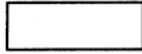




Chicago Area Transportation Study



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**To:** CMAQ Project Selection Committee  
**From:** Doug Ferguson, Program Analyst  
Ross Patronsky, Chief of the CMAQ Program  
**Date:** September 5, 2006  
**Subject:** Public Comments on proposed FY 2007 CMAQ Program

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The following is a summary of the comments received on the proposed FY 2007 CMAQ program and staff notes on those comments. Eight comments were received, four on specific proposals. Four comments were received on the CMAQ program in general or on other topics. Copies of the individual comments are attached.

OT01072813 - Chicago Department of the Environment - Chicago Diesel Fleet Retrofit Project

*Brian Urbaszewski of the American Lung Association of Metropolitan Chicago sent an e-mail supporting the proposal.*

- This proposal is not included in the proposed program. The comment was forwarded to the City of Chicago.

As the proposed program was out for comment, CMAP staff received notice that Metra was withdrawing its application for DE13072761 - EMD 40FC 3,000 hp Locomotive Testing - Diesel Emission Reductions (\$472,800 federal funds). Since both proposals were for diesel emission reduction projects, staff is recommending that the funds that would have been used for the Metra proposal be programmed for the CDOE proposal. This will allow a portion of that proposal to proceed (the total request for the CDOE proposal was \$1,172,000 federal).

CMAQ Proposed Program

*Beth Tomlins sent an e-mail supporting the program, particularly the bicycle, pedestrian and transit components.*

- The proposed program includes 23 such projects.

CMAQ Proposed Program

*Andrew Fisher sent an e-mail supporting the program, particularly the bicycle components. He noted that he did not see bicycle parking projects in the proposed program.*

- The proposed program includes seven bicycle facility projects. Although no specific bicycle parking proposals were submitted this year, a number of commuter parking proposals included bicycle parking, including IDOT's Park and Ride Commuter Lots Along I-55 proposal (CP12072705).

*Great Lakes High Speed Rail*

*Mike Lee sent an e-mail supporting a high speed passenger rail proposal.*

- This project is not the subject of a CMAQ proposal.

*CMAQ Proposed Program*

*Peter Nicholson questioned the benefit of bicycle projects in a conversation at the August 9, 2006 open house.*

- Bicycle projects' benefits are estimated on the basis of expected trips diverted from automobiles due to the construction of the facility. This was explained to Mr. Nicholson.

*OT13072807 – IEPA – Clean Air Public Information and Education Campaign*

*Mary Ann Bliss of the Motorola Mobile Devices Business sent a letter supporting the proposal.*

- This proposal is included in the proposed program.

*OT13072807 – IEPA – Clean Air Public Information and Education Campaign*

*Bob Morrison of Abbott Laboratories sent a letter supporting the proposal.*

- This proposal is included in the proposed program.

*OT13072807 – IEPA – Clean Air Public Information and Education Campaign*

*Douglas McFarlan of Midwest Generation EME, LLC sent a letter supporting the proposal.*

- This proposal is included in the proposed program.

Urbaszewski FW way to save CDOE diesel project.txt

From: Brian Urbaszewski [burbaszewski@al amc. org]  
Sent: Monday, July 24, 2006 10:09 AM  
To: Ross Patrosky  
Cc: Brian Urbaszewski  
Subject: FW: way to save CDOE diesel project?

Attachments: WPCMI NUTES06-06-23. doc; WPC Agenda 06-07-28. doc

Ross,

Is there a way to write letters in defense of cut programs? The cut of the Chicago diesel retrofit grant is especially vexing as I have been talking with Region V USEPA about diesel retrofit funding issues lately, and they are saying that once the new 2007 federal budget goes into effect all Diesel SEPs will simply be prohibited. SEPs, Supplemental Environmental Projects, are basically funds from an entity found culpable for environmental damage. The funds are designed to fund a project to make restitution for the wrong. Usually the funds are administered by a local/state government or nonprofit. In this case, because the SEP funding the City is not federal funds, they were able to use it as match for CMAQ. This was an extremely creative financing approach, which I don't think anyone else in the country had yet used. This project also has a ridiculously high cost effectiveness score as well, if I read your chart correctly.

Come Federal budget year 2007, USEPA will get a piddling amount of money for diesel retrofit programs nationwide. Likely this will be in the neighborhood of \$20m for the entire country. (Congress hasn't finalized a number yet) But because this will be appropriated money, EPA says they can't do future diesel retrofit SEPs because this would be seen as illegally getting more than what they were appropriated by Congress for a specific purpose.

In short, the cash the City has for their CMAQ match is gone forever after this cycle. That door will be closed. And with gutting future CMAQ allocations (don't mention the war...) and having an amazingly tiny amount of federal money to do diesel retrofits in the future it looks to be nearly impossible to fund future diesel retrofit projects while we are staring at nonattainment with air quality standards.

We are tying not one but both hands behind our backs and it's a little hard to fight that way. I'm interested how this can be revived.

Brian Urbaszewski

Director of Environmental Health Program

American Lung Association of Metropolitan Chicago

(312) 628-0245

(312) 243-3954 fax

Helping Chicago Breathe Easier for 100 Years

size=2 width="100%" align=center tabindex=-1>  
From: Brian Urbaszewski  
Sent: Monday, July 24, 2006 8:53 AM  
To: Brian Urbaszewski

Urbaszewski FW way to save CDOE diesel project.txt  
Subject: FW: way to save CDOE diesel project?

Pester Ross on this.... How to send letter? Note SEP creative financing can't be duplicated at later date!!

Brian Urbaszewski  
Director of Environmental Health Program  
American Lung Association of Metropolitan Chicago  
(312) 628-0245  
(312) 243-3954 fax  
Helping Chicago Breathe Easier for 100 Years

<hr size=2 width="100%" align=center tabindex=-1>

From: Pat Tinnelle [mailto:ptinnelle@catsmpo.com]  
Sent: Friday, July 21, 2006 2:29 PM  
To: 'Tam Kutzmark'; 'Jim LaBelle'; Lao, Clarita R; 'Michael Leslie'; JLoper@dupageco.org; plosos@sunrisebus.com; 'Jamy Lyne'; jcssmtd@aol.com; BAM39@THERAMP.NET; jan@cnt.org; kouros@ui.c.edu; moriartyj@rtachicago.org; morris.patricia@epa.gov; Nunes, Leslie J; jjosborn@co.mchenry.il.us; 'Holly Ostlick'; pspai@aol.com; 'Michael W. Payette'; Rattleff, Deborah L; trhoades@metrarr.com; 'Thomas B. Rickert'; Riley, Jeff; rvrjdr@aol.com; Rogers, Mike; karynromano@comcast.net; jack@areco.org; 'Steve Schlickman'; schoedel.carl@co.kane.il.us; dseglin@cityofchicago.org; dsimmons@transitchicago.com; Smith, Gordon; HEATHERLSMITH@EARTHLINK.NET; lorrai.ne.snorden@pacebus.com; csnyder@cookcountygov.com; jsriver@transitchicago.com; dstaggs@vah.com; Stitt, Susan B.; sstrains@nirpc.org; Tai, Jason; 'Ronald L. Thomas'; 'Chuck Tokarski'; Brian Urbaszewski; 'Ann Vickery'; Wells, Mary; 'Jeff Wilkins'; Young, Rick J; tomzapler@up.com; Zavattero, David A; "Rocco J. Zuccherro \ (Business Fax\)" ; Berry, Patricia A; 'Jill Leary'  
Subject:

<<WPCMI NUTES06-06-23.doc>> <<WPC Agenda 06-07-28.doc>>

Pat Tinnelle  
Chicago Area Transportation Study  
312-386-8814  
312-258-0012 - FAX

Tomlins FW SPAM-Phrase FY 2007 Congestion Mitigation and Air Quality (CMAQ) Program.txt  
From: beth meier [mailto:bethmeier@yahoo.com]  
Sent: Thursday, August 03, 2006 8:19 AM  
To: information@catsmpo.com  
Subject: [SPAM-Phrase] FY 2007 Congestion Mitigation and Air Quality (CMAQ) Program

To Whom it May Concern:

I support this program and appreciate your dedication to improving bicycling, pedestrian, and transit resources in Chicago and the surrounding metropolitan area.

Thank you,

Beth Tomlins  
2333 West St. Paul, Chicago, 60647

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Want to be your own boss? Learn how on Yahoo! Small Business.

Fisher Public Comment on CMAQ for FY 2007.txt

From: Allen, John. F  
Sent: Thursday, August 03, 2006 9:17 AM  
To: Patronsky, Ross T  
Subject: FW: Public Comment on CMAQ for FY 2007

John Allen  
Manager, Public Involvement/Public Information  
Chicago Area Transportation Study  
312/386-8740

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From: Andrew Fisher [mailto:fisher.a@sbcglobal.net]  
Sent: Wednesday, August 02, 2006 9:00 PM  
To: information@catsmpo.com  
Subject: Public Comment on CMAQ for FY 2007

1580 Sherman Avenue, Unit #1108

Evanston, IL 60201

August 2, 2006

Chicago Metropolitan Agency for Planning  
233 S. Wacker Dr., Suite 800, Chicago, IL 60606

Sir or Madam:

In your email of 8/2/06, you invited public comments on the proposed FY 2007 Congestion Mitigation and Air Quality (CMAQ) Program. The proposed program consists of transit, pedestrian, bicycle, and traffic flow improvement projects to reduce vehicle emissions and traffic congestion, as well as innovative projects to meet air quality and congestion goals.

It's quite obvious that global warming is contributing to the much more extreme weather patterns we've been having – from hurricane Katrina last year, to all the flooding, hot, dry weather, and violent storms such as that which recently caused lengthy black-outs in St. Louis. For all these reasons, the more we bike and/or ride public transportation and the less we drive our cars, the better off we will be.

Fisher Public Comment on CMAQ for FY 2007.txt

Your plan proposes many more bike paths which I totally approve of. One thing I did not notice was a lot of additional, new bike racks at train stations or bus stops, and additional provisions to take your bike on the train or bus. This would: (1) Increase overall flexibility in non-auto transportation, and (2) allow much more bike/train(or bus) commuting and shopping.

Yours truly,

Andrew T. Fisher

847-492-1055

fisher.a@sbcglobal.net

Lee cmaq comments electricgreen transport proposal see attached.txt  
From: Allen, John. F  
Sent: Monday, August 07, 2006 9:17 AM  
To: Patronsky, Ross T  
Subject: FW: cmaq comments, electric/green transport proposal, see attached

Attachments: Bullet Train, Bullet Points.doc; GL TGV letter.doc; GREAT LAKES HSR Cities.JPG; TGV chicago to philadelphia.doc

John Allen  
Manager, Public Involvement/Public Information  
Chicago Area Transportation Study  
312/386-8740

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From: mike lee [mailto:usbullettrain@gmail.com]  
Sent: Saturday, August 05, 2006 3:29 PM  
To: information@catsmpo.com  
Subject: cmaq comments, electric/green transport proposal, see attached

#### THE 1st TRUE HIGH SPEED RAIL/TGV SYSTEM-BULLET TRAIN FOR THE USA

Please distribute this concept with attachments to your transportation and energy contacts, I'm trying to receive feedback and financial and political support, thanks(to: usbullettrain@gmail.com). Advanced countries are implementing TGV High Speed Rail/HSR systems and the US is earnestly trying to also; of the many concepts proposed, the Great Lakes HSR-GL/TGV system should be the one built. Many millions of people would be able to use the system and even more benefit from it's numerous advantages.

I've received positive reviews relative to this concept from academics, consultants, the transport industries and others. This is not the Midwest HSR initiative, rather, another transportation choice/mode, a separate dedicated true HSR / "bullet train" system. The Great Lakes to North East US regions=25% of all US inter-city travel by road and air!

The benefits of the brilliant safety records(no deaths on similar decades old Shinkansen or TGV HSR systems), non-reliance on oil(electric powered), less pollutions(air and noise), and less road congestions true HSR/TGV systems offers outweigh the initial startup costs and land expropriations necessary for this new transport system.

Jet aircraft expel thousands of gallons of dirty petroleum exhaust into the atmosphere and create dreadful amounts of noise(TGVs uses domestic coal and other alternative electric power and is much quieter). Ohare airport generates thousands of additional traffic congesting and polluting vehicles daily-not the case with the Great Lakes/GL/TGV central business district/CBD or current Northeast HSR corridor/NEC CBD destinations.

Incredibly!, estimates of life expectancy of people that live within several miles

Lee cmaq comments electricgreen transport proposal see attached.txt  
of a major airport is reduced by 6 or more years due to toxic airplane emissions.  
In Illinois, it's also reported that the air pollution created by Ohare airport  
alone is greater than all electric power plants in the state combined! - a TGV is a  
good alternative to other modes.

Also, a TGV system would conserve over 2 billion gallons of fuel a year (500,000  
flights), relying on alternative energies. In addition, a big new airport consumes  
double the land

that the entire GL/TGV system concept would, 15,000 vs. 7,000 acres. Finally,  
discount airlines with multiple airplane/airport transfers per route have as long or  
longer travel times in the Northeast quarter of the US than most GL/NEC HSR route  
travel times.

The Great Lakes TGV corridor would connect 45 major US city pairs and hence, many  
intercity passengers while other proposed US HSR system concepts connect less than a  
dozen major city pairs. There are about 1-2 billion individual intercity trips  
annually between the Northeast and Great Lakes corridors, consequently, the 40  
million trips or more a year estimated for the GL/TGV system seems very attainable.  
There is existing infrastructure throughout Pennsylvania to facilitate HSR travel  
amid the mountains there-the major concern in adaptation of this TGV concept. It  
is time to build true HSR.

Regards,

Mike Lee

usbulettra@gmail.com, 773-334-6080

Bliss Clean Air Public Information and Education Campaign CMAQ Project ID OT13072807 .txt  
Clean Air Public Information and Education Campaign: CMAQ Project ID OT13072807From:  
Bliss Maryann-w18491 [maryannbliss@motorola.com]  
Sent: Tuesday, August 22, 2006 5:34 PM  
To: rpatronsky@catsmpo.com  
Subject: Clean Air Public Information and Education Campaign: CMAQ Project ID  
OT13072807

Dear Mr. Patronsky,

I am sending this email to request your support of the Clean Air Public Information and Education Campaign, CMAQ Project ID OT13072807, to provide funding for the following programs:

- a.. Partners for Clean Air
- b.. Air Pollution Action Day Program
- c.. Green Pays on Green Days
- d.. Rideshare 21 Program
- e.. Rideshare Program

Motorola has participated in the Partners for Clean Air (PFCA) Program for over six years and have found it to be an excellent opportunity to educate employees about air quality and their role in improving it. PFCA provides a wonderful website ([www.cleaneair.org](http://www.cleaneair.org)) with information on air quality, Air Pollution Action Days (APAD) and action items people can take to become part of the solution to air pollution. The Green Pays for Green Days Program (GPGD) empowers employees to tangibly participate in improving air quality, which provides them with the personal satisfaction of improving their environment and contributing to the greater good. In addition, employees with health issues that are impacted by poor air quality appreciate getting APAD notifications at work.

Motorola's sponsorship of the Green Pays for Green Days Program (GPGD) demonstrates that the company's environmental commitment is genuine and fosters employee pride in their workplace- and it is informative and fun! Additionally, through the PFCA, Motorola has learned about and internally promoted the Rideshare program, which is a great way for employees to improve the environment while saving money. From a business perspective, PFCA is an excellent opportunity for companies to work together to make a local environmental impact and give back to the community.

Partners for Clean Air programs provide a synergy between governmental, non-profit, business and individuals' efforts that is extremely effective. As I understand it, a recent survey of the GPGD program showed that individual and business participation in clean air activities resulted in a reduction of 20 tons of organic compounds on Air Pollution Action Days, which is the equivalent of taking one-half million cars off the road! The success of the APAD program continues to build by the recent addition of particulate matter to the educational campaign, plans to extend to a year-round program, increased media outreach via radio/TV and expansion of outreach to non-English speaking residents.

For the numerous reasons outlined above, I encourage you to feel confident that the Clean Air Public Information and Education Campaign, CMAQ Project ID OT13072807, is very effective and successful and to grant the funding to allow these programs to continue getting the job of improving Chicago and air quality through educational outreach done.

Best Regards,

Mary Ann Bliss  
Senior Environmental Engineer  
Motorola Mobile Devices Business  
600 North US Hwy 45  
Libertyville, IL 60048  
Phone: 847-523-3705

Bliss Clean Air Public Information and Education Campaign CMAQ Project ID OT13072807 .txt  
Cell: 847-668-4892  
Fax: 847-523-4059

Reduce, Re-use, Recycle, Recover!



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Global Engineering Services  
Americas/Asia Environmental Support  
Dept. 05G3 Bldg. AP53-1S  
200 Abbott Park Road  
Abbott Park, IL 60064-6212

August 25, 2006

Mr. Ross Patronsky,  
Chief of the CMAQ Program  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Re: 2007 Clean Air Public Information and Education Campaign  
(CMAQ Project ID O113072807)

Dear Mr. Patronsky:

As a longtime member of Partners for Clean Air, Abbott encourages you to continue to support the "Clean Air Public Information and Education Campaign" (Project ID No. O113072807). Funding is necessary, since the Air Pollution Action Day program has expanded to include ozone and particulate matter and has gone from seasonal to year-round.

This campaign educates the public about how they can reduce ozone and particulate matter precursor emissions with the simple message of "just doing one thing." It has expanded its media outreach through radio and television. It promotes the use of environmentally-friendly products and practices. It has also expanded its target message to minority populations, especially non-English speaking residents.

Abbott and its over 15,000 Lake County employees have benefited from this campaign as well. The message of "just doing one thing" to improve air quality, especially on Air Pollution Action Days, has motivated Abbott's employees to take action. Abbott offers shuttles to near-by Metra stations to encourage employees to use public transportation. Also, many employees commute in car and van pools.

Abbott has supported this worthy campaign for years and encourages you to continue to keep it alive with the funding it needs.

Sincerely,

Bob Morrison  
V.P., Global Environmental, Health and Safety



MIDWEST  
GENERATION EME, LLC

An EDISON INTERNATIONAL<sup>SM</sup> Company

Doug McFarlan  
Vice President  
Public Affairs

August 25, 2006

Mr. Ross Patronsky  
Chief of the CMAQ Program  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Dear Mr. Patronsky:

I am writing to ask for your continued support of the Clean Air Public Information and Education campaign, CMAQ Project ID- OT13072807, to provide funding for the following programs: Partners for Clean Air, Air Pollution Action Day Program, Green Pays on Green Days, Ridematch 21 Program and Rideshare Program.

Midwest Generation has been a member of the Partners for Clean Air for the last six years and has seen first hand the benefits of these programs in helping educate and mobilize the public to action to improve air quality in Illinois. The Partners for Clean Air has an excellent and informative website ([www.cleantheair.org](http://www.cleantheair.org)) that provides information on Air Pollution Action Days and actions people can take to become part of the solution to air pollution. The number of participants pledging to take action on Air Pollution Action Day and through the Green Pays on Green Days program has increased significantly because of your support. That increase demonstrates that we have been effective in getting the message out.

Partners for Clean Air programs offer an opportunity for government, nonprofits, businesses and individuals to work together to clean the air. The activities we do through these programs and the Rideshare programs you also support help continue that partnership, so that we can all make a difference. We encourage your continued support of the Clean Air Public and Education Campaign.

Best regards,

Midwest Generation EME, LLC  
One Financial Place  
440 South LaSalle Street  
Suite 3500  
Chicago, IL 60605  
Tel: 312 583 6024  
Fax: 312 583 4917  
Email: [dmcfarlan@mwgen.com](mailto:dmcfarlan@mwgen.com)