

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	01-17-0014	Sponsor	CDOT
Project Location Description		Wireless Signal Interconnects	

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	
CONST	

Phase	Programmed FFY
ENG	MYB
IMP	MYB

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		
CONST		

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG	2021	7/1/2021
IMP	MYB	

Reason for Request

Check here if the reason is a scope change and complete a [Scope Change Request](#) form.

The project has been fully scoped, Task Order Request for proposals issued and such proposals were received April 23. Therefore we will be ready to obligate funds in the next few months

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	02-19-0015	Sponsor	Skokie
Project Location Description	Caldwell Avenue from Howard Street to Oakton Street of Distance (mile) .5 Oakton Street From Caldwell Ave To I-94 (Edens Expy) of Distance (mile) 1.25		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2019	37	0	0		Villages	<input type="checkbox"/>
ENG1	2019	37	0	0		Invest in Cook	
ENG 2	2019	45	0	0		Villages	<input type="checkbox"/>
ENG 2	2019	45				Invest in Cook	
ROW	N/A						<input type="checkbox"/>
CONST	2021	2,000	1,600	80	CMAQ	Villages	<input type="checkbox"/>
CE	2021	200	160	80	CMAQ	Villages	
Total		2,364	1,760				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2019	37	0	0		Villages	03/01/2019
ENG1	2019	37	0	0		Invest in Cook	03/01/2019
ENG 2	2019	45	0	0		Villages	04/01/2021
ENG 2	2019	45				Invest in Cook	04/01/2021
ROW	N/A						
CONST	2021	3,445	2,756	80	CMAQ	Villages & Invest in Cook	03/11/2022
CE	2021	344	275	80	CMAQ	Villages	03/11/2022

Total		3,464	2,640				
Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: Cost Increase Transfer of Funds Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2019	0	0	0	
ENG 2	2019	0	0	0	
ROW	N/A				
CONST	2021	1,445	1,156	80	
CE	2021	144	115.2	80	
Total		1,589	1,271.2		

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change and complete a [Scope Change Request](#) form.

The reason for the request is not due to a scope change. The reason for this request is due to an increase in the estimate of cost to construct the pedestrian railroad crossing on Metra ROW. The estimate of cost to construct the multi-use path crossing on Metra's ROW increased significantly after Metra reviewed the project and provided their estimate of cost. The engineer's initial cost estimate for the work on Metra ROW was \$250,000. In an IGA between Metra and the Village, Metra provided a cost estimate of \$1.4M which includes Metra's fees for Work Equipment Mechanics, Management and Inspection, Engineering and Design, Transportation, and Maintenance of Way. This crossing is critical to the project as described in Additional Comments section. To assist in the completion of this project, the Invest in Cook grant program has committed to funding the Local Match for this railroad crossing work.

State and Federal Project Information

Select One.

State/Federal Project or Grant Numbers Provided Below

Most recently *approved* PPI Form Attached

Local Agency Agreement Attached

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	TBD	TBD	
ENG			
IMP			

Additional Comments

The Metra crossing for the proposed multi-use path is critical in achieving the goals of this project. This multi-use path project provides connectivity between key features of three villages. The path will connect the regional North Branch Trail, transit facilities, the Howard Street bicycle and pedestrian facilities, Village recreational facilities, Niles West High School in Skokie and various industrial and commercial properties throughout Morton Grove. The proposed path will not be able to provide this connectivity without a railroad crossing at Oakton Street. The nearest pedestrian railroad crossing is one mile away from the project area.

CMAQ/TAP Scope Change Request Form

Project Identification

TIP ID	03-12-0010	Sponsor	Village of Mount Prospect
Project Location Description	Northwest Hwy – Mount Prospect Rd – Prospect Av		

Revised Project Scope

The original scope of work involved pedestrian signal and crosswalk installation on Mount Prospect Road at the Prospect Avenue and Northwest Highway intersections, installation of pedestrian railroad crossing gates at the Union Pacific Northwest Metra Line, an off-street bike path along Prospect Avenue between Mount Prospect Road and Albert Street, and bike route signage along various streets.

A train-vehicle crash shortly after receiving CMAQ funds prompted IDOT to initiate a safety improvement project and put the Village's project on hold. IDOT Project 62H87 includes pedestrian signal and crosswalk installation, pedestrian railroad crossing gates, roadway lighting, traffic signal upgrades, EVP replacement and roadway improvements. The Village is required to participate in the cost of the roadway lighting, traffic signal upgrades, EVP replacement, and engineering.

The revised scope of work, similar to the original scope, includes pedestrian signal and crosswalk installation on Mount Prospect Road at the Prospect Avenue and Northwest Highway intersections, and installation of pedestrian railroad crossing gates at the Union Pacific Northwest Metra Line. The Village requests using CMAQ funds for the local share of the roadway lighting, traffic signal upgrades, EVP replacement, and engineering.

The original scope of work also included an off-street bike path along Prospect Avenue and bike route signage along various routes. These elements will be completed by the Village through a separate project scheduled in 2021.

Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved Northwest Hwy – Mount Prospect Rd – Prospect Av	Marked Route # US Route 14	
North/West Reference Point/Cross St/Intersection Northwest Hwy & Mount Prospect Rd	Marked Route # US Route 14	Municipality & County Mount Prospect, Cook
South/East Reference Point/Cross St/Intersection Prospect Av & Mount Prospect Rd	Marked Route #	Municipality & County Mount Prospect, Cook
Other Project Location Information Golf Rd Alternate #3 Regional Bike Route, per NWMC 2010 Bike Plan		

Changes to Emissions Benefit Analysis (not required of TAP projects)

- The proposed scope change will not affect the emissions benefits of the project.
- The proposed scope change will affect the emissions benefits of the project – continue to next page.

Updated 8/11/2016

Cost/Schedule Changes

- The scope change will result in a cost change. A [Cost Change Request](#) form was submitted.
- The scope change will result in a schedule change. A [Schedule Change Request](#) form was submitted.

Additional Comments

Changes to Emissions Benefit Analysis – Bike/Ped and Commuter Parking

BICYCLE AND PEDESTRIAN FACILITIES
Miles of existing bicycle/pedestrian facilities intersecting the proposed facility: <u>approx. 15 miles signed/marked routes in Mount Prospect with connections to Arlington Heights bikeway system; this project will connect to Des Plaines bikeway system</u>
Identify intersecting facilities: <u>Des Plaines bikeway system</u>
Trip attractors linked directly to the proposed facility. For a pedestrian facility, identify transit service to which direct access is provided. <u>Downtown Mount Prospect, Metra Station, Lions Park</u>
Indicate safety and attractiveness improvements: <u>pedestrian signals & crosswalks, railroad pedestrian gates, roadway lighting</u>
Off-Street Bicycle Facility - Provide traffic volumes, speeds and percent trucks on adjacent roadway. <u>2700 ADT, 30mph speed limit, 5% trucks</u>
BICYCLE PARKING & ENCOURAGEMENT
Number of New Bicycle Spaces Racks: _____ Lockers: _____ Other: _____
COMMUTER PARKING
Project Location: <input type="checkbox"/> City Of Chicago <input type="checkbox"/> Suburban
Net Number Of New Vehicle Spaces: _____ Net Number Of New Bicycle Spaces: _____
Utilization Rate: <input type="checkbox"/> New Lot <input type="checkbox"/> Existing Lot (Indicate Actual Utilization): _____ Percent
Existing Parking Spaces And Price:
_____ SPACES at \$_____ PER _____ (hr/day/mo) _____ SPACES at \$_____ PER _____ (hr/day/mo)
_____ SPACES at \$_____ PER _____ (hr/day/mo) _____ SPACES at \$_____ PER _____ (hr/day/mo)
Line-Haul Trip Length (One-Way Miles to the Nearest Tenth):
If line haul trip length is not a milepost figure, provide basis for value provided:
COMMUTER PARKING STRUCTURES
NET GAIN IN SPACES AVAILABLE TO TRANSIT USERS – deduct spaces removed within 1,800 feet of project site from gain

PROPOSED DAILY FEE TO BE CHARGED
WALKING DISTANCE TO STATION PLATFORM – distance in feet from center of parking facility site to nearest edge of transit staging area.
BUS SERVICE AVAILABILITY – number of bus routes currently serving the transit facility.
BICYCLE PARKING AVAILABILITY – number of bicycle parking spaces built in conjunction with the parking facility, separated by racks vs. lockers or spaces within the parking structure.

Changes to Emissions Benefit Analysis – Interconnects, Traffic Flow & Transit

SIGNAL INTERCONNECTS	
Project Length (miles): _____	
Distance between the last two signals at both ends of the project (miles): Show the location of all signals on the map	North/West End: _____ South/East End: _____
Posted Speed (miles per hour – for each segment): _____	
Current Traffic Volume (ADT – Indicate year for each segment): _____	
If project is part of a transit signal priority (TSP) corridor, give name: _____	

TRAFFIC FLOW IMPROVEMENTS	
Attach updated “After Improvement” Input Module Worksheets	
Type of Project (Check One) <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Bottleneck Elimination	
Project Length (Miles – Bottleneck Elimination and Multiple Intersections Only): _____	
Posted Speeds (Miles Per Hour For Each Street): _____	
Current Traffic Volume For Each Street (ADT – Indicate Year): _____	
Are pedestrian or bicycle facilities to be added as part of this project? <input type="checkbox"/> Yes <input type="checkbox"/> No If “Yes” is checked, and the scope change involves these facilities, complete the section on pedestrian/bicycle facilities.	
Do queues currently clear on the major street at signalized intersections in the pm peak period? <input type="checkbox"/> Yes <input type="checkbox"/> No	

TRANSIT PROJECTS	
Project Type (Check One): <input type="checkbox"/> System Start-Up <input type="checkbox"/> Transfer <input type="checkbox"/> Service & Equipment <input type="checkbox"/> Facility	
Auto Trips Eliminated Per Day (Round Trips): _____	
Length Of Auto Trips Eliminated (One-Way Miles To The Nearest Tenth): _____	
Auto Trips Diverted Per Day (Round Trips): _____	
Line-Haul Length Of Diverted Trips (One-Way Miles To The Nearest Tenth): _____	
Project Life (Years): _____	
Provide basis for parameters used to estimate benefits (e.g., ridership, auto occupancy, trip length. See instructions): _____	

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-12-0010	Sponsor	Village of Mount Prospect
Project Location Description	Improve bike and ped crossing at Mount Prospect Road and Northwest Highway		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	MYB	10	8	80	CMAQ	Local	<input checked="" type="checkbox"/>
ENG 2	MYB	15	12	80	CMAQ	Local	<input checked="" type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	MYB	340	272	80	CMAQ	Local	<input type="checkbox"/>
CE							
Total		365	292	80	CMAQ	Local	

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1		0	0	0			
ENG 2		18.64	14.91	80	CMAQ	Local	
ROW							
CONST		142.89	114.31	80	CMAQ	Local	
CE							
Total		161.53	129.22	80	CMAQ	Local	

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: Cost Increase Transfer of Funds Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2022	-\$10	-\$8	0	To Eng II
ENG 2	2022	+\$10	+\$8	80	From Eng I
ROW					
CONST	2022	\$0	\$0	0	
CE					
Total	2022	\$0	\$0	0	

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change and complete a [Scope Change Request](#) form.

IDOT Project 62H87 has incorporated the elements of the Village's intended project. IDOT has completed Phase I Engineering and is requiring the Village to participate in the cost of Phase II Engineering and Construction. The Village is requesting to use the CMAQ funds towards the local share of the IDOT project.

State and Federal Project Information

Select One.

- State/Federal Project or Grant Numbers Provided Below
 Most recently *approved* PPI Form Attached
 Local Agency Agreement Attached

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-91-330-19	2P0U840	
ENG			
IMP			

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-18-0008	Sponsor	IDOT D1 Highways
Project Location Description	IL 19/Irving Park Rd at Barrington Rd		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW	FFY 2021	690	552	80%	CMAQ	IL	<input checked="" type="checkbox"/>
CONST	FFY 2021	2,070	1,625	78.5%	CMAQ	IL/Local	<input type="checkbox"/>
CE							
Total	FFY 2021	2,760	2,177	78.8%	CMAQ	IL/Local	

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP	FFY 2021	2,760	2,177	78.8%	CMAQ	IL/Local	<input type="checkbox"/>
Total	FFY 2021	2,760	2,177	78.8%	CMAQ	IL/Local	

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1							
ENG 2							
ROW	FFY 2021	690	552	80%	CMAQ	IL	COMPLETE
CONST	FFY 2021	\$3,012	2,221	73.7%	CMAQ	IL/Local	6/18/2021
CE							
Total	FFY 2021	3,702	2,773	75%	CMAQ	IL/Local	

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP	FFY 2021	3,702	2,773	75%	CMAQ	IL/Local	
Total	FFY 2021	3,702	2,773	75%	CMAQ	IL/Local	

Requested Cost Changes (+/-)

Check all that apply: Cost Increase Transfer of Funds Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	FFY 2021	942	596	63%	
CE					
Total	FFY 2021	942	596	63%	

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP	FFY 2021	942	596	63%	
Total	FFY 2021	942	596	63%	

Reason for Request

Check here if the reason is a scope change and complete a [Scope Change Request](#) form.

The scope is unchanged. Increased costs based on final engineers estimate based on current unit prices.

State and Federal Project Information

Select One.

- State/Federal Project or Grant Numbers Provided Below
- Most recently *approved* PPI Form Attached
- Local Agency Agreement Attached

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-255-13		
ENG 2	D-		
ROW	R-91-018-16	MBSM(639)	
CONST	C-91-058-20	YIFW(123)	
ENG			
IMP			

Additional Comments

Land Acquisition is clear and the project is scheduled for the 07CY21 state letting.