



Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

CMAQ Project Selection Committee Annotated Agenda Thursday, April 1, 2021

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- 1.0 Call to Order and Introductions 11:00a.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—October 29, 2020**
ACTION REQUESTED: Approval
- 4.0 Program Monitoring**
 - 4.1 Project Programming Status Sheets
Recurring reports on the programming status of active and deferred CMAQ and TAP-L projects
 - 4.2 Programming Summary and Obligation Goal
Update on CMAQ obligations for federal fiscal year (FFY) 2021
ACTION REQUESTED: Information
- 5.0 Project Changes**
 - 5.1 **Elgin – Elgin Bike Plan Southwest Bike Route #4 (09-09-0007)**
Cost increase of \$88,400 CMAQ for Phase II engineering in FFY 2021.
 - 5.2 **Aurora – Aurora Transportation Center (East) Access Improvements (09-19-0039)**
Schedule change of \$663,523 CMAQ for Construction from FFY 2021 to FFY 2022.
ACTION REQUESTED: Approval
- 6.0 Project Change Request Approval Procedures**
Staff will review an analysis of CMAQ/TAP-L project change request submittals in the context of TIP amendment definitions and invite discussion of thresholds for formal approval by the Committee or administrative modifications by CMAP staff.
ACTION REQUESTED: Discussion

7.0 FFY 2022-2026 Program Development

Staff will provide a summary update on the applications received in the call for projects.

ACTION REQUESTED: Information

8.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair’s discretion.

9.0 Next Meeting

The committee’s next meeting is Thursday, May 13, 2021 at 11:00 a.m.

10.0 Other Business

11.0 Adjournment

CMAQ Project Selection Committee Members:

___ Doug Ferguson, Chair	___ Jeffery Schielke	___ Jeffrey Sriver
___ Darwin Burkhart	___ Chris Schmidt	___
___ Mark Pitstick	___ Chris Snyder	___



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Chicago Metropolitan Agency for Planning (CMAQ)
DRAFT
CMAQ Project Selection Committee Minutes
Minutes – October 29, 2020

Via GoToMeeting

Members Present: Doug Ferguson (Chair, CMAP), Darwin Burkhardt (IEPA), Mark Pitstick (RTA), Chris Schmidt (IDOT), Chris Snyder (Counties), Jeff Sriver (CDOT)

Staff Present: Erin Aleman, Michael Brown, Teri Dixon, Kama Dobbs, Victoria Jacobsen, Elliott Lewis, Amy McEwan, Stephane Phifer, Russell Pietrowiak, Gordon Smith, Simone Weil

Others Present: Ken Anderson, Travis Bandstra, Christopher Beckert, Elaine Bottomley, Emily Daucher, John Donovan, Jackie Forbes, Tony Greep, Kendra Johnson, Noah Jones, Kristin Kalitowski, Gregory Kallevig, Anna Kesler, Mike Klemens, Matt Pasquini, Leslie Phemister, Tom Rickert, Troy Simpson, Brian Stepp, Joe Surdam, David Tomzik, Brian Urbaszewski

1.0 Call to Order

Mr. Ferguson called the meeting to order at 11:01 a.m.

2.0 Agenda Changes and Announcements

Mr. Ferguson informed the committee that, in accordance with Gov. Pritzker's Disaster Declaration on August 21, 2020, that it is not practical or prudent for the committee to meet in person at this time. To ensure transparency, CMAP staff will provide meeting materials one week in advance, a recording of the meeting will be posted to the CMAP website, and all votes will be taken via role call in compliance with the Open Meetings Act.

3.0 Approval of Minutes—September 3, 2020

A motion was made by Mr. Snyder, seconded by Mr. Schmidt, to approve the minutes of the September 3, 2020 meeting as presented. A roll call vote was conducted:

 Aye Darwin Burkhardt

Aye Doug Ferguson
 Aye Mark Pitstick
 Jeffery Schielke
 Aye Chris Schmidt
 Aye Chris Snyder
 Aye Jeffrey Sriver

With all in favor, the motion carried.

4.0 Program Monitoring

4.1 Project Programming Status Sheets

Mr. Ferguson presented the program status sheets for active and deferred CMAQ and TAP-L funded projects. These reflect programming status at the close of FFY 2020. Staff will update these to incorporate project phases moved to FFY 2021 or to deferred status following individual project status updates.

4.2 Programming Summary and Obligation Goal

Mr. Ferguson presented the CMAQ programming summary and obligation goal for 2020. The region's cumulative CMAQ obligations stand at approximately \$67 million for FFY 2020. This is short of the obligation goals for the fiscal year, and the leftover obligation balance will be added to the obligation goal for FFY 2021, for a total goal of \$163 million.

In response to a question from Mr. Pitstick about how carrying over the unobligated balance to FFY 2021 affects projects in 2021, Mr. Ferguson clarified that there was approximately \$57 million in advanced construction at the end of FFY 2020, of which approximately \$49 million did not get obligated. He noted that there are a number of large projects programmed for FFY 2021.

5.0 Project Changes

Mr. Lewis presented project change requests for six (6) projects which can be found in the project change request memo. A motion was made by Mr. Snyder, and seconded by Mr. Pitstick, to approve the project change requests. A roll call vote was conducted:

 Aye Darwin Burkhart
 Aye Doug Ferguson
 Aye Mark Pitstick
 Jeffery Schielke
 Aye Chris Schmidt
 Aye Chris Snyder
 Aye Jeffrey Sriver

With all in favor, the motion carried.

6.0 FY 2022-2026 Program Development – Selection Process Timeline

Mr. Ferguson presented to the committee a timeline for the FY 2021 project selection process. The timeline illustrates the timing of milestones between the call for projects and final consideration by CMAP Board and MPO Policy Committee.

Mr. Snyder asked what the Planning Liaison review entailed and if the current schedule was sufficient for their review of applications. Mr. Ferguson clarified that the Planning Liaison review involved checking applications for completeness, accurate scheduling, matching funds where appropriate, and ensuring titles and names are consistent with existing TIP information. The Planning Liaisons indicated that the current schedule was sufficient for them to review and allow for project sponsors to make corrections if needed. The listed deadline is for submittal to Planning Liaisons for review rather than for the reviews to be completed.

7.0 Proposed Project Selection Committee Meeting Dates 2021

Mr. Ferguson announced the committee meeting dates and the deadlines for project change request submissions for 2021.

8.0 Public Comment

There were no comments from the public.

9.0 Next Meeting

The next meeting is scheduled for January 21, 2021 at 11:00 a.m.


10.0 Other Business

Mr. Snyder asked if the latest federal surface transportation reauthorization had any adverse effect on the CMAQ program. Mr. Ferguson responded that, while the appropriation decreased slightly, the program does not appear to be adversely impacted.

11.0 Adjournment

The meeting was adjourned at 11:22 a.m.

Respectfully submitted,
Elliott Lewis

 **Chicago Metropolitan Agency for Planning**
FFY 2021-2025 CMAQ Program Summary

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Unobligated Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station	2021	\$ 3,000,000			2022	\$ 59,930,000	\$ 62,930,000	\$ 62,930,000
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station					2024	\$ 59,430,000	\$ 59,430,000	\$ 59,430,000
Direct Emissions Reduction	01-18-0005	City of Chicago	CDOT	Drive Electric Chicago - EV Fleet Program					2021	\$ 15,507,000	\$ 15,507,000	\$ 15,507,000
Access to Transit	01-20-0006	City of Chicago	CDOT	Chicago Pedway Reconstruction + System Wayfinding Replacement	2021	\$ 510,705			2024	\$ 4,255,878	\$ 4,766,583	\$ 4,766,583
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase VIII	2021	\$ 800,000					\$ 800,000	\$ 800,000
Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St. from Linder Av to McCormick Blv	2021	\$ 101,070					\$ 101,070	\$ 101,070
Access to Transit	02-16-0013	North Shore	Skokie	Skokie Bicycle Parking at Dempster and Oakton					2021	\$ 231,000	\$ 231,000	\$ 231,000
Intersection Improvement	02-19-0008	North Shore	Lincolnwood	Touhy Ave at Cicero Ave	2021	\$ 168,000	2021	\$ 328,000	2021	\$ 1,776,000	\$ 2,272,000	\$ 2,272,000
Bicycle & Pedestrian	02-19-0015	North Shore	Skokie	Oakton St Multi-Use Path					2021	\$ 1,760,000	\$ 1,760,000	\$ 1,760,000
Intersection Improvement	02-19-0016	North Shore	Glenview	E Lake Ave at Waukegan Rd	2021	\$ 184,000	2021	\$ 240,000	2022	\$ 2,024,000	\$ 2,448,000	\$ 2,448,000
Intersection Improvement	02-97-0006	North Shore	Cook County DOTH	Old Orchard Rd from Edens Expressway to Skokie Blvd					2022	\$ 5,636,000	\$ 5,636,000	\$ 5,636,000
Intersection Improvement	03-03-0102	Northwest	Schaumburg	IL 62/Algonquin Rd at Meacham Rd			2021	\$ 280,000	2021	\$ 3,345,553	\$ 3,625,553	\$ 3,625,553
Bicycle & Pedestrian	03-14-0014	Northwest	Des Plaines	Rand Rd Multi-Use Path from Central Rd to Elk Bvd					2021	\$ 2,377,920	\$ 2,377,920	\$ 2,377,920
Road Modernization	03-14-0017	Northwest	Schaumburg	Woodfield Rd from Meacham Rd to East Frontage Rd					2021	\$ 549,000	\$ 549,000	\$ 549,000
Access to Transit	03-18-0001	Northwest	Streamwood	US 20 Pedestrian Access to Hanover Park Metra Station					2021	\$ 348,000	\$ 348,000	\$ -
Intersection Improvement	03-18-0007	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Wise Rd					2021	\$ 1,106,000	\$ 1,106,000	\$ 1,106,000
Intersection Improvement	03-18-0008	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Barrington Rd					2021	\$ 1,625,000	\$ 1,625,000	\$ 1,625,000
Intersection Improvement	03-19-0008	Northwest	IDOT D1	US 20 at Oak Ave and Bartlett Rd	2021	\$ 196,000	2021	\$ 180,000	2023	\$ 2,398,000	\$ 2,774,000	\$ 2,774,000
Intersection Improvement	03-19-0011	Northwest	Mount Prospect	Rand-Central-Mount Prospect Intersections	2021	\$ 421,840	2022	\$ 314,960	2023	\$ 4,640,240	\$ 5,377,040	\$ 4,955,200
Signal Interconnect	03-19-0021	Northwest	IDOT D1	US 14 from Mt Prospect Rd to Broadway St					2021	\$ 127,200	\$ 127,200	\$ 127,200
Bicycle & Pedestrian	03-19-0022	Northwest	Schaumburg	Golf Rd and Meacham Rd Multiuse Path	2021	\$ 191,360	2021	\$ 80,000	2022	\$ 1,120,000	\$ 1,391,360	\$ 1,391,360
Access to Transit	03-19-0040	Northwest	Niles	Niles Pace Bus Stop Access Improvements					2022	\$ 636,577	\$ 636,577	\$ 636,577
Bicycle & Pedestrian	03-19-0041	Northwest	Rolling Meadows	Quentin Rd Bike Path	2021	\$ 56,000	2021	\$ 40,000	2022	\$ 762,400	\$ 858,400	\$ 802,400
Bicycle & Pedestrian	03-19-0042	Northwest	Cook County FPD	Des Plaines River Trail at UPRR					2022	\$ 3,104,000	\$ 3,104,000	\$ 3,104,000
Bottleneck Elimination	03-96-0021	North Central	Cook County DOTH	I-294 to and from Franklin Avenue/Green Street					2022	\$ 19,838,971	\$ 19,838,971	\$ 19,838,971
Intersection Improvement	03-96-0021	North Central	Cook County DOTH	I-294 at IL 64/North Av - Stage 2					2021	\$ 7,903,000	\$ 7,903,000	\$ 7,903,000
Access to Transit	04-16-0003	North Central	Bellwood	St. Charles Road Access to Transit					2021	\$ 1,020,000	\$ 1,020,000	\$ 1,020,000
Access to Transit	04-18-0001	North Central	Northlake	Northlake Pace Route Access Improvements	2021	\$ 30,656			2022	\$ 153,280	\$ 183,936	\$ 183,936
Signal Interconnect	04-19-0007	North Central	IDOT D1	IL 171 from Belmont Ave to Fullerton Ave	2021	\$ 21,600			2021	\$ 260,800	\$ 282,400	\$ 21,600
Signal Interconnect	04-19-0008	North Central	IDOT D1	Chicago Ave from 5th Ave to 9th Ave and Lake St from 9th Ave to 19th Ave					2021	\$ 310,000	\$ 310,000	\$ -
Access to Transit	05-11-0010	Central	Berwyn	Depot District Streetscape Project					2021	\$ 523,200	\$ 523,200	\$ 523,200

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Unobligated Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Other	05-16-0002	Central	Riverside	Central Business District Bike Parking					2021	\$ 36,800	\$ 36,800	\$ 36,800
Access to Transit	05-19-0001	Central	IDOT D1	55th St Transit Access Improvements	2021	\$ 20,000	2021	\$ 40,000	2022	\$ 118,800	\$ 178,800	\$ 178,800
Signal Interconnect	06-00-0042	Southwest	Orland Park	143rd St from Wolf Rd to LaGrange Rd	2021	\$ 36,628			2021	\$ 503,635	\$ 540,263	\$ 540,263
Bicycle & Pedestrian	06-06-0061	Southwest	Alsip Park District	Cal-Sag Trail East - Alsip Segment East of Cicero Ave along northside of channel to Kedzie Ave and 131st St					2021	\$ 1,672,000	\$ 1,672,000	\$ 1,672,000
Bicycle & Pedestrian	06-06-0061	Southwest	Dolton	Cal-Sag Trail East - Dolton Leg from Indiana Ave and 137th St to Burnham Greenway Trail			2021	\$ 423,200	2021	\$ 3,118,800	\$ 3,542,000	\$ 3,118,800
Access to Transit	06-16-0010	Southwest	Chicago Ridge	Chicago Ridge Metra Station Area Access Improvements					2021	\$ 751,899	\$ 751,899	\$ 751,899
Direct Emissions Reduction	06-18-0001	Southwest	Bedford Park	The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project					2021	\$ 2,723,500	\$ 2,723,500	\$ 2,723,500
Direct Emissions Reduction	06-18-0001	Southwest	Bedford Park	The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project					2022	\$ 2,925,000	\$ 2,925,000	\$ 2,925,000
Signal Interconnect	06-19-0010	Southwest	IDOT D1	Wolf Rd from Brook Hill Rd to 187th St					2021	\$ 273,200	\$ 273,200	\$ -
Access to Transit	06-19-0017	Southwest	Blue Island	Blue Island Metra Station and Pace Bus Route Access Improvements	2021	\$ 74,400			2021	\$ 300,800	\$ 375,200	\$ 375,200
Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	2021	\$ 21,000					\$ 21,000	\$ 21,000
Bicycle & Pedestrian	07-16-0001	South	Cook County DOT	Sauk Trail/Cottage Grove Av Bike Path Improvements	2021	\$ 125,000					\$ 125,000	\$ 125,000
Access to Transit	07-16-0004	South	Oak Forest	Oak Forest TOD Area Access to Transit Improvements	2021	\$ 60,000			2021	\$ 1,037,000	\$ 1,097,000	\$ 1,097,000
Access to Transit	07-18-0002	South	Chicago Heights	Chicago Heights Pace Bus Terminal Improvements	2021	\$ 12,000			2022	\$ 87,935	\$ 99,935	\$ 99,935
Signal Interconnect	07-19-0022	South	IDOT D1	Williams St from Margaret St to Eleanor St					2021	\$ 86,400	\$ 86,400	\$ -
Access to Transit	07-19-0031	South	Calumet Park	Calumet Park Metra Station Access Improvements	2021	\$ 41,378			2021	\$ 222,055	\$ 263,433	\$ 263,433
Access to Transit	07-19-0032	South	Midlothian	Midlothian Metra Station Access Improvements	2021	\$ 91,200			2021	\$ 461,600	\$ 552,800	\$ 552,800
Access to Transit	07-19-0033	South	Park Forest	Park Forest Metra Station and Pace Bus Stop Access Improvements	2021	\$ 38,400			2021	\$ 227,867	\$ 266,267	\$ 266,267
Intersection Improvement	08-12-0003	DuPage	DuPage County DOT	IL 56 Butterfield Rd at York St	2021	\$ 28,252					\$ 28,252	\$ 28,252
Intersection Improvement	08-12-0004	DuPage	DuPage County DOT	55th St from Dunham Road to Clarendon Hills Road					2021	\$ 192,000	\$ 192,000	\$ 192,000
Bicycle & Pedestrian	08-16-0001	DuPage	Bensenville	IL 83 from Bryn Mawr Av to Foster Av					2021	\$ 511,855	\$ 511,855	\$ 511,855
Access to Transit	08-17-0026	DuPage	Bensenville	Railroad Avenue Enhancement Project/Bensenville Metra Station Access Improvements					2021	\$ 160,000	\$ 160,000	\$ 160,000
Transit Facility Improvement	08-18-0005	DuPage	Elmhurst	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements					2022	\$ 14,005,484	\$ 14,005,484	\$ 14,005,484
Transit Facility Improvement	08-19-0018	DuPage	Glen Ellyn	Glen Ellyn Metra Station and Multimodal Access Improvements					2024	\$ 14,408,806	\$ 14,408,806	\$ 14,408,806
Signal Interconnect	08-19-0022	DuPage	DuPage County DOT	Central Signal System Expansion 3					2021	\$ 6,600,560	\$ 6,600,560	\$ 6,600,560
Signal Interconnect	08-19-0025	DuPage	DuPage County DOT	Central Signal System Expansion 4					2022	\$ 6,035,152	\$ 6,035,152	\$ 6,035,152
Signal Interconnect	08-19-0034	DuPage	IDOT D1	York Rd from US 20 to I-290					2021	\$ 92,000	\$ 92,000	\$ -
Signal Interconnect	08-19-0035	DuPage	IDOT D1	IL 53 from Park Blvd to I-88					2021	\$ 73,600	\$ 73,600	\$ -
Signal Interconnect	08-19-0036	DuPage	IDOT D1	IL 53 from St Charles Rd to Madison St					2021	\$ 212,800	\$ 212,800	\$ -
Signal Interconnect	08-19-0037	DuPage	IDOT D1	IL 53 from Fullerton Ave to IL 64					2021	\$ 123,200	\$ 123,200	\$ -
Signal Interconnect	08-19-0038	DuPage	IDOT D1	IL 53 from Hobson Rd to 83rd St					2021	\$ 290,000	\$ 290,000	\$ -
Signal Interconnect	08-19-0039	DuPage	IDOT D1	IL 53 from 22nd St to Sheehan Ave					2021	\$ 96,000	\$ 96,000	\$ -
Intersection Improvement	09-08-0005	Kane Kendall	Carpentersville	IL 31 at Huntley Rd					2021	\$ 500,000	\$ 500,000	\$ 500,000

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Unobligated Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Rt 4 SW Quadrant	2021	\$ 144,000					\$ 144,000	\$ 144,000
Intersection Improvement	09-10-0024	Kane Kendall	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd			2021	\$ 2,400,000	2021	\$ 4,271,618	\$ 6,671,618	\$ 6,671,618
Bicycle & Pedestrian	09-12-0009	Kane Kendall	Elgin	Elgin CBD Bike Racks Program					2021	\$ 77,000	\$ 77,000	\$ 77,000
Bicycle & Pedestrian	09-16-0002	Kane Kendall	Aurora	Edgelawn Dr Bikeway Project					2021	\$ 507,850	\$ 507,850	\$ -
Access to Transit	09-16-0004	Kane Kendall	Aurora	Aurora Transportation Center Enhancements					2021	\$ 2,672,000	\$ 2,672,000	\$ 2,672,000
Intersection Improvement	09-19-0007	Kane Kendall	Aurora	Montgomery Rd at Hill Ave	2021	\$ 371,196	2022	\$ 714,000	2023	\$ 3,906,393	\$ 4,991,589	\$ 4,620,393
Intersection Improvement	09-19-0020	Kane Kendall	Kane County DOT	Orchard Rd at US 30					2021	\$ 1,710,826	\$ 1,710,826	\$ 1,710,826
Signal Interconnect	09-19-0023	Kane Kendall	IDOT D1	IL 25 from St Charles St to Liberty St					2021	\$ 76,800	\$ 76,800	\$ -
Access to Transit	09-19-0039	Kane Kendall	Aurora	Aurora Transportation Center Access Improvements	2021	\$ 86,833			2021	\$ 663,523	\$ 750,356	\$ 663,523
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Milwaukee Ave					2023	\$ 4,661,893	\$ 4,661,893	\$ 4,661,893
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Portwine Rd					2023	\$ 1,062,796	\$ 1,062,796	\$ 1,062,796
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Saunders Rd					2023	\$ 209,843	\$ 209,843	\$ 209,843
Signal Interconnect	10-03-0005	Lake	Lake County DOT	Deerfield Rd from Milwaukee Ave to Saunders Rd					2023	\$ 2,369,762	\$ 2,369,762	\$ 2,369,762
Access to Transit	10-16-0006	Lake	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station					2021	\$ 3,840,863	\$ 3,840,863	\$ -
Intersection Improvement	10-18-0002	Lake	Lake County DOT	Wadsworth Road at Lewis Avenue Intersection Improvement					2022	\$ 2,786,960	\$ 2,786,960	\$ 2,786,960
Access to Transit	10-18-0003	Lake	Waukegan	Waukegan Metra Station and Pace Route Access Improvements	2021	\$ 40,000			2022	\$ 168,704	\$ 208,704	\$ 208,704
Signal Interconnect	10-19-0029	Lake	IDOT D1	IL 176 from Midlothian Rd to 4th St	2021	\$ 38,400			2021	\$ 472,800	\$ 511,200	\$ 38,400
Access to Transit	10-19-0039	Lake	North Chicago	North Chicago Pace Bus Route Access Improvements	2021	\$ 63,176			2022	\$ 350,979	\$ 414,155	\$ 414,155
Road Expansion	11-03-0018	McHenry	McHenry County DOT	Randall Rd from Polaris Dr/Acorn Ln to Harnish Dr					2021	\$ 3,100,000	\$ 3,100,000	\$ 3,100,000
Signal Interconnect	11-19-0014	McHenry	IDOT D1	IL 176 from IL 31 to Smith Rd					2021	\$ 91,200	\$ 91,200	\$ -
Bicycle & Pedestrian	12-08-0003	Will	Will County DOH	Laraway Rd at Cedar Rd					2021	\$ 3,154,000	\$ 3,154,000	\$ 3,154,000
Intersection Improvement	12-18-0004	Will	IDOT D1	Jefferson Street US 52 & I-55 Southbound Ramps					2022	\$ 1,908,560	\$ 1,908,560	\$ 1,908,560
Other	13-18-0001	Regionwide	IDOT D1	IDOT Central Traffic Management System					2022	\$ 6,386,000	\$ 6,386,000	\$ 6,386,000
Signal Interconnect	13-19-0005	Regionwide	IDOT D1	IL 64 SMART Corridor (Smith/Kautz Rd to IL 50)	2021	\$ 896,800	2021	\$ 80,000	2023	\$ 12,328,000	\$ 13,304,800	\$ 13,304,800
Transit Vehicles	16-14-0001	City of Chicago	CTA	Purchase Electric Buses					2021	\$ 15,595,230	\$ 15,595,230	\$ 15,595,230
Transit Vehicles	16-14-0001	City of Chicago	CTA	Purchase Electric Buses					2023	\$ 23,493,631	\$ 23,493,631	\$ 23,493,631
Other Transit	16-19-0036	City of Chicago	CTA	Bus Slow Zones Elimination Program	2021	\$ 1,675,000			2023	\$ 15,200,000	\$ 16,875,000	\$ 16,875,000
Transit Service	17-18-0001	Regionwide	Pace	Pulse Dempster Line					2023	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000
Transit Service	17-18-0001	Regionwide	Pace	Pulse Dempster Line					2024	\$ 5,250,000	\$ 5,250,000	\$ 5,250,000
Transit Vehicles	17-94-0002	Regionwide	Pace	Purchase Vanpool Vehicles					2021	\$ 7,528,953	\$ 7,528,953	\$ 7,528,953
Access to Transit	18-18-0001	Regionwide	Metra	Metra Bike Parking Expansion					2021	\$ 306,000	\$ 306,000	\$ 306,000
Transit Vehicles	18-18-0002	Regionwide	Metra	Locomotive Acquisition and Rehabilitation					2021	\$ 44,800,000	\$ 44,800,000	\$ 44,800,000
Direct Emissions Reduction	18-19-0006	Regionwide	Metra	Repower 21 Locomotives					2023	\$ 28,800,000	\$ 28,800,000	\$ 28,800,000

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Unobligated Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
					TOTAL CMAQ						\$ 477,965,005	\$ 469,450,423



Chicago Metropolitan Agency for Planning
CMAQ Deferred Program Summary

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Deferred Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Bicycle & Pedestrian	01-01-0011	City of Chicago	CDOT	Chicago Bikes Marketing Campaign-Phase IV-TravelSmart					MYB	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Bicycle & Pedestrian	01-06-0005	City of Chicago	CDOT	Walk to Transit - Series 3					MYB	\$ 1,980,000	\$ 1,980,000	\$ 1,980,000
Other	01-09-0005	City of Chicago	CDOT	Traffic Management Center Integrated Corridor Management					MYB	\$ 1,520,000	\$ 1,520,000	\$ 1,520,000
Other	01-12-0002	City of Chicago	CDOT	Arterial VMS Traveler Information System, Phase I	MYB	\$ 172,000			MYB	\$ 1,141,000	\$ 1,313,000	\$ 1,313,000
Direct Emissions Reduction	01-12-0004	City of Chicago	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 3					MYB	\$ 17,800,000	\$ 17,800,000	\$ 17,800,000
Other	01-12-0005	City of Chicago	CDOT	Arterial Detection System Improvements					MYB	\$ 975,200	\$ 975,200	\$ 975,200
Signal Interconnect	01-12-0006	City of Chicago	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr	MYB	\$ 124,000			MYB	\$ 820,000	\$ 944,000	\$ 944,000
Signal Interconnect	01-12-0007	City of Chicago	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	MYB	\$ 122,000			MYB	\$ 806,000	\$ 928,000	\$ 928,000
Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path					MYB	\$ 578,000	\$ 578,000	\$ 578,000
Other	01-16-0003	Regionwide	IDOT D1	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	MYB	\$ 282,000			MYB	\$ 2,816,000	\$ 3,098,000	\$ 3,098,000
Signal Interconnect	01-17-0014	City of Chicago	CDOT	Wireless Signal Interconnects	MYB	\$ 1,600,000			MYB	\$ 28,757,000	\$ 30,357,000	\$ 30,357,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Deferred Implementation					MYB	\$ 18,755,000	\$ 18,755,000	\$ 18,755,000
Bicycle & Pedestrian	02-06-0035	North Shore	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd					MYB	\$ 446,000	\$ 446,000	\$ 446,000
Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St Bike Lane from Linder Av to McCormick Blv					MYB	\$ 440,000	\$ 440,000	\$ 440,000
Bottleneck Elimination	02-97-0006	North Shore	Cook County DOT	Old Orchard Rd from Edens Expressway to Skokie Blvd					MYB	\$ 800,000	\$ 800,000	\$ 800,000
Intersection Improvement	03-12-0002	Northwest	IDOT D1	IL 59 at W Bartlett Rd					MYB	\$ 2,184,000	\$ 2,184,000	\$ 2,184,000
Bicycle & Pedestrian	03-12-0010	Northwest	Mount Prospect	Bike/Ped Crossing at Mount Prospect Road and Northwest Highway	MYB	\$ 20,000			MYB	\$ 272,000	\$ 292,000	\$ 292,000
Bicycle & Pedestrian	03-12-0011	Northwest	Des Plaines	Des Plaines - Pedestrian Refuge Medians					MYB	\$ 71,000	\$ 71,000	\$ 71,000
Bicycle & Pedestrian	03-12-0012	Northwest	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av					MYB	\$ 94,000	\$ 94,000	\$ 94,000
Bottleneck Elimination	03-96-0021	Northwest	Cook County DOT	Touhy Av and UPRR					MYB	\$ 23,289,000	\$ 23,289,000	\$ 23,289,000
Intersection Improvement	03-96-0021	Northwest	Cook County DOT	Touhy Av and Elmhurst Rd					MYB	\$ 11,450,000	\$ 11,450,000	\$ 11,450,000
Bicycle & Pedestrian	04-11-0009	North Central	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd					MYB	\$ 452,000	\$ 452,000	\$ 452,000
Bicycle & Pedestrian	04-12-0007	North Central	Northlake	Northwest Av from Grand Av to North Av	MYB	\$ 57,000			MYB	\$ 630,000	\$ 687,000	\$ 687,000
Access to Transit	05-16-0003	Central	Cicero	Cicero Access to Transit Improvements					MYB	\$ 186,080	\$ 186,080	\$ 186,080
Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	MYB	\$ 11,000			MYB	\$ 190,000	\$ 201,000	\$ 201,000
Bicycle & Pedestrian	07-12-0004	South	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham					MYB	\$ 3,162,000	\$ 3,162,000	\$ 3,162,000
Transit Service	08-05-0005	DuPage	Oak Brook	Oak Brook Employment Area Distributor Service					MYB	\$ 910,000	\$ 910,000	\$ 910,000
Intersection Improvement	08-12-0003	DuPage	Elmhurst	IL 56/Butterfield Rd at York St	MYB	\$ 128,000	MYB	\$ 350,000	MYB	\$ 997,748	\$ 1,475,748	\$ 1,475,748
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant					MYB	\$ 2,397,000	\$ 2,397,000	\$ 2,397,000
Intersection Improvement	10-00-0117	Lake	Lake County DOT	Fairfield Rd at IL 134					MYB	\$ 699,000	\$ 699,000	\$ 699,000
Bicycle & Pedestrian	10-13-0015	Lake	North Chicago	North Chicago Lakefront Bike Path	MYB	\$ 28,000			MYB	\$ 249,000	\$ 277,000	\$ 277,000

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Deferred Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Intersection Improvement	12-12-0003	Will	Will County DOH	Bell Rd/CH 16 at 143rd St/CH 37					MYB	\$ 10,384,000	\$ 10,384,000	\$ 10,384,000
Direct Emissions Reduction	13-14-0001	Regionwide	IEPA	Chicago Area Green Fleet Grant Program					MYB	\$ 6,000,000	\$ 6,000,000	\$ 6,000,000
Direct Emissions Reduction	13-14-0002	Regionwide	IDOT	Indiana Harbor Belt Railroad Locomotive Fuel Conversion					MYB	\$ 31,192,000	\$ 31,192,000	\$ 31,192,000
Direct Emissions Reduction	13-16-0001	Regionwide	IDOT	Railserv\Ingredion Switcher Locomotive Engine Replacement					MYB	\$ 2,692,000	\$ 2,692,000	\$ 2,692,000

TOTAL CMAQ Deferred \$ 180,029,028

Chicago Metropolitan Agency for Planning
FFY 2021-2023 TAP-L Program Summary

ITEP #	Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	TAP-L Funds						Project Total	Unobligated Balance
						ENG		ROW		CON/IMP			
						FFY	Amount	FFY	Amount	FFY	Amount		
1T1401	Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path	2021	\$ 578,000			2021	\$ 4,520,000	\$ 5,098,000	\$ 5,098,000
1T1312	Bicycle & Pedestrian	02-16-0008	North Shore	Glenview	Milwaukee Av/Lake Av/Sanders Rd (IL-21) multi-use path					MYB	\$ 524,000	\$ 524,000	\$ 524,000
1T1402	Bicycle & Pedestrian	02-18-0001	North Shore	Skokie	Skokie Valley Trail-Golf Rd to Dempster St			2021	\$ 448,000	2021	\$ 2,096,000	\$ 2,544,000	\$ 2,544,000
1T1403	Bicycle & Pedestrian	02-18-0002	North Shore	Cook County DOTH	Skokie Valley Trail Extension-Northbrook			2021	\$ 156,800	2021	\$ 2,624,136	\$ 2,780,936	\$ 2,780,936
	Bicycle & Pedestrian	02-19-0006	North Shore	Northfield	Skokie Valley Trail Improvements	2021	\$ 240,000					\$ 240,000	\$ 240,000
1T1404	Bicycle & Pedestrian	03-11-0012	Northwest	IDOT D1	Oakton St and Busse Rd Multi-Use Path (part of IL 72 Higgins Rd from IL 83 at Busse Rd to IL 72 at Oakton St)					2021	\$ 162,545	\$ 162,545	\$ 162,545
1T1406	Bicycle & Pedestrian	03-13-0010	Northwest	Niles	Howard St Bicycle Path					2021	\$ 553,000	\$ 553,000	\$ 553,000
1T1405	Bicycle & Pedestrian	03-18-0002	Northwest	Schaumburg	Higgins Rd Bike Path					2021	\$ 20,000	\$ 20,000	\$ 20,000
1T1407	Bicycle & Pedestrian	07-18-0001	South	Country Club Hills	BP Pipeline Shared Use Path	2021	\$ 134,408					\$ 134,408	\$ -
	Bicycle & Pedestrian	07-19-0015	South	Burnham	Burnham Greenway Trail Bridge @ RR's and Brainard Avenue	2021	\$ 200,000					\$ 200,000	\$ 200,000
	Bicycle & Pedestrian	08-14-0002	DuPage	DuPage County FPD	West Branch Regional Trail from Winfield Mounds to West DuPage Woods					2021	\$ 53,000	\$ 53,000	\$ 53,000
1T1408	Bicycle & Pedestrian	08-16-0019	DuPage	DuPage County FPD	West Branch DuPage River Trail Extension	2021	\$ 369,000			2022	\$ 2,410,134	\$ 2,779,134	\$ 2,779,134
1T1409	Bicycle & Pedestrian	08-17-0021	DuPage	Carol Stream	Southeast Carol Stream Bike Paths	2021	\$ 232,297	2022	\$ 350,903			\$ 583,200	\$ 583,200
1T1412	Bicycle & Pedestrian	09-14-0019	Kane Kendall	Aurora	East New York Street Bike Path					2021	\$ 428,680	\$ 428,680	\$ 428,680
1T1411	Bicycle & Pedestrian	09-18-0002	Kane Kendall	Kane County FPD	Great Western Trail Extension					2022	\$ 141,634	\$ 141,634	\$ 141,634
1T1305	Bicycle & Pedestrian	10-03-0005	Lake	Lake County DOT	Deerfield Rd from Milwaukee Ave to Saunders Rd					2023	\$ 3,616,608	\$ 3,616,608	\$ 3,616,608
	Bicycle & Pedestrian	12-11-0033	Will	Will County FPD	Veterans Memorial Trail (Spring Creek to 159th St)			2021	\$ 48,000	2021	\$ 5,305,791	\$ 5,353,791	\$ 5,353,791
1T1315	Bicycle & Pedestrian	12-14-0016	Will	Will County FPD	Black Rd from DuPage River Trail to Rock Run Trail (Bike Trail Bridge Over DuPage River and Interstate 55)					2021	\$ 40,936	\$ 40,936	\$ 40,936
TOTAL TAP-L											\$ 25,253,872	\$ 25,119,464	



CMAQ Programming Summary and Obligation Goals

FFY	Federal Unobligated or Apportionment	Currently Programmed	Unprogrammed Balance	Deferred Funds Not Programmed	Unprogrammed Balance Minus Deferrals	Obligation Goal	Current FFY Obligations to Date	Obligations Needed to Meet Goal
2021	\$ 90,859,288	\$ 101,335,255	\$ (10,475,967)	\$ 180,029,028	\$ (190,504,995)	\$ 172,691,880	\$ (910,343)	\$ 173,602,223
2022	\$ 114,977,186	\$ 129,791,762	\$ (14,814,576)	\$ -	\$ (14,814,576)	\$ 114,977,186		
2023	\$ 114,977,186	\$ 104,070,558	\$ 10,906,628	\$ -	\$ 10,906,628	\$ 114,977,186		
2024	\$ 114,977,186	\$ 83,344,684	\$ 31,632,502	\$ -	\$ 31,632,502	\$ 114,977,186		
2025	\$ 114,977,186	\$ -	\$ 114,977,186	\$ -	\$ 114,977,186	\$ 114,977,186		
	\$ 550,768,032	\$ 418,542,259	\$ 132,225,773	\$ 180,029,028	\$ (47,803,255)	\$ 632,600,624		

Current as of 3/30/2021

- Federal Unobligated or Apportionment: Amount apportioned to the state based on CMAQ distribution formula and Congressional appropriation. Northeastern Illinois is allocated 95.21% of the state apportionment; however the full apportionment is used for a programming mark. FFY 2021 includes the unobligated balance from prior years, with funds currently in Advanced Construction not considered to be programmable since they may be converted at any time. FFY 2021-2025 apportionments are estimates based on the current apportionment. See calculation below. Source: FHWA FMIS database
- Currently Programmed: Net amounts programmed on active project phases, not including obligated funds in the current FFY. Source: eTIP database
- Deferred Funds Not Programmed: Funds for project phases that have been deferred and have not demonstrated readiness for reinstatement. Source: eTIP database
- Unprogrammed Balance: For current FFY, unobligated less currently programmed, excluding deferred line items; for future years, apportionment less currently programmed. This balance represents the funds that are available to program as of the current date.
- Unprogrammed Balance Minus Deferrals: For current FFY, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed.
- Obligation Goal: Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years. Future goals will be determined at the start of each FFY. FFY 2021 is the annual allotment plus the unobligated balance from FFY 2020 as of 9/30/2020. Source: October 29, 2020 CMAQ Project Selection Committee meeting
- Current FFY Obligations to Date: Obligations (Federal Authorizations) as of the current date. Projects in Advanced Construction are not included as obligations. Sources: eTIP database and FHWA FMIS database
- Obligations Needed to Meet Goal: Obligation goal less current FFY obligations as of the current date.

Current Year Unobligated Balance:	
FFY 2021 Federal Apportionment	\$ 114,977,186
Prior Years' Unobligated Balance	\$ 57,714,694 (+)
	\$ 172,691,880
FFY 2021 Obligated	\$ (910,343) (-)
FFY 2021 Advanced Construction	\$ 13,287,596 (-)
Prior Years' Advanced Construction	\$ 69,455,339 (-)
	\$ 90,859,288



Chicago Metropolitan
Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: March 25, 2021
Re: CMAQ/TAP Project Change Requests for consideration on April 1, 2021

Project sponsors requested committee consideration of changes to two (2) projects/segments. The sponsors' requests are included in the meeting packet. Staff recommends approval of all changes.

Following is a summary of the impacts of the staff-recommended changes on the fiscal constraint of the Transportation Improvement Program (TIP). The FFY 2021 current program amount does not include programmed funds that have been obligated in the current year. Approximately \$13.3 million in CMAQ and \$0.6 million in TAP is currently in Advanced Construction status and accounted for in the FFY 2021 unprogrammed balances.

CMAQ						
	2021	2022	2023	2024	2025	Request
Current Program*	\$87,194,007	\$129,791,762	\$104,070,558	\$83,344,684	\$0	
Unprogrammed Balance*	\$56,270,060	-\$14,814,576	\$10,906,628	\$31,632,502	\$114,977,186	
Sponsor requested changes						
Elgin (09-09-0007)	\$88,440					Cost increase for ENG2 in 2021
Aurora (09-19-0039)	-\$663,523	\$663,523				Schedule change for CON from 2021 to 2022
Sum of Recommended Changes	-\$575,083	\$663,523	\$0	\$0	\$0	
Recommended Revised Program	\$86,618,924	\$130,455,285	\$104,070,558	\$83,344,684	\$0	
Rec. Rev. Unprogrammed Balance						
TAP-L						
	2021	2022	2023	2024	2025	Request
Current Program*	\$17,647,505	\$2,902,671	\$3,616,608	\$0	\$0	
Unprogrammed Balance*	-\$7,236,871	\$6,214,433	\$5,500,496	\$9,117,104	\$9,117,104	
Sponsor requested changes						
Sum of Recommended Changes	\$0	\$0	\$0	\$0	\$0	
Recommended Revised Program	\$17,647,505	\$2,902,671	\$3,616,608	\$0	\$0	
Rec. Rev. Unprogrammed Balance	-\$7,236,871	\$6,214,433	\$5,500,496	\$9,117,104	\$9,117,104	

*Source: CMAP FFY 2021-25 TIP

For Committee Consideration:

Project	Request	Recommendation
<p>Elgin – Elgin Bike Plan Southwest Bike Route #4 (09-09-0007) This project is approved for \$144,000 CMAQ (\$180,000 total) for Phase II Engineering in 2021. An additional \$2,397,000 CMAQ (\$2,996,250 total) for Construction is currently deferred.</p>	<p>The sponsor is requesting a cost increase of \$88,440 CMAQ (\$110,551 total) for Phase II Engineering in 2021 due to changes in site conditions since the completion of preliminary engineering in 2010. Additional funds will allow for a supplemental topographic survey, bicycle trail design revisions, and an update to the Phase I design report.</p>	<p>Approval of the requested cost increase of \$88,440 CMAQ (\$110,551 total) in 2021 for Phase II Engineering for Elgin – Elgin Bike Plan Southwest Bike Route #4 (09-09-0007).</p>
<p>Aurora – Aurora Transportation Center (East) Access Improvements (09-19-0039) This project is approved for \$86,833 CMAQ (\$108,541 total) for Engineering in 2021 and \$663,523 CMAQ (\$829,403 total) for Construction in 2021.</p>	<p>The sponsor is requesting a schedule change for Construction from FY2021 to FY2022 following delayed receipt of the Phase II Engineering notice to proceed, pushing the target letting date to January 2022.</p>	<p>Approval of the schedule change of \$663,523 CMAQ (\$829,403 total) for Construction from 2021 to 2022.</p>

ACTION REQUESTED: Approval



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: March 25, 2021
Re: CMAQ/TAP-L project change request procedures for administrative modifications and formal amendments

Summary

The charge of the CMAQ Project Selection Committee (PSC) is to provide overall guidance for the development of the CMAQ program and locally programmed Transportation Alternatives Program. To assist with fulfilling this charge, staff monitors project changes and obligations and presents that information to the committee. In the interest of making the best use of committee members' time and staff resources, staff has researched and analyzed recent project change request patterns and explored if and how existing thresholds governing the administrative modifications and formal approval of TIP changes could be applied to the CMAQ/TAP-L program.

Staff reviewed the standard TIP changes made per [eTIP programmer guidance](#) and the changes that are of an administrative nature versus a scope or monetary changes and the potential impact to CMAQ/TAP program. Results of this activity are discussed in this memo. Staff also reviewed the changes that have been brought before the committee to see if using a revised methodology is a prudent step in the process. Staff is requesting that any project change consistent with TIP change rules that does not exceed \$1 million be considered an administrative change. As with TIP changes before the Transportation Committee, the PSC will be apprised of those administrative changes and will be asked to take action on formal changes at the PSC meetings.

Introduction

In an effort to formalize procedures for administrative acceptance of project change requests, CMAP staff engaged in a review of past CMAQ and TAP-L project change requests dating back to 2018. Each request was noted by type (reinstatement of deferred funds, cost changes, transfers between phases, schedule changes, and scope changes), gross amount of CMAQ/TAP-L funds involved, and the net funding change in then-current TIP years resulting from request approval.

Once categorized, projects requesting cost increases were then compared to the federal project cost, interpreted as both the total CMAQ or TAP-L funding programmed at the time of request and as the total CMAQ or TAP programmed to that point (current and historical). Deferred funds were omitted from these totals. Requests were then flagged if they exceeded the thresholds in Table 1 (below) for their given federal project cost ranges.

Table 1 - TIP administrative modification thresholds

Percent Change (+/-)	Federal Project Cost Before Change
100%	\$0 – \$999,999
50%	\$1,000,000 – \$4,999,999
25%	\$5,000,000 – \$9,999,999
20%, up to \$10M	≥ \$10,000,000

Depending on the definition of “federal project cost,” an estimated 33-38% of project change requests since 2018 – including cost increases exceeding these thresholds, any reinstatement of deferred funds, and any scope change – would have required a formal amendment. Applying a maximum cost increase amount would increase these further; however nearly half (46%) of all requests did not change the programmed federal cost and thus could have been eligible for administrative modification under the existing TIP amendment definitions.

Results

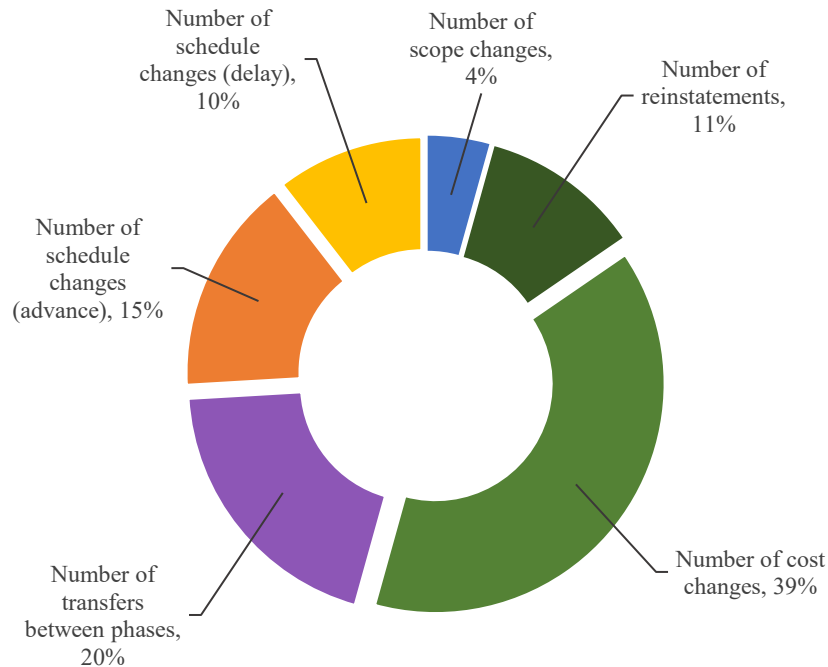
Between 2018 and 2020, 126 project request submittals were presented to the PSC for CMAQ and TAP-L (Note: of these, 24 projects had one prior request and five had submitted two prior requests). For this analysis, each submittal was broken down into *individual requests*. For example, if a sponsor had proposed a cost increase and a transfer of funds between phases, this would represent two individual requests. Thus, 162 total requests were included in the 126 submittals.

The distribution of requests by category are summarized in Table 2 and Figure 1.

Table 2 - Detail of individual change requests by category

<i>Number of individual requests</i>	162	100%	(Includes multiple requests per project)
Number of scope changes	7	4%	} Subject to PSC approval
Number of reinstatements	18	11%	
Number of cost changes	63	39%	} May be subject to PSC approval
Number of schedule changes (advance)	25	15%	
Number of schedule changes (delay)	17	10%	} No net cost change, not necessarily subject to PSC approval
Number of transfers between phases	32	20%	

Figure 1 - Distribution of project change requests by category



About 15% of requests entailed reinstating deferred funds or some change of project scope, which is subject to formal amendments under current TIP definitions. Just under half (45%) of all requests did not alter the federal contribution already programmed and included schedule changes (advances and delays) or transfers between project phases. Under current TIP amendment definitions, these revenue neutral changes would qualify for administrative modifications.

The remaining requests, which comprised a plurality of the total, were for cost changes. All but one were for cost increases. These ranged from several thousand dollars to \$16 million. These were matched to the federal project cost ranges (Table 1) as programmed at the time of request and shown in Table 3.

Table 3 - Distribution of project change requests by federal project cost ranges

Federal Project Cost	Requests by Currently Programmed	Requests by Current and Historically Programmed
\$0 – \$999,999	97	81
\$1,000,000 – \$4,999,999	50	62
\$5,000,000 – \$9,999,999	10	8
≥ \$10,000,000	5	11

The percent increase from the additional funds was then calculated. Tables 4 through 7 summarize the results for cost increases for CMAQ and TAP-L projects based on then-current and total programmed federal project costs.

Table 4 - CMAQ project change requests based on CMAQ funding programmed in the active TIP years

Range - Current CMAQ Programmed	Total Requests	% Total Requests	Requests for \$ Increase (not including reinstatements)	Average \$ Increase	Average % Increase	Increase Requests Exceeding Thresholds	% Exceeding Thresholds
\$0 - \$999,999	82	63%	29	\$945,527	62%	11	38%
\$1,000,000 - \$4,999,999	36	27%	17	\$1,079,592	40%	4	24%
\$5,000,000 - \$9,999,999	8	6%	1	\$2,404,903	43%	1	100%
≥ \$10,000,000	5	4%	2	\$4,422,500	17%	1	50%
<i>Total</i>	<i>131</i>		<i>49</i>	<i>\$1,163,740</i>	<i>51%</i>	<i>17</i>	<i>35%</i>

Table 5 - CMAQ project change requests based on historic and currently programmed CMAQ funding

Range – Current and Prior CMAQ Programmed	Total Requests	% Total Requests	Requests for \$ Increase (not including reinstatements)	Average \$ Increase	Average % Increase	Increase Requests Exceeding Thresholds	% Exceeding Thresholds
\$0 - \$999,999	68	52%	21	\$272,900	64%	4	19%
\$1,000,000 - \$4,999,999	46	35%	21	\$917,693	32%	4	19%
\$5,000,000 - \$9,999,999	6	5%	1	\$2,404,903	43%	1	100%
≥ \$10,000,000	11	8%	6	\$4,935,983	19%	2	33%
<i>Total</i>	<i>131</i>		<i>49</i>	<i>\$1,385,828</i>	<i>45%</i>	<i>11</i>	<i>22%</i>

Table 6 – TAP-L project change requests based on TAP-L funding programmed in active TIP years

Range - Current TAP-L Programmed	Total Requests	% Total Requests	Requests for \$ Increase (not including reinstatements)	Average \$ Increase	Average % Increase	Increase Requests Exceeding Thresholds	% Exceeding Thresholds
\$0 - \$999,999	15	48%	8	\$98,293	59%	2	25%
\$1,000,000 - \$4,999,999	14	45%	5	\$513,207	28%	1	20%
\$5,000,000 - \$9,999,999	2	6%	0	-	-	0	-
≥ \$10,000,000	0	0%	0	-	-	0	-
<i>Total</i>	<i>31</i>		<i>13</i>	<i>\$257,875</i>	<i>46%</i>	<i>3</i>	<i>23%</i>

Table 7 - TAP-L project change requests based on historic and currently programmed TAP-L funding

Range - Current and Prior TAP-L Programmed	Total Requests	% Total Requests	Requests for \$ Increase (not including reinstatements)	Average \$ Increase	Average % Increase	Increase Requests Exceeding Thresholds	% Exceeding Thresholds
\$0 - \$999,999	13	42%	6	\$96,440	35%	0	0%
\$1,000,000 - \$4,999,999	16	52%	7	\$396,248	57%	1	14%
\$5,000,000 - \$9,999,999	2	6%	0	-	-	0	-
≥ \$10,000,000	0	0%	0	-	-	0	-
<i>Total</i>	<i>31</i>		<i>13</i>	<i>\$311,425</i>	<i>46%</i>	<i>1</i>	<i>8%</i>

Staff Proposal

Staff recommends defining a category of "administrative changes" for CMAQ and TAP-L funded projects that aligns with the region's TIP change rules, capped at a maximum change of \$1 million. Staff further recommends that these administrative changes be processed by staff and reported to the committee at the committee's next meeting.

Discussion

Before considering cost increase requests, at least 25 of the 162 total requests (15%) would have required PSC approval of scope changes or reinstatement of funds. A reinstatement of funds from deferred status would require the project be moved from illustrative back into the current TIP years. Major scope changes require a formal TIP amendment and would need review and approval by the PSC.

Conversely, 74 requests had no net funding change nor substantial scope change and could have been administratively modified. Of these, 25 were for schedule advances that, while not affecting the project cost, is subject to programmatic constraints in the destination year and would be presented to the PSC for approval. So even before analyzing cost increase requests, at least 30% of requests would not need PSC approval if the existing TIP guidance were applied.

The interpretation of "federal project cost" – whether only those CMAQ or TAP-L funds programmed at the time of request or the total amount of CMAQ or TAP-L funds programmed in TIP years and prior years – has a marked effect the number of threshold exceedances. If the former definition is used, 20 requests would require PSC approval. The latter definition would result in fewer requests (12), but it may be more indicative of past and current commitment of CMAQ funding to the project. Thus, applying the thresholds in Table 1, between 37 and 45 requests would have required PSC review and approval before inclusion in a formal amendment. This would be about a quarter of all requests submitted to the PSC in the last three years.

Alternatively, a maximum cost increase allowable (in addition to the thresholds) may be used before requiring PSC review and approval. Staff recommends a maximum of \$1,000,000 be set so that requests that can be handled administratively under the thresholds would be capped at that amount.

ACTION REQUESTED: Discussion



Call for Projects Summary

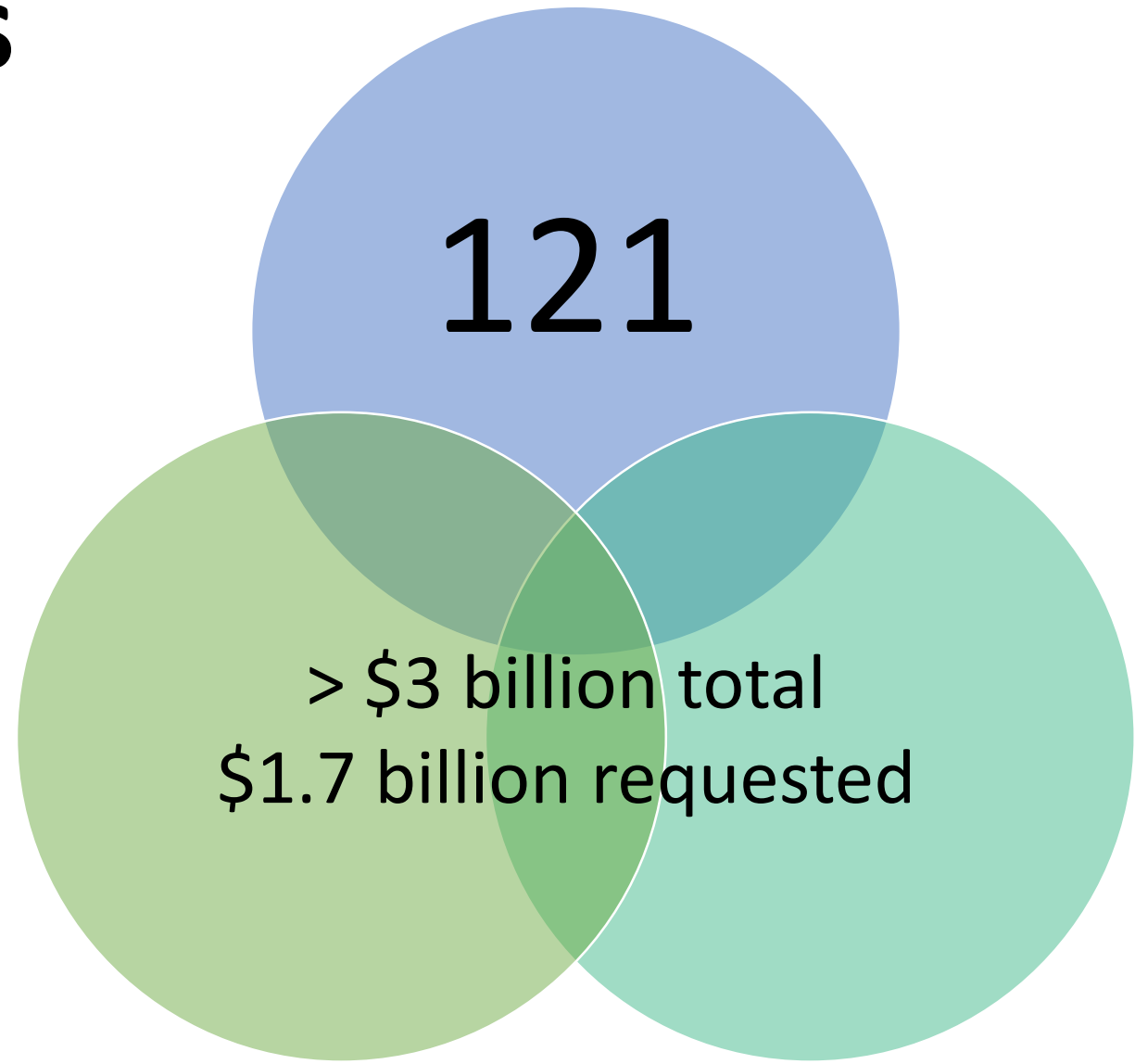
CMAQ, TAP-L

April 1, 2021



All Applications

CMAQ, TAP-L, and STP
Shared Fund



The summary data provided in this presentation is based on raw application data as entered by project sponsors and is subject to minor modifications based on review and evaluation of individual projects. In particular, adjustments to financial data are likely.

CMAQ

- Projects are located in 73 different municipalities
- There are 30 unique sponsors
- 7 projects are requesting only ENG 1 funding
- 8 projects are requesting 100% federal funding using TDCHs

72

\$3.7 billion total
\$910 million requested

(\$499 million TDC)

TAP-L

- Projects are located in 33 different municipalities
- There are 19 unique sponsors
- 4 sponsors is requesting only ENG 1 funding (\$883K)

30

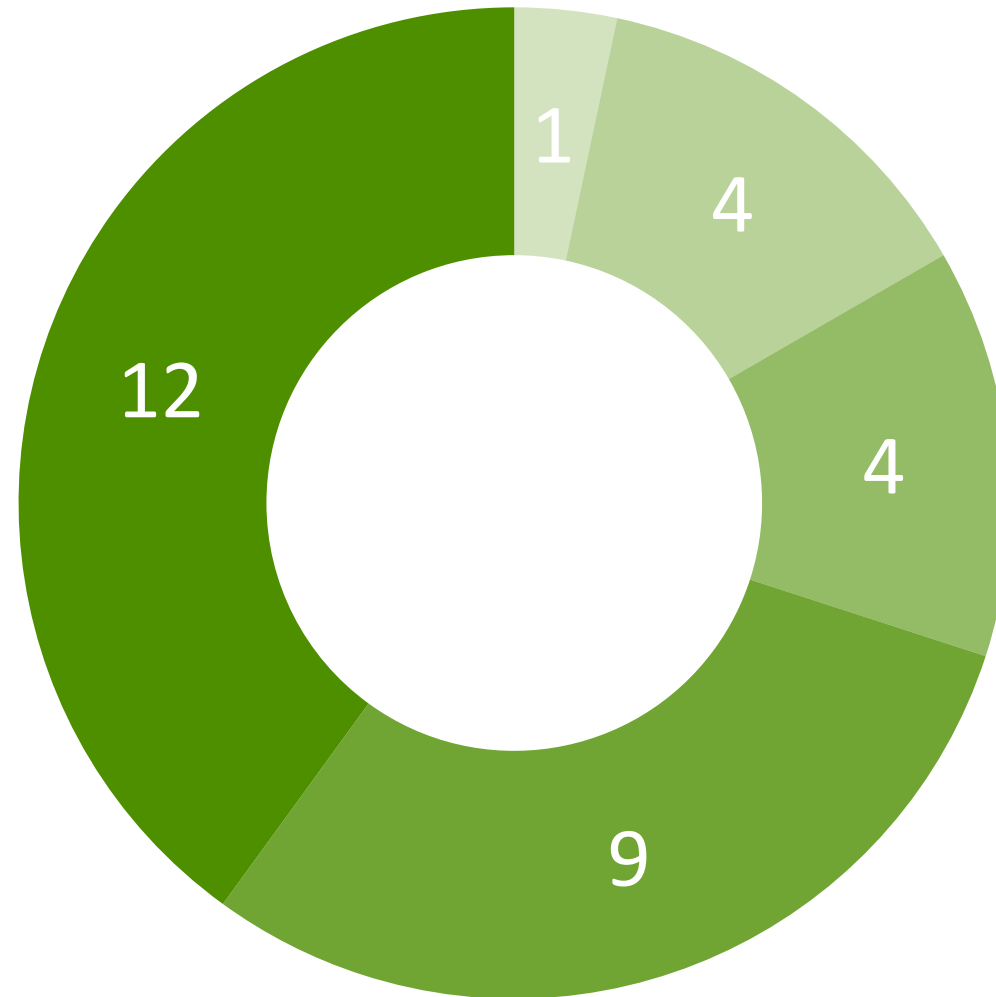
\$193 million total
\$71 million requested

(\$4.9 million TDC)

Sponsors

CMAQ & TAP-L

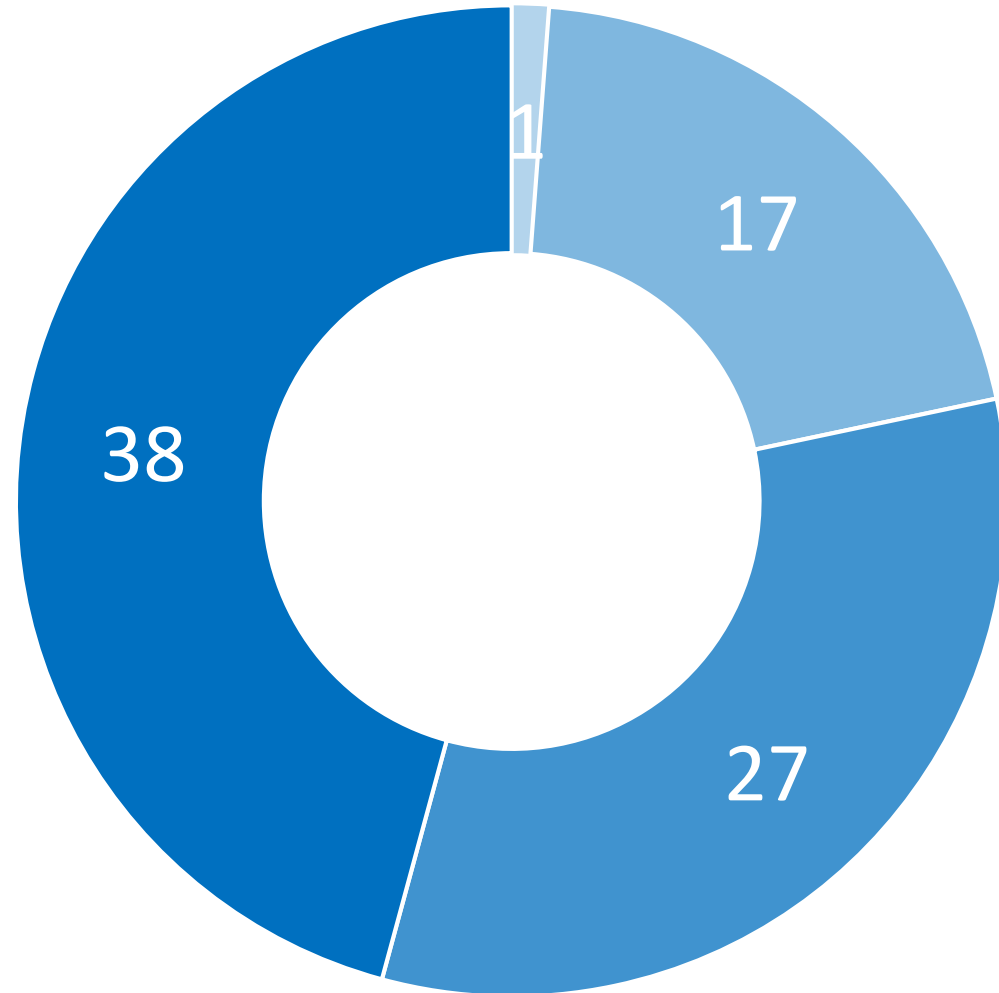
- Chicago
- IDOT
- Transit
- Counties
- Municipalities



Project Locations

CMAQ & TAP-L

- Regionwide
- Chicago
- Collar Counties
- Suburban Cook



Project Type – CMAQ

CMAQ





cmap.is/2021callforprojects

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