

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT  
PROGRAM (CMAQ)

FEDERAL FISCAL YEARS 2009 CALL FOR PROJECTS

PROJECT APPLICATION  
TRANSIT PROJECTS

Please read the "Application Information" document included in the application package before completing this application.

**INSTRUCTIONS**

Complete a **separate** application for **each project** submitted.

Complete **all** fields of this application and return it along with any requested supporting documentation, **including a map** of the project area (if this project is for new or expanded transit service) to:

Steve Brudzinski  
Southeast Michigan Council of Governments  
535 Griswold, Suite 300  
Detroit, MI 48226-3602

This signed application is due by the close of business on **Friday, October 12, 2007**. After SEMCOG has received this application, you will be e-mailed the emissions reduction worksheet that is appropriate to your project. Complete this emissions reduction worksheet and e-mail it to [brudzinski@semcog.org](mailto:brudzinski@semcog.org) no later than **Friday, October 26, 2007**.

For assistance in completing this application, or if you would like an electronic version of this application, contact Steve Brudzinski at (313) 324-3321 or by e-mail at [brudzinski@semcog.org](mailto:brudzinski@semcog.org) .

# CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

## Application Form, Call for Projects 2009

**Complete this form and answer the 11 questions following it.**

<b>Fiscal Year</b>		<b>Phase</b> <i>(Capital or Operations)</i>		<b>Control Section</b>	N/A
<b>BMP*</b>	N/A	<b>EMP*</b>	N/A	<b>Length</b>	N/A
<b>County</b>	Washtenaw and Livingston				
<b>Region</b> <i>(MDOT Region)</i>	University				
<b>Project Name</b> <i>(Example: "New Service" or "Purchase Buses")</i>	WALLY – Washtenaw and Livingston Line				
<b>Location Description</b> <i>(Short description of where the project is located)</i>	Commuter Rail service between the City of Howell and the City of Ann Arbor with stops in Genoa, Hamburg and Northfield Townships.				
<b>Work Description</b> <i>(Short description of work being performed. Please provide enough information for eligibility to be determined)</i>	Provision of week day peak hour commuter rail service.				
<b>Applicant/Phone</b> <i>(Project/System Manager)/Phone#</i>	Mike Cicchella on behalf of WALLY – 313-909-8398				
<b>Applicant E-Mail</b>	Mike Cicchella [mike@cicchella.com]				
<b>Jurisdiction</b> <i>(Transit Agency)</i>	WALLY				
<b>Project Cost</b>	Federal	State	Local Match	Total	
	\$500	\$500	\$5,148	\$6,148	

A minimum 20 percent non-federal match is required on all projects except signal interconnects, signal retimings, signal optimizations, signal actuations, and carpool/vanpool projects, which do not require a local match. Projects constructing carpool lots require a 20 percent match.

\*BMP=beginning mile point, EMP=ending mile point

**Additional Information:**

This project is requesting \$500,000 from both the regional and MDOT pots to support this project.

**Answer each of the following 11 questions in the space provided. Questions six through 11 are intended to provide qualitative information to judge the impact of this project on the immediate project area and the regional transportation system as a whole.**

1. Is your community, agency, or private entity a first-time CMAQ applicant?

Yes  No

*If you answered "yes" to question 1, please contact Steve Brudzinski at (313) 324-3321 or [brudzinski@semcog.org](mailto:brudzinski@semcog.org) for a review of the CMAQ application process.*

2. Is this project being submitted by a private non-profit or private for-profit entity?

Yes  No

3. If you answered **yes** to question 2, what city, road commission, incorporated village, or public transit agency will be your Act 51 sponsor?

Name of Act 51 Sponsor: WALLY
-------------------------------

If you are required to have an Act 51 sponsor for this project, you must have a letter, signed by an authorized representative of the city, road commission, incorporated village, or public transit agency, that they agree to be the Act 51 sponsor for this project. Also, a signed agreement between the private entity and Act 51 agency specifying roles and responsibilities of each party, as well as disposition of any federally-funded property, is required (see the "Application Information" document included with this application package for more details). Attach the signed letter and the signed agreement to this application.

4. Will this project involve the placement of equipment or facilities, such as bus shelters, along the roadway or right-of way of a road, or any physical change to a road or right-of-way, such as a bus bump-out?

Yes  No

If you answered "yes" to question 4, you must have a signed letter from an authorized representative of the community or agency owning the road or right-of-way granting permission to undertake this project. Attach the signed letter to this application.

5. Does this project require the installation of equipment or facilities on private property (for example, placement of a bus stop shelter on land owned by a shopping mall)?

Yes, this project requires installation of equipment/facilities on private property		No, this project does not require installation of equipment/facilities on private property	x
---	--	--	---

If this project requires installation of equipment or facilities on private property, an agreement will have to be signed between the Act 51 agency or transit agency (and the private company that has applied for CMAQ funding and is being sponsored, if applicable) and the owner of the property where the facilities or equipment are to be placed. See the "Application Information" document included with the application materials for more details.

6. Will you have your project ready to file a request to flex CMAQ funding, if awarded, through the Federal Transit Administration's Transportation Electronic Award Management (TEAM) system and to request an official application number from the Michigan Department of Transportation's Bureau of Passenger Transportation (formerly known as the Multimodal Transportation Services Bureau) by no later than June 30 of the fiscal year in which your project will be programmed (for example, by June 30, 2009 for a fiscal year 2009 project)? See the "Application Information" document included with this application package for more details on flexing funds.

Yes, we will be ready to file a flex request no later than June 30 of fiscal year 2009, if awarded	x	No, we will not be ready to file a flex request by June 30 of fiscal year 2009, if awarded	
--	---	--	--

7. Is this project part of a larger, more comprehensive plan or project? If so, please describe how it relates to the larger or more comprehensive project in the text box below.

This project is part of the improvements to the US-23 corridor and in response to the delay of the environmental impact statement process.

8. Does this project involve more than one jurisdiction (i.e., geographically cover more than one community)? Check one of the two boxes below, as appropriate.

Yes, the project involves more than one jurisdiction.	x	No, the project involves one jurisdiction only.	
---	---	---	--

9. If the project geographically covers more than one community, is the project being coordinated with all communities involved?

Yes, the project is being coordinated between jurisdictions.	x	No, the project is not being coordinated between jurisdictions.	
--	---	---	--

10. Is a private agency contributing to the funding and development of this project? Check one of the two boxes as appropriate.

Yes, a private agency is contributing to the funding and development of this project.	x	No, a private agency is not contributing to the funding and development of this project.	
---	---	--	--

11. What is the expected benefit of this project, and why was this project selected for submission in preference to other projects your community or agency may be planning?

<p>This project is expected to take nearly 1700 single occupant vehicles off of US-23 during both the AM and PM peak times (3400 trips per day). This project is also expected to improve safety as 56 percent of the crashes in the corridor are rear end straight crashes that are related to congestion.</p>
---

## Signature Page (Application Must be Signed)

### Signature of Act 51 Applicant

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Typed Name and Title: Mike Cicchella WALLY coalition Leader on behalf of the WALLY  
**Signature of the chief executive officer of the Act 51 eligible public transit agency.** If this application is being submitted by a non Act 51 eligible entity under your sponsorship, you agree act as legal jurisdiction for this project and to other requirements as found in the “Application Information” sheet included as part of the application package.

Signature of Private Nonprofit or For-Profit, or Other Non-Act 51  
Applicant to be Sponsored by the Act 51 Applicant Signing Above  
(IF APPLICABLE)

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Typed Name and Title: \_\_\_\_\_  
**Signature of chief executive official of the private nonprofit or for-profit entity to be sponsored by the Act 51 applicant signing above.** Applications from private nonprofit, for-profit and other applicants that are not Act-51 agencies will not be considered without **both** required signatures on this page at the time of application submittal.

Remember to attach signed copies of sponsorship letters and agreements, letters granting permission to implement your project along a road or right-of-way, and agreements to place federally-funded equipment and/or facilities on private property, if these are applicable to your project (see questions two through five).