



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, May 13, 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— April 1, 2021**
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 **CDOT – Wireless Signal Interconnects (01-17-0014)**
Reinstatement of \$1,600,000 CMAQ for Engineering in FFY 2021.
 - 5.2 **Skokie – Oakton Street Multi-use Path (02-19-0015)**
Cost increase of \$1,271,200 CMAQ for Construction and Construction Engineering in FFY 2021
 - 5.3 **Mount Prospect – Golf Rd Alt. 3 Regional Bike Route (03-12-0010)**
Scope change and reinstatement and transfer of \$8,000 CMAQ from Phase I Engineering to Phase II Engineering in FFY 2022.
 - 5.4 **IDOT D1 Highways – IL 19/Irving Park Rd at Barrington Rd (03-18-0008)**
Cost increase of \$596,000 CMAQ for Construction in FFY 2021.
ACTION REQUESTED: Approval

6.0 Project Change Request Approval Procedures

Staff will present a revised proposal for establishing definitions of and thresholds for processing project change requests by administrative modifications by CMAP staff and by formal approval by the Committee.

ACTION REQUESTED: Discussion

7.0 FFY 2022-2026 Program Development

Staff will update the committee on the evaluation of 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, July 1, 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 – April 1, 2021

Via GoToMeeting

- Members Present:** Doug Ferguson (Chair, CMAP), Darwin Burkhart (IEPA), Mark Pitstick (RTA), Mayor Jeff Schielke (Council of Mayors), Tom Rickert for Chris Snyder (Counties), Jeff Sriver (CDOT)
- Staff Present:** Erin Aleman, Alison Case, Teri Dixon, Kama Dobbs, Jane Grover, Jaemi Jackson, Elliott Lewis, Jared Patton, Mary Weber
- Others Present:** Elaine Bottomley, Lenny Cannata, John Donovan, Mike Fricano, Tony Greep, Kendra Johnson, Noah Jones, Mike Klemens, Daniel Knickelbein, Matt Pasquini, Keith Privett, Troy Simpson, Kristian Skogsbakken, Brian Stepp, Sonali Tandon, David Tomzik

1.0 Call to Order

Mr. Ferguson called the meeting to order at 11:02 a.m.

2.0 Agenda Changes and Announcements

Mr. Ferguson informed the committee that, in accordance with Gov. Pritzker's Disaster Declaration on January 8, 2021, 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 – October 29, 2020

A motion was made by Mayor Schielke, seconded by Mr. Pitstick, to approve the minutes of the October 29, 2020 meeting as presented. A roll call vote was conducted:

 Aye Darwin Burkhart
 Aye Doug Ferguson
 Aye Mark Pitstick
 Aye Jeffery Schielke
 Chris Schmidt

Aye Tom Rickert
 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.

4.2 Programming Summary and Obligation Goal

Mr. Ferguson presented the CMAQ programming summary and obligation goal for 2021.

5.0 Project Changes

Mr. Lewis presented project change requests for two (2) projects which can be found in the project change request memo. A motion was made by Mayor Schielke, and seconded by Mr. Rickert, to approve the project change requests. A roll call vote was conducted:

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

With all in favor, the motion carried.

6.0 Project Change Request Approval Procedures

Mr. Lewis presented the results of an analysis of past CMAQ/TAP-L project change requests and how they aligned with existing TIP amendment definitions. The presentation concluded with a recommendation of establishing thresholds for formal approval by the Committee or administrative modifications by CMAP staff.

Mr. Rickert inquired about the \$10 million cap associated with existing TIP amendment definitions. Mr. Lewis explained that that is an absolute dollar amount cap that would require formal approval if exceeded, regardless of the percentage increase. Mr. Rickert expressed concern with the proposed cap of \$1 million cost change increase, though understanding the benefits of the recommendations generally. He expressed the opinion that it doesn't further the transparency of the Committee. He also asked whether the \$1 million cap would be cumulative as the analysis presented did not specify costs between phases. Ms. Dixon confirmed it would be a cumulative amount and reiterated the rationale behind the proposal.

Mr. Rickert then restated his suggestion to revisit the dollar amounts per phase and the threshold amount in the interest of transparency. Mr. Ferguson continued explaining the benefits of the proposal, including the ability to reallocate staff time and preventing projects from being delayed, but also agreed that this would need to be monitored closely and that projects under the proposed thresholds may still be brought to the Committee for discussion and approval. Ms. Dixon pointed out that no matter what, the changes would be reported to the Committee.

Mr. Pitstick expressed his comfort with the proposal and understood the rationale and benefits behind the recommendations, especially in light of the fact they are an attempt to align with existing TIP amendment procedures. He addressed concerns by Mr. Rickert by pointing out the importance of the percent change thresholds as opposed to the absolute dollar amount cap.

Mr. Donovan is also comfortable with the concept as presented but noted the differences between the reasoning for the existing TIP amendment procedures and the intent of the Committee's role. The former tends to be in place for project controls whereas the Committee is responsible for a program-wide perspective. He cautioned staff in assuming discretion over when to bring projects eligible for administrative changes to the Committee, but again asserted his agreement with the proposal concept.

Mr. Rickert wanted to clarify he is not opposed to proposal in principle and understands the desire to streamline program management. He concurred with Mr. Donovan's observation of the differences between TIP amendment changes and oversight of the CMAQ program, noting that the program is a shared responsibility and that each project and project change request should be carefully vetted to align with overall program objectives. He intends to review the proposed thresholds more closely as well as discuss it with the Counties to get their input. Ms. Dixon responded that was the reason no action was requested at this time, allowing for discussion and evolution of the proposal as needed.

Mr. Ferguson welcomed additional feedback as members had time to review the proposal more deeply and discuss with any affected parties in the coming weeks. Staff will receive the feedback, revise the proposal as needed, and present at the next meeting.

7.0 FY 2022-2026 Program Development – Selection Process Timeline

Ms. Weber presented to the committee an update for the FY 2022-2026 program development and an overview of the applications received.

Mr. Pitstick asked how the total amount of funding requested across all applications compared with past calls for projects. Mr. Ferguson answered that the approximate \$1.7 billion total requested was a little lower than previous programs. He also noted that the large overall project cost relative to the amount requested was due, in part, to the inclusion of CTA's Red Line Extension project in total project sums.

In a response to a follow-up question by Mr. Pitstick regarding CMAQ funding levels, Mr. Ferguson replied that there is roughly \$220 million available to program. Mr. Pitstick also inquired about the availability of applications for Committee members to view in addition to the summaries presented. Mr. Ferguson stated that, while the application submittal process through eTIP makes accessing projects more difficult, CMAP staff can provide more data and would make applications of interest to Committee members available to them upon request. Applications on eTIP are available to applicants and CMAP staff, but not currently open to the general public. Committee members may request access to view applications directly in eTIP.

Mr. Ferguson updated the CMAP staff is still reviewing project eligibility over the next several weeks before starting the analysis period.

8.0 Public Comment

There were no comments from the public.

9.0 Next Meeting

The next meeting is scheduled for Thursday, May 13, 2021 at 11:00 a.m.

10.0 Other Business

No other business was raised.

11.0 Adjournment

The meeting was adjourned at 11:41 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							
					ENG		ROW		CON/IMP		Project Total	Unobligated Balance
					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	\$ -
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	\$ 552,000	2021	\$ 1,625,000	\$ 2,177,000	\$ 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
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
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
Access to Transit	04-16-0003	North Central	Bellwood	St. Charles Road Access to Transit					2021	\$ 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	\$ -

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		
Access to Transit	05-11-0010	Central	Berwyn	Depot District Streetscape Project					2021	\$ 523,200	\$ 523,200	\$ 523,200
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	\$ -
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	\$ -

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		
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
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Rt 4 SW Quadrant	2021	\$ 232,440					\$ 232,440	\$ 232,440
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	\$ -
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


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					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
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
TOTAL CMAQ										\$ 478,605,445	\$ 462,720,676	



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 DOTH	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 DOTH	Touhy Av and UPRR					MYB	\$ 23,289,000	\$ 23,289,000	\$ 23,289,000
Intersection Improvement	03-96-0021	Northwest	Cook County DOTH	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

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	10-13-0015	Lake	North Chicago	North Chicago Lakefront Bike Path	MYB	\$ 28,000			MYB	\$ 249,000	\$ 277,000	\$ 277,000
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							
						ENG		ROW		CON/IMP		Project Total	Unobligated Balance
						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	\$ -
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	\$ 5,305,791
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	\$ 24,642,784	



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	\$ 87,738,716	\$ 97,333,573	\$ (9,594,857)	\$ 180,029,028	\$ (189,623,885)	\$ 172,691,880	\$ (558,944)	\$ 173,250,824
2022	\$ 114,977,186	\$ 130,761,285	\$ (15,784,099)	\$ -	\$ (15,784,099)	\$ 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		
	\$ 547,647,460	\$ 415,510,100	\$ 132,137,360	\$ 180,029,028	\$ (47,891,668)	\$ 632,600,624		

Current as of 5/5/2021

- 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 (+)
	<u>\$ 172,691,880</u>
FFY 2021 Obligated	\$ (558,944) (-)
FFY 2021 Advanced Construction	\$ 16,056,769 (-)
Prior Years' Advanced Construction	\$ 69,455,339 (-)
	<u>\$ 87,738,716</u>



Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: May 12, 2021
Re: CMAQ/TAP Project Change Requests for consideration on May 13, 2021

Project sponsors requested committee consideration of changes to four (4) projects/segments. The sponsors' requests are included in the meeting packet. Staff recommends approval of two requests and denial of one.

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 \$16.1 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*	\$97,333,573	\$130,761,285	\$104,070,558	\$83,344,684	\$0	
Unprogrammed Balance*	-\$9,594,857	-\$15,784,099	\$10,906,628	\$31,632,502	\$114,977,186	
Sponsor requested changes						
CDOT (01-17-0014)	\$1,600,000					Reinstatement of ENG2 in 2021
Skokie (02-19-0015)	\$1,271,200					Cost increase for C/CE in 2021
IDOT D1 (03-18-0008)	\$596,000					Cost increase for CON in 2021
Sum of Recommended Changes	\$3,467,200	\$0	\$0	\$0	\$0	
Recommended Revised Program	\$100,800,773	\$130,761,285	\$104,070,558	\$83,344,684	\$0	
Rec. Rev. Unprogrammed Balance	-\$13,062,057	-\$15,784,099	\$10,906,628	\$31,632,502	\$114,977,186	
	TAP-L					
	2021	2022	2023	2024	2025	Request
Current Program*	\$17,599,505	\$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	\$17,599,505	\$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>CDOT – Wireless Signal Interconnects (01-17-0014) This project is approved for \$1,600,000 CMAQ (\$2,000,000 total) for Phase II Engineering and \$28,757,000 CMAQ (\$35,947,000 total) for Construction. Both are currently deferred.</p>	<p>The sponsor is requesting a reinstatement of \$1,600,000 CMAQ (\$2,000,000 total) for Phase II Engineering in 2021 be reinstated.</p> <p>Project scoping is complete, a Task Order Request has been issued, and qualified proposals for engineering services were received in April 2021. The sponsor is targeting authorization for July 2021.</p>	<p>Approval of the requested reinstatement of \$1,600,000 CMAQ (\$2,000,000 total) for Phase II Engineering in 2021 for CDOT – Wireless Signal Interconnects (01-17-0014).</p>
<p>Skokie – Oakton Street Multi-use Path (02-19-0015) This project is approved for \$1,760,000 CMAQ (\$2,200,000 total) for Construction and Construction Engineering in 2021.</p>	<p>The sponsor is requesting a cost increase of \$1,271,200 CMAQ (\$1,589,000 total) for Construction and Construction Engineering in 2021 to account for higher than expected costs to complete a pedestrian railroad crossing after consultation with Metra. The local match is committed through Invest in Cook.</p>	<p>Approval of the requested cost increase of \$1,271,200 CMAQ (\$1,589,000 total) for Construction and Construction Engineering in 2021 for Skokie – Oakton Street Multi-use Path (02-19-0015).</p>

Project	Request	Recommendation
<p>Mount Prospect – Golf Rd Alt. 3 Regional Bike Route (03-12-0010) This project is approved for \$8,000 CMAQ (\$10,000 total) for Phase I Engineering, \$12,000 CMAQ (\$15,000 total) for Phase II Engineering, and \$272,000 CMAQ (\$340,000 total) for Construction, all deferred.</p>	<p>The sponsor is requesting a scope change and reinstatement and transfer of \$8,000 CMAQ (\$10,000 total) from Phase I Engineering to Phase II Engineering in 2022.</p> <p>The original project was delayed following the advancement of an IDOT project in the same project location (62H87). IDOT has incorporated intersection elements of the Village’s original project and is requiring the Village to participate in the cost of roadway lighting, traffic signal upgrades, EVP replacement, and engineering. The Village requests using CMAQ funds for this local share.</p> <p>The bike path and route signage portions of the original project will be completed by the Village as a separate project with local sources.</p>	<p>Denial of the requested scope change and reinstatement and transfer of \$8,000 CMAQ (\$10,000 total) from Phase I Engineering to Phase II Engineering in 2022 for Mount Prospect – Golf Rd Alt. 3 Regional Bike Route (03-12-0010)</p> <p>After preliminary consultation with FHWA, the remaining participating items requested by the village would not receive authorization through the CMAQ program.</p>
<p>IDOT D1 Highways – IL 19/Irving Park Rd at Barrington Rd (03-18-0008) This project is approved for \$1,625,000 CMAQ (\$2,070,000 total) for Construction in 2021. An additional \$552,000 CMAQ (\$690,000 total) for Right-of-Way in 2021 has been obligated.</p>	<p>The sponsor is requesting a cost increase of \$596,000 CMAQ (\$942,000 total) for Construction in 2021 due to higher final engineering estimates based on current unit prices.</p>	<p>Approval of the requested cost increase of \$596,000 CMAQ (\$942,000 total) for Construction in 2021 for IDOT D1 Highways – IL 19/Irving Park Rd at Barrington Rd (03-18-0008)</p>

ACTION REQUESTED: Approval

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): _____	

Changes to Emissions Benefit Analysis – Direct Emissions Reduction

DIRECT EMISSIONS REDUCTION			
Complete Multiple copies of this table – One for each group of vehicles (type, engine, technology, etc.).			
Vehicle Type: (select one)	<input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus <input type="checkbox"/> Refuse Hauler <input type="checkbox"/> Short Haul <input type="checkbox"/> Long Haul <input type="checkbox"/> Delivery Truck <input type="checkbox"/> Emergency Vehicle <input type="checkbox"/> On-Highway <input type="checkbox"/> City/County Vehicle <input type="checkbox"/> Passenger Locomotive <input type="checkbox"/> Switch Engine <input type="checkbox"/> Other: _____		
Vehicle Size: (check one)	<input type="checkbox"/> Class 2b (8,501 - 10,000 lbs.) <input type="checkbox"/> Class 3 (10,001 - 14,000 lbs.) <input type="checkbox"/> Class 4 (14,001 - 16,000 lbs.) <input type="checkbox"/> Class 5 (16,001 - 19,500 lbs.) <input type="checkbox"/> Class 6 (19,501 - 26,000 lbs.) <input type="checkbox"/> Class 7 (26,001 - 33,000 lbs.) <input type="checkbox"/> Class 8a (33,001 - 60,000 lbs.) <input type="checkbox"/> Class 8b (60,001 and over) <input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus		
Horsepower (check one)	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 3 <input type="checkbox"/> 6 <input type="checkbox"/> 11 <input type="checkbox"/> 16 <input type="checkbox"/> 25 <input type="checkbox"/> 40 <input type="checkbox"/> 50 <input type="checkbox"/> 75 <input type="checkbox"/> 175 <input type="checkbox"/> 300 <input type="checkbox"/> 600 <input type="checkbox"/> 750 <input type="checkbox"/> 1000 <input type="checkbox"/> 1200 <input type="checkbox"/> 2000 <input type="checkbox"/> 3000		
Current Fuel Type: (check one)	<input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input type="checkbox"/> Diesel, 500 ppm sulfur <input type="checkbox"/> Diesel, 15 ppm sulfur <input type="checkbox"/> Emulsion		
Model Year (all vehicles in a group should have the same model year): _____			
Before project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): _____ gallons			
After project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): _____ gallons			
Before project Annual Vehicle Miles/vehicle in group: _____ miles			
Annual Idling Hours/vehicle in group: _____ hours			
After project Annual Vehicle Miles/vehicle in group: _____ miles			
Annual Idling Hours/vehicle in group: _____ hours			
Technology to be Applied	# veh	Technology to be Applied	# veh
Diesel Oxidation Catalyst		Recalibration	
Diesel Oxidation Catalyst + Closed Crankcase Ventilation		Exhaust Gas Recirculation + Diesel Particulate Filter	
Diesel Particulate Filter		Selective Catalytic Reduction	
Hybrid Electric Replacement with Diesel Particulate Filter		Emissions Control Devices	
Partial Flow Filter		Other	
Compressed Natural Gas (CNG) Replacement		Engine Repower	
Lean NOx Catalyst/Diesel Particulate Filter		Engine Replacement	
Post-Implementation Fuel Type (select one):		<input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input type="checkbox"/> Diesel, 500 ppm sulfur <input type="checkbox"/> Diesel, 15 ppm sulfur (non-road only) <input type="checkbox"/> Emulsion <input type="checkbox"/> Electricity	
Diesel Vehicle Replacement Applicants			
Expected remaining life of vehicles being replaced (years): _____			
Total Number of Vehicles (all groups combined): _____ vehicles			

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.



MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: May 12, 2021
Re: Revised CMAQ/TAP-L project change request procedures for administrative modifications and formal amendments

At the April 1, 2021 Committee meeting, CMAP staff presented [an analysis of past project change requests](#) and how each aligned with existing TIP amendment thresholds. Staff then proposed defining a category of "administrative changes" for CMAQ and TAP-L funded projects that aligns with the region's TIP change rules, as noted in Table 1.

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

Change requests within these thresholds would then be administratively processed by CMAP staff and reported to the Committee at the Committee’s next meeting. In addition, Staff recommended a maximum cap of \$1,000,000 for any cost change request be set. Requests that exceeded these thresholds would require formal approval by the Committee.

Following discussion at the April 1, 2021 Committee meeting, staff reviewed the analysis and developed the following revised proposal.

Revised Staff Proposal

Staff recommends retaining the initial proposal to align with existing TIP administrative modification thresholds while applying the \$500,000 maximum allowable cost change. In addition, the following requests would automatically require formal approval by the Committee.

- 1) Cost change requests exceeding the thresholds or exceeding the maximum allowable dollar amount

- 2) Reinstatement of deferred funds
- 3) Change in the scope of work
- 4) Schedule change advancing a project phase to the current Federal Fiscal Year
- 5) A second cost change request for a single project phase

Staff agrees to track the administrative changes over the next year and report back to the Project Selection Committee on the administrative changes as a review of the new policy.

ACTION REQUESTED: Approval