

CMAQ Project Selection Committee Meeting
Monday, September 13, 2004
10:00 a.m.

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

Agenda

- 1. FY 2005 CMAQ Program**
 - A. FY 2005 funding/TEA-21 reauthorization
The status of reauthorization and its effect on the program mark of \$91 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. Comments received have been sent to the committee members; they are available on request.

- 2. Project Follow-up**
 - A. 2004 annual follow-up
The status of the 2004 follow-up will be presented.
 - B. Chicago Heights – Old Plank Road Trail Extension from Western to Euclid (TIP ID 07-01-0004)
The Illinois DNR requested time to consider other funding sources for the local match for this project. An update on their efforts is attached.

- 3. Project Changes**
 - A. Buffalo Grove – Buffalo Grove Rd from Whispering Oaks To Indian Creek (Prairie/Port Clinton) (TIP ID 10-94-0015)
Lake County is asking to assume sponsorship of the project.

- 4. FY 2006 CMAQ funding cycle**
 - A. 2006 CMAQ program development schedule.
A draft schedule will be presented and discussed.
 - B. Revisions to methods and submission instructions
Ideas for revisions to the analysis methods and submission instructions will be solicited.

- 5. FY 2005 CMAQ Program Recommendation**

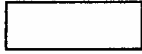
- 6. Other Business**

- 7. Next Meeting**

The next meeting is expected to be scheduled for late October or early November to review the 2004 follow-up and FY 2006 application materials.



Chicago Area Transportation Study



To: CMAQ Project Selection Committee
From: Doug Ferguson, TIP Division Cadre
Ross Patronsky, Chief of the CMAQ Program
Date: September 3, 2004
Subject: Public Comment on proposed FY 2005 CMAQ Program

The following is a summary of the comments received on the proposed FY 2005 CMAQ program and staff notes on those comments. Seventy-nine comments were received, all on specific proposals. No comments were received on the CMAQ program in general. Of the comments summarized here, five were made by individuals at the July 13th CMAQ Project Selection Committee meeting.

OT01052396 – CDOT – Purchase Automobiles for I-GO Carsharing Program (not in proposed program)

Sharon Feigon addressed the committee at the July 13, 2004 meeting, asking that the project be funded.

- This proposal ranked behind four proposals in the “Other” category that were not recommended for funding. In addition, the Center for Neighborhood Technology has not completed the demonstration evaluation for this project. The evaluation is expected at the end of the year; it may be more appropriate to consider funding vehicle purchase in FY 2006.

II12052357 – Romeoville – IL 53/Independence Blv at University Pwy (not in proposed program)

Jennifer Grobe addressed the committee at the July 13, 2004 meeting, asking that the project be funded. She distributed a letter from Mayor Dewald of Romeoville.

- This proposal ranked twelfth out of forty-two intersection improvement proposals (twenty-nine with emissions benefits), just below the lowest-ranked proposal to be recommended for funding and behind three other proposals that were not recommended for funding.

TI02052391 – Skokie – Oakton New Station on Yellow Line (not in proposed program)

Steve Marciani addressed the committee at the July 13, 2004 meeting, asking that the project be funded.

- A complete response is given below, in conjunction with the letter from Skokie Mayor George Van Dusen concerning this project.

II10052317 – Grayslake – Atkinson Rd Extension (not in proposed program)

John Ambrose addressed the committee at the July 13, 2004 meeting, asking that the project be funded.

- This proposal ranked tenth out of forty-two intersection improvement proposals (twenty-nine with emissions benefits), just above the lowest-ranked proposal to be recommended for funding. It ranked significantly lower than the ninth-ranked project. The proposal request, \$16,708,000 in federal funds, was more than could be justified for a project with its ranking.

OT13052487 – IEPA – Northeastern Illinois Public Information and Education Campaign (not in proposed program)

Mike Rogers addressed the committee at the July 13, 2004 meeting, asking that the project be funded.

- This project ranked behind two proposals in the “Other” category that did not receive funding. In addition, IEPA is recommended for significant funding for two other proposals. Although a lack of CMAQ funding for a year may disrupt the campaign, another proposal will need to have funding reduced to fund this one.

II02052465 – Wilmette – Green Bay Rd from Lake Ave to Linden Ave (in proposed program)

Brigitte Mayerhofer, Director of Engineering for the Village, thanked the Committee for including the proposal.

- The proposal is in the proposed program.

II03052489 – Palatine – Palatine Rd from Smith St to US 14/Northwest Hwy (in proposed program)

Mayor Rita Mullins thanked the Committee for including the proposal.

- The proposal is in the proposed program.

TI02052391 – Skokie – Oakton New Station on Yellow Line (not in proposed program)

Mayor George Van Dusen asked that the Committee include the proposal in the program, and made points concerning: the fact that Skokie, not the CTA, is the sponsor, the small share of CMAQ funding Skokie has received, the merits of funding engineering versus engineering and construction, Skokie’s readiness to proceed, and the ranking of their

proposal compared to others that are proposed to receive funding. The Mayor asked that if funds do become available, the project be fully funded and that if a new federal transportation bill does not pass in the near future, it receive partial funding.

- This project ranked 2nd among the Transit Facility Improvement projects. The projects ranked before and after it received full and partial funding respectively. The following points address the Mayor's specific concerns.
- While Skokie is the proposal sponsor, the proposal is for a new station on the CTA's Yellow line and would be implemented by the CTA in the service they provide to that line. The CTA would incur operating costs for the station, and their clear support for the proposal is needed.
- With respect to equity concerns, the CMAQ selection process does not distribute funds to sponsors based upon a formula. In addition, sponsors must apply in order to receive funds; Skokie has submitted four applications over the life of the CMAQ program. In addition to the project referenced in the letter (TIP ID 02-94-0028, Bike Fac-Skokie-McCormick Blvd from Oakton to Main, \$154,400 federal including a cost increase), a second project was approved under the sponsorship of the Cook County Highway Department and the Skokie Park District (TIP ID 02-97-0004, Oakton/Knox Intersection Improvement, \$202,400 federal). The latter project was originally submitted by Skokie for the 1995 program.
- While the CMAQ Project Selection Committee favors projects that are ready to go, the Committee also monitors the amount of unfunded construction in the program and seeks to reduce the amount of "engineering only" projects. The CMAQ application instructions note that if both engineering and construction funds are sought, the Committee will usually either accept the project or reject it in total (page 22).
- The receipt of CMAQ funds for engineering only in no way guarantees further CMAQ funding. In such cases, the ability of a sponsor to proceed without CMAQ funds is a consideration in recommending a proposal.
- Project evaluation uses total project cost, not the requested amount. Whether Skokie requested funds for just the engineering phase or all phases (engineering through construction) of the project does not affect the calculation of the cost per ton of VOC eliminated.
- While the committee uses the CATS staff project rankings as input, members also use their judgment to select projects that may not rank as high as others in the staff analysis.

BP03052310 – Arlington Heights – Union Pacific RR Pedestrian Underpass at Northwest Hwy and Kensington Rd (in proposed program)

Arlene Mulder, Mayor of the Village, thanked the Committee for including the proposal.

- The proposal is in the proposed program.

CP11052328 – Cary – Cary Station Parking – UPNW (in proposed program)

Thirty-one station users urged the Committee to recommend funding the proposal.

- The proposal is in the proposed program.

OT01052396 – CDOT – Purchase Automobiles for I-GO Carsharing Program (not in proposed program)

Thirty-three supporters wrote letters or sent e-mails supporting the project and citing the personal and social benefits of car-sharing.

- This project ranked behind four proposals in the “Other” category that were not recommended for funding. Social benefits may be considered in the evaluation, but are not the first criterion for project selection.

BP03052310 – Arlington Heights – Union Pacific RR Pedestrian Underpass at Northwest Hwy and Kensington Rd (in proposed program)

Roger Key, Executive Director of the Arlington Heights Park District, and Thomas A. Zapler, Special Representative Government Affairs, Central Region, Union Pacific Railroad, wrote to support inclusion of the proposal in the proposed program.

- The proposal is in the proposed program.

TI08052384 – DuPage County – College of DuPage Connector (in proposed program)

Marcie Schatz, Transportation and Traffic Team Leader, Transportation, Engineering and Development Business Group, City of Naperville, wrote to support inclusion of the proposal in the proposed program.

- The proposal is in the proposed program.

PD09052358 – Geneva – Third Street Commuter Parking Deck (not in proposed program)

Kevin R. Burns, Mayor of the City of Geneva, wrote to express disappointment that the project was not included in the proposed program, and to state Geneva’s intent to reapply next year.

- The Geneva proposal ranked second out of three parking deck proposals for this year, but was not selected due to other considerations, including the need for CMAQ funds to complete the other proposals, limited CMAQ funds available, and substantial uncommitted funds for the Geneva proposal. The FY 2006 call for proposals is expected to be announced in December.

TI15052341 – Pace – Clean Diesel Fuel Purchase (in proposed program)

Brian P. Urbaszewski, Director of Environmental Health Programs , American Lung Association of Metropolitan Chicago, wrote to support the project and urge that Pace begin a retrofit/replacement program to improve emissions further.

- The proposal is in the proposed program. Pace has been advised of the comment regarding a retrofit/replacement program.

TI15052363 – Pace – Shuttle Service to Metra Stations on the NCS Line (in proposed program)

Miriam Wallace, Human Resources Manager, Fortune Brands, Inc., wrote to support the project.

- The proposal is in the proposed program.

BP12052390 – Homer Glen – Homer Glen Community Bike Trail and II12052357 – Romeoville – IL 53/Independence Blv at University Pwy (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. They are asking for the Project Selection Committee to reconsider the recommendation not to fund these two projects. They also support inclusion of all proposals from Will County.

- The Romeoville proposal – IL 53/Independence Blv at University Pwy ranked twelfth out of forty-two intersection improvement proposals (twenty-nine with emissions benefits), just below the lowest-ranked proposal to be recommended for funding and behind three other proposals that were not recommended for funding.
- The Homer Glen-sponsored project, BP12052390 – Homer Glen Community Bike Trail, ranked 10th out of 25 bicycle facility proposals in dollars per ton of VOC eliminated. This rank was lower than two proposals that were not funded, but above the lowest-ranking bicycle project selected, which ranked 18th.
- Four proposals from Will County showed no benefits: II12052471 – Laraway Rd and Center Rd, II12052351 – IL 171/State St at 13th St, II12052332 – Cedar Rd at Joliet Hwy and II12052333 – Cedar Rd at Francis Rd.
- Four proposals from Will County ranked low in their categories: II12052469 – Laraway Rd at Cedar Rd (29th out of 29), II12052492 – Essington Rd and Hennepin Dr (20th out of 29), BP12052319 – IL 59 Sidewalks from DuPage River Bridge to Seil Rd (19th out of 20) and BP12052318 – Seil Rd Bicycle/Pedestrian Bridge over the DuPage River (19th out of 25 among bicycle facility proposals)



RECEIVED

AUG 11 2004

VILLAGE OF WILMETTE

1200 WILMETTE AVENUE
WILMETTE, ILLINOIS 60091-0040

C.A.T.S.

ENGINEERING
DEPARTMENT

(847) 853-7660
FAX (847) 853-7701
TDD (847) 853-7624

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

Re: CMAQ Proposal for Wilmette

Dear Mr. Patronsky:

On behalf of the Village of Wilmette, thank you for the personal attention you gave Wilmette's CMAQ application. We recognize that this was a unique project that required extraordinary time and consideration.

The Village Board, Chamber of Commerce, residents and all the commuters on Green Bay Road share in our appreciation for the CMAQ grant. This well-deserved project will improve safety and the quality of life for many.

Sincerely,

Brigitte Mayerhofer, P.E.
Director of Engineering



VILLAGE OF PALATINE

200 E. Wood Street · Palatine, IL 60067-5339
Telephone (847) 358-7500 · Fax (847) 359-9040

www.palatine.il.us

August 5, 2004

Chicago Area Transportation Study
Attn: CMAQ Comments
300 West Adams, 2nd Floor
Chicago, IL 60606

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AUG 11 2004

C.A.T.S.

MEMBER:
Northwest Municipal Conference
Illinois Municipal League
National League of Cities
U.S. Conference of Mayors

Re: Project ID II03052489
Palatine Road from Smith St to US-14/Northwest Highway
Public Comment and Review

Dear Mr. Ross Patrosky:

In my recent review of the Chicago Area Transportation Study's CMAQ Program for Northeastern Illinois-FY 2005 I was very pleased to see the Village of Palatine's proposed improvements on Palatine Road listed by the Work Program Committee.

As you may be aware, the Village of Palatine shares your goals to reduce congestion and improve air quality as part of our ongoing efforts to better the quality of life for our citizens. Without funding from the Congestion Mitigation and Air Quality Program substantial improvement in our community may not be possible.

As your proposed program shows, our improvement on Palatine Road will have a large impact on improving air quality (3.850kg Daily VOC Eliminated) and will provide one of the most cost effective uses for this programs dollars (\$155,774/Ton VOC Eliminated).

Please see that the above referenced improvement is recommended to the CATS Policy Committee and receives acceptance in the final program for funding. If you have any questions or would like to discuss further, please contact at 847-358-7500.

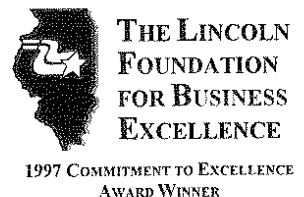
Sincerely,
VILLAGE OF PALATINE

Rita L. Mullins
Village Mayor

cc: Reid Ottesen, Village Manager
Michael Danecki, Village Engineer



Incorporated in 1866
Council - Manager Government Since 1956





August 6, 2004

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AUG 09 2004

C.A.T.S.

Phone (847) 933-8269

Fax (847) 933-8200

George Van Dusen
Mayor

Ross Patronsky
Chief of the CMAQ Program
Chicago Area Transportation Study
300 West Adams
Chicago, IL 60606

Dear Mr. Patronsky:

The Village of Skokie is requesting that the CMAQ Project Selection Committee reconsider its recommendation and to fund the final engineering, design, and construction of a new Oakton Street rapid transit station in Downtown Skokie.

As you are aware, I am a strong advocate of public transportation and the Village has invested significant amounts of time and resources to promote that end. This project not only will reduce automobile dependency, pollution, and congestion, but also will build on the Village's active redevelopment of transit oriented design in the station area. The Oakton Station will play a key role in restoring to the Chicago market over 1,500 biotech and pharmaceutical jobs lost at the former Pfizer facility adjacent to the station site.

Identity: I would like to stress that the Oakton Station is a Village of Skokie request, *not* a request of the CTA. It was stated at the CMAQ Project Selection Committee meeting on July 13, 2004 that one of the reasons CATS Staff did not recommend Oakton Station to the Project Selection Committee was that CTA had been given enough money for this funding cycle. The cities of Waukegan and Aurora had made multiple project applications for different projects and were denied some of them because they had received money for others. Why were those judgements made per applicant and not the jurisdiction that maintains the road or intersection while we were judged as part of CTA? The Oakton Project is the only Skokie project on the FY05 project list dated July 7, 2004. I want to be clear! The Village of Skokie will bear all uncovered costs of the station design and construction, not the CTA.

Equity: Between FY92-FY04, over \$762,000,000 in CMAQ money has been awarded to jurisdictions in Northeastern Illinois, over \$853,000,000 including the proposed allocation for FY05. The Village of Skokie has been awarded only \$132,000 over the same time period, less than 0.02% of the money awarded, despite the fact that Skokie represented 0.78% of the region's population and 1.46% of the region's private sector employment in 2000 (excluding northeast Kendall County). Using these shares, Skokie should have equitably received between \$6,600,000 to \$12,500,000.

Consistency: The Village increased the scope of our project from phase II engineering and design at CATS Staff's request to include construction, increasing its cost and decreasing the cost-benefit. The project then was not recommended for funding. CATS Staff indicated at the Project Selection Committee meeting that it does not like to consider only engineering and design unless the whole project can be completed through construction. They added that since there is no guarantee that construction money will then follow, it may take years before construction money can be secured making the costs developed in engineering/design phase inaccurate.

#168654 v1 - CTA

The Village of Skokie • 5127 Oakton Street • Skokie, IL 60077

Staff's point about the cost lag between final design and construction is a reasonable issue. However, this justification was invalidated by the recommendation of funding for at least two CDOT projects that were engineering/ design only and by stockpiling money for one expensive project over multiple years beyond its original cost estimate.

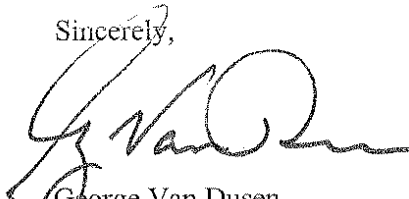
Timing: CATS Staff also indicated that funding larger projects over multiple years is a way to "keep projects going." We would also like to keep our project going. We have already completed the feasibility study, and a new downtown land use plan supporting transit usage will be completed by the end of the summer. The existing population and employment density in the station area is already well above almost all existing rail stations in northeast Illinois, and as previously mentioned, the project is vital to the reoccupation of existing high-tech research and development facilities. There is no land to be acquired or public opposition to the project. Skokie is ready now. Skokie needs the project "moving forward" like other previously approved CMAQ projects.

Appropriateness: The purpose of CMAQ grants is to reduce congestion and improve air quality, and there is an objective means of evaluating the cost effectiveness of projects looking to use this funding. I understand that different types of projects such as bicycle facilities, traffic signal coordination, and transit services need to be weighed. However, many of the projects recommended for approval were less cost-effective in dollars per ton of volatile organic compounds reduced. Three in particular were significantly less cost-effective, totaling over \$14.3 million in recommended funding (16% of the FY05 allocation). I am not passing judgement on whether the projects are good for the region, just whether this is the appropriate prioritization and allocation for this funding source.

Since Congress has yet to reauthorize a new surface transportation bill, I understand that the Project Selection Committee is cautious about approving additional projects. If additional money does become available, I ask that the Oakton Station be fully funded for FY05. In the event that the transportation bill does not pass in the near future, I feel that under the circumstances, partial funding of the project is more than deserved.

Thank you for your consideration of this matter.

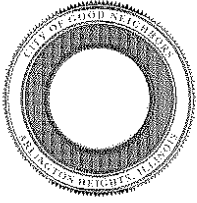
Sincerely,



George Van Dusen
Mayor

GVD:sm

cc: Albert J. Rigoni
Fred Schattner, Engineering Director
Steve Marciani, Planning Supervisor



Village of Arlington Heights

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499
(847) 368-5000
Website: www.vah.com

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C.A.T.S.

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AUG 13

C.A.T.S.

August 10, 2004

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

Subject: CMAQ Comments – (BP03052310) Arlington Heights – Union Pacific
Pedestrian Underpass at Northwest Highway and Kensington


Dear Mr. Patronskey:

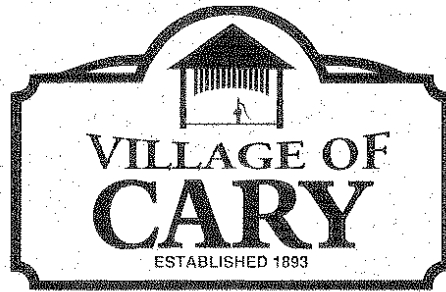
We would like to thank the CMAQ Project Selection Committee for their favorable consideration of our project to date. We would also like to reiterate to the Committee the importance of this project to the residents of Arlington Heights. The existing railroad pedestrian underpass has been in existence as long as anyone can remember. The over 1,050 homes in the entirely residential neighborhood to the south of the tracks, have come to rely upon this pedestrian underpass as the safest and quickest access across the tracks to get to the public swimming pool, athletic fields, community Teen Center, local shopping center, and schools (for those not taking the bus).

The Union Pacific Railroad has advised us that the existing underpass structure is failing, and would have to be abandoned if not replaced. Faced with the alternatives of traveling 1700 feet west to the very congested Arlington Heights Road track crossing, or 3000 feet east to the McKinley Rd./Arthur Ave. track crossing (and then back again on the north side of the tracks), we are fearful that some pedestrians may attempt the very unsafe act of jumping the fence and crossing the tracks in the vicinity of our current pedestrian underpass.

The UP has graciously delayed the abandonment of the existing pedestrian underpass from 2004 to 2005, to allow the Village of Arlington Heights additional time to secure funding to replace the structure. Over the past few years, Village revenues have been light and our budget lean. We are most hopeful that our application for CMAQ grant funding will continue to receive favorable consideration, and ultimately be approved. Thank you.

Sincerely,


Arlene J. Mulder
Mayor



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AUG 16 2004

C.A.T.S.

August 10, 2004

VIA CERTIFIED MAIL

RETURN RECEIPT REQUESTED

CHICAGO AREA TRANSPORTATION STUDY

Attn: CMAQ Comments
300 West Adams, 2nd Floor
Chicago, IL 60606

**Re: Public Comment for CMAQ Program – Proposal for Cary
Cary Station Parking – UPNW (CP11052328)**

To Whom It May Concern:

Individuals who utilize the Village of Cary train station have asked me to pass along the attached original letters and have you make them a portion of the Public Comment. So, attached are five (5) letters of comment on the Village of Cary's Proposal for Cary Station Parking – UPNW (CP11052328).

Thank you for placing these five (5) letters into the public comment.

Respectfully,

VILLAGE OF CARY

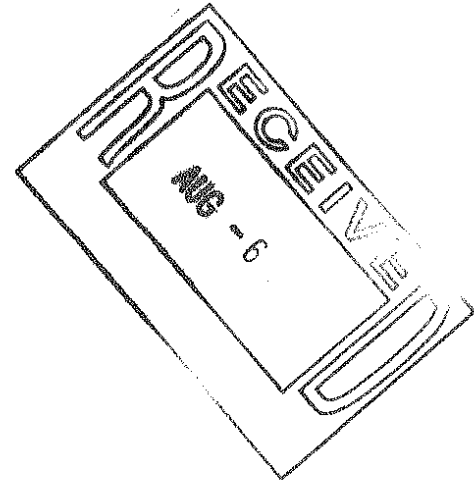
Steve Lamal
Acting Mayor

SL/jcn

Attachments

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Lorie L. Langve
101 Polaris Drive
Lake in the Hills, IL 60156
(847) 854-0786



August 5, 2004

CMAQ Grant Selection Committee

Gentlemen;

I have recently learned that Cary is recommended to receive a Federal grant that would be used to expand the Cary commuter parking lot. I am very excited to hear this and am writing to encourage you to seriously consider Cary for this grant.

I've been commuting to downtown Chicago for the last two years via the Cary train station and have witnessed the tremendous growth to our area and the increased masses of people flowing through this train station. We are in desperate need of more parking places in Cary as almost every day not a single spot can be found in this parking lot.

Personally, I have been on a waiting list for a monthly parking spot for almost two years and am still waiting for one to open. When I tell this to my co-workers, who commute from all areas of Chicagoland to downtown, they are shocked and tell me that they can't believe parking is so bad in our area.

I feel that public transportation is an important facet of any metropolitan area since it not only reduces the amount of traffic on the roadways but also helps to improve the quality of the air that we all breathe.

I encourage you to take a very serious look at the rapid growth that the Cary, Algonquin, Lake in the Hills area has experienced over the last five years, and consider how the roadway improvement/expansion can't even keep pace with the growth. This is even more reason why public transportation and thus more parking places are both a vital component to this area.

Thank you for considering Cary for this grant.

Lorie L. Langve
Lorie L. Langve

August 9, 2004

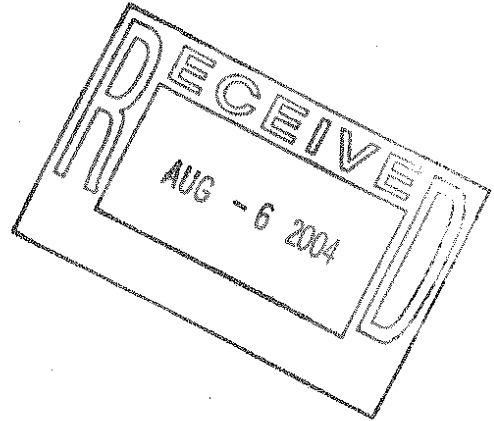
To: CMAQ Grant Selection Committee

I am a regular Metra commuter – out of the Cary, Illinois station. Our parking situation has continued to push to capacity limit – and is now critically reaching 100% utilization. Adequate parking is crucial to commuters like myself that rely on public transportation into and out of the city for work each day.

Please give serious consideration to issuing the \$148,000 CMAQ grant for adding additional parking spaces at the Cary station.

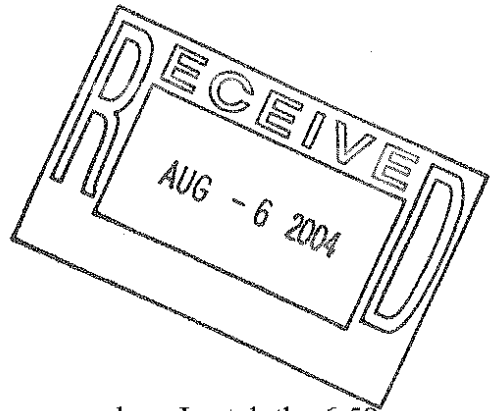
Thank you,


Russ Jorgensen
Cary Commuter



August 5, 2004

CMAQ Grant Selection Committee,



To whom it may concern,

I am a Metra commuter who uses the Cary, IL train station everyday. I catch the 6:58am train every morning going downtown. Now that I have a baby, sometimes I miss that train, and must take the 7:12am train. Sometimes, when I am parking for this train, I notice that I get one of the last few spaces in the entire lot, indicating to me that this lot has **100% utilization** quite frequently. I don't know what I would do if I couldn't find a parking space. On some occasions recently, I have noticed that commuters are parking on the grass in the far south parking lot.

I have recently learned that the Village of Cary has been recommended to receive a CMAQ \$148,000 Federal Grant to expand the Cary commuter parking lot by 61 spaces. This would make a large difference in the parking situation in Cary. Having adequate parking at this train station is very important to my job. I urge you to approve this CMAQ grant and award it to the Village of Cary to improve the parking situation.

I look forward to hearing the outcome of this issue. Should you have any questions or comments, please contact me at 312-527-6402.

Sincerely,

Sally E. Volstad
Cary, IL

August 5, 2004

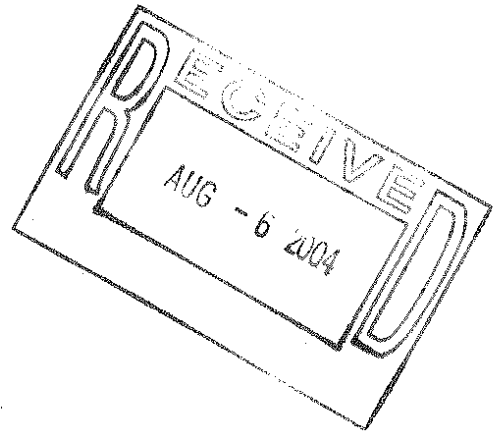
To: CMAQ Grant Selection Committee

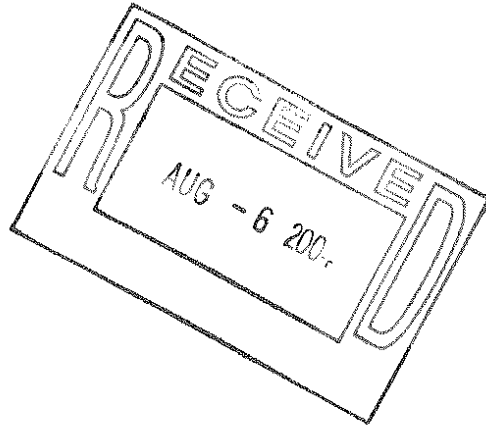
The purpose of this letter is to express my opinion regarding the need for more space at the Cary Metra station parking lots. Fortunately, I catch the 6:58am train because there are some parking spaces remaining at that time. However, when I have a doctor or dental appointment then I must drive to the Kennedy and Cumberland EL station to commute to work. There are no parking spaces remaining at the Cary or Big Timber stations after 9:00am. So, if there is a possibility of increasing the number of spaces at the Cary station, please do so.

Frank Burnette



10 Dover Court
Algonquin, IL 60102





August 5, 2004

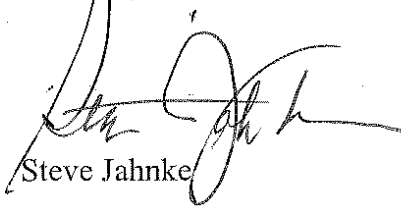
To: CMAQ Grant Committee

From: Steve Jahnke
754 Bayberry Drive
Cary, IL 60013

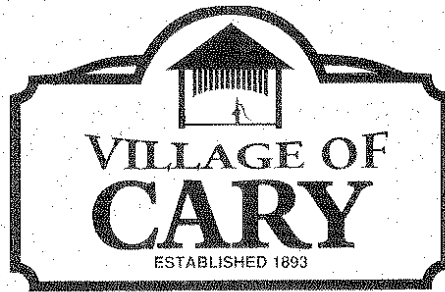
This letter is in support of the Village of Cary's request for the \$148,000 CMAQ grant to increase the towns' METRA parking facility.

I am a commuter that utilizes the parking facility on a daily basis as I depend on METRA to transport me to and from work. I therefore must depend on adequate parking be available through out the morning hours that I may continue to use Cary as my station.

Sincerely,



Steve Jahnke



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C.A.T.S.

August 13, 2004

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED
CHICAGO AREA TRANSPORTATION STUDY
Attn: CMAQ Comments
300 West Adams, 2nd Floor
Chicago, IL 60606

**Re: *Public Comment for CMAQ Program – Proposal for Cary
Cary Station Parking – UPNW (CP11052328)***

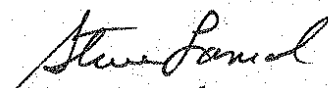
To Whom It May Concern:

Individuals who utilize the Village of Cary train station have asked me to pass along the attached original letters and have you make them a portion of the Public Comment. So, attached are four (4) letters of comment on the Village of Cary's Proposal for Cary Station Parking – UPNW (CP11052328).

Thank you for placing these four (4) letters into the public comment.

Respectfully,

VILLAGE OF CARY

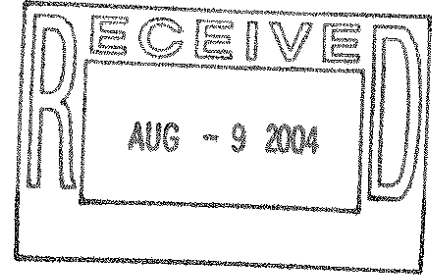

Steve Lamal
Acting Mayor

SL/jcn

Attachments

H:\Lamal\cmaq.doc

August 5, 2004



Dear CMAQ Grant Selection Committee,

SUBJECT: GRANT FOR COMMUTER PARKING SPACES IN CARY

As a regular commuter on the METRA Union Pacific/Northwest Line and resident of Cary, I was pleased to learn the Village of Cary was recommended to receive a \$148,000 CMAQ federal grant to be used toward expansion of the commuter parking lot at the Cary station. As this lot is frequently at capacity, it would be a great benefit to current and prospective train commuters. Without adequate parking, I would be unable to take advantage of the mass transportation available to Cary residents. By using the train, I am able to cut the time to work in half, avoid 300 miles (and 15 gallons of gasoline) each week in my vehicle, help reduce traffic congestion, and spend more time with my family.

Please consider this a strong letter of support for the Village of Cary and its commuters to receive the CMAQ grant.

Regards,

Brian C. Gahan
9 Cumberland Court
Cary, IL 60013

847-639-7154

August 5, 2004

CMAQ Grant Selection Committee:

The village of Cary needs more parking in the commuter lots because the growth in the area is non-stop!

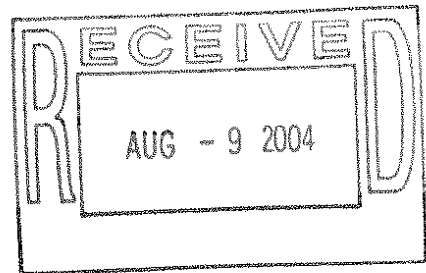
Trying to find a parking space after the morning trains is almost impossible. The CMAQ grant they are looking for (\$148,000) is fine for the short term. They should also be looking for the long term too and find more money for future growths.

I been taking the train from Cary for over 35 years and have seen first hand how the growth has effected the parking in Cary. I want more parking and Cary is doing the right thing to try and correct the situation. If parking becomes any worse people will be looking for other means to get to work and that is bad for everyone. Taking the train and parking in Cary is the right thing to do.

Please grant them the money.

Sincerely,

Robert Linning

A handwritten signature in cursive script that reads "Robert Linning".

August 5, 2004



To: CMAQ Grant Selection Committee

Re: Commuter Parking Spaces

Dear Sir or Madam:

I am a Cary resident and commute daily to my job in downtown Chicago. I use a parking space every day. I take an early train as there is usually no spot. I left past 9AM. If I take a later train (around 7:30) I have to park all the way out in left field which is very difficult especially in the winter. I am not complaining tho as I am grateful to find a spot at all.

I would welcome additional spots and if I could get a monthly pass that would be even better but I understand there is a waiting list.

Cary is a commuter suburb and definitely needs more parking spots as the population grows, which is definitely the prediction.

Thanks.

A handwritten signature in cursive script that reads 'Susan Tracy'.

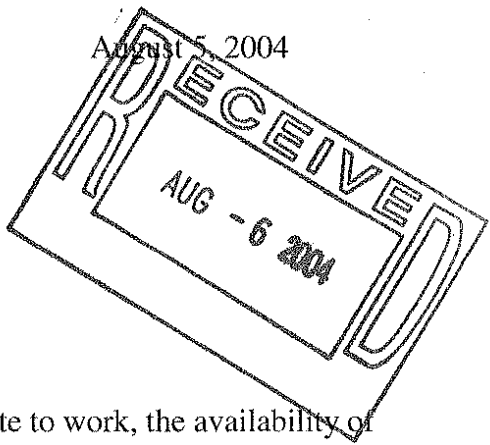
Susan Tracy

242 New Haven Drive

Cary IL 60013

To the attention of:
CMAQ Grant Selection Committee

Regarding:
Recommendation to receive \$148,000 CMAQ Federal Grant



Selection Committee member,

As a Cary resident who uses public transportation to commute to work, the availability of adequate parking is a vital part of my daily routine. Continued growth in Cary and in our surrounding communities has brought increased demand for the limited parking spaces available at the train station. The lots typically fill up early in the morning leaving those that arrive after 8:00AM with no place to park.

Speaking for many of my fellow commuters, expanding access to public transportation is a logical and simple approach to reducing traffic and promoting a safer and cleaner alternative to driving. I hope this letter helps in your decision to award the Village of Cary with this generous Federal grant that we will use to expand our commuter parking facilities.

Respectfully,

Mark Steiger
Cary Commuter
925 Prairie Hill Court
Cary, IL 60013

RECEIVED
RECEIVED
AUG 17 2004
AUG 17
C.A.T.S.
C.A.T.S.

Chicago Area Transportation Study
ATTN: CMAQ COMMENTS
300 W. Adams
2nd floor
Chicago, IL 60606

Commissioner Miguel d'Escoto
Chicago Dept. of Transportation
30 N. LaSalle St.
Chicago, IL 60202

Gentlemen:

I am writing to encourage you to grant I-GO the CMAQ (Congestion Mitigation and Air Quality) funding it has requested. I hope that my account of how I-GO has helped me get around town WITHOUT OWNING a car will be of interest.

I have used I-GO cars for the following purposes:

FOOD SHOPPING: It is much easier to shop economically when you can bring large quantities of food home with you. I-GO let me retire my shopping cart and bring two to four weeks supply of food home, and better yet, to buy the large economy size at supermarkets and warehouse clubs.

INVESTMENT CLUB ACTIVITIES: By allowing me to get around while not owning a car, I-GO's vehicles allowed me to participate in an Investment Club. Money that would have gone to car payments could likewise be more profitably directed.

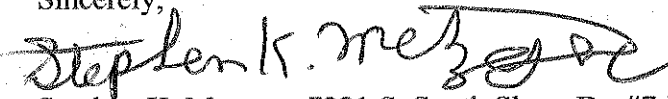
SOCIAL LIFE: I was able to take friends to Brookfield Zoo, to picnics in the Forest Preserves, and to parties using I-GO cars, and more importantly, deliver them home at times (late Saturday night or early Saturday morning) when anything other than door to door service can be unsafe.

PUBLIC TRANSIT USE: In order to get to I-GO parking spaces, I usually make use of the CTA. Last year I used the Route 22 bus to access the I-GO cars in the Jewel lot on Clark St. near Catalpa; now that I live south, I use the Rt. 6 to access I-GO vehicles in Hyde Park.

Finally, I completely approve of car-sharing as a means of giving mobility to people who really cannot afford to own a car. Being of LOWER-middle class origins myself, I vividly remember what it was like to have no car available ever – there were no end of places I wanted to go to but could not because of a lack of public transit. This included such patriotic sites as Valley Forge outside of Philadelphia.

I hope this shows the very good purposes which I-GO cars can be put to, and I hope you give I-GO the funds it needs to expand its activities.

Sincerely,



Stephen K. Metzger, 7321 S. South Shore Dr. #7-E, Chicago, IL 60649-3501



RECEIVED

AUG 18 2004

C.A.T.S.

August 16, 2004

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

Subject: CMAQ Program proposal for Arlington Heights – Union Pacific Underpass for
NW Hwy & Kensington (BP03052310).

Dear Mr. Patronsky:

As the Executive Director of the Arlington Heights Park District, I would like to voice support for the railroad pedestrian underpass under consideration for CMAQ grant funding. The Arlington Heights park system was developed as a "neighborhood park" concept where a major recreation center was developed within 1.5 miles of every resident. There are six major centers in the Park District that have gymnasiums, meeting rooms, athletic fields, and swimming pools that residents often access on foot or bicycles. The underpass in question is within the Recreation Park service area and is used by the neighborhood to gain access to the park. Without the underpass, the railroad tracks create a barrier for pedestrian traffic, from south of the tracks, to access Recreation Park.

A major goal of the Park District is to promote a healthy lifestyle for our residents, especially since obesity has become a national epidemic in our youth. Creating and encouraging citizens to walk more should be promoted, but if this underpass is abandoned, a neighborhood of 1,050 homes will be forced to drive to Recreation Park. The budgets of all local governments are stretched too thin and the need for this particular grant is critical to improve this underpass and keep it from being closed. I am hopeful that the CMAQ Project Selection Committee will approve awarding the grant to the Village of Arlington Heights for this underpass.

Respectfully submitted,


Roger Key
Executive Director

xc Mayor, Arlene Mulder



August 23, 2004

RECEIVED

AUG 24 2004

C.A.T.S.

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

RE: CMAQ Comments - (BP03052310) Arlington Heights - Union Pacific
Pedestrian Underpass at Northwest Highway and Kensington

Dear Mr. Patronsky:

The Union Pacific Railroad strongly supports including in the FY 2005 CMAQ Program the Village of Arlington Heights' proposed project to rebuild the pedestrian underpass at Northwest Highway, Kensington Road and our tracks. Due to the age of the existing tunnel, the Union Pacific will have to retire the tunnel in the near future.

Over the years, this tunnel has provided safe access for pedestrians that use the public facilities and attend the schools south of the tracks. If this tunnel is not rebuilt, this valuable public asset will be lost. The result will be a large increase in automobile traffic as children will be driven to the facilities south of the tracks that they were able to safely walk to by using the tunnel.

More importantly, the elimination of the tunnel will greatly increase the possibility of a tragic pedestrian train accident. We strongly believe the tunnel has saved lives over the years and will continue to save lives many years into the future if this proposed CMAQ Project is approved.

Sincerely,

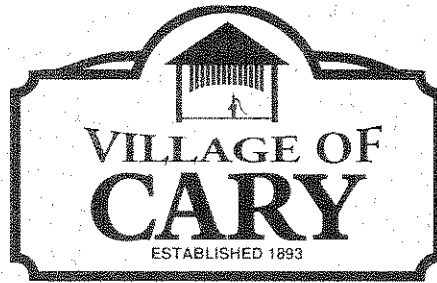
A handwritten signature in cursive script that reads "Thomas A. Zapler".

cc: Hon. Arlene Mulder
Don Kopec
Robert Burns
Mike Payette
Greg Larson
Rick Sturm

(TAZ\082304-001)

Thomas A. Zapler
Special Representative Government Affairs, Central Region

UNION PACIFIC RAILROAD
101 N. Wacker Drive, Suite 1910, Chicago, IL 60606
ph. (312) 777-2002 fx. (312) 777-2020



August 20, 2004

RECEIVED
AUG 24 2004
C.A.T.S.

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

CHICAGO AREA TRANSPORTATION STUDY
Attn: CMAQ Comments
300 West Adams, 2nd Floor
Chicago, IL 60606

**Re: *Public Comment for CMAQ Program - Proposal for Cary
Cary Station Parking - UPNW (CP11052328)***

To Whom It May Concern:

Individuals who utilize the Village of Cary train station have asked me to pass along the attached original letters and have you make them a portion of the Public Comment. So, attached are six (6) letters of comment on the Village of Cary's Proposal for Cary Station Parking - UPNW (CP11052328).

Thank you for placing these six (6) letters into the public comment.

Respectfully,

VILLAGE OF CARY

Steve Lamal
Acting Mayor

SL/jcn

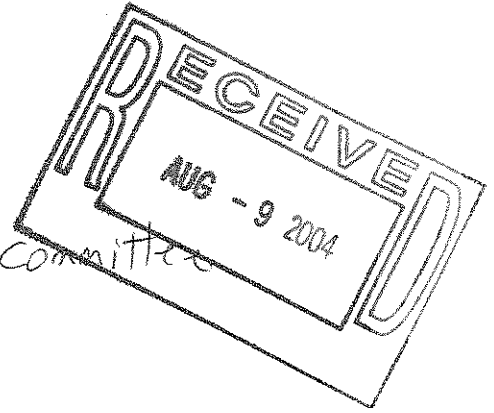
Attachments

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August 5, 2004

To: CMAQ Grant Selection Committee

From: Sherree Wisel
1050 Grandview Ct.
Algonquin, IL 60102



Re: CMAQ Grant to Expand the Cary commuter Parking Lot

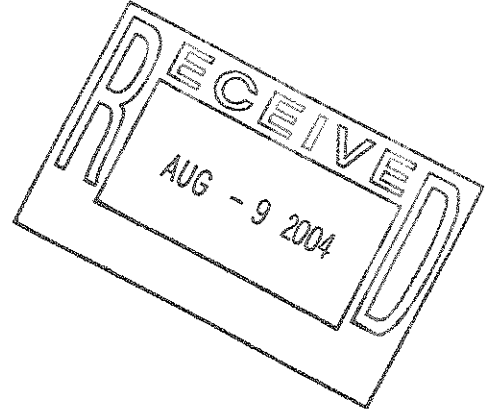
As part of my daily commute, I drive from Algonquin to the Cary train station where I catch the Union Pacific Northwest train into Chicago. When I originally moved to Algonquin I would drive to the Barrington train station, but the Barrington lot would be full by 7:00 a.m. so I switched to Cary.

Now the Cary lot is reaching 100% utilization. The \$148,000 CMAQ grant that has been recommended will help expand the lot. This grant is necessary or I would be forced to again switch train stations, or drive into Chicago.

Sherree L. Wisel

August 5, 2004

Cameron Davis
Village Administrator
655 Village Hall Dr.
Cary, IL 60013

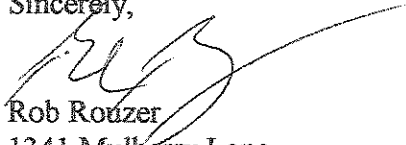


Dear Mr. Davis:

Enclosed please find my letter of support for the Village's application for a CMAQ grant. Parking is certainly an important issue for the many commuters who use our station each day. I would also like to suggest that life for commuters would be greatly enhanced by the addition of a continuous shelter along the inbound platform. The current shelters are fairly ridiculous considering the number of passengers who ride the train each morning. While the heaters are nice for the ten people who can enjoy them, shelter from the wind, rain and snow would really be great! We don't need anything fancy like Barrington or Palatine (the world does NOT need another Starbucks!), just a bit more protection.

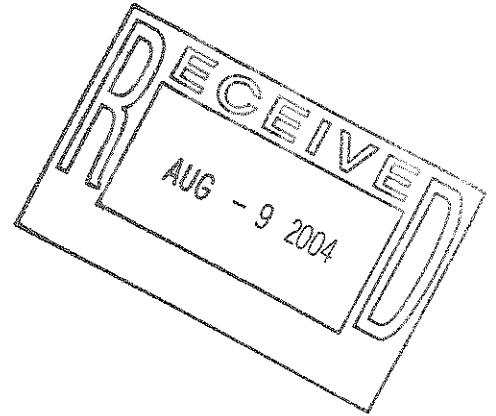
Thanks in advance for your consideration.

Sincerely,



Rob Rotzer
1341 Mulberry Lane
Cary, IL 60013

August 5, 2004




CMAQ Grant Selection Committee

To Whom It May Concern:

I am writing in support of the Village of Cary's application for a CMAQ grant of \$148,000 to be used for expansion of the Cary commuter parking lot. I work in Chicago and use Metra transportation every day. There are currently times when the existing parking is filled. Awarding this grant will allow our village to keep pace with the need for parking and allow commuters like me to continue to use mass transit instead of personal vehicles. Commuters need to be able to know that parking is available. Even though driving into the city is far more burdensome and time consuming, I have on occasion driven when I've been unable to find parking because I need to get to work on time.

Thank you for your consideration of our Village's application for this grant.

Sincerely,

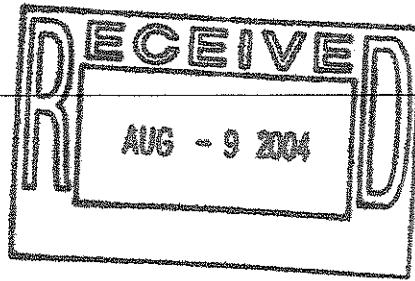


Robert M. Rouzer
1341 Mulberry Lane
Cary, IL 60013

BAUCH &
MICHAELS

LAW OFFICES

53 West Jackson Boulevard – Suite 1115
Chicago, Illinois 60604
Phone: (312) 588-5000 Fax: (312) 427-5709
www.bauch-michaels.com



Paul M. Bauch
Kenneth A. Michaels Jr.

Of Counsel:
Reva S. Bauch
Julia A. Tyde

August 7, 2004

CMAQ Grant Selection Committee
c/o Cameron Davis
Village Administrator
Village of Cary
655 Village Hall Dr.
Cary, IL 60013

RE: *Need for CMAQ Grant to Village of Cary for Commuter Parking*

Dear Ladies and Gentlemen of the CMAQ Grant Selection Committee:

As a daily commuter from Cary to Chicago and back, parking has become a problem in Cary. The present parking facilities, while once plentiful, are now frequently fully-occupied before the morning rush-hour trains have passed through. Indeed, the lots are often half full before the first express train passes through at 6:22 AM.

I have had a couple of occasions in the past year where I needed to stay in the Lake-McHenry Counties area until 9-10 AM and was then unable to find a parking space in Cary. On those occasions I had to drive to Chicago. It is foreseeable that if the parking situation is not rectified by adding spaces, I may soon find myself driving instead of taking public transportation on more occasions.

I understand that an application has been made for \$148,000 CMAQ Grant. Please seriously consider this grant. We need the parking.

Very truly yours,

Kenneth A. Michaels Jr.

WALTER SOROKA
ATTORNEY AT LAW
39 SOUTH LA SALLE STREET - SUITE 1015
CHICAGO, ILLINOIS 60603
PHONE (312) 782-2274
FAX (312) 782-2320

August 5, 2004



Cameron Davis
Village Administrator
Village of Cary
655 Village Hall Drive
Cary, IL 60013

Dear Mr. Davis,

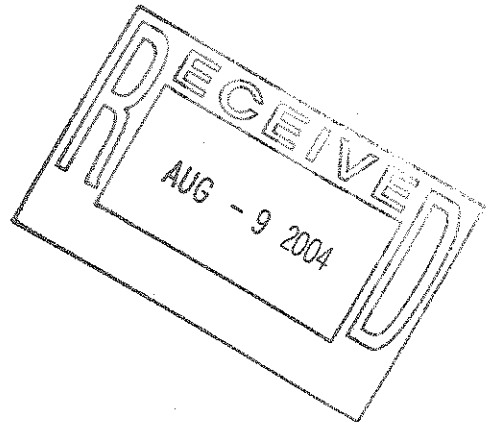
I am pleased that the village may be receiving federal grant sums for expanding the parking area for our commuters on the Metra line. I generally take the 6:58 a.m. train to the city and when I park on the north end of the parking lot, almost all spaces are occupied. An additional area for more parking space is certainly needed. By all means, get the grant and put in the additional parking space.

Yours truly,

A handwritten signature in cursive script that reads "Walter Soroka".

Walter Soroka

August 6, 2004



CMAQ Grant Selection Committee
C/o Village of Cary
655 Village Hall Drive
Cary, IL 60013

Dear Committee Members:

I am a regular commuter to downtown Chicago that takes Metra trains from the Cary train station. I've been commuting via the Cary station for over 7 years and have found the parking situation to become more difficult with each passing year. In fact, if I don't take one of my early morning trains, I find no parking in the permit area (which I subscribe) and very few, if at all, regular spaces that remain.

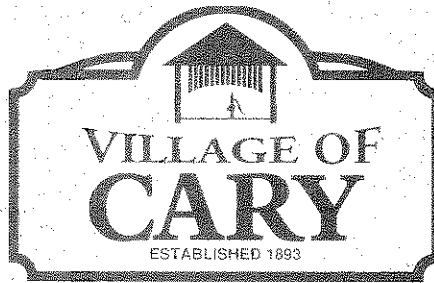
I would urge you approve the proposed CMAQ grant for \$148,000 to help alleviate the parking challenges at the Cary station. I feel parking improvements need to be made for the Cary station to remain a viable transportation option for me.

Thank you for your consideration.

Respectfully,

Kevin Kovalovsky

385 Aberdeen Drive
Algonquin, IL 60102



August 25, 2004

VIA CERTIFIED MAIL

RETURN RECEIPT REQUESTED

CHICAGO AREA TRANSPORTATION STUDY

Attn: CMAQ Comments

300 West Adams, 2nd Floor

Chicago, IL 60606

***Re: Public Comment for CMAQ Program - Proposal for Cary
Cary Station Parking - UPNW (CP11052328)***

To Whom It May Concern:

Individuals who utilize the Village of Cary train station have asked me to pass along the attached original letters and have you make them a portion of the Public Comment. So, attached are seven (7) letters of comment on the Village of Cary's Proposal for Cary Station Parking - UPNW (CP11052328).

Thank you for placing these seven (7) letters into the public comment.

Respectfully,

VILLAGE OF CARY

Steve Lamal
Acting Mayor

SL/jcn

Attachments

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Aug 5, 2004

To whom it may concern at CMAQ
Grant Selection Committee:

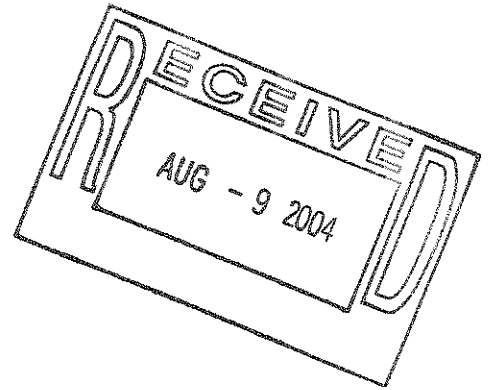
I am a regular commuter at the Cary
Metra Train Station. I pay for a
monthly parking pass. (Quarterly).

I am supporting the CMAQ grant.
There have been many occasions when
the parking lot has been completely
filled. That is why I am
supporting the grant and expansion of
parking at the Metra Cary parking lot.

Sincerely,

Anthony Barbano
Cary IL, 60013
222 Galway Drive

August 5, 2004



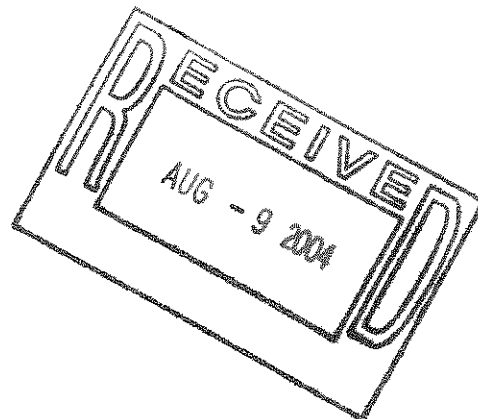
To whom it may concern:

Re: Federal Grant for Cary, Illinois commuter parking addition

I am a commuter out of the Cary, Illinois parking lot and having been for over 10 years. The jobs in my profession are in Chicago, therefore, I expect to commute for the future. On behalf of many of us who commute everyday to Chicago, I am expressing the significant need for additional parking spaces. The current lot clearly does not accommodate the growth that Cary has experienced on the commuter side. We are encouraged to commute for clean air reasons, but it becomes difficult when there isn't adequate parking. I've found myself either parking in "no parking zones" or having to travel to other towns just to get a space. Fortunately, the majority of the time, I leave early, very early and I can get a space. Unfortunately, for those after 7:10 a.m. (which by most standards, is not early)...you resort to the above. Even if I have parking, generally find myself walking over 500 feet from my door to the train stop. My mornings and evenings must accommodate extra time, just to walk to the train station from my spot in the lot. It's clear that the town needs to do more long term planning to ensure that we accommodate any future growth.

Commuter

CAROLYN A. VANCE
871 Veridian Way
Cary, IL 60013



August 9, 2004

To: CMAQ Grant Selection Committee

To Whom It May Concern:

I am writing to you in support of the CMAQ grant for \$148,000 for the Village of Cary, Illinois for its use in expanding the Cary commuter parking lot.

As a commuter, it is extremely important to me that there is available parking at the train station. I have been taking public transportation from the Cary train station since I moved to Cary in 1997. When I first started taking the train from Cary, there were always available parking spaces. Since then, more and more people have moved to the far northwestern suburbs of Chicago, and an increasing number of people are coming to Cary to take the train on a daily basis. Frequently, the parking lot is completely full. The grant, which would allow the Village of Cary to add additional parking spaces, would improve the parking situation tremendously. Those of us who commute to Chicago every day for work count on having available parking for our vehicles. Without available parking, public transportation may not be an option for our daily commute.

Thank you for your consideration of the CMAQ grant for the Village of Cary. I, along with my fellow commuters, strongly support it.

Sincerely,


Carolyn A. Vance

August 8, 2004

To the CMAQ Grant Selection Committee:

This letter is in regard to the Village of Cary's potential receipt of a CMAQ grant for \$148,000 to provide more parking spaces in the Cary commuter parking lot. I believe Cary needs more commuter parking spaces. I commute to downtown Chicago on a regular basis for work. My husband and I moved to Cary a few months ago, and one of the reasons we chose to live in Cary is because of its location on the Northwest Metra line.

Since I do not live within walking distance to the train station, adequate parking is very important to me. I would not be able to take the train if parking was not available. The parking lot is always near capacity by the time I park for the 7:12am train, and one reason I do not take the 7:42am train is because I am afraid I will not have a parking spot. In addition, my husband placed our name on the waiting list for a permit spot over two months ago, and we were 75th on the list. Therefore, more commuter parking spots are needed in Cary, and this will help ensure the continued use of the train.

Sincerely,

A handwritten signature in cursive script that reads "Denise Robinson".

Denise Robinson
Cary Commuter

August 6, 2004

To: CMAQ Grant Selection Committee

Re: The Federal CMAQ Grant for Cary Commuter Parking

I understand that the Village of Cary has been recommended to receive the CMAQ Grant. As a daily commuter, who uses the Cary Train Station, I would like to impress upon you the severe need for an expanded commuter parking facility.

When I began taking the train out of Cary approximately two years ago, I was able to find parking, but it was getting near the end of both lots. Now, I have had to adjust my commute time, and make a concerted effort to take an earlier train in order to assure that I will find a parking spot. If you take a train later than the 7:12am out of Cary, parking is scarce if even available at all.

We are adopting a child this year, and I will need to take a later train in order to provide for my child care in the near future. However, I don't see how I'll be able to do that if there is no parking available for trains after the 7:12 am train.

I appeal to your good judgment, and your interest in the Village of Cary, to please expand the parking lot and increase the benefits to the Village. The more patrons you have at your train station, the more businesses you can attract, the more the patrons will shop at those businesses, and in turn make it a win-win situation for all involved. I, myself, have frequented the new floral shop which opened within the last year.

Please provide the Village of Cary with this grant; however, with the stipulation that it ONLY be used to expand the parking at the train station.

Thank you for your consideration.

Regards,
A Daily Cary Commuter

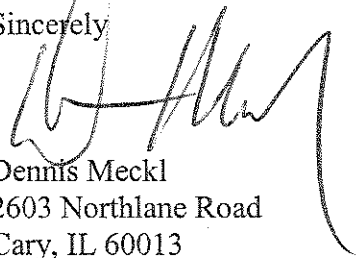
August 10, 2004

CMAQ Grant Selection Committee

To Whom It May Concern:

I have been commuting to Chicago daily via Metra for the past 5 years. It has become increasingly difficult to find available parking spaces especially since I take a later morning train. It is my understanding that a CMAQ grant is being recommended for \$148,000. to be used to expand the Cary commuter parking lot by approximately 61 spaces. As the community continues to grow and the cost of gas increases the parking will become a nightmare causing nothing but frustration for people who want to and support public transportation. I urge you to approve this grant.

Sincerely



Dennis Meckl
2603 Northlane Road
Cary, IL 60013

August 6, 2004

Dear CMAQ Grant Selection Committee:

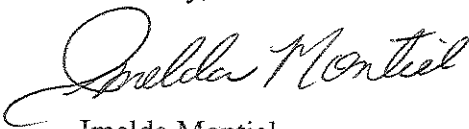
I'd like to express the need for more commuter parking spaces in Cary.

I've been commuting to Chicago for 15 years. Over the years, I've made many friends from Cary, and surrounding suburbs. In my early commuter days I was able to park up-front or at a decent spot, now I find myself getting nervous that I'm going to have to park on the street. There's definitely a feeling of being crowded. As I stand on the platform waiting for my train, I notice new generations come in, particularly the high school kids commuting to private schools and to college, which they drive and park as well. I, as well as my group of friends will be commuting for a few more years. I'd like to think that I'll have a parking spot at a safe location.

Please grant Cary the \$148,000 to benefit me, my lady friends and my children as they will become future commuters soon.

Thank you for your attention.

Sincerely,

A handwritten signature in cursive script that reads "Imelda Montiel". The signature is fluid and elegant, with a large initial "I" and a long, sweeping underline.

Imelda Montiel



August 27, 2004

RECEIVED

AUG 30 2004

C.A.T.S.

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED
CHICAGO AREA TRANSPORTATION STUDY
Attn: CMAQ Comments
300 West Adams, 2nd Floor
Chicago, IL 60606

**Re: *Public Comment for CMAQ Program – Proposal for Cary
Cary Station Parking – UPNW (CP11052328)***


To Whom It May Concern:

Individuals who utilize the Village of Cary train station have asked me to pass along the attached original letters and have you make them a portion of the Public Comment. So, attached are three (3) letters of comment on the Village of Cary's Proposal for Cary Station Parking – UPNW (CP11052328).

Thank you for placing these three (3) letters into the public comment.

Respectfully,

VILLAGE OF CARY


Steve Lamal
Acting Mayor

SL/jcn

Attachments

H:\Lamal\cmaq.doc

Dear CMAQ Grant Selection Committee:

I am a Cary resident who rides the commuter train to work every day and I park at the Cary commuter parking lot.

I hear that the Village of Cary is recommended to receive a CMAQ grant for \$148,000 to expand the parking facility, which we greatly need.

I write this letter to let you know that we are in need of more commuter parking spaces in Cary. Sometimes the lot gets filled later in the morning and there is nowhere to park if you take the later train. We need this expansion. Please do not just recommend Cary for the \$148,000 CMAQ grant, but give it to us so we can better our use of public transportation.

Respectfully,

A Cary commuter





August 6, 2004

Dear CMAQ Grant Selection Committee,

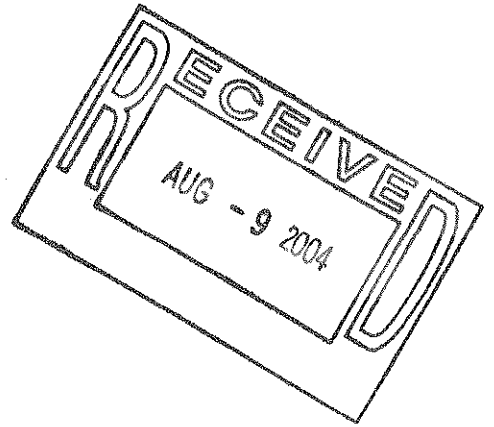
It has come to my attention that the Village of Cary, IL has been recommended to receive a grant from your committee. I would like to support this idea by letting you know that this parking lot expansion is vital to the commuters at Cary. This parking lot attains 100% utilization on a regular basis, which is unfortunate, because this can create difficulties when trying to use this facility. I commute on a daily basis and because of the high utilization of this parking lot; I have to get to the train station 20-30 minutes before my train arrives to insure that I can get a parking spot.

The Village of Cary has the closest station to my house and there are other people who come from as far away as Lake in the Hills to utilize this facility. Parking is getting increasingly difficult and it would be very illogical to have to stop commuting because there is no parking available.

I strongly urge you to provide the Village of Cary with the \$148,000 CMAQ grant so that they can provide addition parking for daily commuters like me.

Sincerely,

Debbie Dahl
1318 Beach St.
Crystal Lake, IL 60014



Margie L. Szymanskyj
3607 Lindsay Lane
Unincorporated McHenry County
Crystal Lake, IL 60014

August 6, 2004

CMAQ Grant Selection Committee

Dear Committee Members:

I am writing to express my concern over the lack of available parking spaces at the Cary Commuter Train Parking Lot. While I do not live within Cary's city limits, I board at the Cary Station 5 days a week. I live closer to the Cary Station than the Crystal Lake Station. Taking public transportation is my only option for getting to work, and it is an excellent way to slow global warming by reducing gas emissions.

My normal working hours begin at 9:00 a.m., but because parking availability is practically non-existent later in the morning, I have had to substantially change my hours to accommodate the parking situation.

Twice when I had to take the midday train from Cary to downtown, I received parking tickets because I had to park in a no-parking zone. There were no parking spaces available. I had to either get a ticket or miss a day's work. I even paid my parking fee, but still received tickets – one for parking in a no-parking zone and one for not paying my fee. I felt ripped off and extremely upset. Adding more parking spaces would certainly alleviate the parking problem that, I am certain, many commuters must face.

Please consider my plea for more parking at the Cary Metra Train Station Parking Lot.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Margie L. Szymanskyj".

Margie L. Szymanskyj



Naperville

August 30, 2004

Chicago Area Transportation Study
Attn: CMAQ Comments
300 West Adams, 2nd Floor
Chicago, IL 60606
FAX: 312-793-3481

To Whom It May Concern:

The City of Naperville would like to express its support for the College of DuPage Connector project submitted by DuPage County and included in the proposed FY 2005 Congestion Mitigation and Air Quality (CMAQ) Program.

The College of DuPage Connector project, with termini in Wheaton and Naperville, will provide an important north-south transit link in DuPage County. The Connector Route will link two of DuPage County's largest communities together via one of the nation's largest community colleges. The project is consistent with the DuPage Area Transit Plan, Pace's Vision 2020, and the City of Naperville's goals of improving alternative transportation options. The City of Naperville is very pleased at the prospect of this route as it will be a great benefit to our residents and to the region.

Thank you for the consideration of this project and its proposed inclusion in the FY 2005 CMAQ Program. Please do not hesitate to contact me at 630/420-6087 if you have any questions.

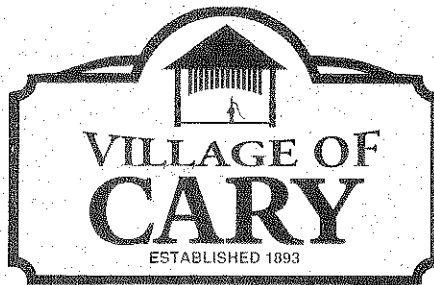
Sincerely,

A handwritten signature in black ink, appearing to read "Marcie Schatz".

Marcie Schatz,
Transportation and Traffic Team Leader
Transportation, Engineering and Development Business Group (T.E.D.)

C: Mark Avery, DuPage County
Robert Dean, DuPage Mayors and Managers Conference
Mark Ashby, Pace

C:\Documents and Settings\wvachhol\Local Setting\Temp\CMAQ support COD connector(2).doc



August 27, 2004

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

CHICAGO AREA TRANSPORTATION STUDY
Attn: CMAQ Comments
300 West Adams, 2nd Floor
Chicago, IL 60606

***Re: Public Comment for CMAQ Program – Proposal for Cary
Cary Station Parking – UPNW (CP11052328)***

To Whom It May Concern:

Individuals who utilize the Village of Cary train station have asked me to pass along the attached original letters and have you make them a portion of the Public Comment. So, attached are seven (7) letters of comment on the Village of Cary's Proposal for Cary Station Parking – UPNW (CP11052328).

Thank you for placing these seven (7) letters into the public comment.

Respectfully,

VILLAGE OF CARY

Steve Lamal
Acting Mayor

SL/jcn

Attachments

H:\Lamal\cmaq.doc

August 11, 2004

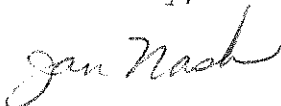
CMAQ Grant Selection Committee

TO WHOM IT MAY CONCERN:

I live in Algonquin, Illinois and have been driving to the Cary train station everyday since March, 2002. I have noticed that there has been a significant increase in the amount of commuters and therefore a decreasing amount of parking spaces available at the Cary stop. The reason I chose Cary was because of the availability of parking.

Therefore, I strongly urge you to select Cary for a CMAQ grant. The Village--rather the commuters--desperately need additional parking spaces.

Sincerely,



Jan Nash
2255 Dawson Lane
Algonquin, IL. 60102



Date: Monday, August 16, 2004
To: CMAQ Grant Selection Committee
From: Cary-Grove Area Chamber of Commerce

Dear Selection Committee;

Our Chamber represents the business community in Cary and Fox River Grove. As parking is a big issue with our Downtown Businesses, we would like to support the pending grant for our community. Commuters have a tendency to park in front our local businesses as the Metra lot in Cary is full. Therefore this deters patrons to shop or do business with our local business community as there are no available parking for the customers convenience. We sincerely need this grant to help commuters as well as the local business community.

Sincerely,

A handwritten signature in cursive script that reads "Laurie Fuchs".

Laurie Fuchs
Executive Director
Cary-Grove Area Chamber of Commerce
27 Main St.
Cary, IL 60013
847-639-2800

August 16, 2004

Dear Selection Committee,

I am an occasional commuter using the facility in Cary, Illinois. When I do use this facility, the parking area is full with only the extremely distant areas available. I have found that some daily commuters are parking in the downtown parking spaces that should be used for local business customers.

We need more convenient parking. Long term parking should be at a reduced cost and only available in the remote areas of the parking area. This is merely a suggestion.

Please consider this CMAQ Grant for Cary. We really need more parking.

Sincerely,



Christine Huizinga
1919 Hillside Trail
Cary, IL 60013
847-516-9433

Edward Jones
17 Jandus Road
Cary, IL 60013
(847) 516-0433

Rich Sansone
Investment Representative

Edward Jones

August 16, 2004

CMAQ Grant Selection Committee

RE: Cary Commuter Lot Expansion

Dear Selection Committee,

As a business owner in downtown Cary, parking is at a premium. Expansion of the commuter parking lot would greatly help our town and businesses. Most days the commuter lot is full very early, leaving commuters no alternatives but to park in spaces that business customers could be utilizing.

Please award the CMAQ grant to the Village of Cary.

Thank you for your attention.

Sincerely,



Richard S. Sansone

Edward Jones Investments
17 Jandus Road
Cary, IL 60013



August 15, 2004

Attn: CMAQ Grant Selection Committee

It is our understanding that the Village of Cary has been recommended to receive a CMAQ grant for \$148,000. This grant may be used to expand the Cary commuter parking lot. As a business owner that serves many commuters, we see the need on a daily basis for additional commuter parking.


Cary continues to grow and there is just not sufficient parking to meet the needs of all our commuters. With this grant, Cary could help to better serve our commuters and our community. We thank you for considering Cary.

Sincerely,

Chris & Teri Plazak

77 West Main Street
Cary, IL 60013
847.516.3777

Karen Russ
49 Georgetown Drive
Cary, Illinois 60013

TO: CMAQ Grant Selection Committee
FROM: Karen Russ 
DATE: August 25, 2004
RE: Cary, Illinois Commuter Parking

As a daily commuter between Cary and Chicago, I feel that the number of commuter parking spaces in Cary is inadequate for the number of daily commuters. As more people move to the far northwest suburbs, people are traveling from growing suburbs without train depots to Cary to board the train to Chicago. This is putting a strain on the number of spaces available to all commuters from the Cary train station. Often times people are parked along the curbs where parking is not even allowed.

Because my train ride is over 50 miles from work, driving is out of the question; and I am completely dependent on the train (as well as parking at the train station) to get to and from my job. There is no other form of transportation between Cary and Chicago that I am aware of.

Please be mindful of the enormous necessity for ample parking spaces for the commuters of Cary when considering granting the CMAQ grant for \$148,000 to our Village. The need for additional commuter parking space is of paramount importance to those of us who commute to our jobs from Cary.

CMAQ Grant Selection Committee -

I am a resident of Cary and use the commuter lot on a daily basis. There are many mornings that the lot is full, and no parking is available. It's important for me to know that when I'm ready to take the train from Cary, there will be a parking space available to me.

I support the 148,000 CMAQ grant for Cary.

Thank you

Jennifer Th

Jennifer Thurber
Cary, IL

Kevin R. Burns
Mayor



ph: 630-232-7494
fx: 630-232-1494
mayorburns@geneva.il.us

CITY OF GENEVA
Office of the Mayor
22 South First Street
Geneva, Illinois 60134

September 1, 2004

Mr. Ross Patronskey
Chief of the CMAQ Program
Chicago Area Transportation Study
300 West Adams Street, 2nd Floor
Chicago, IL 60606

Subject: Public Comment -- Geneva -- Third Street Commuter Parking Deck
(PD09052358)

Dear Mr. Patronskey:

Although the City is disappointed in not being included in the funding recommendation for the CMAQ program this year, we do recognize that our parking deck application was a large one at \$4,990,000 (50%) and there is limited funding in relation to the number of applications received. Additionally, our matching funds have not been fully secured. Nevertheless, we continue to believe that our project is a very credible one and, in fact, scored well on many of the mitigation standards. To reiterate, we have advanced this project in cooperation with Metra for construction funding because it offers the capability to provide much needed expansion of commuter parking at our Third Street end-of-the-line train station and is the most viable option to relieve congestion and competing parking demands in the City's downtown.

The project is of critical importance to the city because Geneva will remain an end-of-the-line Metra station until 2006 when the commuter line is planned for westerly extension to the Village of Elburn. Ridership at Geneva has increased from 955 passengers in 1985 to 1,698 passengers in 2002, or a 77.8% increase. Additionally, there are over 500 potential riders on our waiting list and the continuing residential growth in the Fox Valley area will cause increases in ridership in the range of 3-5% per year through 2010. As such, growth will continue to occur at the Geneva Station irrespective of the development of new stations to the west in LaFox and Elburn.

Mr. Ross Patronsky
September 1, 2004
Page 2

For these reasons, it is the City's intent to reapply in the next funding cycle in December, 2004 when we expect also to have our federal transportation matching funding of \$4,000,000 secured. We respectfully request that the Project Selection Committee give our application every consideration at that time and appreciate your consideration to date. Thank you.

Sincerely,



Kevin R. Burns
Mayor

- c. Mayor Jeff Schielke, CATS Vice Chairman
- Mr. Pat McAtee, Senior Director, Planning, Metra
- Geneva City Council
- City Administrator Phil Page
- Finance Director Don Weis
- Public Works Director Tom Talsma
- Asst. City Administrator Mary McKittrick



Will County Governmental League

RECEIVED

SEP 04 2004

C.A.T.S.

August 25, 2004

President:

MICHAEL SMITH
New Lenox

Vice President

DONALD RANDICH
Crest Hill

Secretary

FRANK MITCHELL
Lockport

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Monee
KURT CARROLL
Shorewood

Members:

Aurora
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Bolingbrook
Braidwood
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Crest Hill
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Mokena
Monee
Naperville
New Lenox
Orland Park
Peotone
Plainfield
Rockdale
Romeoville
Shorewood
Steger
Tinley Park
University Park
Wilmington
Woodridge
County of Will

Executive Director
Steven Quigley

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

Dear Mr. Patronskey,

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 far more proposals than could ever be funded we were very disappointed with the proposed lack of funding to several Will County municipalities.

Out of the twelve projects submitted for the Will County region only two were selected for inclusion in the program. While the members of the WCGL continue to promote the inclusion of all the Will County submitted projects there are two projects in particular that we would like to see included in the FY 2005 program. Those projects are:

- Romeoville – IL 53/ Independence Blvd at University Pkwy
- Homer Glen Community Bike Trail

The following projects both ranked well in the preliminary rankings released on June 4, 2004 and July 9, 2004.

The Homer Glen Community Bike Trail

The Homer Glen Bike Trail would have been the first step in creating a bike network throughout the Village of Homer Glen that would also be connected into the regions bike network. The Village of Homer Glen in the regions newest community being established in 2001. This community already understands the importance of connectivity of the transportation network to that of the region and this bike trail was to be the first piece in that connectivity. Additionally, because Homer Glen was previously unincorporated it does not have a road network that allows for bike traffic. This lack of bike facilities forces residents to either use unsafe roadways or drive their cars.

The Homer Glen bike trail had a \$ per ton VOC eliminated of \$2,969,670 and was not funded while CDOT submitted a bike path project that is included in the program with a \$ per ton VOC eliminated of \$7,597,279. That is more than

\$4.6million more than the Homer Glen bike path. The Homer Glen Community bike trail should be included in the FY 2005 CMAQ program.

IL 53 at University Parkway

The Village of Romeoville's IL 53 project will provide not only air quality benefits but safety benefits as well. This intersection does not have a dedicated left turn lane and therefore causes traffic to backup in the left lane if a vehicle is making a left turn. This impedes not only traffic attempting to enter Lewis University but traffic heading northbound on IL 53 and southbound as well. This also inhibits any bike traffic from entering Lewis University.

This project ranked number 10 in the June 4, 2004 rankings from the CMAQ committee. The project was dropped to 12 on the July 9, 2004 rankings after projects were added to the list from Palatine, CDOT (2), and two from Kane County which both received funding. Out of the eight intersection improvement projects not one was funded from the southern part of the region, a region that is experiencing tremendous growth and increases in traffic congestion.

The Will County Governmental League feels that these projects must be added to the FY 2005 CMAQ program. These projects will provide a benefit not only to citizens of their communities but to the entire region as well. This program as currently proposed ignores the urbanized areas of Will County and our rapidly growing population. Therefore, we respectfully request that the Chicago Area Transportation Study please reconsider these 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,

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

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

Cc: Mayor Smith, Village of New Lenox, President WCGL
Mayor Dewald, Village of Romeoville
Mayor Petrizzo, Village of Homer Glen

From: Meredith [msmerelee@sbcglobal.net]
Sent: Thursday, August 12, 2004 3:44 PM
To: publiccomments@catsmpo.com
Subject: I-GO Cars

Hello,

I have lived in Chicago for two years now. I moved here from New York City where the public transportation can take you anywhere you could ever need to go. While the CTA is a great system, it is centered around the downtown. After a year here, I decided I was going to have to get a car. This was a bit disappointing because I really only needed the car to go to the grocery store and run errands at places not near a CTA. I knew the car would simply sit on the street a majority of the time. Then, I received a flyer from i-GO and it was PERFECT for people like me who really only need a car for a few hours a month. This program has saved me loads of money, in addition to saving the streets from one more parked car. The environmental benefits of this program are endless.

I very much believe in this program and would urge you to support it in your delegation of funds.

Thank you,

Meredith Lee
Bucktown
Chicago, IL
MessageFrom: Public Comments [publiccomments@catsmpo.com]
Sent: Thursday, September 02, 2004 3:13 PM
To: publiccomments@catsmpo.com
Subject: FW: My support for I-GO

-----Original Message-----

From: Borders, William A. - CHI [mailto:William.Borders@piperrudnick.com]
Sent: Thursday, August 12, 2004 4:10 PM
To: 'mdescoto@cityofchicago.org'; 'publiccomments@catsmpo.com'
Subject: My support for I-GO

To whom it may concern --

I would like to relay my personal experience with I-GO Carshare Services and encourage you to provide more support for the organization and its programs. I am a lawyer who has lived in the South Loop for four years. Chicago is the only city to which I have ever moved without a car. Though I appreciate the energy-conservation and environmental arguments of the carshare concept, if I needed a car, I would not hesitate to purchase one. While I rely almost exclusively on the CTA to get work and around town, there have certainly been moments when I have found the arguments for owning a car hard to ignore. That was before I-GO.

The simplicity and intelligence of the carshare concept is so obvious and so logical that I am astonished it has not caught on sooner. No longer are trips to the suburbs or the larger box stores out of the question; no longer do I have to rely exclusively on friends when a big shopping trip or run to the Salvation Army is in the works; no longer do I have to think about the expense of buying a car.

Please help this program continue to grow. It is truly something that Chicago can be proud of!

Please let me know if I can be of any further assistance.

Best - Will Borders
1020 South Wabash
312-435-9392

The information contained in this communication may be confidential, is intended only for the use of the recipient named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and delete the original message and any copy of it from your computer system.

Thank you.

For more information please visit us at <http://www.piperrudnick.com>

From: Public Comments [publiccomments@catsmpo.com]
Sent: Thursday, September 02, 2004 3:13 PM
To: publiccomments@catsmpo.com
Subject: FW: IGO

-----Original Message-----

From: BRUTOWNBOY@aol.com [mailto:BRUTOWNBOY@aol.com]
Sent: Thursday, August 12, 2004 5:26 PM
To: mdescoto@cityofchicago.org; publiccomments@catsmpo.com
Subject: IGO

I'm writing to urge funding for IGO.

I have just joined IGO, after meeting them at their booth at NorthHalsted Market Days this past weekend. While I can not yet testify to the quality of their service (my membership is being processed), I wanted you to know that they are actively seeking members to expand their network of customers.

I am very excited about joining IGO. I do not own a car, and I believe IGO will supplement my transportation options. I use the CTA and Metra whenever possible, and IGO will serve my needs on occasions when public transit is not practical. This might be to reach distant or less accessible locations, and occasions like shopping when I may have a lot of packages or other "cargo" to cart.

I think IGO is a great addition to a sane transportation policy in our congested city.

Sincerely,
John Olson
4354 N. Kenmore
Chicago

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MessageFrom: Public Comments [publiccomments@catsmpo.com]
Sent: Thursday, September 02, 2004 3:13 PM
To: publiccomments@catsmpo.com
Subject: FW: I-Go/Flexcar service

-----Original Message-----

From: Michael Skidmore [mailto:zookeeper615@hotmail.com]
Sent: Thursday, August 12, 2004 9:05 PM
To: mdescoto@cityofchicago.org; publiccomments@catsmpo.com
Subject: I-Go/Flexcar service

Hi, I've been an I-Go/Flexcar member for a few months and so far it is great. I hope they can expand, I need to walk or bus a mile to get the closet car, no a big deal but it would be even better for me. I have owned cars for 25 years and this is the first time I felt I could do without one. I live right on the lake near Granville so I bike to work a lot and can walk to numerous places for shopping. The I-Go service helps me with the odds and ends I cannot do easily without a car and since I am very environmentally involved I am saving natural resources and cutting down on pollution and congestion. I think this service should be helped out to expand as much as possible it can only make Chicago greater than it is.

Thank You,

Michael W. Skidmore
6101 N. Sheridan 1B
Chicago, IL 60660

FREE pop-up blocking with the new MSN Toolbar - get it now! --- [This E-mail scanned for viruses]

From: Public Comments [publiccomments@catsmpo.com]
Sent: Thursday, September 02, 2004 3:12 PM
To: publiccomments@catsmpo.com
Subject: FW: Expand I-Go Car Sharing

-----Original Message-----

From: Mary Beth Klatt [mailto:m_klatt@mac.com]
Sent: Thursday, August 12, 2004 3:59 PM
To: mdescoto@cityofchicago.org
Cc: publiccomments@catsmpo.com
Subject: Expand I-Go Car Sharing

I have been a member of I-Go Car Sharing for two years. It has saved me hundreds of dollars since I don't have to own a vehicle. I also don't have to budget for gas, maintenance, licenses, and insurance. Since joining up with I-Go, I have used public transportation more. I've also decided not to buy a car again until it becomes a necessity.

Aside from my own personal experience, I-Go encourages people to save money and to save money. They can put their hard-earned dollars toward things such as retirement and buying property. Please expand the I-Go fleet so car sharing becomes even easier and more convenient for carless Chicagoans like myself!

Mary Beth Klatt
Divided Landscapes

Only a few of landscape architect Jens Jensen's Midwestern designs survive.
http://www.nationaltrust.org/magazine/archives/arch_story/051603.htm

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From: Public Comments [publiccomments@catsmpo.com]
Sent: Thursday, September 02, 2004 3:12 PM
To: publiccomments@catsmpo.com
Subject: FW: In favor of I-Go Car Sharing

-----Original Message-----

From: Arleen Glowacki [mailto:amg11@rcn.com]
Sent: Thursday, August 12, 2004 8:18 PM
To: 'mdescota@ityofchicago.org'
Cc: 'publiccomments@catsmpo.com'
Subject: In favor of I-Go Car Sharing

I am writing on behalf of the I-Go Car Sharing program. Please support this program with funds available from the Chicago Department of Transportation. Two years ago I donated my car to a charitable organization and joined I-Go. It is a perfect solution for my needs. I use public transportation most of the time, and use I-Go when I need to do shopping or to go to the suburbs. I believe more people would join if there were more cars in walking distance of their residence. Currently, I must take a bus to get to the car, and it would certainly be easier if I could just walk to the car.

Please support this fantastic service to our community.

Thank you.

Arleen Glowacki
4170 N. Marine Drive
Unit 23K
Chicago IL 60613

773-327-3703 home
773-320-0004 cell
312-629-5198 work

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[This E-mail scanned for viruses]

MessageFrom: Public Comments [publiccomments@catsmpo.com]
Sent: Thursday, September 02, 2004 3:11 PM
To: publiccomments@catsmpo.com
Subject: FW: I-Go cars need more funding

-----Original Message-----

From: aporth@mw.care.org [mailto:aporth@mw.care.org]
Sent: Thursday, August 12, 2004 4:48 PM
To: aporth@mw.care.org
Cc: publiccomments@catsmpo.com; mdescoto@cityofchicago.org
Subject: I-Go cars need more funding

Chicago Area Transportation Study

Attn: CMAQ Comments
300 West Adams, 2nd Floor

Chicago, IL 60606

To Whom It May Concern:

I am writing in support of the I-Go car-sharing program in Chicago. I moved to the north side of Chicago in October 2002 from Davenport, Iowa, where I owned and maintained a modest car. After moving to an area in Chicago where parking is at a premium, I decided to sell my car. Public transportation became a way of life for me.

While Chicago may be one of the best public transportation set-ups of the largest American cities, I was dependent on friends and expensive cabs to transport me to businesses when I needed to purchase large quantities of merchandise or bulky items. I heard about I-Go through the Edgewater Chamber of Commerce website, and after working on a cost analysis of purchasing a car and the costs associated with it, renting a car, or participating in car sharing, I realized I would be saving a lot of time and money with the car sharing option.

I am impressed by I-Go and advocate car sharing to neighbors, friends and associates. I feel more funding from the city and/or state will help this wonderful organization flourish and help pay for much needed advertisements and more cars to share. I-Go has made it possible for me to go "off the beaten path" in Chicago and surrounding communities. I am able to travel to areas of the city that I may not have traveled to before I-Go. I have spent more money in the community than I would have without I-Go - internet shopping was the only feasible option before I-Go.

Oddly enough, my use of public transportation has also grown with my use of the I-Go cars. Knowing that I can use a car that is close to a train or bus line increases my use of the specific public transportation vehicle. Knowing that I will always have a parking spot when I return is a plus. I can hop on a train or bus and get home quick.

A few months ago I started using I-Go almost every weekend to run errands or to visit friends. I-Go is a huge selling point for new inhabitants of Chicago. If I had known about I-Go sooner, I would have signed up immediately. Please help I-Go continue to grow in Chicago by adding more funding.

Sincerely,

Andrea Porth

CC: Commissioner Miguel d'Escoto

Chicago Department of Transportation

Andrea Porth
5701 N Sheridan Road 15D
Chicago, IL 60660
aporth@mw.care.org

Enthusiasm is the best protection in any situation.
Wholeheartedness is contagious.
Give yourself, if you wish to get others.
--David Seabury

Check out our new and improved Planned Giving Website
<http://www.careusa.org/donate/plannedgiving/>

CMAQ comments - Pace ULSD project
From: Brian Urbaszewski
[burbaszewski@alamc.org]
Sent: Wednesday, September 01, 2004 3:03 PM
To: publiccomments@catsmpo.com
Cc: Jan@CNT.org; Susan Zingle
Subject: CMAQ comments - Pace ULSD project

Dear CATS CMAQ Committee:

This letter is to strongly voice our support for the CMAQ project proposed by Pace to fund the incremental cost of using ultra low sulfur (ULSD) diesel in its fleet, as well as to support future CMAQ projects that aim to reduce emissions from transit buses and other diesel powered, publicly owned or leased vehicles operating in metropolitan Chicago.

The Chicago Transit Authority began using ULSD in its entire vehicle fleet in March 2003, and we believe this has reduced particulate emissions from its fleet of over 2000 vehicles by approximately 10 percent. In conjunction with particulate trap retrofits of existing buses, which CTA began in 2004, and the commitment to purchase new buses with factory preinstalled traps, we believe CTA diesel bus fleet emissions can be reduced by 85-90 percent. Adding hybrid diesel-electric technology into Chicago area bus fleets, as New York and Seattle are doing, would accelerate and add to these benefits.

Pace is starting late in an effort to control emissions from its own fleet, and has yet to make a public commitment to retrofit existing diesel buses with particulate trap technology and to purchase only particulate trap equipped new buses or adopt cleaner alternative fuel or hybrid buses. Regardless, we view ULSD use as critical and very necessary first step in creating a much cleaner transit fleet in metropolitan Chicago, as effective diesel pollution controls require the use of ULSD to operate properly.

Transit buses operate in the densest areas of metropolitan areas. That is where the population within a quarter mile of a bus stop is sufficient to warrant regular transit service. Coincidentally, the greatest exposure of diesel particulate matter occurs within approximately several hundred feet of a major roadway. Consequently, people living and working in areas where bus transit operates are being exposed to higher amounts of diesel exhaust, a major component of fine particle pollution (PM2.5) as well as a "probable human carcinogen" according to U. S. EPA. In fact, the entire Chicago area is failing to meet the federal health standards for airborne fine particulate matter (PM2.5) precisely at a time when Chicago is being called the "asthma epicenter." There are over 650,000 people in Metropolitan Chicago that suffer from this disease and who are at risk from such high levels of air pollution. Moreover, African-Americans and other minorities also disproportionately suffer from asthma, and such minority communities are also concentrated in dense urban neighborhoods and the downtown area of Chicago, as well as older satellite cities in the region. These are the areas where Pace and CTA diesel buses operate.

Our area should be meeting federal air quality standards within 5 years of being designated as a "nonattainment" area, which U.S. EPA will finalize in November 2004. Much work needs to be done to ensure we meet this goal. Public fleets should be doing everything possible to minimize the harm they do to people, including their neighbors, staff and customers. With the medical evidence showing the damage being done, and with fuel and equipment

that can significantly reduce diesel emissions from public fleets already widely available today, more needs to be done immediately.

While supporting this project, we urge Pace to go beyond simply using a cleaner diesel fuel, and to establish and implement a capital plan to retrofit or replace equipment to ensure the bus fleet is operating with cleaner alternative fuels such as natural gas, hybrid electric technology and the most effective diesel pollution controls by 2009, the year we must meet air pollution health standards in metropolitan Chicago.

Thank you for your initial efforts,

Brian P. Urbaszewski
Director of Environmental Health Programs
American Lung Association of Metropolitan Chicago
312-628-0245
FAX 312-243-3954

From: Jessie Mann [jwmann11@yahoo.com]
Sent: Saturday, August 28, 2004 9:51 PM
To: publiccomments@catsmpo.com
Cc: mdescoto@cityofchicago.org
Subject: Public Comment on I-Go Car Sharing

I am writing in response to the call for the public comment on the funding of I-Go Car Sharing through the Congestion Mitigation and Air Quality program. This is an extremely worthy cause. To better express my views I have written the following verse:

When I first moved to Chi-town,
I used the CTA to get 'round.
But soon I realized that for some places,
I'd need to transfer three times at the slowest of paces.
I thought I would have to buy a car,
But learned that with I-Go I can go far!
To work or downtown I take the CTA, you see,
But for longer trips it is I-Go for me.
So now it is off to Target or to the 'burbs,
Never having to find parking next to the curbs.
Please fund this cause for which I care,
Not just for me, but for cleaner air!

Thank you for your time.

Sincerely,
Jessica Mann

5455 N. Sheridan #3506
Chicago IL 60640
(773) 506-4732

From: Derek Fawcett [derekjfawcett@hotmail.com]
Sent: Tuesday, August 24, 2004 4:38 PM
To: publiccomments@catsmpo.com
Cc: mdescoto@cityofchicago.org
Subject: Support For I-Go

To whom it may concern,

I am writing to express my support for I-Go car sharing, and to request that they receive financial support from the City of Chicago through the Congestion Mitigation and Air Quality (CMAQ) program. When I moved to Chicago four years ago, I did so under the assumption that the CTA, Metra and Pace would be able to provide for all of my transportation needs. I soon found that though their services were widespread and convenient, that there were still situations that demanded the use of a car (moving small pieces of furniture, donating clothes, running a series of errands on a tight schedule, etc.)

Shortly thereafter, I discovered I-Go, and began using it occasionally. It has proven to be the perfect transportation catalyst, able to meet most (if not all) of my transportation needs not met by train, bus, biking or walking. I haven't had a car since fall of 1999, and I have no plans to purchase one anytime soon. With support, I believe that I-Go could enable many people to get rid of their cars (or simply avoid buying them), thus decongesting the city's busy freeways and streets. In the interest of decongestion, and therefore cleaner air, I ask that you please support I-Go.

Sincerely,

Derek J. Fawcett

From: Kathleen Weibel [kweibel@msn.com]
Sent: Monday, August 23, 2004 4:12 PM
To: publiccomments@catsmpo.com
Cc: mdescoto@cityofchicago.org; igoservices@i-go-cars.org
Subject: CMAQ Funding for I-GO

I urge you to provide funding for I-GO through the Congestion Mitigation and Air Quality program. I am able to live downtown without a car, take public transportation or walk to do most of my errands and shopping and still have the benefits of a car when I need one because of my I-Go membership.

I have been a member ever since a car was available in the South Loop. I would never consider buying a car now because of the flexibility and convenience I-Go offers me. I use I-Go to visit friends in places not easily accessible via CTA, METRA or PACE. I've transported friends with physical disabilities. I've also used the car for major grocery shopping, to drop off donations to the Salvation Army, to take out-of-town guests on tours of our lovely city and to pick up my godsons' favorite barbecue at Lem's on 75th street, something I could not do without a car.

I have urged a number of my friends and co-workers who are considering buying a car to look into I-Go. I've also given out I-GO brochures to total strangers who see the I-Go logo on the car and want more information. there are many of us who would rather not own a car but do need the use of a car from time to time. For some I-GO is not an option because there is no car in their neighborhoods. I think that as more cars become more available there will be more people who choose to live life without owning a car.

Kathleen Weibel
1130 South Michigan Ave - apartment 3902
Chicago, IL

From: Karen Gladziszewski [k_glad@yahoo.com]
Sent: Sunday, August 22, 2004 1:45 PM
To: publiccomments@catsmpo.com
Cc: mdescoto@cityofchicago.org
Subject: I-GO Car Sharing Program Funding

August 22, 2004Chicago Area Transportation StudyAttn: CMAQ Comments300 West
Adams, 2nd FloorChicago, IL 60606

Dear Sir or Madam:

I am writing to support the request for funding of I-GO Car Sharing from the
Congestion Mitigation and Air Quality (CMAQ) federal program.

I am an advocate of this program and similar programs nationwide which make
it possible for city residents to forgo a vehicle purchase. Aside from
expense savings to the city resident, other obvious benefits include
reduction in traffic congestion, parking shortages, fuel consumption, and
pollution. I am able to live, work and play without a car, and get around
through a combination of Chicago Transit Authority buses, elevated trains,
subways, and I-GO cars. I am also impressed that I-GO has made a commitment
to Hybrid vehicles, and it is my hope that the presence of these vehicles in
the city will help to increase awareness of Hybrids for existing car owners.

The program's success is contingent upon total number of cars available and
proximity to potential users' homes or apartments. I-GO is deserving of
continued and additional funding to ensure expansion of the program.

Thank you for your consideration.

Regards,

Karen A. Gladziszewski

cc: Commissioner Miguel d'Escoto, City of Chicago

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From: Jocelyn Graf [jocelyngraf@proficia-lingua.com]
Sent: Friday, August 20, 2004 11:42 AM
To: publiccomments@catsmpo.com
Cc: mdescoto@cityofchicago.org
Subject: CMAQ Comments

Dear Commissioner d'Escoto and CATS:

I would like to register my public support for the expansion of funding for the I-Go car sharing programs through the Congestion Mitigation and Air Quality program. As a small business owner, having convenient access to a car is a necessity. However, I have not owned a car for over a year now, and car sharing has allowed me to continue to live and work without one.

Although I moved to Chicago from the suburbs for the first time primarily to shorten my commute, I found that I often could not locate street parking near my home and couldn't afford to park in or near the Loop. When I left town for a few days, I didn't know whether street cleaning would be scheduled and ended up getting parking tickets as a result. I moved out to Oak Park, where things were different, but not better. I spent a lot on parking permits and tickets and village stickers and eventually got rid of my car out of frustration. Since moving back to Chicago this year, life has been easier without a car.

Now that I've tried it, I prefer sharing cars to owning one. Entrepreneurship has required that I reinvest as much of my income as possible back into my business, and I-Go has allowed me to avoid the costs of both extensive taxi usage and auto ownership. In addition, I can now show up at client meetings in a car that gives me the image I'd like to project. What's more, if I happen to be in the Loop when a suburban client calls, I can just pick up a car there instead of taking the train home first, and I don't have to spend money on parking downtown.

However, car sharing could be much more convenient for me if there were more cars available throughout the city, and especially near my home office in Old Irving Park. Please take the opportunity to accept federal funding for car sharing so that the program can be expanded to my neighborhood.

Jocelyn Graf
Principal Trainer
Proficia Lingua, Inc.
www.proficia-lingua.com
3913 N. St. Louis Ave.
Chicago, IL 60618
708.275.5482
jocelyngraf@proficia-lingua.com

From: Kelly Ann Margaret Muldoon [kamm111@hotmail.com]
Sent: Wednesday, August 18, 2004 7:42 AM
To: publiccomments@catsmpo.com; mdescoto@cityofchicago.org
Subject: I-Go cars

To whom it may concern:

I would like I-Go Car Sharing Program to receive support because the program has been a saving grace for me ever since I signed up. I have used it very often and it has gotten me around without needed to purchase a car. I use it to drive all around Chicago, to appointments, to see family, anything. I have decided not to purchase a car because of the program. My transit use has increased as a result of me becoming a member of IGO.

My experiences have been perfect, I am very grateful for the program and I would love to see the program expand. I think it is a brilliant idea.

Thank you for your time.

Sincerely,

Kelly Muldoon

In your email or letter, please let them know why you would like the I-GO Car Sharing program to receive support. They are especially interested in knowing if I-GO has made it possible for you to get around without owning a car and/or if you have decided not to purchase a car or given up a car as a result of the program. They would also like to know if your transit use has increased as a result of your membership in I-GO.

On the road to retirement? Check out MSN Life Events for advice on how to get there! <http://lifeevents.msn.com/category.aspx?cid=Retirement>

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From: Paul Schearf [paulschearf@sbcglobal.net]
Sent: Tuesday, August 17, 2004 5:10 PM
To: publiccomments@catsmpo.com
Cc: mdescoto@cityofchicago.org
Subject: Car sharing in Chicago

To whom it may concern,

I understand that you are receiving public comments on transportation issues in Chicago, and I'd like to voice my support for I-Go car sharing. My wife and I would like for I-Go to receive public funds to help them grow to the point where perhaps public funds are no longer needed. Car sharing is an important part of our plan to continue living in the city without owning our own car, but rather relying on public transportation, taxis, car sharing, or car rentals when necessary. Currently, we rely on public transportation to run errands and get around the city, but there are several places that we cannot get to easily without a car. A car sharing program allows us the benefits of car ownership without taking up additional parking spaces and further crowding the streets. If the city has a healthy car sharing program, then we could continue to rely on public transportation and occasionally use a car rather than use a car for all my transportation needs. Thank you for your consideration,

Paul and Kelley Schearf

From: Sharon Shaughnessy [sharonshaugh@msn.com]
Sent: Monday, August 16, 2004 11:11 AM
To: publiccomments@catsmpo.com
Subject: I-Go-Car Program

I heard about the program through a friend who regularly attends Alderman Tunney's meetings. He had talked about the car program at one of his meetings, and had mentioned that he provided parking space for two cars at one of his lots.

I immediately went to the website and joined up. Because I have an elderly parent living on the south side, I had actually thought about purchasing a car to be able to see her more easily and more often. Using the I-Go-Car has made it so much more helpful for me, to say nothing of more economical. Parking alone for a car cost more than \$100 in the building where I live, to say nothing of gas, insurance, etc., all of which are covered by I-Go

I live in an extremely congested area (near north/Gold Coast) with limited parking available. The I-Go-Car space in my neighborhood is at 1350 N. Lake Shore Drive. It is really good to know that when I return the car that I can easily just pull into its reserved parking space.

I've used the car on three separate occasions since joining up and have been very pleased with how easy it made my errands, as I needed to go to a place that was not near public transportation, and that required dragging something very heavy and bulky.

Sharon Shaughnessy; 1355 N. Sandburg Terrace

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From: Zak [mtzak4@ameritech.net]
Sent: Monday, August 16, 2004 10:38 AM
To: publiccomments@catsmpo.com
Subject: info@i-go-cars.org

Dear Commissioner Miguel d'Escoto:

I was born a suburbanite trained to an automobile for many years. I moved back to the City after several years of being away from it. Brining my trusty car I used it religiously but learned it took the amount of time to:

- 1.. Unpark my car
- 2.. drive it
- 3.. repark it again

Than to take CTA. My car was costing me:

- 1.. 195 a month in insurance
- 2.. 150.00 a month to park
- 3.. 20.00 gas
- 4.. 20 repairs
- 5.. I owned the car

In addition because I lived so close to everything I drove the car about 3x a month. It did not take long to figure it out. I sold my car for \$3000.00 and purchased a Chicago Card with the monthly pass and credit card replenishment feature. My transportation is split between walking, bike and CTA. It is entirely possible that I could bike everywhere. It has been nearly a year since I sold my car.

I hope this information assists you in research. Please feel free to contact me with any questions.

Zak

From: Philip Morehead [philmorehead@patphil.com]
Sent: Sunday, August 15, 2004 5:13 PM
To: publiccomments@catsmpo.com; mdescoto@cityofchicago.org
Subject: in support of I-GO cars

Dear CATS:

I am writing in support of the request by I-GO for funding under the Congestion Mitigation and Air Quality program.

Since joining I-GO last year, I have had many occasions to utilize the service. We have not owned a car in Chicago for many years now, preferring to utilize rental cars when necessary. For short-term rental for a variety of purposes, I-GO has been invaluable to us, providing well-maintained vehicles with admirable dependability. In fact, I will be using our local I-GO vehicle within the hour.

We now fulfill our transportation needs with a combination of public transport, I-GO, and commercial rental companies for longer term rental. We have found this arrangement greatly preferable to vehicle ownership, and we have no plans for purchasing a vehicle in the near future.

Yours truly,

Philip Morehead
312-554-1133
600 S Dearborn St #2016
Chicago, IL 60605-1835

--

Philip Morehead, conductor, pianist
Head of Music Staff, Lyric Opera of Chicago
Treasurer, Pianist and Conductor, CUBE Contemporary Chamber Ensemble On the web at www.patphil.com and at www.cubeensemble.com

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From: Engelmann, Krista Ann [kengelma@nmh.org]
Sent: Friday, August 13, 2004 3:54 PM
To: publiccomments@catsmpo.com
Subject: I-GO

I am writing this email in support of allocating funds for the I-GO car sharing program. Although I live downtown and walk for my primary mode of transportation, I had considered buying a car to have on the occasion I needed to drive to the suburbs, etc. However, when I joined I-GO, the need to purchase a car was eliminated. I have also encouraged my friends who are in the same situation I was to consider joining I-GO instead. This is a valuable program that I believe more people would use if it were more widely known.

Thank you,
Krista Engelmann

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From: Jennifer Estlin [jcestlin@earthlink.net]
Sent: Friday, August 13, 2004 2:45 PM
To: publiccomments@catsmpo.com
Cc: mdescoto@cityofchicago.org
Subject: I-Go Program for Public Funding

To Whom It May Concern-

I-Go has made an enormous difference in my life, for just the 2 short months during which I have been a member. I have been able to use the car to run errands, but far more importantly, it has helped me get to very necessary Doctor's appointments early in the morning out in Skokie. I would otherwise not have been able to choose this Doctor, or would have had to pay enormous taxi fares.

Additionally, each time I rent from I-Go, I also take the train - I take the brown line to Belmont and pick up the car at that location. People who meet me at the car also take public transportation to get there.

I think I-GO is a tremendous program, and truly deserving of public funds.

Thank You,
Jennifer Estlin

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From: amkling@att.net
Sent: Friday, August 13, 2004 10:57 AM
To: publiccomments@catsmpo.com; mdescoto@cityofchicago.org
Subject: Congestion Mitigation and Air Quality Funding for I-GO

Hello,

I am a new I-GO user and have found the program to be well-run and helpful to me. It's less expensive than rental cars (especially considering insurance costs), and means I don't have to buy a car. I have not had a car since shortly after moving to the city, and depend primarily on public transportation. However, recently my needs for auto transport have increased and I-GO permits me to meet them without having to buy a car again, which I prefer not to do. The cars are well-maintained and have been there when I want them. It would be great to have additional vehicles available, particularly in the Old Town/Lincoln Park area where I live; that is the one weak link in the system, since I have a fair ways to go to either the Gold Coast or Wicker Park to get an I-GO car.

New funding would also mean more energy-efficient vehicles, which I strongly support. Thank you for your consideration.

Ann Marie Klingenhagen

Chicago, IL

--

Please reply to amkling@att.net

From: Gayle Engberg [gaylee444@yahoo.com]
Sent: Friday, August 13, 2004 10:27 AM
To: publiccomments@catsmpo.com
Cc: mdescoto@cityofchicago.org; info@i-go-cars.org
Subject: Congestion Mitigation and Air Quality and I-Go Cars

Good Day,

I am writing to you today to urge you to provide funding to I-Go through the program called Congestion Mitigation and Air Quality (CMAQ). This is an important service. Our environment is in jeopardy. We are using up our natural resources at an alarming rate while destroying the air we breathe and the atmosphere that protects us. Until we are ready to give up our cars completely (or use alternative fuel), I-Go is an environmentally friendly solution.

I have been a member of I-Go for two months now. The reason I signed up for the service was to have access to an automobile without having to purchase one. Being a member of I-Go has had the following benefits to me, the city and the CTA:

- 1.. Did not have to purchase a car
- 2.. Save money on car rentals and parking
- 3.. Use additional public transportation getting to and from the I-Go car
- 4.. Spending more money in Chicago. I have found that now that I have a car available to me, I am shopping (and buying) more. While this may arguably not be a benefit to me, it is a benefit to the City of Chicago - I am producing sales tax. I am also discovering additional businesses to patronize.

By providing additional funding to I-Go through CMAQ, you are providing money to an excellent program and propagating the message that the City of Chicago supports environmentally friendly programs.

Thank you for your time.

Gayle Engberg

Chicago resident and I-Go member

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From: Hallie Black [h1b64@msn.com]
Sent: Friday, August 13, 2004 9:41 AM
To: publiccomments@catsmpo.com
Subject: I-Go

I am writing in support of i-Go's request for funding of its car-sharing program. I am an enthusiastic user of the i-Go car. It is an excellent way to enjoy the flexibility of car ownership without adding another vehicle to our congested streets!

Hallie Metzger
1209 N. Astor Street
Chicago, IL 60610

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MessageFrom: Wallace, Miriam [miriam_wallace@fortunebrands.com]
Sent: Friday, August 13, 2004 7:18 AM
To: publiccomments@catsmpo.com
Subject: Proposed shuttle service from new TMA stop at Vernon Hills

I am writing to let you know that we would have some employees at Fortune Brands and ACCO at 300 Tower Parkway, Lincolnshire who would be very interested in the shuttle service for the proposed new TMA stop at Vernon Hills. Do keep us updated on progress.

Regards
Miriam

Miriam Wallace,
Human Resources Manager,
Fortune Brands, Inc. - Corporate HR,
Telephone : 1 847 484 4432,
Mobile : 1 312 543 3460
Facsimile : 1 847 484 4498.
E-mail : miriam_wallace@fortunebrands.com
Address : Fortune Brands, 300 Tower Parkway,
Lincolnshire, Illinois, USA 60069-3640

From: Lynn & Jim Neils [Lynn@northshore.net]
Sent: Thursday, August 12, 2004 9:44 PM
To: publiccomments@catsmpo.com
Subject: I-Go

I am writing to thank you for your support of the I-Go program and hope you will continue to support this great program. I found out about the program and sold my car!! I think it's the best opportunity to cut down on emissions and traffic in the city!!

Lynn Neils - new I-go member.
300 N. State St. #4832
Chicago, IL 60610-4830

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From: Mickcurran@aol.com
Sent: Thursday, August 12, 2004 7:39 PM
To: publiccomments@catsmpo.com
Cc: igoservices@i-go-cars.org
Subject: Congestion Mitigation and Air Quality (CMAQ) Funds

To Whom it Does Concern:

I am writing to add my voice to those calling for approval of funds for the I-Go Car Sharing program to receive funds from your organization to increase and improve this vital program. I have been an active user and support of I-Go almost since it was introduced in the Chicagoland area. As a result of the access to these cars, I donated my existing car (at the time) to charity and use I Go exclusively for trips around the city for appointments, shopping or meeting friends. Though it is disconcerting at times to find all the cars in my area booked, I still feel that this program is a great value to my personal life and I would be very lost without it.

When my Mother was in her declining days I used I-Go to make my hospital and nursing home visits. I picked up friends and relatives so that she could receive visitors when she was able. I Go cars was a life saver to me at that time. It made spending so much time with my Mother a possibility. And, I could schedule it on the spot.

So I now longer own a car. I don't take up a parking place in my neighborhood. I don't add to the pollution in the city with my personal vehicle. Because I don't have access to my own car, I take buses and public transportation everyday throughout the city. I even take buses to pick up my reserved I Go Car too! I now purchase a monthly CTA pass which I use all the time except in cases when I need to take advantage of the excellent service and quality of the I-Go cars!

I would like to think that your organization realizes the incredible advantage this program has brought to the city and increase funding to support their expansion plans and goals to spread this unique program throughout the city.

Thank you for your consideration.

Cordially,
Michael J. Curran
939 W Ainslie Street
Unit 1E
Chicago, Illinois 60640-3118

773.844.4863

From: Paul [pauljpalm@yahoo.com]
Sent: Thursday, August 12, 2004 6:32 PM
To: publiccomments@catsmpo.com
Subject: I-Go Expansion

I would like to extend my support for the I-Go Car Share program in the city of Chicago. I think the program is a benefit for the entire city and I hope the program expands even more.

Many of my colleagues have expressed interest in joining and look forward to it's expansion.

Paul Palmateer
Marketing

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From: Kanter, Laura L. [LKanter@mayerbrownrowe.com]
Sent: Thursday, August 12, 2004 5:51 PM
To: publiccomments@catsmpo.com; mdescoto@cityofchicago.org
Subject: FW: Help I-GO Expand

Commissioner Miguel d'Escoto
Chicago Department of Transportation
and

Chicago Area Transportation Study, Attn: CMAQ Comments

I'd like to share my thoughts regarding the I-GO Car Sharing program. Although I only recently registered for the program, I find the convenience of location and scheduling to be a tremendous benefit. I live in the downtown area (Printer's Row) and for the most part travel by taxi, train and bus. Of course, there are times when having a car to run errands, etc., is the only way to get around, and I am impressed by the I-GO car service.

Please consider supporting the program and helping it expand with CMAQ funding.

Thank you.

Laura Kanter
Attorney Recruitment Administrator
Mayer, Brown, Rowe & Maw LLP
312-701-7003 (direct)
312-706-9234 (fax)
lkanter@mayerbrownrowe.com

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From: Morris Floyd [mlfloyd@earthlink.net]
Sent: Thursday, August 12, 2004 5:20 PM
To: publiccomments@catsmpo.com; mdescoto@cityofchicago.org
Cc: bnatarus@cityofchicago.org
Subject: CMAQ Funding for I-Go Cars

Chicago Area Transportation Study
Attn: CMAQ Comments
300 West Adams, 2nd Floor
Chicago, IL 60606

Commissioner Miguel d'Escoto
Chicago Department of Transportation
30 N. LaSalle Street
Chicago, Illinois 60602

Dear Friends,

This message is written in support of CMAQ funding to support the expansion of the I-Go Car Sharing Service.

The availability and convenience of I-Go car-sharing led directly to a decision by our household about 18 months ago to discontinue ownership of a private automobile, thus doing our small part to reduce the congestion and improve the air quality of our city. We have not regretted the decision for one moment. We went from occasional to regular use of public transit and, for those occasions when use of an auto is essential for short in-town trips, we depend on I-Go. I doubt we would have made this decision if there had not been an I-Go car available within a few blocks of our home. When we moved recently, we looked for a new home that would be accessible to an I-Go Car.

Expansion of I-Go is important because the proximity and availability of a shared car are key criteria in a person's decision to use the service. Volunteering for I-Go at neighborhood festivals this summer, I have heard it over and over again -- "I can hardly wait to join I-Go and get rid of my car, and I will do it just as soon as there's an I-Go car near me." Addition of cars means I-Go becomes available in more and more neighborhoods; at locations of heavy use, an added car means more people in the neighborhood will join. Both these forms of expansion will result in more and more households who make the decision to go "carless."

Please give strong consideration to the funding request submitted by I-Go, and feel free to contact me if you have any questions about this letter.

Morris Floyd
33 East Cedar Street, Apt. 5-F
Chicago, IL 60611
312-867-1460
mlfloyd@earthlink.net

cc: Alderman Burton Natarus

From: Ari Frede [arifrede@mac.com]
Sent: Thursday, August 12, 2004 5:18 PM
To: publiccomments@catsmpo.com
Cc: mdescoto@cityofchicago.org
Subject: I-GO should receive more funding

To whom it may concern:

I understand that I-GO is an applicant for funding to expand their program in Chicago. I am a member of I-GO and proud of the work they do. I have tried to make environmentally sound choices in my transportation habits wherever I have lived. I have been a used car owner, carpooler, a motorcycle rider, an active proponent of public mass transit, and a member of I-GO for some time. Pushing mass transit with my friends and colleagues has been a mixed success because ultimately there are some trips that are much better served by driving a car.

I-GO has been a perfect solution for me as both a driver and customer. They manage their affairs very well, they're in touch but not overly communicative, they keep their cars clean and efficient, they make regular improvements, they monitor their equipment, and they've been doing a good job getting the word out to communities while having few resources at their disposal. I would be sad if they were replaced with a for-profit company with the same services; I-GO, I'm sure you know, is the only non-profit car sharing program in the US. It's crucial that their good work be supported by interested government and corporate funds as well as their customers.

I don't think their appeal will reach everyone; it's not a program that matches everyone's needs. However, it is a program that could match a lot more people's needs if their reach was greater and their message louder. With Chicago losing parking space to increased development, increased vehicle size and more vehicles overall, it'd be great to save some of that space and change people's attitudes and behavior about driving by helping I-GO.

Sincerely,
Ari Frede
4711 N. Maplewood Ave.
Chicago, IL 60625
773-293-2150

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From: Matthew [eddiethe2nd@yahoo.com]
Sent: Thursday, August 12, 2004 4:42 PM
To: publiccomments@catsmpo.com
Subject: i-go Car Sharing

I would like to see I-Go receive additional funding. My membership with I-Go has allowed me to continue living in Lakeview without owning a car. I find it very convenient to take the CTA to Belmont and pickup a car from the location that was just made available behind Ann Sather's. I am confident once a wide-spread area of the city is covered by car sharing, it will become extremely popular. I think car sharing is key to improving the quality of life in the City of Chicago. We are using up valuable land with respect to car ownership and unfortunately we are continuing to convert too many areas of the city from the original pedestrian-friendly environment to more parking lots. We should follow Portland, Oregon's model with the number of cars available in Chicago.

Sincerely,
Matthew E. Puetz

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i-go-cars proposal
From: Kyle Gorden [KGorden@development.uchicago.edu]
Sent: Thursday, August 12, 2004 4:39 PM
To: publiccomments@catsmpo.com; mdescoto@cityofchicago.org
Cc: info@i-go-cars.org
Subject: i-go-cars proposal

To Whom it May Concern,

I am writing to support funding of I-Go under the Congestion Mitigation and Air Quality program. I have been a member of I-Go for almost two years, since it was introduced to my neighborhood. It is a wonderful program that has truly changed my life.

I-Go enables me to access parts of the city and suburbs that I would never have been able to relying on the CTA and Metra, which was previously my only means of transportation. Since I live and work in the same neighborhood, I don't need a car on a day-to-day basis. Before I-Go, limited retail in my area greatly reduced my options and increased my budget for things like groceries and clothes. With I-Go, I can access the entire city when I need to, without the unnecessary cost of owning a car that I don't usually need. My I-Go membership has absolutely kept me from needing to buy a car over the last two years.

I strongly encourage the city and the CTA to support I-Go in all of their initiatives.

Kyle Gorden

Apartment 1A

5320 S. Harper Ave.

Chicago, IL 60615

773-667-7461

From: Jon Weintraub [jonw@tmail.com]
Sent: Thursday, August 12, 2004 4:32 PM
To: publiccomments@catsmpo.com; mdescoto@cityofchicago.org
Subject: in support of a CMAQ grant for I-GO car-sharing service

Ladies and Gentlemen:

I am a member of I-GO car-sharing service. The service is extremely convenient, and common-sense: non-shared cars sit empty almost all the time!

I've sold my only car since joining up. An expansion of the program would make that possible for many more users, reducing congestion and pollution for the whole community. The quick growth of the I-GO program to date reflects that it is already a sound concept in great demand.

I believe "priming the pump" by "artificially" funding I-GO's early expansion is justified because there are "network benefits" associated with this type of service. As an example of what I mean by "network benefits", consider how useful a telephone system is when only two or five or ten people have phones (good for a few applications but by no means revolutionary in its impact).

Now consider the versatility of today's global telephone network...the more people use the service, the more useful it can potentially be to each one as well! I-GO has this property too: more cars means more flexibility and usefulness for every user, due to added locations, increased variety of vehicle types, improved chances of a car being free when/where needed, etc.

I believe this is truly an opportunity for CMAQ program funds to act as a catalyst, providing market choices that make it individually profitable to help reduce congestion costs and air-quality impacts! And thus exerting a leverage far beyond the scale of the actual expenditure.

Please consider fully funding their proposal.

---Thanks
---Jon Weintraub

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From: Mamtressler@aol.com
Sent: Thursday, August 12, 2004 4:05 PM
To: publiccomments@catsmpo.com
Subject: I.go

I am writing to request that you give the appropriate funds to I-GO cars one of the most forward looking organizations in the City. (I'm hoping they go nationwide!) I use them to go to the doctors, for physical therapy, for business meetings and help keep the city air cleaner by not owning my own car; using a car only when I need it and using public transportation at other times. Please do give I-GO these funds. Thank you! Azucena Munoz Tressler, 1130 S. Michigan Avenue #3615, Chicago, IL 60605, 312.663.9757.

RE I-GoFlexcar service.txt

From: Michael Skidmore [zookeeper615@hotmail.com]
Sent: Friday, September 03, 2004 5:40 PM
To: publiccomments@catsmpo.com
Subject: RE: I-Go/Flexcar service

I forgot to add that with having flexcar available now, my use of the CTA has increased quite a bit. I even now own a cta card I bought via the internet.

Michael W. Skidmore

Is your PC infected? Get a FREE online computer virus scan from McAfee® Security.
--- [This E-mail scanned for viruses]



Chicago Area Transportation Study



To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Date: September 7, 2004
Subject: Status of FY 2004 Follow-up

Staff sent out letters requesting follow-up information on twenty-seven projects for 2004. The letters were sent August 5th, with a return date of September 17th. 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 2004. Thirty-six projects were selected using these criteria. Of these, nine were removed from the follow-up list because their status was already known.

To date, six responses have been received for the twenty-seven projects.

Staff will begin contacting sponsors after the seventeenth 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.

Chicago Area Transportation Study
Congestion Mitigation and Air Quality Improvement Proposals
Projects Selected for 2004 Follow-up

TIP ID	Sponsor	Description	Latest Program Year	Total Programmed	Obligated	Estimated Completion
01-00-0030	CDOT	130th St and Torrence Ave	2002	\$3,300,000		2005
01-00-0043	CDOT	IL 64/North Ave from Halsted to Ashland	2000	\$1,200,000	\$892,413	2001
01-97-0021	CDOT	Lakefront Bike Transportation Improvements	2000	\$1,700,000	\$1,680,562	2000
01-99-0019	CDOT	Barrier-Free Cycling Chicago	1999	\$760,000	\$89,329	2005
02-96-0005	Cook County Highway Department	Lake-Cook Rd Signal Interconnect from Portwine to US 41/Edens Expy	1997	\$1,300,000	\$909,920	2001
03-00-0021	IDOT	IL 72/Higgins Rd from Gannon to Governors Sig Int Conn	2000	\$160,000	\$140,890	2000
03-02-0008	Hoffman Estates	Hoffman Estates-IL62/Algonquin Road and Ela Road Sidewalks	2002	\$60,000		2002
04-00-0009	Northlake	Northlake- Citywide Sidewalks	2000	\$341,600	\$221,280	2000
04-00-0010	Schiller Park	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	2000	\$344,000		2005
05-99-0006	Berwyn	Ped Fac- Berwyn- East Ave Pedestrian Tunnel At Illinois Central Railroad	1999	\$803,200		2004

Chicago Area Transportation Study
Congestion Mitigation and Air Quality Improvement Proposals
Projects Selected for 2004 Follow-up

TIP ID	Sponsor	Description	Latest Program Year	Total Programmed	Obligated	Estimated Completion
07-00-0024	Oak Forest	Oak Forest Metra Station Bike Access and Parking	2000	\$52,000	\$13,200	2000
07-00-0026	Matteson	Central Ave Sidewalk	2000	\$45,000	\$20,786	2000
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	2000	\$798,000		2006
07-97-0020	Richton Park	IL 50 at Sauk Trail Rd	1997	\$57,600	\$39,404	2000
07-97-0023	Richton Park	SAUK TRAIL FROM ICG TO RICHTON SQUARE RD	1996	\$344,486	\$344,486	2004
08-00-0013	Addison	US 20/Lake St at Swift Rd	2000	\$706,000	\$156,820	2005
08-02-0006	Villa Park	Villa Park - South Villa Ave Sidewalks From Madison to IL 38	2002	\$246,000	\$0	2005
08-94-0104	Naperville	IL 59 FROM DIEHL TO AURORA RDS	1994	\$269,126	\$237,561	1998
08-99-0104	Naperville	DuPage River Trail Bike Path-Segment 4	2000	\$814,000	\$127,027	2001
08-99-0105	DuPage County DOT	DuPage Traffic Management Center	2000	\$200,000		2002
09-94-0017	Kane County DOT	McLean Boulevard	2002	\$528,000		2005

Chicago Area Transportation Study
Congestion Mitigation and Air Quality Improvement Proposals
Projects Selected for 2004 Follow-up

TIP ID	Sponsor	Description	Latest Program Year	Total Programmed	Obligated	Estimated Completion
09-96-0018	Kane County DOT	Dunham/Stearns/IL 25 Int Imp	2000	\$1,116,000	\$92,800	2009
09-97-0010	Geneva	IL 31 at IL 38	1997	\$100,000		1999
10-94-0038	Lake County DOT	Gilmer/Hawley/Fremont Center	2000	\$3,622,400	\$2,814,117	2001
10-96-0014	IDOT	US 41/Skokie Hwy from West Park to IL 60 Sig Int Conn	2000	\$400,000	\$342,291	2000
13-98-0015	IDOT	IDOT-Systemwide Emergency Traffic Patrol	2002	\$800,000		2002
16-90-0005	CTA	HOV PRIORITY PARKING DEMONSTRATION AT CUMBERLAND BLUE LINE STATION	1993	\$160,000	\$5,463	1993

CMAQ Project Follow-up for FY 2004

CMAQ Project Information	
TIP Project Name:	
TIP Project ID:	
Project Sponsor:	
Primary Contact:	

<p>1. Has this project been completed?</p> <p style="margin-left: 40px;"><input type="checkbox"/> <i>Yes</i> – Indicate the date here: _____ then return this form to CATS.</p> <p style="margin-left: 40px;"><input type="checkbox"/> <i>No</i> – Please proceed to question 2.</p>
<p>2. Where does the project stand as of today? What phases are completed?</p>
<p>3. If a FY 2003 project follow-up for this project was enclosed, did you meet the milestone(s) described in question 5 of the form?</p> <p style="margin-left: 40px;"><input type="checkbox"/> <i>Yes</i></p> <p style="margin-left: 40px;"><input type="checkbox"/> <i>No</i> - Please discuss.</p>
<p>4. What is expected to be completed on this project in the next year?</p>
<p>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.</p>
<p>6. Are the funds currently committed to the project sufficient to complete project engineering, right of way acquisition, and construction/implementation?</p> <p style="margin-left: 40px;"><input type="checkbox"/> <i>Yes</i></p> <p style="margin-left: 40px;"><input type="checkbox"/> <i>No</i> – Please explain.</p>

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 <i>primary</i> contact for this project in the event we need additional information. The primary contact is used as the initial contact for this project in the future.	
Name:	
Organization:	
Title:	
Phone:	Fax:
E-mail:	
10. Please provide information on a <i>supplementary</i> contact for this project. This contact should be someone with a direct working knowledge of the project.	
Name:	
Organization:	
Title:	
Phone:	Fax:
E-mail:	
<i>Please include any additional comments that would be useful to the CMAQ Project Selection Committee:</i>	

Please return this form by September 17, 2004 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.

07-01-0004 IDNR status 3.txt

From: DICK WESTFALL [DWESTFALL@dnrmail.state.il.us]
Sent: Monday, August 30, 2004 3:27 PM
To: rpatronsky@catsmpo.com
Subject: RE: Old Plank Road Trail East Extension- P1 services
(TIPID07-01-0004)

Right now, our intention is to acquire the ROW for Chi Heights & they will continue to be the project sponsor.

Dick Westfall
Acting Manager, Division of Planning
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702
Phone: 217/782-7940
Fax: 217/524-4177
dwestfall@dnrmail.state.il.us

>>> "Ross Patronsky" <rpatronsky@catsmpo.com> 8/30/04 2:44:26 PM >>>
Thanks for the update; I'll pass it along to the CMAQ Project Selection Committee.

As a point of clarification, do you expect that Chicago Heights will remain the sponsor, and the DNR will do the work "under contract," or will you take over sponsorship? In the latter case, Chicago Heights would be off the hook for the local share, and DNR would be on the hook. The DNR would also have control over the project scope, in case you wanted to remove some segments to keep costs in line.

-----Original Message-----

From: DICK WESTFALL [mailto:DWESTFALL@dnrmail.state.il.us]
Sent: Wednesday, August 25, 2004 9:12 AM
To: rpatronsky@catsmpo.com
Cc: Murtha, Tom J.
Subject: Re: Old Plank Road Trail East Extension- P1 services (TIPID07-01-0004)

Ross, we are definitely working on this.

1. We've contacted the company that owns the ROW, Ramspec, & they've indicated they're ready, willing & able to sell the property.
2. We don't have in-house expertise to appraise the ROW (an appraisal is required for purchase), so we have to contract w/ an outside appraiser. But until State funds are available (FY05 funds for contracts, acquisition, etc), we can't execute the contract. In the meantime, we're getting it ready for when the funds are available.
3. We've contacted Robinson Engineering, the firm doing the Ph 1 for the City, & have a preliminary cost estimate to complete Ph 1. Again, until State funds are available, we can't execute a contract.
4. We've met w/ Mayor DeLuca & brought him up-to-speed on the project & indicated DNR's willingness to partner w/ the City. He's definitely receptive & indicated he'll work w/ his Council to re-start the project. We're waiting on a more formal commitment from the City.

We envision an intergovernmental agreement between DNR & Chi Heights, spelling out our respective roles & responsibilities (acquisition of the ROW, engineering, construction, O&M, etc).

Obviously, the CMAQ funds are central to this whole scenario. As w/ all projects of this nature, there are a series of steps (& costs). We are already taking the

initial steps.

Dick Westfall
Acting Manager, Division of Planning
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702
Phone: 217/782-7940
Fax: 217/524-4177
dwestfall@dnrmail.state.il.us

VILLAGE OF
BUFFALO GROVE



Department of Public Works
Fifty One Raupp Blvd.
Buffalo Grove, IL 60089-2198
Fax 847-537-5845

August 24, 2004

Gregory P. Boysen P.E.
Director of Public Works
847-459-2547

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

RECEIVED
AUG 26 2004
C.A.T.S.

RE: CMAQ Project: Buffalo Grove Road from Whispering Oaks to Indian Creek
(Prairie/Port Clinton) TIP ID Number 10-94-0015

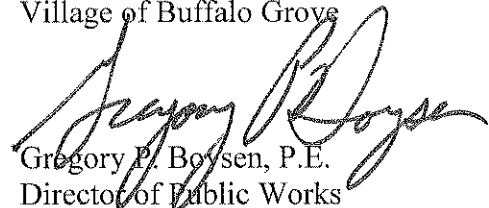
Dear Mr. Patronsky:

Please be advised that the Lake County Division of Transportation is the lead local agency for this project's construction. All future correspondence relating to this project's construction phase should be directed to Mr. Delmer H. Powell, Jr. at the Lake County Division of Transportation. The Village of Buffalo Grove is now awaiting reimbursement for the project's ROW acquisition since the Village continues to serve as the lead agency for the project's ROW acquisition.

Please do not hesitate to call me at (847) 459-2547 if you have any questions or require additional information.

Very truly yours,

Village of Buffalo Grove



Gregory P. Boysen, P.E.
Director of Public Works

cc: Bruce Christensen, LCDOT

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Division of Transportation

Martin G. Buehler, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 362 3950
Fax 847 362 5290

August 24, 2004

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


RE: CMAQ Project: Buffalo Grove Road from Whispering Oaks to Indian Creek
(Prairie/Port Clinton) TIP ID Number 10-94-0015

Dear Mr. Patronsky:

Please be advised that Lake County, by and through its Division of Transportation, is the lead agency for the construction phase of the above referenced project. The Village of Buffalo Grove remains the lead agency for the right-of-way acquisition phase of the project. All future correspondence relating to the construction phase of this project should be directed to Mr. Delmer H. Powell, Jr. at the Lake County Division of Transportation.

Please do not hesitate to contact Mr. Bruce Christensen of my staff at (847) 362-3950 if you have any questions or require additional information.

Very truly yours,


Martin G. Buehler, P.E.
Director of Transportation/
County Engineer

cc: Temi Latinwo, IDOT District 1 BLRS
Gregory Boysen, Village of Buffalo Grove

FY 2006 CMAQ Program Development Schedule

Monday, November 29, 2004	CATS will begin the call for FY 2006 project proposals.
Friday, January 28, 2005	Submission deadline for all FY 2006 project proposals.
February – June 2005	CATS will develop FY 2006 project proposal rankings and meet with project sponsors.
June - July 2005	CMAQ Project Selection Committee meets to select proposed FY 2006 program.
Friday, July 29, 2005	Work Program Committee considers approving the proposed FY 2006 program for public comment.
Friday, July 29, 2005	Public comment period on the proposed FY 2006 program begins.
Friday, September 2, 2005	Public comment period on the proposed FY 2006 program ends.
September 2005	CMAQ Project Selection Committee meets to review and respond to comments on the proposed FY 2006 program.
Friday, September 23, 2005	Work Program Committee considers approval of the proposed FY 2006 program.
Thursday, October 13, 2005	Policy Committee considers approval of the proposed FY 2006 program.
October – November 2005	Federal determination of FY 2006 projects' eligibility.
November 2005	CATS notifies sponsors of project eligibility and funding availability.

Note: Work Program Committee meeting dates are tentative.

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