



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

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www.cmap.illinois.gov

CMAQ Project Selection Committee

Annotated Agenda

Tuesday, March 13, 2012

12:00 p.m.

Teleconference # 800-747-5150, Access Code 3868824

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

- 1.0 Call to Order** 12:00 p.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—February 9, 2012**
ACTION REQUESTED: Approval
- 4.0 IDOT/Federal Local Project Process Review**
Recommendations for addressing the long review and processing timeframes at IDOT of federally funded local projects.
ACTION REQUESTED: Discussion and approval.
- 5.0 CMAQ Active Program Management Policies**
Staff will present draft recommendations for changes to the current policies based on the discussion initiated at the February 9th meeting.
ACTION REQUESTED: Recommendation for approval
- 6.0 Other Business**
- 7.0 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. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.
- 8.0 Next Meeting**
The committee meets next on April 5, 2012
- 9.0 Adjournment**

CMAQ Project Selection Committee Members:

____ Ross Patronsky, Chair

____ Martin Buehler

____ Bruce Carmitchel

____ Luann Hamilton

____ Mark Pitstick

____ Mike Rogers

____ Jeffery Schielke



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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CMAQ Project Selection Committee

Draft Minutes

Thursday, February 9, 2012

Offices of the Chicago Metropolitan Agency for Planning
Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois 60606

Committee Members

Present:

Ross Patronsky, Chair (CMAP), Marty Buehler (counties), Bruce Carmitchel (IDOT), Larry Keller (Council of Mayors), Mark Pitstick (RTA), Luann Hamilton (City of Chicago), Mike Rogers (IEPA)

Staff Present:

Patricia Berry, Doug Ferguson, Don Kopec, Holly Ostdick, Joy Schaad

Others Present:

Reggie Arkell, Curt Barrett, Allison Bos, Chris DiGiantis, John Donovan, Jonathon Doster, Laura Fedak, Tara Fifer, Bud Fleming, Christina Kupkowski, Tam Kutzmark, Aimee Lee, Lafayette Linear, Wes Lujan, Joshua McCluskey, Sat Nagar, Kevin O'Malley, Keith Privett, Tom Rickert, Chris Snyder, Paul Snyder, Chris Staron, Mike Sullivan, David Tomzik, Jerry Townsend, Mike Walczak, Jan Ward (via phone) Thomas Weaver, and Tammy Wierciak (via phone)

1.0 Call to Order

Committee Chair Ross Patronsky called the meeting to order at 2:05 p.m.

2.0 Agenda Changes and Announcements

Chairman Patronsky stated that item 8 on CMAQ Active Program Management Policies would be moved to directly after agenda item 5 - Project Changes. There were no objections.

3.0 Approval of November 4, 2011 Minutes

On a motion by Mr. Buehler and a second by Mr. Rogers, the minutes of the November 4, 2011 meeting were approved as presented.

4.0 Project Changes

4.1 Evanston – Sheridan Rd from Central St. to Chicago Ave (TIP ID 02-08-0005)

Ms. Ostdick stated that the City of Evanston has requested a cost increase of \$266,694 total (\$213,355 federal) because bids came in high and they now want to include a signal upgrade that wasn't originally part of the scope. The project has been let, so the funds will be obligated quickly. Staff recommended approval. On a motion by Mayor Keller and a second by Mr. Buehler, the cost and scope changes were approved. The sponsor was reminded that the council's planning liaison (PL) is responsible for making the TIP change.

4.2 Hillside – Butterfield Rd from Wolf Rd to Mannheim Rd (TIP ID 04-12-0002)

Ms. Ostdick stated that the Village of Hillside requested an additional \$800,000 for ROW which is both a scope and cost change. This project is part of a larger reconstruction project on Butterfield Rd. The project has STP funding for phase 1 and 2 engineering which are currently underway. Staff requested approval. On a motion by Mr. Carmitchel and a second by Mr. Buehler, the cost and scope changes were approved.

4.3 Bedford Park – BRC Clearing, Yard Switcher Retrofit (TIP ID 06-09-0004).

Ms. Ostdick stated that the Belt Railway Company requested approval to purchase Tier III (710 ECO) locomotive engines from EMD instead of the planned GenSet engines. The manufacture has stated that the locomotive engines will be certified TIER III by April or May of this year. The purchase would require additional funds in the amount of \$678,000 federal. The project's new ranking remains within the other funded diesel retrofit projects for that year. Staff recommended approval. On a motion by Mr. Rogers and a second by Mayor Keller, cost and scope changes were approved contingent on the subject locomotives receiving the Tier III certification.

4.4 University Park – University Parkway bike Facility and Intersection Improvement at Governors Highway (TIP ID 07-96-0003):

Ms. Ostdick stated that the Village of University Park requested a cost increase of \$1.3 million for the intersection of Central and Cicero Avenues. The sponsor has split CMAQ funds through the three construction phases. The intersection improvement alone requires an additional \$1.3 million. The schedule for the two additional construction phases is unclear and this project first received funding in FFY 2000. Staff recommended moving the \$360,000 programmed for the sponsor identified subsequent two construction phases into this intersection improvement. If done, the sponsor would need a cost increase of \$580,000 to complete the intersection improvement and the project will be complete, all CMAQ funds allocated to this project will be used and the CMAQ project will be closed. Staff recommends approval of a cost increase in that amount, moving the later CMAQ funds into the first sponsor identified construction phase. University Park indicated that they were amenable to this approach. On a motion by Mr. Buehler and a second by Mr. Carmitchel, the additional \$580,000 and the moving the funds that the sponsor assigned to subsequent phases to this intersection improvement was approved.

4.5 Berkeley – Union Pacific Proviso Railyard Switcher Engine Retrofit (TIP ID 04-09-0002)

Ms. Ostdick stated that the Union Pacific railroad has requested a scope change and cost increase of \$22,400,000 total (\$14,560,000 federal) for a total project cost of \$33,600,000 total (\$21,840,000 federal) to purchase 14 more ultra-low-emitting GenSet switch locomotives for use at their Dolton facility. This project change was tabled from the November meeting. Staff recommends tabling the request again to allow for time to discuss the active program management policies. The Union Pacific representative was agreeable to delaying the request and stated that the company's match dollars are budgeted in this year and hopes the request will be considered soon. Mr. Pitstick asked the representative if the UP would be agreeable to accepting less than the total amount. The UP stated that it is definitely open for discussion. On a motion by Mr. Pitstick and a second by Ms. Hamilton the request was tabled to the April 5th meeting.

Chairman Patronsky offered an opportunity for comments and questions on the remaining project changes that were undertaken by staff as administrative modifications. There were none.

4.6 DuPage County DOT-75th St at Cass Ave and Plainfield Rd (TIP ID 08-09-0016)

The sponsor moved funding from Construction to Engineering II.

4.7 RTA – Chicagoland Commute Options (TIP ID 13-12-0004)

The sponsor moved all funding into FFY 2012.

4.8 DuPage County DOT – Thorndale Ave from I-290 Entrance Ramp to Park Blvd (TIP ID 08-07-0003)

The sponsor withdrew the project from the program.

4.9 Arlington Heights – Buffalo Creek Bike Path Extension – Intersection of Wilke at Lake Cook Road (TIP ID 03-08-0003)

The sponsor withdrew the project from the program.

4.10 Elgin – Elgin-IL58/Summit Street at IL25/Dundee Road (TIP ID 09-00-0021)

The sponsor withdrew the project from the program.

4.11 Grayslake – Lake St from Washington St to Belvidere Rd (TIP ID 10-12-0001)

The sponsor transferred sponsorship to Lake County DOT. Lake County DOT agreed to accept sponsorship.

4.12 CTA - Retrofit of Electronic Engine Cooling Fan/System (TIP ID 16-12-0001)

The sponsor moved all funding into FFY 2012.

4.13 CTA – Purchase a ZF TopoDyn Program (TIP ID 16-12-0002)

The sponsor moved all funding into FFY 2012.

5.0 Transit Status Quarterly Report Update

This agenda item was tabled to April meeting.

6.0 GO TO 2040 Focused Programming Approach Lessons Learned

Staff has begun preparing a document highlighting lessons learned during the CMAQ 2012-2016 Improvement Program. Comments have been solicited from interested parties. This agenda item was tabled to April meeting.

7.0 Post-Implementation Evaluation of Emissions Benefits of CMAQ Projects

This agenda item was tabled to April meeting.

8.0 CMAQ Active Program Management Policies

Mr. Patronskey recapped the issue, highlighting the region’s high unobligated balance and the potential for lapse in 2013 and 2014. The region is in a difficult position even though we have dramatically increased obligations to over \$70 million in each of the last two years, the annual apportionments of roughly \$90 million mean that the unobligated balance continues to grow. Don Kopec briefed the Committee on Randy Blankenhorn's recent discussion with the Regional Coordinating Committee. Mr. Kopec explained that Mr. Blankenhorn put forth four main suggestions:

- Requiring sponsors to complete phase 1 engineering without CMAQ funds to improve the likelihood of well scoped and budgeted, ready projects for CMAQ funding of subsequent phases.
- Fund the phases subsequent to phase 1 engineering at 100% CMAQ funding, rather than 80%, thus making such a policy changes a financial “positive” for sponsors.
- Put in place definite time limits for accomplishment of phases, such as the year programmed plus two years, so that it is clear when a project would be removed from

the program and would not rely on Committee deliberation as to the reasons for delay in accomplishment. Mr. Kopec noted that for the projects that are removed due to delays, there may be special rules for bringing them back into the CMAQ program.

- Setting annual obligation goals for the CMAQ funding available to the region and, and if falling short, implementing some method to bring ready-to-obligate projects into the program.

Ms. Hamilton asked if implementing these policy provisions would mean revisiting the FFY 2012-16 program or if we are talking about changes in programming for the next call for projects. Mr. Kopec responded that both options are up for discussion.

Mr. Buehler asked what the equivalent funding changes would be for transit projects, as they usually do not have specific phase 1 and 2 engineering phases. Mr. Weaver responded that most transit projects have four budget line items: design engineering, ROW, construction and construction management. Ms. Hamilton pointed out that while most transit projects follow that format, major station renovations and expansions require preliminary engineering and have the same phases as highway projects.

Chairman Patronsky commented that applying this policy proposal to different types of projects will require sensitivity to potential inequities. It was pointed out that because transit projects are obligated when the transfer of CMAQ funds from FHWA to FTA takes place, those projects are not contributing to the unobligated balance problem. It was agreed that the often slow implementation of transit projects does hurt the region in terms of realizing the air quality benefits as quickly as desired, however.

Mr. Buehler said that he reviewed the list of unobligated county projects that CMAP supplied and found many that were actually constructed. He expressed concern that the magnitude of the problem is being overestimated. Mr. Rickert pointed out that the estimate of FFY 2013 lapse potential has dropped from \$160 million to \$140 million to \$100 million and most recently to about \$75 million and that it is quite likely, because upcoming obligations will be counted through September of 2013, that there will be no lapse potential. Chairman Patronsky explained that the FMIS reports are the official source of unobligated balance information and that, due to the dynamic nature of project obligation, the balance changes frequently. Mr. Rickert conceded that large unobligated balances are problematic when seeking higher levels of funding in Washington, but suggested that lapses are not actually a serious concern. IDOT Central Office staff was asked if they believe the threat of lapse is something to be concerned about. IDOT stated it is; but the appropriate level of concern is hard to discern. Mr. Rickert said he feels that more detailed tracking of upcoming projects, although a large staff effort would be necessary to have a handle on the lapse potential.

Mr. Pitstick said that he was in favor of adding the four policy changes Mr. Kopec outlined and stated that there are a lot of details yet to be worked out. He expressed concern that these changes would not do anything to encourage timely obligations on currently tardy projects. It was pointed out that 100% CMAQ funding would help the

projects that are delayed for lack of local match, but according to sponsor self-reporting of reasons for delay, that is only about 3% of the tardy projects.

Mr. Snyder commented that his belief is that very little engineering is underway on B List projects and that the B List will not be a good source of projects to pull from if obligations are falling short of the target amount in a given year. Mr. Rickert pointed out that two thirds of CMAQ and STP projects miss their schedule goals and suggested that taking a hard line on delays could actually harm the accomplishment of the program. He said that he agreed with Messrs. Buehler and Snyder that moving projects in might help meet an obligation target for the subsequent year, but feels that it is impossible to move quickly enough to help meet a target in a current year. Mr. Kopec replied that all of these issues need to be further considered and details hammered out.

Mr. Snyder commented that small agencies are hurt the most with the lack of phase 1 engineering support. He feels that asking communities to apply for “needy communities” funding would make things even more complicated. He stated that potential CMAQ sponsors would have to have their phase 1 engineering underway today in order to compete in a call for projects to be announced in the winter. He also stated that projects with railroad involvement take much longer to get through phase 1 engineering. Ms. Hamilton said that innovative projects would also be hurt, as it is very difficult to get local funding for engineering of non-standard projects.

Chairman Patronskey asked the Committee members if they liked the ideas proposed well enough for staff to take time fleshing out details. Mayor Keller said that he thought municipalities who felt that their potential CMAQ project was a high priority could work with the changes and such policy changes were needed to have a different outcome. The CMAQ committee has implemented the one time move and first ready, first funded policies, but still has a hard time removing funding from tardy projects unless the sponsor agrees to their removal.

Mr. Buehler suggested that rather than refer to the second point as 100% funding for non-phase 1 engineering phases, that we should think in terms of variable local match and retain some flexibility. Mr. Pitstick asked what we would take out of the program in order to accommodate the higher percentage of CMAQ funding for non-phase 1 engineering projects in the FFY 2012-16 program. Staff stated that we would have to run an analysis to find out the total dollar impact and that one solution is to extend the years of the program.

Mr. Snyder suggested a hybrid be adopted for accomplishment deadlines; stating that some project types will take more than two years past obligation year as a matter of course, particularly ones with railroad involvement. Mr. Kopec said that there is room to fine tune all of the policies proposed.

Mr. Carmitchel asked what the timeline is for implementation of new policies. Mr. Kopec responded that the hope is to have them in effect by the end of this fiscal year, where practical. Some of the policies that are focused longer term, such as not funding phase 1 engineering, may come into effect for new projects beyond the FFY 2012-16 program

recently adopted. Mr. Buehler suggested that the immediate concern is to bring down the unobligated balance and we should set an obligation target for FFY 2012 and bring in contingency projects soon.

Mr. Kopec said he was not a fan of the B List or a contingency list, and felt that we should be advancing projects already in the FFY 2012-2016 program. Ms. Hamilton asked if it wasn't too late to set a goal for FFY 2012 and get it attained by September 30th. Mr. Kopec stated that with the annual obligation goal strategy, an appropriate date early enough in the fiscal year needs to be set, at which point the staff and committee will assess the readiness of projects to bring in as substitute projects. Mr. Rickert said that projects would need to be brought in by February and Mr. Snyder pointed out that there is no practical value in letting a big construction job in the summer, as the work cannot get started until spring of the next year or the road is all torn up during the winter non-construction season.

Chairman Patronsky attempted to recap the points staff could flesh out:

- Requiring sponsors to fund phase 1 engineering without CMAQ funds;
- A higher federal match ratio for projects that do phase 1 engineering without CMAQ funds;
- Setting annual obligation goals for the region and implementing some method to bring ready projects into the program if the goal will not be met.
- For projects that are dropped due to delays, future phases would be carried at zero funding, but kept in the program for reinstatement at a later time, under rules yet to be specified; and
- Lastly, he said he heard some reluctance to put in place definite time limits.

Mr. Rickert responded that he felt the overall direction was good, but that the biggest negative impact hits the municipalities. He commented that he thought we would lose sponsors from the program over the loss of phase 1 engineering support. Chairman Patronsky mentioned he thought there should be some pressure put on transit agencies as well.

Mr. Privett asked if the Committee could be updated regularly on what projects had been obligated recently. He said that doing so would focus attention on the positive and help the Committee to understand how Active Program Management efforts are playing out. Chairman Patronsky responded that staff could do that and said that staff will flesh out the policies that were discussed today and bring that information back to this committee for adopting a recommendation either at the April 5th meeting or at a special meeting to be determined. Mr. Pitstick asked that the staff work include an analysis of the impact on projects in the current program and an update on status of projects that could be obligated in 2012. Chairman Patronsky agreed.

Then the discussion focused on setting a special meeting date. Chairman Patronsky said staff would work with the Committee off line to schedule a meeting.

9.0 Other Business

Chairman Patronskey stated that the US EPA has issued a letter indicated that they will now utilize 2011 air quality monitoring data in assessing our region's attainment status. He thanked everyone for their efforts in contacting US EPA to urge this change of policy which assures the continuation of the CMAQ program for northeast Illinois, southeast Wisconsin and northwest Indiana.

Ms. Berry stated that as the committee and staff are planning for the next CMAQ call for projects to be issued in early December, there is value in activating the four program focus groups now to have sufficient time to generate regional projects and undertake needed coordination. She said that staff will inform the staff of each group to encourage such advance work.

10.0 Public Comment

Mr. Curt Barrett, the Chair of the DuPage Mayors and Managers Transportation Policy Committee said that their committee appreciated Ross Patronskey participating in two of their meetings to talk about the CMAQ Project Selection Committee's programming process. Mr. Barrett said that the Conference staff has submitted a follow up letter to CMAP and they are looking forward to a written response.

11.0 Next Meeting

The committee confirmed their next regular meeting for April 5, 2012. The special meeting on Active Program Management policies was later set for noon on Tuesday, March 13, 2012 at CMAP.

12.0 Adjournment

The meeting was adjourned at 3:55 p.m.

Respectfully submitted,



Douglas Ferguson
Committee Liaison

3/6/12

**CMAQ PSC support and Recommendations on IDOT/Federal Local Project Process review
3/13/12 CMAQ PSC Meeting**

*****DRAFT*****

Resolved:

A Federal Requirements are not the Issue

The PSC is not saying that the federal requirements are the issue to address at this time.

B Performance Measures for a few key milestones/Phase

The CMAQ PSC is fully aware that personnel resources at our partner for CMAQ projects, IDOT, are stretched thin and their taking time to research the entire IDOT/Federal Local Project Process could be counterproductive, as it pulls IDOT staff from the processing of projects.

Perhaps IDOT does have some rules of thumb for timeframes; for example, how long does a PDR take to produce and approve for an intersection project.

However, the CMAQ PSC endorses the establishment by IDOT of transparent **Performance Measures for a few key milestones** on each phase of a project. The intent is to have information available for: How long do these milestones take on average and what are the variances?

C Tracking Time Spent In and Out

Much like some permit issuing agencies do, the CMAQ PSC recommends that in concert with the Performance Measures, IDOT track time: 1) at the District office, 2) at the Central office and 3) time away from each office (i.e. at the local agency). This gives each of the entities ownership of the time each has for its part of the project processing. However, the time at the District Office and the Central Office needs to be segregated to time away at other IDOT Bureau's.

D Immediate Action

The CMAQ PSC recommends a new function at IDOT to be established to jump on the local projects on the IDOT/Federal local project assembly line which are lagging outside the expected norm and try to get them back on schedule. **This would be a major step forward.**

E Long Range Action

As transparent **Performance Measures for a few key milestones** on each phase of a project are determined, than internal IDOT reviews, with or without outside assistance, can begin on how to shorten the timeframes.

F Discouraged Action

The CMAQ PSC does not recommend any effort be started by IDOT to review project processes without first having developed **transparent Performance Measures for a few key milestones** on each phase of a project

CMAQ Active Program Management Policy Recommendations

Due to the persistent unobligated balance, CMAP staff, at the direction of CMAP committees, has developed revised active program management policies to encourage accomplishment of CMAQ projects. Increased accomplishment of CMAQ projects not only assists in implementing GO TO 2040 and improving air quality and mitigating congestion in the CMAP region, it also helps keep limited federal resources in our region.

Comment [DF1]: Suggestion to add "from a programming standpoint." The emphasis of these recommendations is on program management, not programming.

The staff recommendations are:

- Make phase I engineering the sponsor's responsibility
- Fund phases that are programmed at 100% federal share
- Enforce an accomplishment sunset
- Create an annual obligation¹ goal
- Implement contingency projects if the obligation goal is not achieved

This report is an explanation of these recommendations, how they will affect future and currently programmed projects and how they will be implemented.

Make phase I engineering the sponsor's responsibility; fund other phases at a 100% federal share.

Phase I engineering (also known as preliminary engineering) will be the responsibility of the project sponsor to complete without CMAQ funding. Once phase I has been undertaken, projects applying for CMAQ funding will have improved scopes of work with more accurate realistic estimates of costs. During phase I engineering specific project needs are laid out, alignments are identified, environmental concerns are addressed and right-of-way needs are determined. Funding the remaining phases of work at 100% CMAQ funding will offset the financial requirement that project sponsors fund phase I engineering. The sponsor will receive more federal funding under this policy than if the entire project was funded at the traditional 80/20 split.

Sponsors will be required to demonstrate that phase I engineering has been initiated prior to the programming of CMAQ funding to a proposal, however if a sponsor applies without having phase I engineering completed the project will not be considered for funding, but may be placed on the B list. The Project Selection Committee will use one of the following options for demonstration of phase I initiation:

¹ An obligation is the Federal government's promise to pay a State for the Federal share of a project's eligible cost. This also called federal authorization. It typically occurs after a project agreement is executed.

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1. The project has received design approval by the time programming recommendations occur; or
2. The PDR document has been submitted to IDOT for approval by the time programming recommendations occur.

Not all projects require phase I engineering. To be evenhanded, these projects will be eligible for a federal funding percentage of 90 under the CMAQ program. Projects in this grouping include but are not limited to:

- Bicycle Parking and Encouragement
- Non Construction Bicycle Facility Treatments
- Sidewalks (without ROW acquisition)
- [Signal Interconnects](#)
- Transit Service and Marketing
- Transit Vehicles Procurement
- Diesel Retrofits
- Most "Other" category projects such as marketing and implementation programs
- Any project using a Categorical Exclusion 1(CE1)

[Even though signal interconnect projects do not require phase I engineering, they are required to complete PESA documentation as part of phase II engineering. This can add significant time requirements to the length of phase II engineering. Because of this, phase II engineering for signal interconnects would need to be completed by the sponsor; the rest of the project phases would receive 100% CMAQ funding.](#)

For transit projects that involve engineering and construction activities, there is not a clear division between phase I engineering (preliminary) and phase II engineering (design) activities. To establish a more level playing field, transit engineering activities will be partially funded. For transit projects involving engineering, 50% of the engineering costs will be eligible for CMAQ funding with the remaining phases eligible at 100% funding. This proposal was derived from a review of IDOT's approximate distribution of project costs on federal-aid highway projects. For such projects, phase I accounts for 8% of a project's cost and phase II accounts for 7% of a project's costs. Based on these estimated percentages of engineering costs on a highway project, 47% of transit engineering cost would be equivalent to what highway projects receive for phase II engineering. For simplicity's sake, a figure of 50% will be used. Construction engineering is included with construction costs.

The match will remain 65/35 for projects that involve private companies.

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At the point of application, project sponsors can request exemption from the requirement that they fund phase I engineering based on extenuating circumstances. When the Project Selection Committee recommends approval of the proposed program, their action will include the limited exemptions, but only phase I engineering will be initially programmed. Projects receiving CMAQ funding for phase I engineering will be programmed at the 80% federal level for all phases receiving CMAQ funding. Funding for subsequent phases will not be programmed until the same accomplishment criteria is met as required of sponsors who do not request an exemption. Considerations that may constitute a hardship extenuating circumstances include:

- Financial Hardships
- Directly Programmed Projects from a Focus Group (projects that have been identified as filling a critical gap in the region’s network, but not a priority for the project sponsor)

Accomplishment Sunset – Newly Programmed Projects (2012-2016 and Future Programs)

An accomplishment sunset allows a specified time for a project phase to be accomplished. ~~The recent experience with the ARRA demonstrates the effectiveness of strict deadlines.~~ The table below defines “accomplished” for the individual phases for projects administered by FHWA and FTA:

<u>Phase</u>	<u>FHWA</u>	<u>FTA</u>
Phase I Engineering	Design Approval	FTA Grant Approval
Phase II Engineering	Pre-Final Plans to IDOT Dist. 1	FTA Grant Approval
ROW	ROW Certified by IDOT Dist. 1	FTA Grant Approval
Construction	Letting	FTA Grant Approval
Implementation	Federal Authorization	FTA Grant Approval

~~Each project proposals~~ provides a realistic schedule for phase accomplishment when the project application is submitted. Each phase must be accomplished in the federal fiscal year (for the purpose of this document, “year” will refer to federal fiscal year)²; it is programmed plus two years (~~±X+2~~ years). A project phase can be moved only into the next consecutive year, i.e. if the phase is programmed in 2012 and is delayed, it will have the year programmed and two additional years to accomplish the active phase (2012->2013->2014), ~~can only be moved to 2013, not 2014 or a year further out.~~ If the sponsor indicates that the phase will instead be

² Federal fiscal years (FFY) run from the October 1st through September 30th. FFY 2012 starts October 1, 2011 and ends September 30, 2012. This differs from state fiscal year which runs from July 1st through June 30th. This document only refers to federal fiscal years.

Comment [HO2]: Comments received have recommended different funding percentages. One suggestion that we fund phase I at 50% and then the remaining phases at 100%. Another that we fund phase I at 80% and the remaining phases at 100%

Comment [HO3]: The intent is to discourage sponsors from seeking CMAQ funding for phase I.

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accomplished in later years (~~from 2012 to either 2015 or 2016, etc~~), the project funding will be removed and the project will be considered a “deferred” project. Funding will be removed but can be moved back into the program when progress is demonstrated and funding is available.

Biannual status updates will be required in May and October for each phase in the current year. The status will be confirmed with IDOT or FTA and reviewed by the CMAQ Project Selection Committee. If the phase is not accomplished ~~after its scheduled 1+2 years in the year it is programmed plus two years~~, all ~~unobligated-remaining~~ funding for the project will be removed from the guaranteed program and the project will be considered a deferred project. This allows for other projects to move forward with the funding thus freed up.

The accomplishment sunset will take effect when the project’s phase is ~~programmed~~ in the current year. For example, if phase II engineering is programmed in 2015, then phase II must be completed in 2015 and ~~+plus 2 years (2016+2017)~~. If the phase is not accomplished by the end of 2017 the remaining project funding is removed and the project becomes a deferred project.

Set an annual obligation goal

While adjusting the federal share of project phases will help ensure sponsors will complete a project, and establishing sunset provisions will remove languishing projects, the Project Selection Committee will still need to monitor the actual amount obligated. Setting an annual obligation goal will focus the region on spending its apportionment in a timely manner, realizing the air quality benefits and avoiding the loss of funds due to inaction.

The goal will be aimed at accomplishing two ends: first, keeping up with current apportionment going forward. The region has been apportioned approximately \$90 million per year in CMAQ funds.

Second, the goal should help reduce the unobligated balance in a systematic, measured way. Although recent large obligations have reduced the unobligated balance to approximately \$190 million, such a dramatic reduction cannot be expected to continue into the future without monitoring and action by the Project Selection Committee. A five-year period in which to spend down the balance will be used. Given the current unobligated balance, this would be approximately \$40 million annually, yielding an obligation goal of approximately \$130 million per year for the next five years.

Ideally, the unobligated balance will decline steadily as obligation goals are met. However, the actual amount obligated in a given year is likely to be either higher or lower than the goal, not exactly on target. In addition, the actual apportionment is likely to be either higher or lower than the anticipated amount. There may also be rescissions, which reduce the unobligated

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balance, or deobligations of funds from closed projects, which increase the unobligated balance. An active rebalancing of the goal will be done each year so that the zero balance is achieved in exactly five years.

To make best use of the goal, it should be set in the summer, three months prior to the start of the federal fiscal year. The goal will primarily be based on anticipated apportionment for the coming fiscal year and the anticipated unobligated balance.

While it is not a direct concern for reducing the unobligated balance, the federal obligating authority and state appropriation needed to obligate projects must also be managed. CMAP and IDOT staff need to, and will work to ensure that adequate federal obligating authority and state appropriations are available.

Implement contingency projects if the obligation goal is not met

If the obligation goal cannot be met through implementation of projects incorporated in the CMAQ program through the regular selection process, then other projects must be identified to accomplish the goal. Although implementation of the CMAQ projects selected by the MPO Policy Committee and CMAP Board is highly preferable, some form of contingency projects must be available for obligation within a very short time frame. To avoid overcommitting staff and committee resources, a threshold of \$5 million will be used – if the actual obligation amount is expected to be within \$5 million of the goal, then no action to consider contingency projects will be taken in that fiscal year.

Contingency projects can be identified through several avenues discussed below. Projects in a group mentioned first will take precedence over projects in a group mentioned later.

“Out year” projects – those currently in a future year of the multi-year CMAQ program – can be advanced if they are ready to obligate. These projects will already be included in the TIP as they are included in the CMAQ Program.

“Deferred” projects – those that had their funding removed for failure to meet an accomplishment sunset deadline – can be considered if the barriers to their progress have been removed and they now are ready to obligate. CMAP staff and Planning Liaisons should review these types of projects on a continuing basis to reduce the chance of further delays once they are ready to proceed. These projects can be considered for having their funding reinstated when progress is demonstrated and funding is available. These projects will be in the MYB of the TIP as their CMAQ funding has been deferred. Once the project has demonstrated progress, a TIP amendment will be required to move the project back into the TIP. In particular, such projects could be brought into the program in the fall if other projects have had funding removed or

Comment [HO4]: Comment that deferred projects should not have priority over b list because they had their chance to move forward. Another that this should be called the CMAQ A list.

Comment [RP5]: CMAP’s goal is to accomplish programmed projects – deferred projects were in the program and demand a higher prioritization than other contingency projects.

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phases moved as part of the October status review. Deferred projects can also be brought back into the CMAQ program when a review indicates the obligation goal is not going to be met, or considered at other times if they are ready for obligation. Bringing deferred projects back into the active program can be accomplished quickly if the sponsor promptly notifies CMAP staff of a project's readiness. In particular, since CMAP Transportation Committee meetings are scheduled to meeting letting deadlines, projects brought to a committee meeting will be able to meet the next letting.

If funds are available, contingency projects can move the next consecutive phase (Phase ~~HI~~ → Phase ~~HII~~ & ROW → Construction) into the program once the prior phase is accomplished. If the phase seeking to move into the program is the initial CMAQ funded phase, progress must be demonstrated by:

	Local Projects	CDOT	Transit	IDOT
<u>Phase HI Engineering</u>	Locally Executed Local Agency Agreement sent to IDOT Central Office for Execution	Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	n/a
<u>PHH Phase II Engineering</u>	Locally Executed Local Agency Agreement sent to IDOT Central Office for Execution	Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	n/a
<u>ROW Acquisition</u>	Locally Executed Local Agency Agreement sent to IDOT Central Office for Execution	Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	When ROW is included in the IDOT program
<u>Construction</u>	Pre-final Plans at IDOT BLRS for Review	Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	When Design Approval is achieved or when Construction is included in IDOT program.
<u>Implementation</u>	Case by case basis, in general – locally executed agreement	Case by case basis, in general - Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	n/a

All declarations of progress will be confirmed with IDOT, RTA, FHWA, or FTA.

“Vetted” projects – those that have been analyzed as part of the CMAQ selection process and shown to have air quality benefits – that are ready to obligate could be identified. These could include “B” list projects, assuming they meet the other criteria for advancing, such as making significant progress toward implementation.

Another source of vetted projects for contingency funding can be projects for which CMAQ is only part of the funding. In this case CMAQ funds are likely to be substituted for other funds. Most other federal fund sources can be applied to a wider range of projects, however, so they

Comment [HO6]: This should be the B list

Comment [PB7]: Vetted includes what is now called the B list, projects with funding other than CMAQ, and projects that were evaluated, showed benefits, but were not programmed. The commonality is that they were evaluated for CMAQ benefits.

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are unlikely to be lost to the region. These projects should already be in the TIP as they are close to implementation. If this is the case, an administrative modification can occur automatically in the TIP to change the funding to CMAQ once the determination is made that it should be funded with CMAQ.

Projects which applied for CMAQ funding and showed benefits but were simply not programmed could also be funded as vetted projects. In these cases, the project should be proceeding with other funds as an indication that it can obligate the CMAQ funds without delay. Again, this would substitute CMAQ funds for other funds, freeing up those funds for other uses in the region. These projects will not be added into the TIP until progress is demonstrated and funding is available.

Last, CMAQ funds could be programmed to other “extraordinary” projects that are CMAQ-eligible, but which have not applied for funding. In some cases, this may involve a CMAQ-eligible portion of a larger project. It is hoped that this type of project would be used rarely, if at all. These projects should already be in the TIP as they are close to implementation. If this is the case, an administrative modification can occur automatically in the TIP to change the funding to CMAQ once the determination is made that it should be funded with CMAQ. If CMAQ is providing additional funds, in most cases a TIP amendment will be required to add the CMAQ funds.

The TIP amendment schedule is based on the IDOT letting schedule and no project should be delayed due to its status in the TIP if appropriate monitoring by the Planning Liaisons and project sponsors is occurring. The current CMAQ A list is managed in similar circumstances.

The CMAQ PSC will make the determination of which vetted and extraordinary projects ~~above~~ will be added to the CMAQ program and therefore changed in ~~ing~~ the TIP.

In any case, the projects selected for contingency funding *must* be ready to obligate within the ~~fiscal~~-year; otherwise there is no point to the exercise. To ensure this, a review process will occur in which IDOT (both District 1 and the Central Office), RTA, FHWA/FTA and the sponsor (with project engineers if any) agree that obligation is feasible, and that any potential obstacles are addressed.

Vetted and extraordinary projects should use enough funds to make it worth the additional staff and committee time and the deviation from implementing programmed projects. Staff and committee time will not be well spent identifying numerous small projects in hopes of making up a shortfall. For example, funding phase I engineering even on a hardship basis, is a poor

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choice for contingency treatment – the dollar amounts involved are generally small and phase I activity generally does not lead to spending additional funds in the near term.

For vetted and extraordinary projects being considered for contingency funding, if phase II engineering or right-of-way acquisition is to funded, it must be over \$1 million to ensure that there will be real progress toward the obligation goal. For construction, projects the amount must be \$5 million or higher to warrant action. These limits do not apply to the out years of programmed projects or the deferred projects.

Construction is the preferred phase for contingency funding, given the generally larger amounts obligated. Again, the review process will be used to ensure that the project will be obligated within the fiscal year.

The contingency review process will begin in early spring. By that time there will be enough information to have a sense of whether the obligation goal is likely to be met or not, and there is also enough time to get projects obligated and begun within the construction season. Beginning the review in early to mid-summer would mean that much better information would be available, but there will be little or no time to get projects obligated.

A list of projects that could be used will be maintained. For out year, deferred or vetted projects on the MYB list, the expectation will be that those project sponsors will be motivated to contact their Planning Liaison or CMAP staff when their projects are ready to proceed.

Projects Programmed in 2011 or before

These revised active program management policies will apply to new projects, including those programmed in October 2011 as part of the 2012 – 2016 five year program. However, the unobligated balance results almost entirely from projects programmed in prior years that have not progressed. This section describes how the revised policies will address these projects.

CMAQ project sponsors have been submitting status updates since 2009; project phases have been collecting “moves” since then. ~~The discussion regarding whether the reason for the move is within or beyond the sponsor’s control has not been fruitful. A review is underway of the vagaries of the processing of federally funded projects.~~ Regardless of the reason for the numbers of “moves” for each project phase, the CMAQ Project Selection Committee, without a strong staff recommendation, has been hesitant to remove delayed projects from the program unless the ~~projects~~ sponsors ~~has~~ indicated they will no longer be pursuing the projects. This has led to project phases that have been delayed 1, 2, 3, and 4 years. The accomplishment sunset (1+2 years to accomplish the phases as outlined above) applies to these projects; in no case will the sunset rule be waived.

Comment [HO8]: Suggestion that sponsors can put together a group of eligible projects that do not individually exceed threshold, but together add up to more than \$5 million and are bundled into one project.

Comment [PB9]: The intent is to minimize the number of projects being considered, so they can be carefully reviewed to insure they will be obligated. Groups of projects may defeat the intent.

Comment [DF10]: Comment on the applicability of 1+2 provisions to 2011 and before projects. – should it apply?

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The attached table shows project phases programmed in ~~fiscal~~ years through 2012, with the year in which they must accomplish the phase. If the sunset deadline is not met, the funding will be deferred and the project moved to the ~~contingency deferred~~ list. For projects that were part of the October 2011 status update, the year of accomplishment was determined by the following rules:

Delayed 4 or more Years:

The project will be deferred and its funding removed.

Delayed 3 Years:

These project phases must be accomplished in the year indicated.

Delayed 2 Years:

These project phases have the year they are currently programmed in plus one additional year.

Delayed 1 Year:

These project phases have the year they are currently programmed in plus two additional years.

In some cases, sponsors requested to move a project more than one year into the future in their October 2011 status update. Under the revised policy, these will be moved into 2012, with their accomplishment year determined by the number of moves thus far as described above.

For projects that requested moves in 2009 or 2010 to a future year, e.g. 2013 rather than 2010 (from 2009) or 2011 (from 2010), that move is counted as 1 year's delay and the project phase will have 2 years to accomplish the phase after the year it was moved to, (in the example, the phase will need to be accomplished by 2015). The attached list includes these projects. Sponsors can request that a project be placed on the contingency list if they are confident the project will not be accomplished in the timeframe required.

Active projects will be eligible to receive 100% federal funding for phase II engineering, ROW acquisition, construction and/or implementation if a request is made and the following conditions are met:

- ~~1. A special request is made to the Project Selection Committee with an updated project schedule detailing when phases of the project will be completed.~~
- ~~2.1. No CMAQ funds have been expended on phase I engineering and all federal authorizations for phase I engineering are deobligated.~~

Comment [HO11]: Suggestion to fund all current projects at 100% to spend down the unobligated balance ASAP.

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Projects that do not involve phase I engineering would be eligible for 90% federal funding as prescribed in the first section. Transit infrastructure projects would [be eligible for 100% funding for ROW acquisition and construction, but would](#) be limited to 50% federal funding for engineering work.

[These policies revisions will be reviewed on an ongoing basis for their effectiveness, and updated with any improvements that are identified.](#)

Comment [RP12]: Recommend a formal review within a year after applying to the 2012 program.

Comment [RP13]: Comment on the need to improve project agreement and design review processes. This is being addressed through other channels.

DRAFT



Application of Revised Rules to Current CMAQ Projects with Phases Programmed in 2012 or Earlier

TIP ID	Sponsor	Project Name	FFY Programmed	Revised FFY of Phase	Phase	Year in which phase must be accomplished	Phase Federal	Total Project Federal Unobligated
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	2009	2012	Construction	Past Due	\$6,201,818	\$7,910,678
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	2009	2012	Implementation	Past Due	\$1,118,000	\$3,529,800
01-08-0001	Cook County Forest Preserve District	North Branch Bicycle Trail Extension (East Segment)	2009	2012	PHII Engineering	Past Due	\$239,000	\$6,037,438
01-09-0004	CDOT	Union Station Transportation Center	2009	2012	PHII Engineering	Past Due	\$412,000	\$4,720,000
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	2009	2012	PHII Engineering	Past Due	\$140,000	\$1,873,263
05-09-0002	Cicero	Cicero Rail Yard Switch Engine Retrofit	2009	2012	Implementation	Past Due	\$1,820,000	\$1,820,000
07-06-0002	University Park	Cicero Ave Shared Use Path	2009	2012	PHI Engineering	Past Due	\$60,000	\$258,800
07-06-0058	Cook County Forest Preserve District	Thorn Creek Bicycle Trail Completion	2009	2012	Construction	Past Due	\$3,805,055	\$4,112,259
07-08-0002	Hazel Crest	New Commuter Parking Lot on the NW corner of 171st St at Park Ave.	2009	2012	Construction	Past Due	\$320,000	\$428,027
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	2009	2012	Construction	Past Due	\$1,556,440	\$1,605,440
13-09-0001	Cook County Dept of Environmental Control	Cook County Fleet Diesel Retrofit	2009	2012	Implementation	Past Due	\$663,135	\$663,135
01-01-0009	CDOT	CDOT-Lakefront Trail - Navy Pier Flyover	2010	2012	Construction	2012	\$13,696,000	\$23,344,000
01-01-0011	CDOT	New Resident/Student Bike Marketing Program	2010	2012	Implementation	2012	\$400,000	\$3,186,275
01-02-0027	CDOT	Cicero Ave Smart Corridor	2010	2012	Construction	2012	\$1,387,000	\$2,898,772
01-05-0001	CDOT	Safe Route to School Program - Citywide	2010	2012	PHII Engineering	2012	\$192,000	\$1,764,000
01-05-0005	CPD	Jackson Park/59th St Bicycle Path	2010	2012	Construction	2012	\$578,000	\$578,000
01-06-0004	CDOT	Walk to Transit - Pedestrian Encouragement	2010	2012	Implementation	2012	\$160,000	\$160,000
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	2010	2012	PHI Engineering	2012	\$140,000	\$3,968,000
01-97-0086	CDOT	CDOT-Near West Side Signal Interconnect	2010	2012	Construction	2012	\$1,692,000	\$1,750,000
01-97-0087	CDOT	Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave	2010	2012	PHII Engineering	2012	\$292,000	\$292,000
03-09-0012	Buffalo Grove	Dundee Road Sidewalk	2010	2012	Construction	2012	\$456,169	\$456,081
04-00-0010	Schiller Park	Schiller Park-Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	2010	2012	PHII Engineering	2012	\$24,000	\$344,000
05-10-0001	Berwyn	Berwyn and Riverside Bicycle Parking and Marketing	2010	2012	Implementation	2012	\$25,840	\$14,120
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	2010	2012	PHII Engineering	2012	\$65,000	\$914,450
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	2010	2012	Construction	2012	\$849,450	\$914,450
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	2010	2012	Construction	2012	\$189,760	\$201,200
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	2010	2012	Construction	2012	\$1,660,000	\$1,660,000
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	2010	2012	Construction	2012	\$297,900	\$304,774
10-02-0007	Lake Zurich	US12/Rand Rd at Ela Rd	2010	2012	PHII Engineering	2012	\$35,000	\$634,079
11-04-0001	McHenry County Division of Transportation	Johnsburg Rd IL 31 - Chapel Hill Rd	2010	2012	Construction	2012	\$1,604,259	\$2,564,259
11-07-0001	McHenry County Division of Transportation	Virginia Rd at IL 31(southwest quadrant)	2010	2012	Construction	2012	\$1,020,000	\$962,071
13-10-0008	CDOT	Metropolitan Mayors Caucus Idling Reduction Program	2010	2012	Implementation	2012	\$140,600	\$140,600
01-08-0004	CDOT	City of Chicago Bicycle Fleet Program	2011	2012	Implementation	2013	\$80,000	\$80,000
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	2011	2012	Construction	2013	\$1,338,000	\$3,445,000
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	2011	2012	PHI Engineering	2013	\$200,000	\$3,445,000
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	2011	2012	PHII Engineering	2013	\$52,000	\$5,540,059
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	2011	2012	ROW	2013	\$4,800,000	\$5,540,059
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	2011	2012	PHII Engineering	2013	\$84,000	\$760,000
03-00-0108	Schaumburg	Schaumburg-Schaumburg and Barrington Roads Intersection Improvements	2011	2012	Construction	2013	\$597,733	\$1,613,653

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Application of Revised Rules to Current CMAQ Projects with Phases Programmed in 2012 or Earlier

TIP ID	Sponsor	Project Name	FFY Programmed	Revised FFY of Phase	Phase	Year in which phase must be accomplished	Phase Federal	Total Project Federal Unobligated
07-08-0009	Homewood	Village of Homewood Bicycle Network - Near and Mid-Term Priorities	2011	2012	PHII Engineering	2013	\$105,000	\$106,647
07-08-0010	Riverdale	CSXT Barr Rail Yard Switch Engine Retrofit	2011	2012	Implementation	2013	\$975,000	\$1,113,000
08-02-0008	Villa Park	Roosevelt Road Sidewalk	2011	2012	Construction	2013	\$583,263	\$472,334
08-05-0002	DuPage County	DuPage County Transit Service Marketing	2011	2012	Implementation	2013	\$480,000	\$480,000
08-07-0013	Carol Stream	Kuhn Rd Bike Path from Lies Rd to The Great Western Trail	2011	2012	Construction	2013	\$74,000	\$122,378
08-10-0004	DuPage County DOT	Geneva Rd from President St to Swift Rd	2011	2012	Construction	2013	\$860,000	\$867,112
09-00-0012	IDOT	IL 64 from Tyler Rd to 7th Ave	2011	2012	Construction	2013	\$247,200	\$260,000
09-10-0002	Sleepy Hollow	Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuar	2011	2012	Construction	2013	\$72,000	\$81,600
09-10-0003	Kane County	Fabyan Pwy from Nagle Blv to IL 25	2011	2012	ROW	2013	\$204,000	\$1,960,700
09-11-0013	Kane County	Arterial Management Center	2011	2012	Construction	2013	\$854,940	\$854,940
10-00-0113	Lake County DOT	Cedar Lake Rd at Monaville Rd	2011	2012	Construction	2013	\$4,325,000	\$4,724,212
10-00-0128	Lake County DOT	Roberts Rd at River Rd	2011	2012	Construction	2013	\$4,530,000	\$5,206,827
10-06-0064	Mundelein	Lake St from Hawthorne Blv to Hickory St	2011	2012	Construction	2013	\$384,129	\$420,129
10-10-0003	Lake County DOT	Prairie Crossing Bike Path/Midlothian Rd	2011	2012	Construction	2013	\$1,910,400	\$1,933,159
12-10-0001	Romeoville	135th St Metra Parking Lot	2011	2012	PHII Engineering	2013	\$440,000	\$4,139,600
13-10-0005	IEPA	Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project	2011	2012	Implementation	2013	\$3,380,000	\$3,380,000
01-01-0009	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	2012	2012	CONST	2014	\$4,128,000	\$23,344,000
01-05-0002	CDOT	41st St Bicycle-Pedestrian Bridge	2005	2012	ENG2	2014	\$880,000	\$1,067,771
01-08-0002	CDOT	Bloomingtondale Trail	2009	2012	ENG2	2014	\$480,000	\$37,020,000
01-08-0003	CDOT	Signal Controller Upgrade and Timing Program	2008	2012	ENG2	2014	\$320,000	\$1,920,000
01-08-0003	CDOT	Signal Controller Upgrade and Timing Program	2009	2012	IMP	2014	\$1,600,000	\$1,920,000
01-08-0007	CDOT	79th St from IL 50/Cicero Ave to Ashland Ave	2009	2013	Construction	2014	\$5,020,000	\$5,391,364
01-09-0002	CDOT	Weber Spur Trail UPRRfrom Devon/Springfield to Elston/Kimberly	2009	2012	ENG1	2014	\$800,000	\$2,240,000
01-09-0005	CDOT	Traffic Management Center Integrated Corridor Management	2009	2012	IMP	2014	\$1,520,000	\$1,520,000
01-12-0002	CDOT	Arterial VMS Traveler Information System, Phase I	2012	2012	ENG	2014	\$172,000	\$1,313,200
01-12-0003	CDOT	Chicago Bike Sharing Program - Startup	2012	2012	IMP	2014	\$0	\$0
01-12-0004	CDOE	Chicago Area Alternative Fuel Deployment Project, Phase 2	2012	2012	IMP	2014	\$15,000,000	\$15,000,000
01-12-0005	CDOT	Arterial Detection System Improvements	2012	2012	IMP	2014	\$412,000	\$975,200
01-12-0006	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S)	2012	2012	IMP	2014	\$820,000	\$944,000
01-12-0006	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S)	2012	2012	ENG	2014	\$124,000	\$944,000
01-12-0007	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	2012	2012	IMP	2014	\$806,000	\$928,000
01-12-0007	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	2012	2012	ENG	2014	\$122,000	\$928,000
01-96-0008	CDOT	CLARK/DIVISION STATION IMPROVEMENT - RED LINE	2012	2012	CONST	2014	\$39,600,000	\$86,600,000
01-96-0008	CDOT	CLARK/DIVISION STATION IMPROVEMENT - RED LINE	2012	2012	CONST	2014	\$8,640,000	\$86,600,000
02-12-0002	Skokie	Skokie Valley Trail from Oakton St to Village Limits	2012	2012	CONST	2014	\$544,000	\$544,000
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	2012	2012	ENG1	2014	\$88,000	\$1,432,000
02-12-0006	Evanston	Dempster St from Fowler Av to Ridge Av	2012	2012	ENG1	2014	\$24,000	\$792,000
03-08-0004	Rolling Meadows	Arlington Park Train Station Bicycle Lane Extension	2010	2012	Construction	2014	\$420,000	\$693,885
03-12-0002	IDOT	IL 59 at W Bartlett Rd	2012	2012	ROW	2014	\$96,000	\$576,000

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Application of Revised Rules to Current CMAQ Projects with Phases Programmed in 2012 or Earlier

TIP ID	Sponsor	Project Name	FFY Programmed	Revised FFY of Phase	Phase	Year in which phase must be accomplished	Phase Federal	Total Project Federal Unobligated
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	2012	2012	ENG1	2014	\$20,000	\$426,400
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	2012	2012	ENG1	2014	\$8,000	\$292,000
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	2012	2012	ENG2	2014	\$12,000	\$292,000
03-12-0011	Des Plaines	Des Plaines - Pedestrian Refuge Medians	2012	2012	CONST	2014	\$144,800	\$144,800
03-12-0012	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	2012	2012	ENG1	2014	\$8,000	\$102,000
03-12-0013	Schaumburg	Bike-to-Metra Guides: Round 2 (Regionwide)	2012	2012	IMP	2014	\$76,800	\$76,800
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Thatcher Ave	2008	2012	ENG2	2014	\$59,165	\$1,167,165
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Thatcher Ave	2009	2012	CONST	2014	\$1,108,000	\$1,167,165
04-12-0001	Oak Park	Madison St from Home Av to Lombard Av	2012	2012	ENG1	2014	\$52,000	\$456,000
04-12-0001	Oak Park	Madison St from Home Av to Lombard Av	2012	2012	ENG2	2014	\$32,000	\$456,000
04-12-0003	Oak Park	Covered Bike Parking along CTA Blue Line	2012	2012	ENG2	2014	\$20,000	\$188,000
04-12-0004	Oak Park	Oak Park Traffic Signal Management System	2012	2012	CONST	2014	\$100,960	\$104,320
04-12-0004	Oak Park	Oak Park Traffic Signal Management System	2012	2012	ENG2	2014	\$3,360	\$104,320
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	2012	2012	ENG1	2014	\$57,200	\$744,000
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	2012	2012	ENG2	2014	\$57,200	\$744,000
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	2012	2012	ROW	2014	\$20,000	\$1,517,762
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	2012	2012	CONST	2014	\$326,000	\$1,517,762
07-10-0003	IDOT	Lincoln Hwy from Chicago Rd to State St	2010	2012	CONST	2014	\$408,000	\$408,000
07-12-0001	IDOT	IL 394 at Sauk Trail	2012	2012	ROW	2014	\$108,000	\$648,000
07-12-0004	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham	2012	2012	CONST	2014	\$3,161,600	\$3,161,600
08-08-0001	Villa Park	Ardmore Ave at High Ridge Rd	2009	2012	ROW	2014	\$12,000	\$627,000
08-08-0001	Villa Park	Ardmore Ave at High Ridge Rd	2008	2012	ENG2	2014	\$56,000	\$627,000
08-09-0011	Elmhurst	IL 56/Butterfield Rd at Commonwealth Ln	2012	2012	CONST	2014	\$377,180	\$377,180
08-09-0016	DuPage County DOT	75th St at Cass Ave and Plainfield Rd	2012	2012	ENG2	2014	\$440,000	\$10,100,000
08-09-0016	DuPage County DOT	75th St at Cass Ave and Plainfield Rd	2012	2012	ROW	2014	\$100,000	\$10,100,000
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	2012	2012	ENG1	2014	\$112,000	\$1,615,840
08-12-0004	DuPage County DOT	55th St at Main St	2012	2012	ENG1	2014	\$52,000	\$1,424,000
08-12-0005	DuPage County DOT	Schmale Rd/CH 38 from Bloomingdale Ct to Fullerton Rd	2012	2012	ENG2	2014	\$40,000	\$392,000
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	2012	2012	ENG2	2014	\$525,000	\$6,325,000
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	2012	2012	ROW	2014	\$200,000	\$6,325,000
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	2012	2012	IMP	2014	\$144,160	\$144,160
08-12-0009	Wheaton	Various Downtown Bicycle Racks	2012	2012	IMP	2014	\$36,000	\$36,000
08-12-0011	DuPage County DOT	DuPage Co Central Signal System - Phase I	2012	2012	ENG2	2014	\$80,000	\$716,000
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	2009	2012	ROW	2014	\$496,000	\$1,616,000
09-08-0005	Carpentersville	IL 31 at Huntley Rd	2009	2012	ENG2	2014	\$190,400	\$3,087,775
09-08-0005	Carpentersville	IL 31 at Huntley Rd	2010	2012	CONST	2014	\$2,636,800	\$3,087,775
09-08-0005	Carpentersville	IL 31 at Huntley Rd	2010	2012	ROW	2014	\$260,000	\$3,087,775
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	2010	2012	CONST	2014	\$2,397,000	\$2,540,901
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	2011	2012	ROW	2014	\$248,000	\$1,306,840

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TIP ID	Sponsor	Project Name	FFY Programmed	Revised FFY of Phase	Phase	Year in which phase must be accomplished	Phase Federal	Total Project Federal Unobligated
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	2010	2012	ENG2	2014	\$135,960	\$1,306,840
09-12-0003	IDOT	IL 47/72/Higgins Rd at US 20	2012	2012	ROW	2014	\$160,000	\$1,560,000
09-12-0005	Batavia	Pedestrian Crossings Various (8) Locations along IL 31 and IL 25	2012	2012	ENG1	2014	\$33,600	\$486,400
09-12-0007	IDOT	IL 47/72 at US 20	2012	2012	ROW	2014	\$160,000	\$1,160,000
09-12-0008	Oswego	Mill Rd Multi-use Path	2012	2012	ENG2	2014	\$40,000	\$230,400
09-12-0008	Oswego	Mill Rd Multi-use Path	2012	2012	CONST	2014	\$190,400	\$230,400
09-96-0019	St. Charles	Red Gate Rd Bike Trail Part of Red Gate Rd Bridge Project	2012	2012	CONST	2014	\$0	\$0
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	2012	2012	ENG2	2014	\$506,000	\$3,465,000
10-12-0002	Lake Forest	Bicycle Parking Facility adjacent to Lake Forest Train Station	2012	2012	CONST	2014	\$41,600	\$47,840
10-12-0002	Lake Forest	Bicycle Parking Facility adjacent to Lake Forest Train Station	2012	2012	ENG2	2014	\$4,160	\$47,840
10-12-0002	Lake Forest	Bicycle Parking Facility adjacent to Lake Forest Train Station	2012	2012	ENG1	2014	\$2,080	\$47,840
10-12-0003	Lake County DOT	Aptakisic Rd Adaptive Traffic Control	2012	2012	ENG2	2014	\$35,510	\$390,610
10-12-0004	Lake County DOT	Gilmer/Hawley/IL176 Adaptive Traffic Control	2012	2012	ENG2	2014	\$93,920	\$1,033,110
11-03-0007	McHenry	IL 31 from McCullom Lake Rd to IL 120	2005	2012	CONST	2014	\$554,959	\$1,755,912
11-09-0062	Algonquin	Edgewood Dr from Hanson Rd to Main St	2012	2012	CONST	2014	\$0	\$0
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	2012	2012	ENG1	2014	\$120,000	\$3,160,000
12-04-0002	Will County Department of Highways	Naperville-Plainfield Rd at 119th	2009	2012	CONST	2014	\$900,000	\$980,000
12-04-0002	Will County Department of Highways	Naperville-Plainfield Rd at 119th	2009	2012	ROW	2014	\$80,000	\$980,000
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	2010	2012	ROW	2014	\$520,000	\$3,153,600
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	2010	2012	ENG2	2014	\$200,000	\$3,153,600
12-12-0001	Forest Preserve District of Will County	DuPage River Trail - Segment 5	2012	2012	ENG1	2014	\$72,000	\$1,372,000
12-12-0002	Homer Glen	Homer Glen Community Trail - South Extension	2012	2012	ENG1	2014	\$31,000	\$453,000
12-12-0002	Homer Glen	Homer Glen Community Trail - South Extension	2012	2012	CONST	2014	\$31,000	\$453,000
12-12-0004	Frankfort	St Francis Rd Multi-Use Trail	2012	2012	ENG1	2014	\$12,000	\$142,000
13-09-0003	IEPA	Chicago Area Diesel Retrofit Program	2012	2012	IMP	2014	\$5,000,000	\$5,000,000
13-12-0002	RTA	Regional Transit Signal Priority Integration Plan, Five Year Implementation: Priority	2012	2012	ENG	2014	\$5,043,543	\$32,000,000
13-12-0004	RTA	Chicagoland Commute Options	2012	2012	IMP	2014	\$988,608	\$1,794,665
13-12-0005	RTA	Improvements at 19 Priority Interagency Transit Transfer Locations	2012	2012	CONST	2014	\$3,360,000	\$3,360,000
13-97-0002	IEPA	Clean Air Public Information Campaign and Regional Carpool Radio Advertising	2012	2012	IMP	2014	\$3,000,000	\$3,672,595
16-12-0001	CTA	Retrofit of Electronic Engine Cooling Fan/System	2012	2012	IMP	2014	\$6,244,000	\$6,244,000
16-12-0002	CTA	Purchase a ZF TopoDyn Program	2012	2012	IMP	2014	\$892,800	\$892,800
17-12-0001	Pace	I-90 Corridor Enhanced Markets	2012	2012	ENG1	2014	\$1,000,000	\$38,360,350
17-12-0002	Pace	Regional Rideshare Program	2012	2012	IMP	2014	\$350,000	\$350,000
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	2012	2012	IMP	2014	\$3,060,000	\$8,400,000
17-12-0004	Pace	I-55 Corridor Market Enhancement	2012	2012	IMP	2014	\$719,250	\$2,157,750
18-12-0001	Metra	Metra UP Automatic Engine Start-Stop System	2012	2012	IMP	2014	\$328,000	\$368,000
18-12-0001	Metra	Metra UP Automatic Engine Start-Stop System	2012	2012	ENG	2014	\$40,000	\$368,000
18-12-0002	Metra	Metra BNSF Replace Main Engine Drive Generator	2012	2012	IMP	2014	\$800,000	\$920,000
18-12-0002	Metra	Metra BNSF Replace Main Engine Drive Generator	2012	2012	ENG	2014	\$120,000	\$920,000

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TIP ID	Sponsor	Project Name	FFY Programmed	Revised FFY of Phase	Phase	Year in which phase must be accomplished	Phase Federal	Total Project Federal Unobligated
18-12-0003	Metra	Metra MD Locomotive Repowers	2012	2012	IMP	2014	\$3,840,000	\$4,000,000
18-12-0003	Metra	Metra MD Locomotive Repowers	2012	2012	ENG	2014	\$160,000	\$4,000,000
01-03-0002	CDOT	Stony Island Ave from Midway Plaisance to US 12/US 20/95th St	2009	2013	CONST	2015	\$4,352,000	\$4,732,000
01-03-0004	CDOT	Roosevelt Rd from Western Ave to US 41/Lake Shore Dr	2009	2013	ENG	2015	\$638,400	\$638,400
01-05-0002	CDOT	41st St Bicycle-Pedestrian Bridge	2005	2013	CONST	2015	\$187,771	\$1,067,771
01-09-0002	CDOT	Weber Spur Trail UPRRfrom Devon/Springfield to Elston/Kimberly	2010	2013	ENG2	2015	\$560,000	\$2,240,000
07-08-0001	Hazel Crest	S Kedzie Ave from 167th St to 172nd St	2009	2013	CONST	2015	\$133,000	\$499,822
08-00-0008	IDOT	IL 53 from North Ave/IL 64 to St Charles Rd	2006	2013	CONST	2015	\$209,000	\$209,000
08-05-0005	Oakbrook	Oak Brook Employment Area Distributor Service	2005	2013	IMP	2015	\$910,000	\$960,000
09-08-0004	Kane County DOT	Mooseheart Rd at Lincoln Way	2010	2013	CONST	2015	\$1,204,000	\$1,204,000
10-06-0003	Deerfield	Deerfield Rd Sidewalk	2008	2013	CONST	2015	\$302,492	\$368,405
11-96-0007	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	2010	2013	CONST	2015	\$419,200	\$578,528
01-97-0092	CDOT	IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave	2008	2014	CONST	2016	\$8,108,000	\$8,196,367
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave	2011	2015	Construction	2016	\$3,460,000	\$7,913,495
09-06-0068	Kane County DOT	Burlington Rd at IL 47 - Roundabout	2009	2014	CONST	2016	\$856,000	\$848,625
09-08-0002	Kane County DOT	Kirk Rd at Douglas Rd	2010	2014	CONST	2016	\$720,000	\$720,000
02-97-0006	Cook County Highway Department	Old Orchard Rd from Harms to Skokie Blvd (new limits E of I-94/Edens Expy to W of IL 41/Sko	2000	2015	CONST	2017	\$800,000	\$800,000
07-03-0012	Lan-Oak Park District	Lansing Greenway Connection from Grand Illinois Trail to Thorn Creek Trail	2005	2015	CONST	2017	\$323,014	\$323,014
11-09-0006	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings	2010	2015	CONST	2017	\$938,000	\$938,240