

CMAQ Project Selection Committee Meeting
Monday, February 23, 2004
1:00 p.m.

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

Agenda

1. **FY 2005 CMAQ program**
 - A. Summary of applications received
 - B. FY 2005 CMAQ program development schedule
 - C. FY 2004 and 2005 funding/TEA-21 reauthorization

2. **Project follow-up**
 - A. Forest Preserve District of Cook County – Des Plaines River Trail from IL 64 to Maybrook Ct (TIP ID 04-97-0015)
The District will submit a status report.

3. **Project Changes**
 - A. Metra – Lombard Station parking - UP-W line (TIP ID 18-04-0577)
Metra is requesting a scope change – some of the lots that were to be used are no longer available.
 - B. Palatine – Harper College Sidewalks (TIP ID 03-02-0006)
Palatine is requesting approval to change this project from a pedestrian facility to a bicycle path.
 - C. Northbrook – IL 68/Dundee Rd at Skokie Blvd/I-94 Edens Expy Int Imp (TIP ID 02-00-0012)
The sponsor has withdrawn this project.
 - D. Chicago DOT – Citywide Traffic Volume Monitoring System (TIP ID 01-99-0013)
CDOT has requested approval to increase the cost of this project, using internal cost increase funds.

4. **Analysis methods**
 - A. Pedestrian Project Preferences
IDOT staff has commented on the expected emissions benefits of certain types of sidewalk projects. The comments will be distributed for discussion.

5. **Other business**

6. **Next Meeting**

The next meeting is expected to be on call, no later than mid-June, with the meeting after no later than early July

Chicago Area Transportation Study

CMAQ Proposals Summarized by Council - FY 2005

Council	Number of Projects	Project Cost	Federal Request
City of Chicago	50	\$215,836,207	\$117,858,484
North Shore Council of Mayors	6	\$12,433,001	\$2,280,681
Northwest Municipal Conference	10	\$21,786,241	\$9,389,033
North Central Council of Mayors	6	\$29,318,000	\$5,419,400
Southwest Council of Mayors	10	\$23,315,000	\$7,595,200
South Suburban Mayors and Managers Association	15	\$29,408,037	\$14,484,854
DuPage Mayors and Managers Conference	21	\$62,550,432	\$16,722,890
Kane County Council of Mayors	17	\$37,989,055	\$13,565,324
Lake County Council of Mayors	24	\$65,641,790	\$42,401,952
McHenry County Council of Mayors	8	\$20,915,900	\$12,194,300
Will County Governmental League	12	\$7,918,000	\$6,212,620
Regionwide	10	\$97,773,000	\$43,000,000
Pace	3	\$9,760,000	\$9,100,000
	192	\$634,644,663	\$300,224,738

Note: "Council" means the Council in which the project is located, not the Council the Project Sponsor

Chicago Area Transportation Study

CMAQ Proposals Summarized by Type - FY 2005

Project Type	Number of Projects	Project Cost	Federal Request
Intersection Improvement	45	\$141,842,881	\$64,446,625
Bottleneck Elimination	7	\$86,139,041	\$21,627,033
Transit Service and Equipment	15	\$48,300,090	\$19,812,812
Transit Transfer	1	\$622,000	\$498,000
Transit Facility Improvement	7	\$82,146,000	\$53,381,000
Bicycle Facilities	23	\$26,025,613	\$14,881,451
Pedestrian	23	\$17,119,611	\$13,114,233
Bicycle Parking	1	\$825,000	\$660,000
Bicycle Encouragement	2	\$1,525,000	\$980,000
Parking Deck	2	\$21,249,000	\$7,875,000
Commuter Parking	22	\$30,170,437	\$17,634,168
Other	9	\$77,340,780	\$37,685,024
Demonstration	5	\$17,800,000	\$13,760,000
Signal Interconnect	30	\$83,539,210	\$33,869,392
	192	\$634,644,663	\$300,224,738

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, July 30, 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: February 13, 2004
Subject: CMAQ Project Change Requests for:
Metra – Lombard Station parking - UP-W line (TIP ID 18-04-0577)
(Scope and Cost Change)
Palatine – Harper College Sidewalks (TIP ID 03-02-0006) (Scope
Change)

Metra – Lombard Station parking - UP-W line (TIP ID 18-04-0577)

Metra has requested that the Lombard Station parking project (TIP ID 18-04-0577) be reduced in scope and cost.

The Village of Lombard encountered difficulties in a project related to the site of one of the proposed parking lots. As a result, they have identified an alternative site in the same area that is smaller.

The impact of the scope and cost change on the ranking of this project has been evaluated. As the attached table shows, the revised cost per ton of VOCs eliminated is \$35,177; the ranking among FY 2004 commuter parking projects remains third.

Recommendation to the CMAQ Project Selection Committee:

- **consider approving the scope change and cost reduction of \$224,000 federal (\$280,000 total) to a total programmed amount of \$320,000 federal (\$465,000 total) for Lombard Station parking - UP-W line, TIP ID 18-04-0577**

Palatine – Harper College Sidewalks (TIP ID 03-02-0006)

Palatine has requested that the Harper College Sidewalks project (TIP ID 03-02-0006) be changed in scope; the cost will remain the same at \$108,000 federal (\$135,000 total).

The Village of Palatine has concluded that a bicycle path will serve more commuters than a sidewalk. It will connect with existing bicycle paths in the area, thus increasing the network of paths serving Harper College.

The impact of the scope change on the ranking of this project has been evaluated. As the attached table shows, the revised cost per ton of VOCs eliminated is \$241,273; the ranking among FY 2004 bicycle facility projects is second (the rank among pedestrian projects was fourth).

Recommendation to the CMAQ Project Selection Committee:

- **consider approving the scope change for Harper College Sidewalks, TIP ID 03-02-0006**

Chicago Area Transportation Study

CMAQ Scope Change Analysis

TIP ID: **18-04-0577**

Description: **Lombard Station parking - UP-W line**

Ranking Computation

	2004 Award	2004 Scope Change
Tons VOC eliminated	18.5606	13.2187
Cost	\$ 745,000	\$ 465,000
\$/Ton VOC eliminated	\$ 40,139	\$ 35,177
Rank	3	3

Project Expenses

	Federal Share	Total	Fed %	Basis
2004 Award	\$ 544,000	\$ 745,000	73.0%	Approved Project
2004 Scope Change	\$ 320,000	\$ 465,000	68.8%	Letters from Metra & Lombard
Increase Amount	\$ (224,000)	\$ (280,000)		

FY 2004 CMAQ Program

ID		Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Selected
Commuter Parking						
CP10041090	Metra	Ingleside Station Parking	\$175,000	\$140,000	\$17,749	\$140,000
CP12041105	Metra	Joliet Station Parking - RID and MHC Lines	\$700,000	\$560,000	\$25,561	\$560,000
					\$35,177	
CP08041103	Metra	Lombard Station Parking - UP-W Line	\$680,000	\$544,000	\$40,139	\$544,000
CP02041000	Glenview	Compass Rd - South Metra Commuter Parking Lot	\$1,074,150	\$859,320	\$55,922	
CP01041101	Metra	99th St - Beverly Station Parking - RID Line -Beverly Branch	\$675,000	\$540,000	\$73,546	\$540,000
CP09040787	Montgomery	Montgomery Park & Ride at US 30 and IL 31	\$3,250,000	\$2,600,000	\$75,190	
CP08041099	Metra	Hinsdale Station Parking - BNSF Line	\$2,200,000	\$1,760,000	\$174,956	
CP01041092	Metra	Parking at Mont Clare, Mars, Galewood, and Hanson Park Stations - Milwaukee West Line	\$1,000,000	\$800,000	\$209,461	\$800,000
CP01041108	Metra	Grayland Station Parking - Milwaukee North Line	\$750,000	\$600,000	\$344,887	\$600,000
CP06041082	Metra	179th St Orland Park Station Parking and Access	\$1,200,000	\$960,000	No Benefit	
CP06041084	Metra	153rd St Orland Park Station Parking and Access	\$5,000,000	\$4,000,000	No Benefit	
CP10041087	Metra	Round Lake Beach Station Parking	\$455,000	\$364,000	No Benefit	
CP11041094	Metra	McHenry Station Parking - UP-NW Line	\$800,000	\$640,000	No Benefit	

January 5, 2004

RECEIVED

JAN 06 2004

C.A.T.S.

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

Re: Metra CMAQ application for Lombard commuter parking

Dear Mr. Petronsky:

As you are aware, the CMAQ Committee approved FY 2004 funding in the amount of \$544,000 for new commuter parking at the Metra Lombard station. As described in the attached letter to Metra, the Village of Lombard has recently requested that the project be adjusted in the following manner:

- The scope of the project be changed from 205 new and 90 rehabilitated spaces to 146 new spaces;
- The location of the project be slightly changed (see attached map); and
- The amount of grant funding be reduced to \$400,000 (\$320,000 federal share).

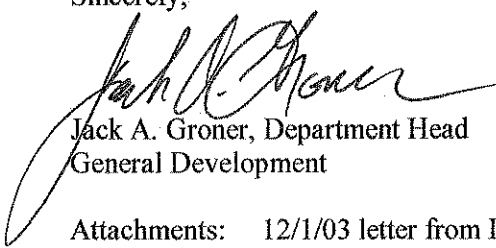
The scope of the project has been revised based on circumstances outside the control of the Village of Lombard. The new, revised CMAQ project would fund 146 new commuter spaces at a station where parking is 100% utilized, and where demand is projected to increase. The land around the station has become very attractive to developers, and the Village is making efforts to accommodate the community and Metra's need for more commuter parking.

The Village is committed to designing and building these lots in 2004. As was the case previously, the Village will be using its own personnel to construct the project. Metra would then use the CMAQ funds to purchase the improved parking spaces from the Village after they are constructed.

Metra is supportive of the Village's initiatives, and therefore requests the change in scope and funding. We ask that the CMAQ Committee also consider this request favorably.

Please call me at (312) 322-6643 if you have any questions. We appreciate your consideration.

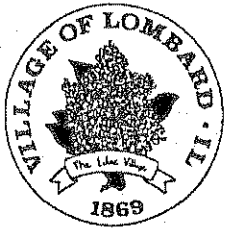
Sincerely,



Jack A. Groner, Department Head
General Development

Attachments: 12/1/03 letter from Lombard
Map of new project location

copy: David Hulseberg, Village of Lombard



VILLAGE OF LOMBARD
255 E. Wilson Ave.
Lombard, Illinois 60148
630/620-5700 FAX: 630/620-8222
TDD: 630/620-5812
www.villageoflombard.org

VIA FACSIMILE 312-322-7094

Village President
William J. Mueller

December 1, 2003

Trustees
Joan DeStephano, Dist. 1
Richard J. Tross, Dist. 2
Karen S. Koenig, Dist. 3
Steven D. Sebby, Dist. 4
Kenneth M. Florey, Dist. 5
Rick Soderstrom, Dist. 6

Pat McAtee
Metra
547 W. Jackson Blvd.
Chicago, IL 60661-5717

Village Manager
William T. Lichter

Dear Mr. McAtee:

The Village of Lombard requests that the CMAQ grant application, which Metra submitted on behalf of the community, be adjusted in the following manner:

- A. The DuPage Theater parking lot grant request be removed in its entirety.
- B. The Hammerschmidt parking lot grant request be reflected to create 108 parking spaces. (\$346,000)
- C. The Orchard Terrace parking lot be added to reflect 38 parking spaces. (\$53,461)

For a total of \$399,461 for 146 parking spaces

"Our shared *Vision* for Lombard is a community of excellence exemplified by its government working together with residents and business to create a distinctive sense of spirit and an outstanding quality of life."

BACKGROUND:

The DuPage Theater property had received a State of Illinois member's initiative grant of \$1,000,000 from State Senator Pate Phillips. That grant has been frozen by Governor Blagojevich. As such, the Village Board of Trustees does not want to encumber that property by creating a commuter parking lot on it until such time as it knows what will occupy the balance of the property.

"The *Mission* of the Village of Lombard is to provide superior and responsive governmental services to the people of Lombard."

The Hammerschmidt parking lot grant request is reduced in scope from 182 parking spaces to 108 parking spaces. This change is as a result of the Village of Lombard's recent acquisition of adjacent land to the west of that property. By reserving the western end of the Hammerschmidt property with the property located adjacent and to the west, the Village can redevelop these properties for (T.O.D.) Transit Oriented Development land use and assist in the redevelopment of the downtown and its Tax Increment Finance District.

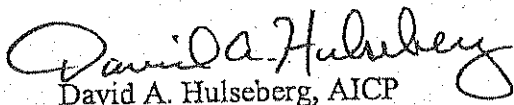
The Orchard Terrace parking lot contains 38 parking spaces and would receive a grind and overlay as well as lighting improvements. This parking lot would serve as overflow for the Park Avenue Apartments. Park Avenue Apartments has converted to condominiums and the Village has entered into a 40-year lease with the management association to use the lot on weekdays from 6 a.m. to 6 p.m.

The Village of Lombard appreciates Metra's understanding of the Village's need to redefine the project scope and seeks their support to amend the project CMAQ Grant with CATS. Time is of the essence to ensure continued support of this project from the Village. As such, the Village has entered into the necessary land arrangements to control the property and it has also entered into a design-engineering contract for the project. Construction bids are due on May 7. Construction starts May 25 with completion by July 16, 2004.

If you have any questions, please do not hesitate to call me at 630-620-5756.

Sincerely,

VILLAGE OF LOMBARD


David A. Hulseberg, AICP
Director of Community Development

DAH/jd

cc: Jack Groner, Metra
Ross Petrosky, CATS
Demetrios Skoufis, Metra

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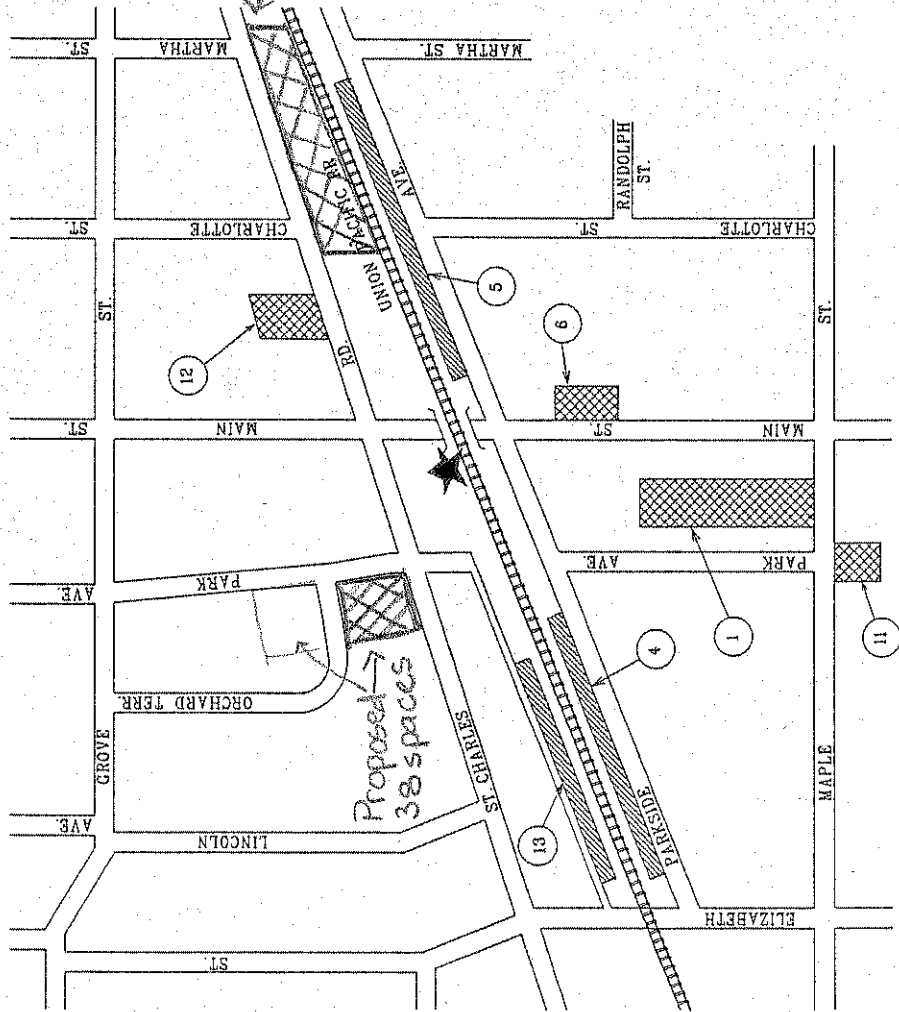
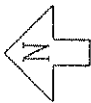
KEY: CAP - Adjusted Lot Capacity FEE (Method of Payment) METHOD/s (Payment Amt/Time Frame) USERS (To Whom Fee Applies)

FRP (Lot Type) - (F) Free (C) Collection Board (H) Hourly (Q) Quarterly (R) Resident (R) Resident

(R) Resident Only (D) Daily (S) Semi-annually (N) Non-resident (B) Both

(P) Permit Only (W) Weekly (A) Annually (M) Monthly (B) Both

HC - Disabled Parking (M) Meter (B) Monthly



LOMBARD (11199)						
LOT*	SURF	CAP	HC	FRP	FEE	METHODS/USERS
1	PAVED	66		P	P	\$ 75.00/QTR. R
4	PAVED	92	4	C	C	\$ 85.00/QTR. N
5	PAVED	98		C	C	\$ 1.25/DAY B
6	PAVED	90		C	C	\$ 1.25/DAY B
11	PAVED	38		P	P	\$ 75.00/QTR. R
12	PAVED	37	1	P	P	\$ 85.00/QTR. N
13	PAVED	65	3	P	P	\$ 75.00/QTR. B
TOTAL 506						

Metra

Commuter Rail Parking

Parking Key

★ Station Location

Off Street

On Street

Right of Way

Off-Peak

① Metra Lot Number

ACCESSIBLE



Station Name:

LOMBARD

Rail Line/s:

UNION PACIFIC WEST

Branch:

Ticket Selling:

Agent 6:15AM-1:15PM

Effective Date:

OCTOBER 24, 2001

Station I.D.:

11199

Zone:

D

* MISSING LOT NUMBERS REPRESENT FACILITIES WHICH NO LONGER EXIST AS COMMUTER PARKING

Office of Planning & Analysis

Chicago Area Transportation Study

CMAQ Scope Change Analysis

TIP ID: **03-02-0006**

Description: **Palatine-Harper College Sidewalks**

Ranking Computation

	2002 Award	2003 Scope Change
Tons VOC eliminated	0.5176	0.5595
Cost	\$ 135,000	\$ 135,000
\$/Ton VOC eliminated	\$ 260,801	\$ 241,273
Rank	4	2

Project Expenses

	Federal Share	Total	Fed %	Basis
2002 Award	\$ 108,000	\$ 135,000	80.0%	Approved Project
2003 Scope Change	\$ 108,000	\$ 135,000	80.0%	Letter from City
Increase Amount	\$ -	\$ -		

Notes: 2002 Award was for a Pedestrian Facility with the Scope Change making the project a Bicycle Facility

FY 2002 CMAQ Program

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
Bike Facility					
BP0189	CDOT-Lakefront Trail 57th Street Underpass	\$ 11,000,000	\$ 4,927,000	\$ 152,946	\$ -
BP0356	Palatine-Harper College Sidewalks (as a Bicycle Facility)	\$ 135,000	\$ 108,000	\$ 241,273	\$ 108,000
BP0743	Country Club Hills- Amphitheater Park Bike Path	\$ 265,000	\$ 212,000	\$ 260,412	\$ 212,000
BP0859	Downers Grove-Central Corridor Bikeway	\$ 118,000	\$ 94,000	\$ 284,418	\$ 94,000
BP0345	Rolling Meadows-Euclid Avenue Bike Path From Rohlwing Road to Salt Creek	\$ 141,000	\$ 22,000	\$ 348,448	\$ -
BP0188	CDOT-Lakefront Trail 59th Street Underpass	\$ 2,200,000	\$ 1,061,000	\$ 354,656	\$ -
BP0869	Naperville-DuPage River Bike Trail Segment 3	\$ 1,681,000	\$ 424,000	\$ 522,013	\$ 424,000
BP0926	Elgin-Fox River Trail-West Link	\$ 1,711,000	\$ 1,369,000	\$ 537,695	\$ -
BP0216	Glenview-Techny Trail Golf Road Overpass	\$ 700,000	\$ 200,000	\$ 549,563	\$ 200,000
BP0347	Rolling Meadows-Industrial Court/Lois Drive/Meadowbrook Drive Bike Path From IL62/Algonquin Road to IL58/Golf	\$ 209,000	\$ 26,000	\$ 552,844	\$ -
BP0344	Rolling Meadows-Euclid Avenue Bike Path From Plum Grove Road to Hicks Road	\$ 242,000	\$ 32,000	\$ 572,956	\$ -
BP0361	Schaumburg-IL19/Irving Park Road From Springingsuth Road to Wright Boulevard	\$ 620,000	\$ 496,000	\$ 594,424	\$ -
BP0346	Rolling Meadows-Quentin Road Bike Path From Silent Brook Lane to Hartung Road	\$ 260,000	\$ 28,000	\$ 853,073	\$ -
BP0854	Wood Dale-Wood Dale Regional Trail Connection	\$ 2,065,000	\$ 233,000	\$ 1,012,056	\$ 233,000
BP0187	CDOT-Lakefront Trail Hayes Drive Underpass	\$ 5,940,000	\$ 2,542,000	\$ 1,120,880	\$ -
BP0853	Wood Dale- Regional Bike Trail Connection Bridge Over IL 19/Irving Park Road	\$ 1,575,000	\$ 68,000	\$ 1,199,256	\$ -
BP0932	Kane County-McLean Boulevard Bike Path	\$ 430,000	\$ 344,000	\$ 1,276,441	\$ 344,000
BP0852	Woodridge-Woodridge Bikeway Connections	\$ 1,340,000	\$ 290,000	\$ 1,337,523	\$ -
BP0935	Metra-National Street Station Bikeway Link and Bike Parking-MD-W	\$ 825,000	\$ 600,000	\$ 1,725,215	\$ -
BP0741	Olympia Fields-Vollmer/Governors Highway Bike Path	\$ 419,000	\$ 32,000	\$ 1,944,392	\$ -
BP1093	Round Lake Beach- Hook Drive Trail	\$ 650,000	\$ 510,000	\$ 2,000,729	\$ -
BP1091	Gurnee-Washington Street Bike Path	\$ 390,000	\$ 280,000	\$ 2,600,102	\$ -
BP0930	Kane County-Orchard Road Bike Path	\$ 410,000	\$ 328,000	\$ 2,774,416	\$ -
BP1090	Gurnee-Cemetery Road Bike Path	\$ 555,000	\$ 48,000	\$ 3,664,127	\$ -
BP0342	Buffalo Grove-Weiland Road Bikepath From Lake-Cook Road to Newton Avenue	\$ 2,830,000	\$ 2,264,000	\$ 4,483,803	\$ -
BP0362	Schaumburg-Meacham Road Bikepath Bridge Over I-90	\$ 1,912,000	\$ 1,529,000	\$ 4,750,934	\$ -
BP1234	Frankfort-Pfeiffer Road South Bicycle Path	\$ 673,000	\$ 40,000	\$ 5,014,297	\$ -
BP1120	Huntley-Dundee Road Bike Path	\$ 263,000	\$ 210,000	\$ 5,576,745	\$ -
BP0847	Oak Brook-York Road From Harger Road to I-88/I-294 Connector Road	\$ 2,095,000	\$ 1,292,000	\$ 9,645,409	\$ -
BP1119	Huntley-Algonquin Road Bike Path	\$ 741,000	\$ 593,000	\$ 14,223,341	\$ -
BP0198	CDOT-130th Street and Torrence Bike/Ped Trail and Bridge	\$ 2,290,000	\$ 1,832,000	\$ 16,727,065	\$ -



October 28, 2003

RECEIVED

OCT 30 2003

C.A.T.S.

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

TIP ID: 03-02-0006; Palatine – Harper College Sidewalks

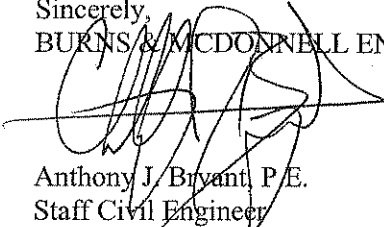
Dear Mr. Petronsky:

This letter is in regard to the Palatine CMAQ sidewalk project (TIP ID: 03-02-0006). Currently this project calls for the design of sidewalk facilities along Euclid Avenue from Quentin Road west to the Harper College entrance. It is the desire of the Village of Palatine to design a bike path along this route instead of the previously proposed sidewalk. The reason for this change is that by building a bike path in this location the west and east sections of the Village's existing bike path will be connected along Euclid Avenue. This will allow for easy access to Harper College for both bicyclists and pedestrians. Attached to this letter is a figure showing the existing Bike Path System in Palatine, Illinois, which shows that by constructing a bike path along Euclid Avenue the connectivity and usefulness of the Palatine Bike Path system is greatly improved.

IDOT has been contacted with regard to this change in project scope, and responded that if this change met with your approval we could proceed with the design as long as no additional funding was requested. No additional funding is being requested for this change in project scope, only the approval of the Chicago Area Transportation Study.

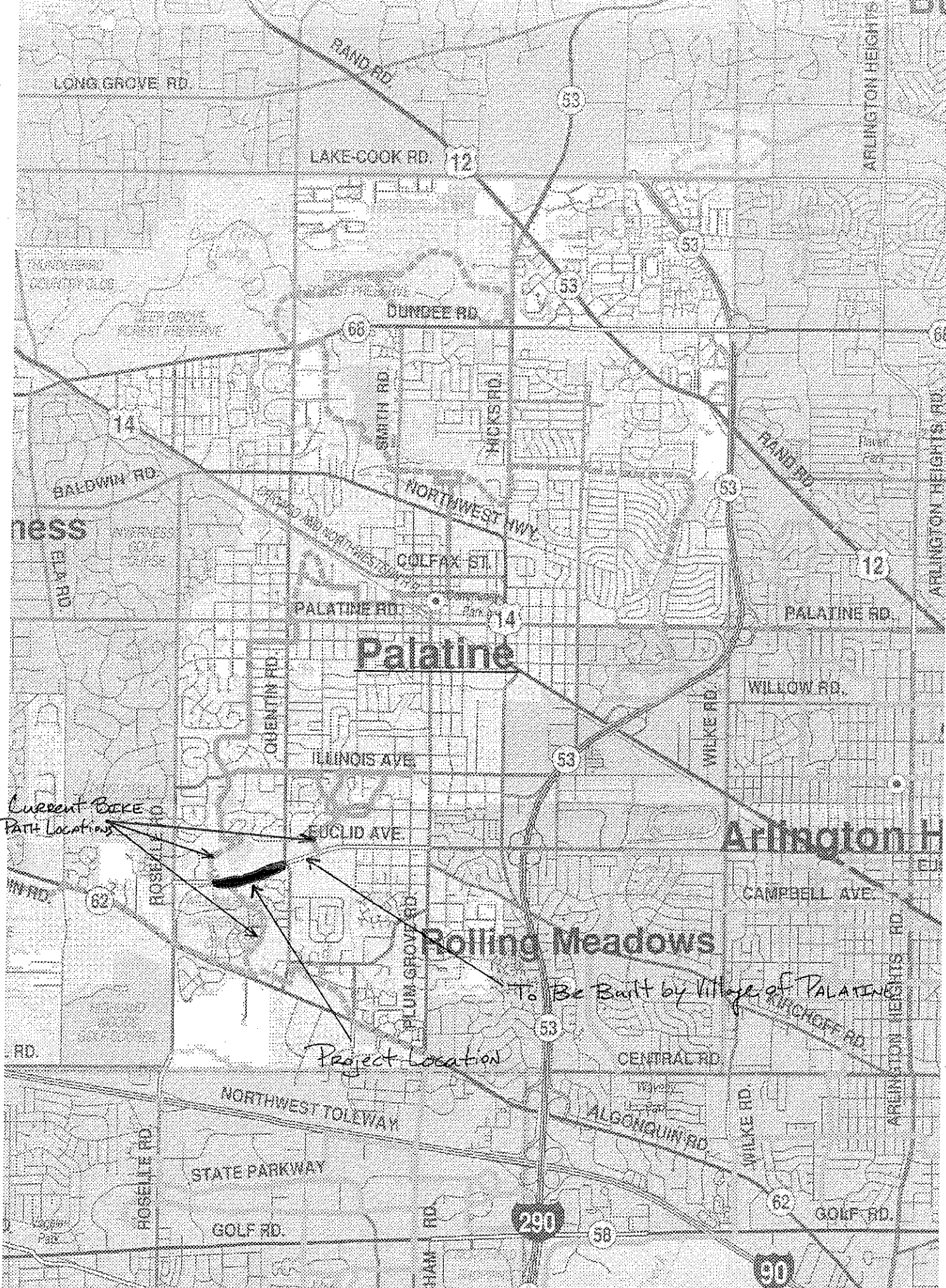
Your quick consideration of this request is greatly appreciated. If you have any questions or concerns feel free to call me at (630) 990-0300, ext. 278.

Sincerely,
BURNS & MCDONNELL ENGINEERING CO., INC.



Anthony J. Bryant, P.E.
Staff Civil Engineer

cc: Village of Palatine
Mike Danecki
Matt Berry



Current Bike Path Location

Project Location

To Be Built by Village of Palatine

Palatine

Arlington Heights

Rolling Meadows

LONG GROVE RD.

LAKE-COOK RD. 12

DUNDEE RD. 66

BALDWIN RD. 14

NORTHWEST HWY. 53

PALATINE RD.

PALATINE RD. 12

ILLINOIS AVE.

EUCLID AVE.

WILLOW RD.

CAMPBELL AVE.

STATE PARKWAY

GOLF RD.

CENTRAL RD.

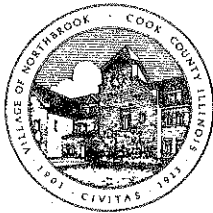
ALGONQUIN RD.

GOLF RD. 62

290

58

90



NORTHBROOK

1225 CEDAR LANE

NORTHBROOK, ILLINOIS 60062-4582

847/272-5050

FAX 847/272-9760

BOARD OF TRUSTEES

Robert J. Jaeger

A.C. Buehler III

Sandra E. Frum

Kent J. Donewald

James A. Karagianis

Brian J. Meek

PRESIDENT
Mark W. Damisch

Lona N. Louis

Village Clerk

Village Manager
John M. Novinson

February 2, 2004

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

RECEIVED

FEB 03 2004

C.A.T.S.

Subject: Dundee Road/Skokie Boulevard Intersection Improvements
TIP PROJECT ID 02-00-0012
CMAQ ID H0297
Request to Withdraw

Dear Mr. Petronsky:

This letter is a request to withdraw the subject project from the Congestion Mitigation Air Quality (CMAQ) program. The request to withdraw the project has arisen because of increases in construction, engineering and land acquisition costs that were identified during the Phase I portion of the project. The original total estimated project cost was \$3,051,750, in which \$2,441,400 (80% of the total) was approved for Congestion Mitigation Air Quality (CMAQ) funding. The Village and the Illinois Department of Transportation (IDOT) committed to jointly share in the 20% local agency match.

During the development of the Phase 1 Project Report it was determined that substantial entrance ramp improvements, not originally scoped, for the Edens Expressway were necessary to meet our goals, justify the expenditures and accept the disruption to the fronting property owners and motorists during construction. IDOT, the agency that maintains jurisdictional control over Dundee Road and the Edens Expressway, requested various improvements that were also outside the original scope. The Village worked closely with IDOT to reduce the scope and cost of the ramp and other requested improvements as much as possible. This coordination reduced the previous revised total project cost from just over 7 million dollars to \$5,470,800. We previously requested that IDOT provide the additional funding for their requested improvements since their system would benefit most, but they have declined to increase their funding level. We were also notified by the Chicago Area Transportation Study (CATS) that there would be no more CMAQ funding available because the increased costs lowered the overall project ranking as there were no new benefits.

Northbrook's Board of Trustees demonstrated their support of this project in June 2001 when they authorized \$310,000 in funding (10% of original project cost). It was a unique burden for the Village to participate in a project that will significantly improve these two roadways of IDOT's system (Dundee Road and Edens Expressway entrance ramp). Only Skokie Boulevard is

www.northbrook.il.us
e-mail: village@northbrook.il.us



Dundee Road/Skokie Boulevard Intersection Improvements

TIP PROJECT ID 02-00-0012

CMAQ ID H0297

Request to Withdraw

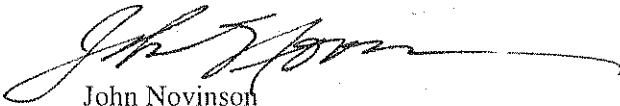
February 2, 2004

Page 2 of 2

owned and maintained by the Village. The Board of Trustees have many competing infrastructure improvements that need to be considered during a very difficult Budget process. It is impossible to fund the subject project beyond its current level and there is certainly no increased benefit to the Village.

The Village Board cannot authorize any additional funding, and therefore withdraws the subject project from the CMAQ Program. You can contact Village Engineer Paul Kendzior at 847-272-5050; ext. 250 or myself at ext. 220 if you need any further information regarding this matter.

Sincerely,



John Novinson
Village Manager

Cc: Village President and Board of Trustees
Paul Kendzior, Village Engineer
Jim Reynolds, Director of Public Works
Pat Pechnick, Mike Matkovic and Ed Wilson; IDOT District 1
Danielle Gray and Larry Bury, Northwest Municipal Conference
Project File

February 13, 2004

Ms. Luann Hamilton
Director of Transportation Planning
City of Chicago
30 N LaSalle St
Suite 500
Chicago, IL 60602

Dear Ms. Hamilton:

Subject: City of Chicago – Citywide Traffic Volume Monitoring System (TIP ID 01-99-0013)

This is to confirm that your January 27, 2004 request for additional funds for the subject project qualified for an internal increase based on a reevaluation of the project's emissions benefits ranking and a review of the funds available for City of Chicago internal increases. The maximum federal CMAQ participation in the project has been increased to \$329,600. The approved CMAQ-funded activities are engineering and construction.

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

Sincerely,

Ross Patronsky
Chief of the CMAQ Program

cc: Chad Riddle, IDOT District 1 Bureau of Local Roads and Streets
Shirley Cowles, IDOT Program Management



City of Chicago
Richard M. Daley, Mayor

Department of Transportation

Miguel d'Escoto
Commissioner

Cheri Heramb
Deputy Commissioner

Bureau of Administration & Planning
Suite 600

30 North LaSalle Street
Chicago, Illinois 60602-2570
(312) 744-5697
(312) 744-4399 (FAX)
(312) 744-7215 (TTY)

www.cityofchicago.org/transportation

January 27, 2004

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

Subject: Traffic Volume Monitoring - Cost Increase Request

Dear Mr Patronsky:

The Chicago Department of Transportation requests that additional funds be programmed to cover a cost increase in the Traffic Volume Monitoring project funded in the FY98-99 CMAQ Program.

These costs have increased primarily because the design phase of the project found inaccuracies in the microwave (radar) technology on which the original project scope and budget estimates were based. Further testing during the design phase revealed that newer, but "off-the-shelf" ultrasound-based technology would be far more accurate for the needs of the project. Completion of the project is necessary to fulfill a federal mandate.

We now estimate that the total project cost will be \$412,000, which includes the design expenditures of \$43,600 and the new construction estimate of \$368,400. CDOT was originally awarded \$300,000 (\$240,000 Federal) for design and construction. This results in a shortfall of \$112,000, of which the federal share would be \$89,600. We request that this increase be covered using surplus funds from other City of Chicago CMAQ projects.

Thank you for your consideration of this request. If you have further questions you may contact Keith Privett at 312/744-1981 or Nick An, Project Manager, at 312/742-4271.

Sincerely yours,

Luann Hamilton
Director of Transportation Planning

cc: Nick An
Keith Privett
Matthew Bieszczat
Pat Hoppie

LH:KP





Chicago Area Transportation Study



To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Date: February 13, 2004
Subject: Comments from IDOT staff concerning expected emissions benefits of pedestrian projects

IDOT staff offered the following comments concerning pedestrian projects last fall:

“From: Pechnick, Pat J.
Sent: Friday, October 24, 2003 9:37 AM
To: Patronsky, Ross T.
Cc: Blankenhorn, Randy S.; Smith, Gordon
Subject: RE: CMAQ Project Selection Committee meeting 10/28/03 - agenda and packet materials

“ . . .

“I see that you are establishing more guidelines which are good. One I'd like to see some more oversight on is pedestrian (i.e., sidewalk) facilities. We've had instances where CMAQ funding was approved for the installation of sidewalk where sidewalk already existed on the other side of the street. Air quality benefit = zero. The corridor should be accessed as a whole. In other instances, communities arbitrarily abandoned locations for which CMAQ dollars were approved and completed sidewalk in other areas with those dollars. If this practice is allowed, then the change should go through the CMAQ and WP Committees and not simply blessed by CATS staff. The decision to shift money should be based on the merits of the project and other candidates not approved reconsidered for the use of those potentially available dollars.”

CATS staff has been reviewing the literature to identify the relative benefits of sidewalks on one versus two sides of a street. Results of the review will be brought to the committee meeting.

Scope changes are routinely brought to the committee for approval; note the project brought before the Committee at this meeting. Very minor changes have on occasion been approved at the staff level.