2 <input type="checkbox"/> ROW <input type="checkbox"/> CONST <input type="checkbox"/> ENG <input type="checkbox"/> IMP <input type="checkbox"/> MIS/AA	<input type="checkbox"/> 04 <input type="checkbox"/> 05 <input type="checkbox"/> 06 <input type="checkbox"/> 07 <input type="checkbox"/> OTHER: ____			<input type="checkbox"/> SUNK FUNDS <input type="checkbox"/> COMMITTED FUNDS <input type="checkbox"/> REASONABLY AVAILABLE
	<input type="checkbox"/> ENG-1 <input type="checkbox"/> ENG-2 <input type="checkbox"/> ROW <input type="checkbox"/> CONST <input type="checkbox"/> ENG <input type="checkbox"/> IMP <input type="checkbox"/> MIS/AA	<input type="checkbox"/> 04 <input type="checkbox"/> 05 <input type="checkbox"/> 06 <input type="checkbox"/> 07 <input type="checkbox"/> OTHER: ____			<input type="checkbox"/> SUNK FUNDS <input type="checkbox"/> COMMITTED FUNDS <input type="checkbox"/> REASONABLY AVAILABLE
	<input type="checkbox"/> ENG-1 <input type="checkbox"/> ENG-2 <input type="checkbox"/> ROW <input type="checkbox"/> CONST <input type="checkbox"/> ENG <input type="checkbox"/> IMP <input type="checkbox"/> MIS/AA	<input type="checkbox"/> 04 <input type="checkbox"/> 05 <input type="checkbox"/> 06 <input type="checkbox"/> 07 <input type="checkbox"/> OTHER: ____			<input type="checkbox"/> SUNK FUNDS <input type="checkbox"/> COMMITTED FUNDS <input type="checkbox"/> REASONABLY AVAILABLE
TOTAL					

IV. PROGRAM MANAGEMENT INFORMATION			
IS RIGHT-OF-WAY ACQUISITION REQUIRED FOR THIS PROJECT?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	
IF SO, HAS RIGHT-OF WAY-BEEN ACQUIRED?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	
HAS THE PROJECT RECEIVED DESIGN APPROVAL FROM IDOT?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N.A.
ESTIMATED COMPLETION YEAR			



Chicago Area Transportation Study



To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Date: October 20, 2003
Subject: Updates to CMAQ project evaluation methods

CATS staff have reviewed the CMAQ project evaluation methods, and recommend the following updates for FY 2005 project evaluation.

Bicycle/Pedestrian Facilities

Staff reviewed the methods used to evaluate the impact of bicycle and pedestrian facilities:

- Some agencies use a scoring system that includes safety and land use factors. This would not be compatible with other evaluation methods in this region.
- Other agencies have incorporated bicycle networks into their travel demand models. This would require a revision to this region's model, and would also be cumbersome to use for evaluation of individual projects.
- Finally, at least one agency has developed a separate "discrete choice" model to estimate project impacts. This type of model is more accurate than the current method used, but requires specific research to develop the parameters for the model.

Short of adopting a completely new approach, updating the parameters used in estimating benefits is the most feasible change to make. The current parameters – diversion rates and average trip lengths – were developed in the 1990 Household Travel Survey and the 1994 Suburban Bike Trail Survey.

A new Household Travel Survey will be conducted in the near future; CMAQ staff will discuss appropriate questions with the survey staff. To update the Bike Trail Survey, a UWP proposal will be developed for FY 2005 funding.

Commuter Parking

In the FY 2004 CMAQ applications, several projects were submitted to add commuter parking at existing Metra stations that are located on lines involved in new start projects. However, the current parking at these stations is less than 85% occupied, so the projects were evaluated as having no benefit.

Metra has argued that these stations should be evaluated differently, since service levels will increase as part of the new start projects. The increased service levels should attract

new riders in excess of the riders that would be attracted simply by the increased parking availability.

One evaluation alternative would be to treat the parking additions as new lots. The current evaluation procedure assumes that a new lot will have 78% of its spaces occupied if the facility is in the suburbs, or 92% occupied if the facility is in Chicago. Applying this approach to new start stations with existing parking is consistent with current procedures, but presumes a fixed relationship between spaces supplied and trips diverted – a “build it and they will come” analysis.

An alternative approach is to use information about expected ridership. This information is part of the new start application process. The current ridership can be subtracted from expected ridership; the difference can then be used to estimate the trips diverted. This approach directly computes trips diverted based on accepted ridership figures, and so bypasses the indirect computation that would be used in a lot-size formula.

The recommended computation is:

$$\text{Trips diverted} = (\text{station ridership estimate} - \text{current station ridership}) * \% \text{ of riders who drive or carpool} / \text{auto occupancy rate}$$

Where

- station ridership estimate = projected ridership from new start application
- current station ridership = total boardings for most current year available
- % of riders who drive or carpool = Metra estimate of fraction of ridership that drives and parks at station (based on distance from CBD)
- auto occupancy rate = estimate of number of passengers per vehicle parked

The attached table compares the two methods for three stations in the FY 2004 applications.

Emission Rates

Staff has been investigating the use of more specific emission rate tables to estimate emissions benefits. The current method uses one table for VOC emissions and one table for NOx emissions. The tables give emission rates in grams/mile at speeds ranging from 2.5 mph – 65 mph for the years 2002 – 2075. The rates are a composite rate that includes starts, time in travel (“running emissions”) and losses while the vehicle is standing (“hot soak,” “diurnal,” “resting” and “crankcase”). The rates are for all types of vehicles combined.

For projects that eliminate vehicle miles traveled (VMT), the emission rate for the speed of the facility no longer used is multiplied by the VMT eliminated. For example, a bicycle project in a suburban area is assumed to be replacing a 20 mph trip. The emission

rate for 2005 at 20 mph is 0.812 grams/mile. If 1,000 VMT are eliminated in 2005, then the facility is estimated to eliminate 812 grams of VOC (1,000 * 0.812).

For projects that improve speed, the difference between the expected pre-project speed emission rate and the expected post-project speed emission rate is calculated. This difference is then multiplied by the VMT on the facility to estimate the total emission rate.

Staff recommends enhancing this approach by developing separate tables for projects that do not eliminate the vehicle start – commuter parking, signal interconnects, intersection improvements and bottleneck eliminations. In addition, separate tables for projects that eliminate or reduce passenger vehicle use are recommended, since the emission rates are different for these vehicles than they are for trucks and buses.

The revised tables recommended for VOCs are:

Table description	Projects applied	Expected effect
Passenger vehicle running emissions	Commuter Parking	increase cost/ton VOC eliminated
Passenger vehicle total emissions	Bicycle, Pedestrian, Transit	reduce cost/ton VOC eliminated
All vehicle running emissions	Bottleneck Elimination, Intersection Improvement, Signal Interconnect	increase cost/ton VOC eliminated

For NOx, the revised tables recommended are:

Table description	Projects applied	Expected effect
Passenger vehicle total emissions	Bicycle, Pedestrian, Transit, Commuter Parking	increase cost/ton NOx eliminated
All vehicle running emissions	Bottleneck Elimination, Intersection Improvement, Signal Interconnect	increase cost/ton NOx eliminated

Other Method Improvements

Staff continuously monitors advancements in the field and strives to improve the methodologies for developing emissions benefit estimates. Suggestions from Committee members for areas to investigate are welcome.

Chicago Area Transportation Study

Commuter Parking Evaluation Method Comparison

Station	parking			boardings				Auto occup.	Trips diverted		
	supply	2001 use	To be added (FY 2004)	2002	2008	2020	% drive		78% * spaces	2008 boardings	2020 boardings
179th, Orland Park	157	89	255	166	220	310	73%	1.0	199	39	105
153rd, Orland Park	654	429	915	512	1,560	2,000	60%	1.0	714	629	893
Round Lake Beach	109	83	150	157	270	370	73%	1.0	117	82	155

Notes: auto occupancy set to 1.0 since % drive figures are actual auto uses. % drive based on Metra survey data.

October 28, 2003

Anne P. Canby
President
Surface Transportation Policy Project
1100 17th Street, NW, Tenth Floor
Washington, DC 20036

Dear Ms. Canby:

On behalf of the Chicago Area Transportation Study CMAQ Project Selection Committee, I would like to thank you for your organization's continued support of the CMAQ program and the call for increased funding in the new federal transportation laws. However, the Committee was concerned with the presentation of the CMAQ obligation figures in your report *Clearing the Air: Public Health Threats from Cars and Heavy Duty Vehicles: Why We Need to Protect Federal Clean Air Laws*.

Soon after the report was released, a local reporter contacted the Illinois EPA concerning the obligation figures given in Table 5 on page 44 of the report. The reporter concluded that the State of Illinois had lost \$127 million in CMAQ funds. This confusion could have been avoided had there been an explanation of obligated and apportioned funds.

In addition to the confusion over obligations, the report infers that CMAQ funds are unobligated due to state decisions to preferentially obligate other funds. In Illinois, CMAQ funds are obligated as soon as the project sponsor is ready to do so. The Illinois Department of Transportation does not apply its obligation limitation to CMAQ funds, as it does with other federal programs.

The reason Illinois CMAQ funds are 81% obligated is due to the time it takes CMAQ projects to be obligated. For non-transit projects, funds are obligated for each project phase only when that phase is started. For example, a bicycle facility project which has received CMAQ funds for engineering I, engineering II and construction phases will receive obligations for engineering II and construction only when those phases are begun. In most cases, construction is a project's largest expense and may take several years to be obligated.

In addition, many northeastern Illinois CMAQ projects are for innovative projects, which generally need more time to develop. Many projects are also awarded to local units of

government that are unfamiliar with managing federally-funded projects. These sponsors often take longer to complete projects.

Although they understand that this is not a report dealing solely with the CMAQ program, the Committee feels that the process of administering CMAQ funds should be discussed with more clarity to avoid any future confusion. I would be more than willing to discuss the northeastern Illinois CMAQ program with you or your staff. I can be reached at (312) 793-3474.

Thank you for your time.

Sincerely,

Ross Patronsky
Chief of the CMAQ Program

cc: Chicago Area Transportation Study CMAQ Project Selection Committee