



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## **CMAQ Project Selection Committee**

### **Annotated Agenda**

**Thursday, February 13, 2014**

**2:00 p.m.**

**Teleconference # 800-747-5150, Access Code 3867454**

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

- 1.0 Call to Order** 2:00 p.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – December 12, 2013**  
ACTION REQUESTED: Approval
- 4.0 Program Monitoring**
- 4.1 Programming Project Status Sheets**  
The recurring report on the programming status of active and deferred projects and the line item changes since the last meeting of the Project Selection Committee is attached.  
ACTION REQUESTED: Information
- 4.2 Obligation Goal**  
An update on CMAQ obligations for federal fiscal year (FFY) 2014 is attached.  
ACTION REQUESTED: Discussion
- 5.0 Project Changes**
- 5.1 Maywood – Maywood Train Station Facility (TIP ID 04-14-0002)**  
In order to expedite Phase II Engineering, the sponsor is requesting to withdraw the federal CMAQ funds in the amount of \$232,000, currently programmed in FFY15, from the phase and transfer those funds to the Construction phase, currently programmed in FFY16 at a 50% federal share and to reprogram Construction in FFY15 at a 62% federal share. There is no increase in the total cost of the project (\$2,411,000) and therefore no change to the project ranking.  
ACTION REQUESTED: Consider approval of the request to transfer \$232,000 in federal CMAQ funds from Phase II

Engineering to Construction, the resulting increase in federal match from 50% to 62% and reprogramming of Construction funds from FFY16 to FFY15.

**5.2 Tinley Park – 183<sup>rd</sup> St. at Oak Park Ave. (TIP ID 07-10-0001)**

The sponsor is requesting to transfer \$80,000 federal CMAQ (\$100,000 total) from the ROW phase to the Construction phase, in addition to requesting an increase of \$784,000 federal CMAQ (\$980,000 total) for Construction. Phase I Engineering is complete, the reconstruction limits have increased and context sensitive solutions elements have been added to the project. A re-ranking was completed with the project ranking changing from 11<sup>th</sup> to 13<sup>th</sup> among all 2010 Intersection Improvement proposals.

ACTION REQUESTED: Consider approval of the transfer of \$80,000 federal CMAQ (\$100,000 total) from the ROW phase to the Construction phase and a cost increase in the amount of \$784,000 federal CMAQ (\$980,000 total) for a ROW phase total of \$240,000 federal CMAQ (\$300,000 total), a construction phase total of \$2,464,000 federal CMAQ (\$3,080,000 total) and a project total of \$3,072,000 federal CMAQ (3,840,000 total).

**5.3 IDOT – IL 43/Harlem Av at 143rd St (TIP ID 06-12-0002)**

The sponsor is requesting to transfer ROW funding, currently programmed in FFY15, in the amount of \$160,000 federal CMAQ (\$200,000 total) to Construction, currently programmed in FFY16. The sponsor is also requesting a cost increase of \$204,000 federal CMAQ (\$255,000 total) for the Construction phase and to reprogram the funds from FFY 16 to FFY 14. The project is targeting letting on June 13, 2014. A re-ranking was completed with the project ranking changing from 15<sup>th</sup> to 21<sup>st</sup> among all 2012 Intersection Improvement proposals.

ACTION REQUESTED: Approval of the transfer of \$160,000 federal CMAQ (\$200,000 total) from ROW to Construction and a cost increase in the amount of \$204,000 federal CMAQ (\$255,000 total) for a construction phase and project total of \$764,000 federal CMAQ (\$1,030,000), and to reprogram the funds from FFY 15 and FFY16 to FFY14.

**5.4 IDOT – IL 38/Roosevelt Rd at Ardmore Av (TIP ID 08-12-0002)**

The sponsor is requesting a cost increase of \$296,000 federal CMAQ (\$370,000 total) for the Construction phase, currently programmed in FFY15, due to updated estimates from the completion of Phase I Engineering. A re-ranking was completed with the project ranking changing from 46<sup>th</sup> to 54<sup>th</sup> among all 2012 Intersection Improvement proposals.

ACTION REQUESTED: Approval of a cost increase in the amount of \$296,000 federal CMAQ (\$370,000 total) for a construction phase total of \$696,000 federal CMAQ (\$870,000 total) and a project total of \$856,000 federal CMAQ (\$1,145,000 total).

**5.5 IDOT – IL 120 at Hainesville Rd (TIP ID 10-14-0004)**

The sponsor is requesting a cost increase of \$212,000 federal CMAQ (\$265,000 total) for the ROW phase, currently programmed in FFY17, and a cost increase of \$208,000 federal CMAQ (\$260,000 total) for the Construction phase, currently programmed in FFY18 and reprogramming the ROW phase in FFY14 and the Construction phase in FFY16 to coordinate with Lake County DOT's signal interconnect project (10-14-0008). A re-ranking was completed with the project ranking unchanged at 15<sup>th</sup> among all 2014 Intersection Improvement proposals.

ACTION REQUESTED: Approval of a cost increase in the amount of \$212,000 federal CMAQ (\$265,000 total) for a ROW phase total of \$276,000 federal CMAQ (\$345,000 total), a cost increase in the amount of \$208,000 federal CMAQ (\$260,000 total) for a Construction phase total of \$528,000 federal CMAQ (\$660,000 total) and reprogramming the ROW phase from FFY17 to FFY14 and the Construction phase from FFY18 to FFY16.

**5.6 Lake County DOT – Washington St Bike Path (TIP ID 10-10-0002)**

The sponsor is requesting a cost increase of \$142,000 federal CMAQ (\$164,400 total) for the construction phase, currently programmed in FFY14. The cost increase is the result of revised construction cost estimates developed during the engineering phases. The project is targeting construction letting on June 13, 2014. A re-ranking was completed with the project ranking unchanged at 10<sup>th</sup> among 2010 Bicycle Facilities proposals.

ACTION REQUESTED: Approval of the cost increase in the amount of \$142,000 federal CMAQ (\$160,400 total) for a construction phase total of \$600,000 federal CMAQ (\$750,00 total) and a project total of \$888,000 federal CMAQ (\$1,111,000 total).

**5.7 Lincolnwood – Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail (TIP ID 02-10-0001)**

The sponsor is requesting to reinstate and transfer \$76,000 federal CMAQ (\$95,000 total) from ROW, currently deferred in FFY14, to the Construction phase, currently reinstated from deferral in FFY14. ROW was initially programmed for \$4,800,000 CMAQ federal (\$6,000,000 total). There is no increase in the total cost of the project and therefore no change to the project ranking. The project is targeting letting on April 25, 2014.

ACTION REQUESTED: Approval of the reinstatement and transfer of \$76,000 federal CMAQ (\$95,000 total) from ROW to

Construction for a Construction phase total of \$764,000 federal CMAQ (\$955,000 total) and a project total of \$2,472,000 federal CMAQ (\$3,090,000 total).

**5.8 Lincolnwood – Lincolnwood Commonwealth Edison (ComEd) Utility ROW/Skokie Valley Bike/Multiuse Trail (TIP ID 02-10-0002).**

The sponsor is requesting a cost increase of \$104,000 CMAQ federal (\$130,000 total) for the Construction phase, currently reinstated from deferral in FFY14. The project is targeting letting on April 25, 2014. A re-ranking was completed with the project ranking changing from 6th to 7th among 2010 Bicycle Facilities proposals.

**ACTION REQUESTED:** Approval of the cost increase in the amount of \$104,000 federal CMAQ (\$130,000 total) for a construction phase total of \$808,000 federal CMAQ (\$1,010,000 total) and a project total of \$920,000 federal CMAQ (\$1,150,000 total).

**5.9 Administrative Modifications**

Staff completed eleven administrative modifications, including two transfers of sponsorship, reinstatement of deferred funds for three projects, one phase transfer, three program year changes, and two project withdrawals, as described in the attached CMAQ Project Change Requests memo.

**ACTION REQUESTED:** Information

**6.0 Transportation Demand Management (TDM) project accomplishments**

The CMAQ program has funded a number of TDM efforts over the years. A review of these individual efforts to see what their impact has been, how they can be coordinated, and how they can support GO TO 2040 and performance-based programming is underway. A brief (five minute) overview of project accomplishments for each of the following TDM projects is scheduled:

- Bike-to-Metra Guides: Round 2 (TIP ID 03-12-0013)
- Regional Rideshare Program (TIP ID 17-12-0002)
- Partners for Clean Air Marketing-Public Information Campaign (TIP ID 13-97-0002)
- New Resident/Student Bike Marketing Program (TIP ID 01-01-0011)
- DuPage County Transit Service Marketing (TIP ID 08-05-0002)
- Transit Use Campaign (TIP ID 13-06-0003)
- Clean Air Commuter Challenge (TIP ID 13-10-0011)
- Chicagoland Commute Options (TIP ID 13-12-0004)

**ACTION REQUESTED:** Discussion

**7.0 CMAQ Program Process Evaluation and Transformation**

As part of its FY 2014 staff work plan, CMAP is reviewing how it carries out the staff functions associated with the CMAQ program. The attached memo provides a general proposal for how to evaluate CMAQ projects with a

point-based ranking system to be combined with committee deliberation to produce the program of projects for Board and MPO Policy Committee approval. Additional work in spring and early summer 2014 will be needed to finalize point values for different criteria and, in some cases, to further develop rating systems. Staff proposes to apply this new process in the next cycle of CMAQ program development (FY 2016 – 20).

ACTION REQUESTED: Discussion

**7.0 MAP-21**

An update will be provided on any newly available information related to MAP-21 and changes to the CMAQ program

ACTION REQUESTED: Information

**8.0 Other Business**

**9.0 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.

**10.0 Next Meeting**

The committee’s next meeting is scheduled for April 3, 2014 at 2:00 p.m.

**11.0 Adjournment**

**CMAQ Project Selection Committee Members:**

____ Ross Patronsky, Chair	____ Mark Pitstick	____ Jeffery Schielke
____ Chris Schmidt	____ Mike Rogers	____ Chris Snyder
____ Luann Hamilton		



**DRAFT MINUTES**

**CMAQ Project Selection Committee**

**Thursday, December 12, 2013 2:00 p.m.**  
CMAQ Offices

**Committee Members Present:** Mark Pitstick, Chair (RTA), Chris Schmidt (IDOT), Doug Ferguson (CMAQ) Keith Privett (CDOT), Tom Rickert (Counties), William Rodeghier (Council of Mayors), Mike Rogers (IEPA)

**Staff Present:** Patricia Berry, Teri Dixon, Kama Dobbs, Jesse Elam, Don Kopec

**Others Present:** Mike Albin, John Donovan, Laura Fedak, Terry Heffron, Valbona Kokoshi, Sharon Lowhim, David Seglin, Lorraine Snorden (via phone), Brian Stepp, Tom Weaver, Barbara Zubek

**1.0 Call to Order**

Committee Chairman Pitstick called the meeting to order at 2:03 p.m.

**2.0 Agenda Changes and Announcements**

None

**3.0 Approval of Minutes—October 24, 2013**

On a motion by Mr. Ferguson and a second by Mr. Schidt, the minutes of the October 24, 2013 meeting were approved as presented.

**4.0 Program Monitoring**

**4.1 Programming Project Status Sheets**

Ms. Dobbs said that the programming status of active projects report contains projects from the approved FY 2014-2018 program. She provided an overview of layout changes that were made to the deferred line items report and thanked Mr. Pitstick and Mr. Rickert for their feedback, suggestions and assistance with the changes. Mr. Pitstick asked if staff was concerned about the phase 2 engineering, construction and implementation phases for Pace's I-90 Corridor Enhanced Markets project (TIP ID 17-12-0001) all being programmed in FY 2014. Ms. Dobbs stated that based on October status updates, staff was not concerned about Pace's ability to accomplish these phases in FY 2014.

#### **4.2 Obligation Goal**

Ms. Dobbs reviewed changes that were made to the obligation summary report, and reported that over \$23 million is available to program in FY 2014 if deferred funds are not reinstated. Reinstating all deferred funds would result in the region being over programmed by more than \$26 million.

#### **4.3 Quarterly Transit Expenditure Update**

Ms. Dixon reviewed the 3<sup>rd</sup> Quarter 2013 Transit Expenditure memo and reported that of the 57 transit projects reported on in the quarter, 9 are complete, but not closed out. Eleven projects have not expended any CMAQ funds and none are stalled.

### **5.0 Project Changes**

#### **5.1 Lake County – Aptakisic Rd Adaptive Traffic Control (TIP ID 10-12-0003) and Gilmer/Hawley/IL176 Adaptive Traffic Control (TIP ID 10-12-0004)**

Ms. Dobbs reported that the sponsor requested combining the construction funds for these projects under TIP ID 10-12-0003, and that staff undertook this change as an administrative modification.

#### **5.2 North Chicago – Sheridan Road Multi-Use Path (TIP ID 10-13-0015)**

Ms. Dobbs reported that the sponsor requested the transfer of \$1,544 from Phase 2 Engineering to Phase 1 Engineering for ROW plats and legals and that staff undertook this change as an administrative modification.

#### **5.3 IEPA – Chicago Area Diesel Retrofit Program/Chicago Area Clean School Bus Initiative (TIP ID 13-09-0003)**

Ms. Dobbs reported that the sponsor requested that leased vehicles be eligible for retrofit, providing that the lease period is at least as long as the period for which the retrofit must be used (currently 5 years) and that staff undertook this change as an administrative modification.

### **6.0 CMAQ Program Process Evaluation and Transformation**

Mr. Elam reviewed the findings of the review of project ranking processes and criteria used by other metropolitan planning organizations (MPOs). He noted that while there is a lot of variety, use of a point system is common. Committee members expressed concern about selecting projects based solely on points, using criteria not related to air quality improvements and congestion reduction, and using criteria that would discourage smaller municipalities from participating in the program. Members also questioned the need for further changes at this time to what seems to be a successful project selection process and noted that selection of projects using a point system may not have any effect on getting projects implemented sooner. Mr. Elam noted that any point system developed would be used to inform the committee recommendations and the selection of projects by the MPO Policy Committee and that a staff recommendation for criteria for a point system would be presented to the committee for discussion.

### **7.0 MAP-21**

Mr. Donovan noted that the interim guidance contained nothing dramatically new. He noted there is emphasis on the cost effectiveness of projects and that funds for the third year of transit operating assistance can be spread over a fourth and fifth year. Mr. Rickert noted that he is concerned that the discussion on the previous item is moving CMAP away from the federal guidance and asked if FHWA had concerns about any regions. Mr. Donovan noted that processes vary throughout the country and that he does not see the guidance detracting from a path of good planning. Mr. Rickert noted there was little clarification on projects that qualify as directly reducing PM<sub>2.5</sub>. Mr. Ferguson noted that PM<sub>2.5</sub> is mainly caused by the use of diesel fuel and that large public fleets and private providers tend to be the operators of diesel fueled vehicles and are the generators of measureable PM<sub>2.5</sub>.

#### **8.0 2014 Meeting Schedule**

Ms. Dobbs reported that staff considered the potential conflicts noted by members in October, but based on coordination of these meetings with TIP changes considered by the Transportation Committee and letting dates, it wasn't feasible to make changes. On a motion by Mr. Rickert and a second by Mr. Ferguson, the 2014 meeting schedule was approved.

#### **9.0 Other Business**

Mr. Donovan reported that on November 15, FHWA posted four Illinois projects for consideration of Buy America waivers for public comment. He also reported that on November 25, the CDOT waiver for alternative fuel vehicles was partially approved; the content waiver was approved but manufacturing in the US is required. In response to a question from Mr. Rogers, he noted that the comment period technically ends after 15 days, but that comments can be sent until a decision is published.

#### **10.0 Public Comment**

None.

#### **11.0 Next Meeting**

The committee's next meeting is scheduled for Thursday, February 13, 2014 at 2:00 p.m.

#### **12.0 Adjournment**

On a motion by Mr. Rodeghier and a second by Mr. Schmidt, the meeting adjourned at 3:10 p.m.





TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
<b>2014</b>								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	ROW	\$320,000				\$320,000
09-12-0005	Batavia	Pedestrian Crossings Various (8) Locations along IL 31 and IL 25	CONST	\$419,200	\$11,200 T			\$430,400
07-12-0004	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham	CONST	\$3,161,600	\$0			\$3,161,600
08-10-0018	Burr Ridge	Madison St at 79th St	ENG2	\$132,800		\$132,800 S		\$0
			<i>ENG2</i>	<i>\$132,800</i>				<i>\$132,800</i>
01-03-0002	CDOT	Stony Island Ave from Midway Plaisance to US 12/US 20/95th St	CONST	\$4,352,000		\$320,000 T		\$4,032,000
01-03-0004	CDOT	Roosevelt Rd from Western Ave to US 41/Lake Shore Dr	ENG	\$638,400		\$538,400 O		\$100,000
01-05-0002	CDOT	41st St Bicycle-Pedestrian Bridge	ENG2	\$880,000				\$880,000
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG1	\$188,000				\$188,000
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG2	\$372,000				\$372,000
01-12-0002	CDOT	Arterial VMS Traveler Information System, Phase I	ENG	\$172,000				\$172,000
01-12-0003	CDOT	Chicago Bike Sharing Program - Startup	IMP	\$3,000,000				\$3,000,000
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800				\$140,800
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800				\$140,800
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$412,000				\$412,000

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
01-12-0006	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S)	ENG	\$124,000				\$124,000
01-12-0006	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S)	IMP	\$820,000				\$820,000
01-12-0007	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	ENG	\$122,000				\$122,000
01-12-0007	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	IMP	\$806,000				\$806,000
01-94-0045	CDOT	Bike Parking	ENG	\$480,000	\$257,523 T		\$387,845 O	\$349,678
			<i>ENG</i>	<i>\$480,000</i>	<i>\$257,523</i>			<i>\$737,523</i>
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$23,360,000	\$77,315 T		\$2,000,000 O	\$21,437,315
16-14-0001	CTA	Bus Improvement, Purchase and Install up to 32 Hybrid Engines on 60' Articulate Buses	IMP	\$4,056,000				\$4,056,000
10-06-0003	Deerfield	Deerfield Rd Sidewalk	CONST	\$302,492	\$84,172 C	\$84,172 T		\$302,492
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ENG2	\$20,000	\$12,000 T			\$32,000
			<i>ENG2</i>	<i>\$20,000</i>				<i>\$20,000</i>
03-12-0011	Des Plaines	Des Plaines - Pedestrian Refuge Medians	CONST	\$144,800		\$73,414 S		\$71,386
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	ROW	\$148,000				\$148,000
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	ENG2	\$80,000				\$80,000
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	ENG2	\$104,000	\$52,000 T			\$156,000
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	ROW	\$200,000	\$760,000 T		\$200,000 O	\$760,000
		<i>Previously programmed in FFY 2013</i>	<i>ROW</i>	<i>\$200,000</i>	<i>\$760,000</i>		<i>\$200,000</i>	<i>\$760,000</i>
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	CONST	\$5,600,000	\$800,000 C			\$6,400,000

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:53:05 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
08-12-0011	DuPage County DOT	DuPage Co Central Signal System - Phase I	ENG2	\$80,000	\$0		\$80,000 O	\$0
			<i>ENG2</i>	<i>\$80,000</i>	<i>\$0</i>			<i>\$80,000</i>
08-12-0011	DuPage County DOT	DuPage Co Central Signal System - Phase I	CONST	\$636,000				\$636,000
08-12-0012	DuPage County DOT	DuPage Co Central Signal System - Phase II	ENG2	\$80,000				\$80,000
08-12-0012	DuPage County DOT	DuPage Co Central Signal System - Phase II	CONST	\$596,800				\$596,800
09-12-0009	Elgin	Elgin CBD Bike Racks Program	ENG2	\$8,000				\$8,000
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ENG1	\$112,000				\$112,000
02-12-0006	Evanston	Dempster St from Fowler Av to Ridge Av	ENG2	\$51,000				\$51,000
02-14-0001	Evanston	Dodge Av Protected Bike Lane from Church St to Howard St	CONST	\$480,000				\$480,000
08-14-0002	FPD of DuPage County	Winfield Mounds Segment - West Branch Regional Trail	ENG2	\$189,200				\$189,200
12-12-0004	Frankfort	St Francis Rd Multi-Use Trail	ENG2	\$12,000				\$12,000
12-12-0004	Frankfort	St Francis Rd Multi-Use Trail	CONST	\$118,000	\$12,000	T		\$130,000
08-14-0003	Glen Ellyn	Glen Ellyn Signalized Pedestrian Crossing Improvements	CONST	\$150,700				\$150,700
10-14-0003	Highland Park	Robert McClory Bike Path from Roger Williams Av to Roger Williams Av	ENG2	\$9,600				\$9,600
10-14-0003	Highland Park	Robert McClory Bike Path from Roger Williams Av to Roger Williams Av	CONST	\$77,800				\$77,800
12-12-0002	Homer Glen	Homer Glen Community Trail - South Extension	ENG2	\$31,000				\$31,000
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd	ROW	\$96,000				\$96,000
02-12-0005	IDOT	IL 68/Dundee Rd at Pfungsten Rd	ROW	\$160,000				\$160,000
03-12-0001	IDOT	IL 68/E Dundee Rd at S Barrington Rd	ROW	\$96,000			\$6,000 O	\$90,000

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:53:07 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
03-12-0002	IDOT	IL 59 at W Bartlett Rd	ROW	\$96,000			\$96,000 O	\$0
			<i>ROW</i>	<i>\$96,000</i>				<i>\$96,000</i>
03-12-0003	IDOT	IL 62/Algonquin Rd at Barrington Rd	ROW	\$80,000				\$80,000
03-12-0006	IDOT	Barrington Rd at Bode Rd	ROW	\$64,000			\$64,000 O	\$0
			<i>ROW</i>	<i>\$64,000</i>				<i>\$64,000</i>
03-12-0007	IDOT	IL 68/Dundee Rd at North Wilke Rd	ROW	\$64,000				\$64,000
03-12-0008	IDOT	IL 68/Dundee Rd at Kennicott Av	ROW	\$56,000				\$56,000
03-12-0009	IDOT	IL 19/Irving Park Rd at IL 59	ROW	\$56,000				\$56,000
03-12-0014	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd	ROW	\$160,000				\$160,000
03-12-0015	IDOT	IL 68/Dundee Rd at IL 83	ROW	\$160,000				\$160,000
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	ROW	\$80,000				\$80,000
06-12-0004	IDOT	Pulaski Rd at 115th St	ROW	\$160,000				\$160,000
06-12-0005	IDOT	IL 43/Harlem Av at 151st St	ROW	\$160,000				\$160,000
08-12-0002	IDOT	IL 38/Roosevelt Rd at Ardmore Av	ROW	\$160,000			\$160,000 O	\$0
08-12-0013	IDOT	IL 59 at IL 38 (north ramps)	ROW	\$80,000				\$80,000
09-10-0016	IDOT	IL 47 at Plato Rd	ROW	\$160,000				\$160,000
09-12-0003	IDOT	IL 47/72/Higgins Rd at US 20	CONST	\$1,400,000	\$1,240,000 C			\$2,640,000
09-12-0007	IDOT	IL 47/72 at US 20	CONST	\$1,000,000	\$600,000 C			\$1,600,000
10-12-0005	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	ROW	\$160,000				\$160,000
12-12-0005	IDOT	US 6/Southwest Hwy at Gougar Rd	ROW	\$160,000				\$160,000
12-12-0006	IDOT	US 30/Lincoln Hwy at I-55 Ramps	CONST	\$800,000	\$346,000 C		\$792,000 O	\$354,000
			<i>CONST</i>	<i>\$800,000</i>	<i>\$346,000</i>			<i>\$1,146,000</i>

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

2/5/2014 1:53:09 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance	
12-12-0010	IDOT	US 6/Southwest Hwy at Parker Rd	ROW	\$160,000	\$32,000	C	\$160,000	O	\$32,000
17-14-0002	IDOT	Regional Bus on Shoulders, I-55 from Kedzie to Lake Shore Dr	ENG2	\$80,000					\$80,000
17-14-0002	IDOT	Regional Bus on Shoulders, I-55 from Kedzie to Lake Shore Dr	CONST	\$855,920					\$855,920
13-10-0005	IEPA	Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project	IMP	\$3,380,000	\$12,324,000	C			\$15,704,000
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$1,000,000					\$1,000,000
09-06-0068	Kane County DOT	Burlington Rd at IL 47 - Roundabout	CONST	\$856,000	\$1,000,000	C	\$8,000	U	\$1,848,000
09-08-0002	Kane County DOT	Kirk Rd at Douglas Rd	CONST	\$720,000					\$720,000
09-12-0006	Kane County DOT	Fabyan Pkwy/CH 8 at Kaneville Rd/CH 84	ENG2	\$112,000	\$0				\$112,000
<i>Previously programmed in FFY 2015</i>			<i>ENG2</i>	<i>\$112,000</i>					<i>\$112,000</i>
09-12-0010	Kane County DOT	Kane County Bike Rack Program	IMP	\$67,200					\$67,200
09-12-0014	Kane County DOT	Stearns Rd/CH 37 from Randall Rd to Kane/DuPage County Line	CONST	\$1,628,600					\$1,628,600
05-14-0001	LaGrange	LaGrange Stone Av Metra Station Area Pedestrian Access Improvements	CONST	\$308,100					\$308,100
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	ROW	\$659,000					\$659,000
10-08-0031	Lake County DOT	Washington St/CH A22 at CN/Metra Crossing	CONST	\$16,939,000					\$16,939,000
10-10-0002	Lake County DOT	Washington St Bike Path (sidepath)	CONST	\$624,480		\$166,601		T	\$457,879
10-12-0001	Lake County DOT	Lake St from Washington St to Belvidere Rd	ENG2	\$49,100					\$49,100
10-14-0005	Lake County DOT	Cedar Lake Rd from Rollins Rd to Hart Rd	CONST	\$800,000					\$800,000
<i>Previously programmed in FFY 2018</i>			<i>CONST</i>	<i>\$800,000</i>					<i>\$800,000</i>
10-14-0010	Lake County DOT	Lake Cook/Braeside Shuttle Bug Service	IMP	\$212,000			\$212,000	O	\$0
			<i>IMP</i>	<i>\$212,000</i>					<i>\$212,000</i>

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:53:10 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance	
10-12-0002	Lake Forest	Bicycle Parking Facility adjacent to Lake Forest Train Station	ENG1	\$2,080		\$2,080	S	\$0	
10-12-0002	Lake Forest	Bicycle Parking Facility adjacent to Lake Forest Train Station	CONST	\$41,600				\$41,600	
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	ENG1	\$88,000	\$53,520	C	\$135,357	O	\$6,163
			<i>ENG1</i>	<i>\$88,000</i>	<i>\$53,520</i>				<i>\$141,520</i>
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	ENG1	\$8,000				\$8,000	
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	ENG2	\$12,000				\$12,000	
03-12-0012	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	CONST	\$94,000				\$94,000	
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG1	\$16,506				\$16,506	
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG2	\$28,320				\$28,320	
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	ENG2	\$57,200				\$57,200	
04-12-0001	Oak Park	Madison St from Home Av to Lombard Av	ENG1	\$52,000				\$52,000	
04-12-0001	Oak Park	Madison St from Home Av to Lombard Av	ENG2	\$32,000				\$32,000	
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	ENG2	\$20,000				\$20,000	
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	ENG2	\$20,000				\$20,000	
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	CONST	\$60,000				\$60,000	
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	CONST	\$168,000				\$168,000	
04-13-0015	Oak Park	Chicago Av at Lombard Av HAWK Signal	ENG2	\$10,000				\$10,000	
09-12-0008	Oswego	Mill Rd Multi-use Path	CONST	\$190,400	\$73,479	C		\$263,879	

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:53:12 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
<b>17-12-0001</b>	Pace	I-90 Corridor Enhanced Markets	ENG1	\$1,000,000				\$1,000,000
<b>17-12-0001</b>	Pace	I-90 Corridor Enhanced Markets	ENG2	\$2,000,000				\$2,000,000
<b>17-12-0001</b>	Pace	I-90 Corridor Enhanced Markets	CONST	\$12,500,000				\$12,500,000
<b>17-12-0001</b>	Pace	I-90 Corridor Enhanced Markets	IMP	\$12,500,000				\$12,500,000
<b>17-12-0002</b>	Pace	Regional Rideshare Program	IMP	\$400,000				\$400,000
<b>17-12-0003</b>	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$2,280,000				\$2,280,000
<b>17-12-0004</b>	Pace	I-55 Corridor Market Enhancement	IMP	\$719,250				\$719,250
<b>17-14-0001</b>	Pace	Pedestrian Infrastructure Improvements along Pace Bus Routes	CONST	\$1,200,000				\$1,200,000
<b>17-14-0003</b>	Pace	Milwaukee Av Arterial Rapid Transit Project	ENG1	\$409,745				\$409,745
<b>06-06-0061</b>	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$1,521,000				\$1,521,000
<b>06-14-0001</b>	Palos Heights	Palos Heights sidewalks to Pace Buses	ENG2	\$73,500				\$73,500
<b>06-14-0001</b>	Palos Heights	Palos Heights sidewalks to Pace Buses	CONST	\$422,700				\$422,700
<b>07-14-0009</b>	Park Forest	Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	ENG2	\$8,586				\$8,586
<b>07-14-0009</b>	Park Forest	Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	CONST	\$94,454				\$94,454
<b>07-14-0009</b>	Park Forest	Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	IMP	\$5,000				\$5,000
<b>03-14-0005</b>	Rolling Meadows	Golf Rd (IL 58) from IL 53/I-290 to New Wilke Rd Transit Access Improvements	ENG2	\$120,000				\$120,000
<b>03-14-0005</b>	Rolling Meadows	Golf Rd (IL 58) from IL 53/I-290 to New Wilke Rd Transit Access Improvements	CONST	\$853,500				\$853,500
<b>02-06-0035</b>	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	ENG2	\$32,000				\$32,000

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:53:14 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance	
02-12-0002	Skokie	Skokie Valley Trail from Oakton St to Village Limits	CONST	\$544,000	\$251,630	C		\$795,630	
02-12-0004	Skokie	Old Orchard Rd from Skokie Blv to Gross Point Rd	ROW	\$33,000				\$33,000	
02-12-0004	Skokie	Old Orchard Rd from Skokie Blv to Gross Point Rd	CONST	\$428,000				\$428,000	
02-14-0002	Skokie	Main St from Lincoln Av to McCormick Blv	ENG2	\$32,000				\$32,000	
07-10-0001	Tinley Park	183rd St at Oak Park Ave	ROW	\$320,000				\$320,000	
07-10-0001	Tinley Park	183rd St at Oak Park Ave	ENG2	\$144,000				\$144,000	
07-13-0019	Tinley Park	Oak Park Av Complete Streets	CONST	\$744,000			\$744,000	\$0	
			<i>CONST</i>	<i>\$744,000</i>				<i>\$744,000</i>	
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG1	\$165,140				\$165,140	
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	CONST	\$800,000	\$117,600	C	\$917,600	\$0	
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	ENG2	\$14,400				\$14,400	
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	CONST	\$129,760				\$129,760	
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	CONST	\$2,433,600	\$720,000	T		\$3,153,600	
<b>130 line items in 2014 totalling:</b>				<b>\$130,016,133</b>	<b>\$18,824,439</b>		<b>\$2,243,067</b>	<b>\$5,037,202</b>	<b>\$141,560,303</b>
<b>2015</b>									
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	CONST	\$2,600,000			\$90,000	T	\$2,510,000
09-14-0002	Aurora	Station Blv Extension to IL 59 Commuter Parking Lot	ENG2	\$100,000					\$100,000
09-14-0002	Aurora	Station Blv Extension to IL 59 Commuter Parking Lot	CONST	\$1,506,000					\$1,506,000
01-01-0009	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	CONST	\$7,200,000					\$7,200,000

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

2/5/2014 1:53:15 PM



TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
01-05-0002	CDOT	41st St Bicycle-Pedestrian Bridge	CONST	\$187,771				\$187,771
01-09-0004	CDOT	Union Station Transportation Center	CONST	\$15,788,000				\$15,788,000
01-94-0045	CDOT	Bike Parking	IMP	\$1,520,000	\$441,890	T		\$1,961,890
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	ENG	\$2,400,000				\$2,400,000
01-97-0092	CDOT	IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave	CONST	\$8,108,000				\$8,108,000
02-97-0006	Cook County DOTH	Old Orchard Rd from Harms to Skokie Blvd (new limits E of I-94/Edens Expy to W of IL 41/Skokie Blvd)	CONST	\$800,000	\$0			\$800,000
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ROW	\$40,000		\$8,300	T	\$31,700
<i>Previously programmed in FFY 2014</i>			<i>ROW</i>	<i>\$40,000</i>				<i>\$40,000</i>
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	CONST	\$346,400				\$346,400
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	CONST	\$664,000				\$664,000
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	CONST	\$1,120,000				\$1,120,000
09-12-0009	Elgin	Elgin CBD Bike Racks Program	CONST	\$68,800				\$68,800
02-12-0006	Evanston	Dempster St from Fowler Av to Ridge Av	CONST	\$717,000				\$717,000
08-14-0002	FPD of DuPage County	Winfield Mounds Segment - West Branch Regional Trail	CONST	\$1,861,724				\$1,861,724
12-12-0001	FPD of Will County	DuPage River Trail - Segment 5	ENG2	\$68,000				\$68,000
12-12-0001	FPD of Will County	DuPage River Trail - Segment 5	CONST	\$1,232,000				\$1,232,000
04-12-0002	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	ROW	\$640,000				\$640,000
04-12-0002	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	CONST	\$452,000				\$452,000
12-12-0002	Homer Glen	Homer Glen Community Trail - South Extension	CONST	\$360,000				\$360,000

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:53:17 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
03-12-0001	IDOT	IL 68/E Dundee Rd at S Barrington Rd	CONST	\$480,000				\$480,000
03-12-0002	IDOT	IL 59 at W Bartlett Rd	CONST	\$480,000				\$480,000
03-12-0003	IDOT	IL 62/Algonquin Rd at Barrington Rd	CONST	\$400,000				\$400,000
03-12-0004	IDOT	IL 59/Sutton Rd at Stearns Rd	ROW	\$160,000				\$160,000
03-12-0004	IDOT	IL 59/Sutton Rd at Stearns Rd	CONST	\$1,200,000				\$1,200,000
03-12-0006	IDOT	Barrington Rd at Bode Rd	CONST	\$320,000				\$320,000
03-12-0007	IDOT	IL 68/Dundee Rd at North Wilke Rd	CONST	\$320,000				\$320,000
03-12-0008	IDOT	IL 68/Dundee Rd at Kennicott Av	CONST	\$280,000				\$280,000
03-12-0009	IDOT	IL 19/Irving Park Rd at IL 59	CONST	\$280,000				\$280,000
03-12-0014	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd	CONST	\$800,000				\$800,000
03-12-0015	IDOT	IL 68/Dundee Rd at IL 83	CONST	\$680,000				\$680,000
06-12-0002	IDOT	IL 43/Harlem Av at 143rd St	ROW	\$160,000				\$160,000
06-12-0004	IDOT	Pulaski Rd at 115th St	CONST	\$680,000				\$680,000
06-12-0005	IDOT	IL 43/Harlem Av at 151st St	CONST	\$640,000				\$640,000
07-12-0001	IDOT	IL 394 at Sauk Trail	CONST	\$540,000				\$540,000
08-00-0008	IDOT	IL 53 from North Ave/IL 64 to St Charles Rd	CONST	\$209,000				\$209,000
08-12-0002	IDOT	IL 38/Roosevelt Rd at Ardmore Av	CONST	\$400,000				\$400,000
08-12-0007	IDOT	IL 59 at IL 38 (south ramps)	CONST	\$320,000				\$320,000
08-12-0013	IDOT	IL 59 at IL 38 (north ramps)	CONST	\$560,000				\$560,000
09-10-0016	IDOT	IL 47 at Plato Rd	CONST	\$2,400,000				\$2,400,000
10-12-0005	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	CONST	\$2,000,000				\$2,000,000

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:53:19 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
<b>12-12-0005</b>	IDOT	US 6/Southwest Hwy at Gougar Rd	CONST	\$800,000	\$400,000	C		\$1,200,000
<b>12-12-0010</b>	IDOT	US 6/Southwest Hwy at Parker Rd	CONST	\$2,400,000	\$400,000	C		\$2,800,000
<b>13-14-0001</b>	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$1,000,000				\$1,000,000
<b>13-14-0002</b>	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$3,066,000				\$3,066,000
<b>09-12-0011</b>	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	ROW	\$280,000				\$280,000
<b>09-12-0011</b>	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	ENG2	\$356,000				\$356,000
<b>09-14-0003</b>	Kane County DOT	CAD Integration to Various PSAPs in Kane County	IMP	\$386,400				\$386,400
<b>09-14-0005</b>	Kane County DOT	Randall Rd Transit Infrastructure Improvements	ENG2	\$95,300				\$95,300
<b>10-12-0001</b>	Lake County DOT	Lake St from Washington St to Belvidere Rd	CONST	\$491,040				\$491,040
<b>02-12-0003</b>	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	ENG2	\$88,000				\$88,000
<b>04-14-0002</b>	Maywood	Maywood Train Station Facility	ENG2	\$232,000				\$232,000
<b>11-96-0007</b>	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	CONST	\$419,200				\$419,200
<b>18-14-0003</b>	Metra	Install engine/generator set for hotel power	IMP	\$4,000,000				\$4,000,000
<b>03-12-0010</b>	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	CONST	\$272,000				\$272,000
<b>08-13-0015</b>	Naperville	Washington St Corridor Centralized Traffic Management System; Washington St from Warrenville Rd to Royce Rd	CONST	\$127,000				\$127,000
<b>10-13-0015</b>	North Chicago	N Chicago Lakefront Bike Path	CONST	\$249,040				\$249,040
<b>04-12-0007</b>	Northlake	Northwest Av from Grand Av to North Av	CONST	\$629,600				\$629,600
<b>04-12-0001</b>	Oak Park	Madison St from Home Av to Lombard Av	CONST	\$372,000				\$372,000
<b>04-13-0015</b>	Oak Park	Chicago Av at Lombard Av HAWK Signal	CONST	\$136,000				\$136,000

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:53:21 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$10,360,350				\$10,360,350
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$480,000				\$480,000
17-14-0003	Pace	Milwaukee Av Arterial Rapid Transit Project	IMP	\$9,178,288				\$9,178,288
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$2,505,000				\$2,505,000
02-06-0035	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	CONST	\$446,000				\$446,000
02-14-0002	Skokie	Main St from Lincoln Av to McCormick Blv	CONST	\$424,000				\$424,000
07-10-0001	Tinley Park	183rd St at Oak Park Ave	CONST	\$1,600,000				\$1,600,000
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG2	\$84,800				\$84,800
12-12-0003	Will County Department of Highways	Bell Rd/CH 16 at 143rd St/CH 37	CONST	\$10,384,000				\$10,384,000
<b>71 line items in 2015 totalling:</b>				<b>\$111,950,713</b>	<b>\$1,241,890</b>	<b>\$98,300</b>		<b>\$113,094,303</b>
<b>2016</b>								
08-10-0018	Burr Ridge	Madison St at 79th St	CONST	\$1,831,700		\$1,831,700	S	\$0
			<i>CONST</i>	<i>\$1,831,700</i>				<i>\$1,831,700</i>
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$2,460,000				\$2,460,000
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	IMP	\$100,000				\$100,000
01-12-0002	CDOT	Arterial VMS Traveler Information System, Phase I	IMP	\$1,141,200				\$1,141,200
01-12-0004	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 2	IMP	\$10,400,000				\$10,400,000

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:53:22 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800				\$140,800
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800				\$140,800
03-11-0020	Cook County DOTH	Lake Cook Rd at 3 IBuffalo Grove Rd, Weiland Rd and IL 83/McHenry Rd.	CONST	\$2,974,000				\$2,974,000
03-11-0020	Cook County DOTH	Lake Cook Rd at 3 IBuffalo Grove Rd, Weiland Rd and IL 83/McHenry Rd.	CONST	\$4,185,000				\$4,185,000
03-11-0020	Cook County DOTH	Lake Cook Rd at 3 IBuffalo Grove Rd, Weiland Rd and IL 83/McHenry Rd.	CONST	\$5,113,000				\$5,113,000
16-14-0001	CTA	Bus Improvement, Purchase and Install up to 32 Hybrid Engines on 60' Articulate Buses	IMP	\$4,056,000				\$4,056,000
03-96-0021	DuPage County DOT	Elgin-O'Hare/Thorndale Av and I-290 Interchange	CONST	\$34,000,000				\$34,000,000
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ROW	\$349,920				\$349,920
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ENG2	\$128,000				\$128,000
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd	CONST	\$480,000				\$480,000
02-12-0005	IDOT	IL 68/Dundee Rd at Pfungsten Rd	CONST	\$640,000				\$640,000
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	CONST	\$2,800,000				\$2,800,000
06-12-0002	IDOT	IL 43/Harlem Av at 143rd St	CONST	\$400,000				\$400,000
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$1,000,000				\$1,000,000
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$7,342,392				\$7,342,392

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:53:24 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
09-12-0006	Kane County DOT	Fabyan Pkwy/CH 8 at Kaneville Rd/CH 84	CONST	\$1,083,100				\$1,083,100
09-12-0011	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	CONST	\$3,846,000				\$3,846,000
09-14-0004	Kane County DOT	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	CONST	\$80,000				\$80,000
09-14-0004	Kane County DOT	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	IMP	\$750,700				\$750,700
09-14-0005	Kane County DOT	Randall Rd Transit Infrastructure Improvements	CONST	\$1,240,000				\$1,240,000
09-96-0017	Kane County DOT	Longmeadow Pkwy at Randall Rd	CONST	\$767,600				\$767,600
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	CONST	\$2,300,000		\$236,083	T	\$2,063,917
10-14-0008	Lake County DOT	IL 120/Belvidere Rd from IL 134/Main St to US 45	CONST	\$1,837,000				\$1,837,000
<i>Previously programmed in FFY 2014</i>			CONST	\$1,837,000				\$1,837,000
07-03-0012	Lan-Oak Park District	Lansing Greenway Connection from Grand Illinois Trail to Thorn Creek Trail	CONST	\$323,014				\$323,014
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	CONST	\$1,256,000				\$1,256,000
04-14-0002	Maywood	Maywood Train Station Facility	CONST	\$990,000				\$990,000
18-14-0001	Metra	Purchase Components to Repower F40PH/F40PHM Locomotives	IMP	\$8,800,000				\$8,800,000
08-13-0014	Naperville	Washington St from Warrenville Rd to Royce Rd Adaptive Signal Control	CONST	\$102,000				\$102,000
17-12-0002	Pace	Regional Rideshare Program	IMP	\$400,000				\$400,000
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$1,132,800				\$1,132,800
17-14-0001	Pace	Pedestrian Infrastructure Improvements along Pace Bus Routes	CONST	\$1,200,000				\$1,200,000
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ROW	\$40,000				\$40,000
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$1,823,000				\$1,823,000

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:53:26 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$405,000				\$405,000
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	CONST	\$365,744				\$365,744
<b>44 line items in 2016 totalling:</b>				<b>\$112,424,770</b>		<b>\$6,067,783</b>		<b>\$106,356,987</b>
<b>2017</b>								
08-00-0020	Aurora	Eola Rd from 83rd St/Montgomery Rd to 87th St	CONST	\$4,080,000				\$4,080,000
01-12-0004	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 2	IMP	\$10,400,000				\$10,400,000
01-12-0008	CDOT	Build new Washington/Wabash Station on Loop Elevated to replace Randolph/Wabash and Madison/Wabash	CONST	\$39,273,000				\$39,273,000
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$5,600,000				\$5,600,000
03-14-0003	Cook County DOTH	Elmhurst Rd and Touhy Av/IL 72	CONST	\$11,450,000				\$11,450,000
10-14-0004	IDOT	IL 120 at Hainesville Rd	ROW	\$64,000				\$64,000
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$12,262,966				\$12,262,966
10-14-0006	Lake County DOT	IL 137/Sheridan Rd from IL 173/21st St to Grand Av	CONST	\$2,955,000				\$2,955,000
10-14-0009	Lake County DOT	Waukegan Rd from Casimir Pulaski Dr to Norman Dr South	CONST	\$1,544,000				\$1,544,000
11-03-0018	McHenry County DOT	Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect	CONST	\$10,583,000				\$10,583,000
18-14-0002	Metra	Repower F40PHM Locomotives	ENG	\$160,000				\$160,000
18-14-0002	Metra	Repower F40PHM Locomotives	IMP	\$3,840,000				\$3,840,000
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$415,000				\$415,000

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:53:27 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
02-14-0003	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	ENG2	\$32,000				\$32,000
<b>14 line items in 2017 totalling:</b>				<b>\$102,658,966</b>				<b>\$102,658,966</b>
<b>2018</b>								
03-14-0002	Cook County DOT	Touhy Av and UPRR	CONST	\$23,289,000				\$23,289,000
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	CONST	\$1,025,920				\$1,025,920
10-14-0004	IDOT	IL 120 at Hainesville Rd	CONST	\$320,000				\$320,000
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$11,586,750				\$11,586,750
10-14-0007	Lake County DOT	IL 83 from IL 173 to Millstone Dr	CONST	\$1,498,000				\$1,498,000
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$421,000				\$421,000
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$430,000				\$430,000
02-14-0003	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	CONST	\$440,000				\$440,000
<b>8 line items in 2018 totalling:</b>				<b>\$39,010,670</b>				<b>\$39,010,670</b>
<b>267 line items in 2014 - 2018 totalling:</b>				<b>\$496,061,252</b>	<b>\$20,066,329</b>	<b>\$8,409,150</b>	<b>\$5,037,202</b>	<b>\$502,681,229</b>

Increases Codes

C - Committee  
I - Internal  
R - Reinstated  
T - Transfer

Withdrawn Codes

C - Project Complete  
D - Phase Deferred  
O - Obligation Remainder  
S - Sponsor Request  
T - Phase Transfer  
U - Unknown (predates tracking)  
X - Project Transfer

Awards/Obligations Codes

F - Final Voucher/FTA Grant Closed  
M - Modified Project Agreement  
O - Obligated

\*Increase, Withdrawal and Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:53:28 PM





**CMAQ Program Summary - Deferred Projects**  
Includes obligations through January 26, 2014

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
<b>2002</b>								
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	ENG	\$119,085	Sub. Phase Def.	\$119,085 F	\$0	\$0
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	ENG1	\$189,618	Sub. Phase Def.	\$174,160 M	\$15,458	\$0
10-02-0007	Lake Zurich	Lake Zurich-US 12/Rand Road at Ela Road	ENG1	\$42,617	Sub. Phase Def.	\$42,721 M	(\$104)	\$0
<b>3 line items in 2002 totalling:</b>				<b>\$351,320</b>		<b>\$335,966</b>	<b>\$15,354</b>	<b>\$0</b>
<b>2003</b>								
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	ENG	\$120,000	Sub. Phase Def.	\$120,040 F	(\$40)	\$0
01-01-0013	CDOT	CDOT-Bike Transit Connection	ENG2	\$159,461	Sub. Phase Def.	\$159,461 M	\$0	\$0
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	ENG1	\$57,550	Sub. Phase Def.	\$57,750 M	(\$200)	\$0
<b>3 line items in 2003 totalling:</b>				<b>\$337,011</b>		<b>\$337,251</b>	<b>(\$240)</b>	<b>\$0</b>
<b>2005</b>								
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG1	\$150,400	Sub. Phase Def.	\$111,249 M	\$39,151	\$0
			<i>ENG1</i>	<i>\$150,400</i>	<i>Sub. Phase Def.</i>	<i>\$150,400</i>	<i>\$0</i>	<i>\$0</i>
<b>1 line items in 2005 totalling:</b>				<b>\$150,400</b>		<b>\$111,249</b>	<b>\$39,151</b>	<b>\$0</b>
<b>2006</b>								
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG1	\$829,322	Sub. Phase Def.	\$829,322 M	\$0	\$0
<b>1 line items in 2006 totalling:</b>				<b>\$829,322</b>		<b>\$829,322</b>	<b>\$0</b>	<b>\$0</b>

\*Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
<b>2007</b>								
01-06-0002	CDOT	43rd St Bicycle-Pedestrian Bridge	ENG1	\$563,422	Sub. Phase Def.	\$563,422 M	\$0	\$0
07-06-0058	FPD of Cook County	Thorn Creek Bicycle Trail Completion	ENG1	\$380,480	Sub. Phase Def.	\$377,530 M	\$2,950	\$0
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	ENG1	\$89,360	Sub. Phase Def.	\$89,360 O	\$0	\$0
<b>3 line items in 2007 totalling:</b>				<b>\$1,033,262</b>		<b>\$1,030,312</b>	<b>\$2,950</b>	<b>\$0</b>
<b>2008</b>								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ENG1	\$237,600	Sub. Phase Def.	\$237,025 O	\$575	\$0
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$174,600	Sub. Phase Def.	\$174,600 O	\$0	\$0
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	ENG1	\$359,000	Sub. Phase Def.	\$352,562 O	\$6,438	\$0
07-08-0001	Hazel Crest	S Kedzie Ave from 167th St to 172nd St	ENG1	\$47,178	Sub. Phase Def.	\$47,178 M	\$0	\$0
10-00-0128	Lake County DOT	Roberts Rd at River Rd	ENG1	\$218,000	Sub. Phase Def.	\$217,300 M	\$700	\$0
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	ENG2	\$295,800	Sub. Phase Def.	\$273,176 M	\$22,624	\$0
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Thatcher Ave	ENG1	\$55,835	Sub. Phase Def.	\$55,835 O	\$0	\$0
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ENG1	\$680,000	Sub. Phase Def.	\$488,494 M	\$191,506	\$0
<b>8 line items in 2008 totalling:</b>				<b>\$2,068,013</b>		<b>\$1,846,170</b>	<b>\$221,843</b>	<b>\$0</b>
<b>2009</b>								
01-97-0086	CDOT	CDOT-Near West Side Signal Interconnect	ENG	\$974,000	Sub. Phase Def.	\$916,000 M	\$58,000	\$0
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	ENG2	\$101,400	Reinstated	\$101,381 O	\$19	\$0

\*Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	ENG1	\$180,099	Sub. Phase Def.	\$180,099 O	\$0	\$0
<b>3 line items in 2009 totalling:</b>				<b>\$1,255,499</b>		<b>\$1,197,480</b>	<b>\$58,019</b>	<b>\$0</b>
<b>2010</b>								
11-09-0006	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings	ENG1	\$72,000	Sub. Phase Def.	\$71,760 M	\$240	\$0
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	ENG1	\$80,000	Sub. Phase Def.	\$80,000 O	\$0	\$0
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	ENG1	\$80,000	Sub. Phase Def.	\$80,000 O	\$0	\$0
09-09-0013	Kane County DOT	IL 64 from Randall Rd to Burlington Rd	ENG2	\$240,000	Sub. Phase Def.	\$240,000 O	\$0	\$0
07-08-0010	Riverdale	CSXT Barr Rail Yard Switch Engine Retrofit	IMP	\$2,925,000	Sub. Phase Def.	\$2,925,000 M	\$0	\$0
12-10-0001	Romeoville	135th St Metra Parking Lot	ENG1	\$340,000	Sub. Phase Def.	\$340,000 M	\$0	\$0
			<i>ENG1</i>	<i>\$340,000</i>	<i>Sub. Phase Def.</i>	<i>\$292,400</i>	<i>\$47,600</i>	<i>\$0</i>
<b>6 line items in 2010 totalling:</b>				<b>\$3,737,000</b>		<b>\$3,736,760</b>	<b>\$240</b>	<b>\$0</b>
<b>2011</b>								
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	ENG1	\$56,000	Sub. Phase Def.	\$55,941 M	\$59	\$0
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	ENG1	\$56,000	Sub. Phase Def.	\$56,000 M	\$0	\$0
<b>2 line items in 2011 totalling:</b>				<b>\$112,000</b>		<b>\$111,941</b>	<b>\$59</b>	<b>\$0</b>
<b>2012</b>								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ENG2	\$190,400	Deferred		\$0	\$190,400
01-01-0013	CDOT	CDOT-Bike Transit Connection	IMP	\$810,912	Sub. Phase Def.	\$796,000 M	\$14,912	\$0
01-02-0027	CDOT	Cicero Ave Smart Corridor	ENG	\$733,000	Sub. Phase Def.	\$497,228 M	\$235,772	\$0

\*Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:42:06 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG2	\$292,000	Sub. Phase Def.	\$298,400 O	(\$6,400)	\$0
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG2	\$320,000	Sub. Phase Def.	\$320,000 O	\$0	\$0
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	ENG1	\$200,000	Deferred		\$0	\$200,000
07-06-0058	FPD of Cook County	Thorn Creek Bicycle Trail Completion	ENG2	\$304,400	Sub. Phase Def.	\$295,712 O	\$8,688	\$0
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	ENG1	\$20,880	Sub. Phase Def.	\$20,880 M	\$0	\$0
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	ENG2	\$135,960	Sub. Phase Def.	\$135,960 O	\$0	\$0
09-09-0013	Kane County DOT	IL 64 from Randall Rd to Burlington Rd	CONST	\$477,882	Sub. Phase Def.	\$477,883 M	(\$1)	\$0
10-00-0128	Lake County DOT	Roberts Rd at River Rd	ENG2	\$471,461	Sub. Phase Def.	\$471,461 O	\$0	\$0
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	ENG1	\$140,000	Sub. Phase Def.	\$99,737 O	\$40,263	\$0
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	ENG	\$50,000	Sub. Phase Def.	\$36,890 O	\$13,110	\$0
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ENG2	\$440,000	Deferred		\$0	\$440,000
09-10-0002	Sleepy Hollow	Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuary Trail Head	ENG1	\$9,600	Sub. Phase Def.	\$9,600 O	\$0	\$0
<b>15 line items in 2012 totalling:</b>				<b>\$4,596,495</b>		<b>\$3,459,751</b>	<b>\$306,344</b>	<b>\$830,400</b>
<b>2013</b>								
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$1,186,315	Reinstated	\$1,006,372 O	\$179,943	\$0

\*Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-02-0027	CDOT	Cicero Ave Smart Corridor	CONST	\$2,187,000	Reinstated		\$2,187,000	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG2	\$649,637	Sub. Phase Def.	\$649,637 M	\$0	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	CONST	\$7,261,042	Reinstated	\$8,656,819 O	(\$1,395,777)	\$0
01-08-0007	CDOT	79th St from IL 50/Cicero Ave to Ashland Ave	ENG2	\$440,000	Sub. Phase Def.	\$68,636 M	\$371,364	\$0
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	ENG2	\$65,000	Sub. Phase Def.	\$59,026 O	\$5,974	\$0
07-06-0058	FPD of Cook County	Thorn Creek Bicycle Trail Completion	CONST	\$4,922,400	Reinstated	\$4,074,327 M	\$848,073	\$0
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	ENG2	\$55,000	Sub. Phase Def.	\$54,446 O	\$554	\$0
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	ROW	\$248,000	Sub. Phase Def.	\$248,000 O	\$0	\$0
10-02-0007	Lake Zurich	Lake Zurich-US 12/Rand Road at Ela Road	ENG2	\$86,000	Reinstated	\$86,150 O	(\$150)	\$0
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	ENG2	\$52,000	Sub. Phase Def.	\$51,954 O	\$46	\$0
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	ENG2	\$56,000	Sub. Phase Def.	\$55,982 O	\$18	\$0
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ROW	\$66,000	Reinstated	\$66,000 O	\$0	\$0
09-10-0002	Sleepy Hollow	Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuary Trail Head	ENG2	\$9,600	Sub. Phase Def.	\$9,600 M	\$0	\$0
09-10-0002	Sleepy Hollow	Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuary Trail Head	CONST	\$105,600	Reinstated	\$105,600 M	\$0	\$0

\*Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:42:09 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
07-06-0002	University Park	Cicero Ave Shared Use Path	ENG1	\$60,000	Reinstated	\$60,000 O	\$0	\$0
<b>16 line items in 2013 totalling:</b>				<b>\$17,449,594</b>		<b>\$15,252,549</b>	<b>\$2,197,045</b>	<b>\$0</b>
<b>2014</b>								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ROW	\$260,000	Deferred		\$0	\$260,000
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$2,000,000	Deferred		\$0	\$2,000,000
01-05-0001	CDOT	Safe Routes to School Program - Citywide	CONST	\$629,600	Deferred		\$0	\$629,600
01-05-0001	CDOT	Safe Routes to School Program - Citywide	CONST	\$692,000	Deferred		\$0	\$692,000
01-06-0002	CDOT	43rd St Bicycle-Pedestrian Bridge	ENG2	\$868,578	Deferred		\$0	\$868,578
01-06-0004	CDOT	Walk Chicago-Pedestrian Encouragement Program	IMP	\$160,000	Deferred		\$0	\$160,000
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$528,000	Deferred		\$0	\$528,000
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$672,800	Deferred		\$0	\$672,800
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$1,739,000	Deferred		\$0	\$1,739,000
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$1,118,000	Deferred		\$0	\$1,118,000
01-08-0003	CDOT	Signal Controller Upgrade and Timing Program	IMP	\$1,920,000	Reinstated		\$1,920,000	\$0
01-08-0007	CDOT	79th St from IL 50/Cicero Ave to Ashland Ave	CONST	\$5,020,000	Deferred		\$0	\$5,020,000

\*Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:42:11 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	ENG1	\$1,307,000	Reinstated		\$1,307,000	\$0
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	ENG2	\$560,000	Reinstated		\$1,573,000	(\$1,013,000)
			<i>ENG2</i>	<i>\$2,133,000</i>	<i>Deferred</i>		<i>\$1,573,000</i>	<i>\$560,000</i>
01-09-0005	CDOT	Traffic Management Center Integrated Corridor Management	IMP	\$1,520,000	Deferred		\$0	\$1,520,000
01-97-0086	CDOT	CDOT-Near West Side Signal Interconnect	CONST	\$1,692,000	Deferred		\$0	\$1,692,000
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	CONST	\$1,670,000	Deferred		\$0	\$1,670,000
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	CONST	\$1,338,000	Deferred		\$0	\$1,338,000
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave	CONST	\$4,360,000	Deferred		\$0	\$4,360,000
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave	CONST	\$3,460,000	Deferred		\$0	\$3,460,000
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	CONST	\$2,301,182	Deferred		\$0	\$2,301,182
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	CONST	\$849,450	Deferred		\$0	\$849,450
01-03-0019	Chicago Park District	Lakefront Trail Expansion, Ardmore Ave to Sheridan Rd	ENG1	\$300,000	Deferred		\$0	\$300,000
01-05-0005	Chicago Park District	Jackson Park/59th St Bicycle Path	CONST	\$578,000	Deferred		\$0	\$578,000
05-09-0002	Cicero	Cicero Rail Yard Switch Engine Retrofit	IMP	\$1,820,000	Deferred		\$0	\$1,820,000
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	CONST	\$388,000	Reinstated	\$380,672 O	\$7,328	\$0
			<i>CONST</i>	<i>\$388,000</i>	<i>Reinstated</i>		<i>\$388,000</i>	<i>\$0</i>

\*Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	ENG2	\$143,801	Deferred		\$0	\$143,801
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	ENG2	\$239,000	Reinstated	\$230,290 O	\$8,710	\$0
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$2,390,000	Deferred		\$0	\$2,390,000
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$3,402,000	Deferred		\$0	\$3,402,000
07-08-0001	Hazel Crest	S Kedzie Ave from 167th St to 172nd St	ENG2	\$7,618	Deferred		\$0	\$7,618
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	ENG2	\$11,440	Deferred		\$0	\$11,440
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	CONST	\$189,760	Deferred		\$0	\$189,760
09-11-0013	Kane County	Arterial Management Center	CONST	\$854,940	Reinstated	\$855,200 O	(\$260)	\$0
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	CONST	\$1,120,000	Reinstated		\$1,120,000	\$0
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	CONST	\$1,058,840	Reinstated		\$1,058,840	\$0
10-00-0128	Lake County DOT	Roberts Rd at River Rd	CONST	\$6,858,539	Reinstated	\$5,929,176 O	\$929,363	\$0
			<i>CONST</i>	<i>\$6,858,539</i>	<i>Reinstated</i>		<i>\$6,858,539</i>	<i>\$0</i>
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	ROW	\$4,800,000	Reinstated		\$1,600,000	\$3,200,000
			<i>ROW</i>	<i>\$4,800,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$4,800,000</i>
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	CONST	\$688,000	Reinstated		\$688,000	\$0
			<i>CONST</i>	<i>\$688,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$688,000</i>

\*Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.



TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	CONST	\$704,000	Reinstated		\$704,000	\$0
			<i>CONST</i>	<i>\$704,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$704,000</i>
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	CONST	\$1,556,440	Reinstated		\$1,556,440	\$0
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Thatcher Ave	ENG2	\$59,165	Deferred		\$0	\$59,165
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	ENG2	\$140,000	Deferred		\$0	\$140,000
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	IMP	\$910,000	Deferred		\$0	\$910,000
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$71,000	Reinstated	\$108,000 O	(\$37,000)	\$0
			<i>CONST</i>	<i>\$71,000</i>	<i>Reinstated</i>		<i>\$71,000</i>	<i>\$0</i>
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$326,000	Reinstated	\$189,600 O	\$136,400	\$0
			<i>CONST</i>	<i>\$326,000</i>	<i>Reinstated</i>		<i>\$326,000</i>	<i>\$0</i>
07-08-0010	Riverdale	CSXT Barr Rail Yard Switch Engine Retrofit	IMP	\$1,575,000	Reinstated		\$1,575,000	\$0
12-10-0001	Romeoville	135th St Metra Parking Lot	ENG2	\$440,000	Deferred		\$0	\$440,000
04-00-0010	Schiller Park	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	ENG2	\$24,000	Deferred		\$0	\$24,000
04-00-0010	Schiller Park	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	CONST	\$320,000	Deferred		\$0	\$320,000
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	CONST	\$1,660,000	Reinstated		\$1,660,000	\$0
			<i>CONST</i>	<i>\$1,660,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$1,660,000</i>

\*Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
<b>51 line items in 2014 totalling:</b>				<b>\$67,301,153</b>		<b>\$7,692,938</b>	<b>\$15,806,821</b>	<b>\$43,801,394</b>
<b>2015</b>								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	CONST	\$2,636,800	Deferred		\$0	\$2,636,800
01-08-0004	CDOT	City of Chicago Bicycle Fleet Program	IMP	\$80,000	Deferred		\$0	\$80,000
10-02-0007	Lake Zurich	Lake Zurich-US 12/Rand Road at Ela Road	CONST	\$275,400	Deferred		\$0	\$275,400
10-02-0007	Lake Zurich	Lake Zurich-US 12/Rand Road at Ela Road	CONST	\$323,783	Deferred		\$0	\$323,783
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Thatcher Ave	CONST	\$1,108,000	Deferred		\$0	\$1,108,000
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	CONST	\$1,693,000	Deferred		\$0	\$1,693,000
12-10-0001	Romeoville	135th St Metra Parking Lot	CONST	\$2,840,000	Deferred		\$0	\$2,840,000
12-10-0001	Romeoville	135th St Metra Parking Lot	CONST	\$812,000	Deferred		\$0	\$812,000
07-06-0002	University Park	Cicero Ave Shared Use Path	ENG2	\$14,000	Deferred		\$0	\$14,000
07-06-0002	University Park	Cicero Ave Shared Use Path	CONST	\$184,800	Deferred		\$0	\$184,800
<b>10 line items in 2015 totalling:</b>				<b>\$9,967,783</b>		<b>\$0</b>	<b>\$0</b>	<b>\$9,967,783</b>
<b>2016</b>								
11-09-0006	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings	CONST	\$938,000	Deferred		\$0	\$938,000
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	CONST	\$2,397,000	Deferred		\$0	\$2,397,000
<b>2 line items in 2016 totalling:</b>				<b>\$3,335,000</b>		<b>\$0</b>	<b>\$0</b>	<b>\$3,335,000</b>

\*Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*

2/5/2014 1:42:17 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
<b>124 line items totalling:</b>				<b>\$112,523,852</b>		<b>\$35,941,689</b>	<b>\$18,647,586</b>	<b>\$57,934,577</b>

Net CMAQ \$ (Fed) - Includes the initial amount of CMAQ funding programmed for the line item, plus any increases and less any withdrawals that are not related to the line item's deferral.

Awards/Obligations Codes

Fund Status - Indicates if the CMAQ \$ are currently deferred or have been reinstated for the line item. A status of "Sub. Phase Def." means that a subsequent phase of the project was deferred.

F - Final Voucher/FTA Grant Closed  
M - Modified Project Agreement  
O - Obligated

Obligations - The federal CMAQ funds authorized by FHWA/FTA for the line item.

Active Balance inProgram - The balance of funds yet to be authorized on line items with partial obligations and reinstated line items that have not yet had an authorization. This balance represents what is available for federal authorization in the CMAP TIP.

Deferred Funds Not Programmed - The balance of deferred funds that have not been reinstated.

\*Obligation codes can be found at the end of this report.

*Lines highlighted and shown in italics represent line item status as of prior PSC meeting.*



## 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
2014	\$ 178,006,590	\$ 187,881,806	\$ (9,875,216)	\$ 44,631,794	\$ (54,507,010)	\$ 138,600,323	\$ 11,694,140	\$ 126,906,183
2015	\$ 105,413,338	\$ 113,206,303	\$ (7,792,965)	\$ 9,967,783	\$ (17,760,748)	\$ 145,988,364		
2016	\$ 105,413,338	\$ 106,356,987	\$ (943,649)	\$ 3,335,000	\$ (4,278,649)	\$ 145,988,364		
2017	\$ 105,413,338	\$ 102,658,966	\$ 2,754,372	\$ -	\$ 2,754,372	TBD		
2018	\$ 105,413,338	\$ 39,010,670	\$ 66,402,668	\$ -	\$ 66,402,668	TBD		
	<b>\$ 599,659,942</b>	<b>\$ 549,114,732</b>	<b>\$ 50,545,210</b>	<b>\$ 57,934,577</b>	<b>\$ (7,389,367)</b>	<b>\$ 430,577,051</b>	<b>\$ 11,694,140</b>	<b>\$ 418,882,911</b>

Current as of 1/26/2014

- 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 2014 includes the unobligated balance from prior years, with funds currently in Advanced Construction considered to be obligated. FFY 2015-2018 apportionments are estimates based upon the current apportionment. See calculation below. Source: FHWA FMIS database.
- Currently Programmed: Net amounts programmed (withdrawn and obligated funds not included) on active and reinstated project phases. FFY 2014 includes balance amounts from prior years. Source: CMAQ database
- Deferred Funds Not Programmed: Deferred funds for project phases that have not demonstrated readiness for the reinstatement of funds. FFY 2014 includes funds deferred from prior years. Source: CMAQ database
- Unprogrammed Balance: For current year, 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 year, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed, including deferred line items.
- Obligation Goal: Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years. Source: August 28, 2012 CMAQ Project Selection Committee meeting.
- Current FFY Obligations to Date: Obligations (Federal Authorizations) through the "current as of" date. Projects in advanced construction are included as obligations. Source: CMAQ database
- Obligations Needed to Meet Goal: Obligation Goal less Current FFY Obligations to Date.

**Current Year Unobligated Balance Calculations:**

FFY 2014 Federal Apportionment	\$ 105,413,338
Prior Years' Unobligated Balance	\$ 191,207,985 (+)
	\$ 296,621,323
Advanced Construction (All Years)	\$ 118,614,733 (-)
	\$ 178,006,590



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## MEMORANDUM

**To:** CMAQ Project Selection Committee  
**From:** CMAP Staff  
**Date:** February 13, 2014  
**Re:** CMAQ Project Change Requests

---

---

Eight projects have submitted change requests for committee consideration and eleven administrative modifications were completed. The sponsors' requests and re-ranking worksheets are attached.

### **For Committee Consideration:**

#### **Maywood – Maywood Train Station Facility (TIP ID 04-14-0002)**

In order to expedite Phase II Engineering, the sponsor is requesting to withdraw the federal CMAQ funds in the amount of \$232,000, currently programmed in FFY15, from the phase and transfer those funds to the Construction phase, currently programmed in FFY16 at a 50% federal share and to reprogram Construction in FFY15 at a 62% federal share. There is no increase in the total cost of the project (\$2,411,000) and therefore no change to the project ranking. If approved, funding for the Construction phase would be \$1,222,000 federal CMAQ (\$1,981,000 total) in FFY 15, with the federal match increasing from 50% to 62% and the total cost for the project would remain unchanged at \$1,222,00 federal CMAQ (\$2,271,000 total).

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends consideration of approval of the request to transfer \$232,000 in federal CMAQ funds from Phase II Engineering to Construction, the resulting increase in federal match from 50% to 62% and reprogramming of Construction funds from FFY16 to FFY15.

#### **Tinley Park – 183<sup>rd</sup> St. at Oak Park Ave. (TIP ID 07-10-0001)**

The sponsor is requesting to transfer Right of Way funding, currently programmed in FFY14, in the amount of \$80,000 federal CMAQ (\$100,000 total), to Construction, currently programmed in FFY15. The sponsor is also requesting a cost increase of \$784,000 federal CMAQ (\$980,000 total) for Construction. The project received a cost increase of \$80,000 federal CMAQ (\$100,000 total) in August 2012 for Phase I Engineering. Phase I Engineering is complete, the reconstruction limits have expanded and context sensitive solutions elements have been added to the project.

ROW is currently programmed for \$320,000 federal CMAQ (\$400,000 total) and Construction is currently programmed for \$1,600,000 federal CMAQ (\$2,000,000 total). The ROW cost estimate has decreased, and the Construction cost estimate has increased. If the request is approved the total cost for this project would increase to \$3,072,000 federal CMAQ (\$3,840,000 total). A re-ranking was completed with the project ranking changing from 11<sup>th</sup> to 13<sup>th</sup> among all 2010 Intersection Improvement proposals.

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends consideration of approval of the transfer of \$80,000 federal CMAQ (\$100,000 total) from the ROW phase to the Construction phase and a cost increase of \$784,000 federal CMAQ (\$980,000 total) for a ROW phase total of \$240,000 federal CMAQ (\$300,000 total) in FFY14, a construction phase total of \$2,464,000 federal CMAQ (\$3,080,000 total) in FFY15 and a project total of \$3,072,000 federal CMAQ (3,840,000 total).

**IDOT – IL 43/Harlem Av at 143rd St (TIP ID 06-12-0002)**

The sponsor is requesting to transfer ROW funding, currently programmed in FFY15, in the amount of \$160,000 federal CMAQ (\$200,000 total) to Construction, currently programmed in FFY16. The sponsor is also requesting a cost increase of \$204,000 federal CMAQ (\$255,000 total) for the Construction phase and to reprogram the funds from FFY16 to FFY14. Through the engineering process it was determined that ROW is no longer needed for this project. The project is targeting letting on June 13, 2014. If the request is approved the total programmed amount for this project would increase to \$764,000 federal CMAQ (\$1,030,000 total). A re-ranking was completed with the project ranking changing from 15<sup>th</sup> to 21<sup>st</sup> among all 2012 Intersection Improvement proposals.

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends approval of the transfer of \$160,000 federal CMAQ (\$200,000 total) from ROW to Construction and a cost increase in the amount of \$204,000 federal CMAQ (\$255,000 total) for a construction phase and project total of \$764,000 federal CMAQ (\$1,030,000 total), and to reprogram the funds from FFY15 and FFY16 to FFY14.

**IDOT – IL 38/Roosevelt Rd at Ardmore Ave Intersection Improvement (TIP ID 08-12-0002)**

The sponsor is requesting a cost increase of \$296,000 federal CMAQ (\$370,000 total) for the Construction phase, currently programmed in FFY15, due to updated estimates from the completion of Phase I Engineering. If the requested cost increase is granted the total programmed amount for this project would increase to \$856,000 federal CMAQ (\$1,145,000 total). A re-ranking was completed with the project ranking changing from 46<sup>th</sup> to 54<sup>th</sup> among all 2012 Intersection Improvement proposals.

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends approval of a cost increase in the amount of \$296,000 federal CMAQ (\$370,000 total) for a construction phase total of \$696,000 federal CMAQ (\$870,000 total) and a project total of \$856,000 federal CMAQ (\$1,145,000 total).

**IDOT – IL 120 at Hainesville Rd (TIP ID 10-14-0004)**

The sponsor is requesting a cost increase of \$212,000 federal CMAQ (\$265,000 total) for the Right of Way phase, currently programmed in FFY17, and a cost increase of \$208,000 federal CMAQ (\$260,000 total) for the Construction phase, currently programmed in FFY18 and reprogramming the ROW phase in FFY 14 and the Construction phase in FFY16 to coordinate with Lake County DOT's signal interconnect project (TIP ID 10-14-0008). ROW is currently programmed for \$64,000 federal CMAQ (\$80,000 total) and Construction is currently programmed for \$320,000 federal CMAQ (\$400,000 total). If the requested cost increase is granted the total programmed amount for this project would increase to \$804,000 federal CMAQ (\$1,065,000 total). A re-ranking was completed with the project ranking unchanged at 15<sup>th</sup> among all 2014 Intersection Improvement proposals.

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends approval of a cost increase in the amount of \$212,000 federal CMAQ (\$265,000 total) for a ROW total of \$276,000 federal CMAQ (\$345,000 total), a cost increase in the amount of \$208,000 federal CMAQ (\$260,000 total) for a Construction phase total of \$528,000 federal CMAQ (\$660,000 total) and reprogramming the ROW phase from FFY17 to FFY14 and the Construction phase from FFY18 to FFY16.

**Lake County DOT – Washington St Bike Path (TIP ID 10-10-0002)**

The sponsor is requesting a cost increase of \$142,000 federal CMAQ (\$164,400 total) for the construction phase, currently programmed in FFY14. The cost increase is the result of revised construction cost estimates developed during the engineering phases. The project is targeting letting on June 13, 2014. If the requested cost increase is granted the total programmed amount for this project would increase to \$888,000 federal CMAQ (\$1,111,000 total). A re-ranking was completed with the project ranking unchanged at 10<sup>th</sup> among 2010 Bicycle Facilities proposals.

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends approval of the cost increase in the amount of \$142,000 federal CMAQ (\$160,400 total) for a Construction phase total of \$600,000 federal CMAQ (\$750,00 total) and a project total of \$888,000 federal CMAQ (1,111,000 total).

**Lincolnwood – Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail (TIP ID 02-10-0001)**

The sponsor is requesting to reinstate and transfer \$76,000 federal CMAQ (\$95,000 total) from ROW, currently deferred in FFY14, to the Construction phase, currently reinstated from deferral in FFY14. ROW was initially programmed for \$4,800,000 CMAQ federal (\$6,000,000). The sponsor has indicated that only \$1,600,000 federal CMAQ (\$2,000,000 total) will be needed for ROW and that amount was reinstated by staff for the ROW phase in FFY14 (see administrative modifications below). The increase in construction cost was caused by schedule delays. There is no increase in the total cost of the project and therefore no change to the project ranking. The project is targeting letting on April 25, 2014.

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends approval of the reinstatement and transfer of \$76,000 federal CMAQ (\$95,000 total) from ROW to Construction for a Construction phase total of \$764,000 federal CMAQ (\$955,000 total) and a project total of \$2,472,000 federal CMAQ (3,090,000 total).

**Lincolnwood – Lincolnwood Commonwealth Edison (ComEd) Utility ROW/Skokie Valley Bike/Multiuse Trail (TIP ID 02-10-0002).**

The sponsor is requesting a cost increase of \$104,000 CMAQ federal (\$130,000 total) for the Construction phase, currently reinstated from deferral in FFY14. The cost increase being sought is the result of increased soil removal costs. The project is targeting letting on April 25, 2014. If the requested cost increase is granted the total programmed amount for this project would increase to \$920,000 federal CMAQ (\$1,150,000 total). A re-ranking was completed with the project ranking changing from 6<sup>th</sup> to 7<sup>th</sup> among 2010 Bicycle Facilities proposals.

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends approval of the cost increase in the amount of \$104,000 federal CMAQ (\$130,000 total) for a construction phase total of \$808,000 federal CMAQ (\$1,010,000 total) and a project total of \$920,000 federal CMAQ (\$1,150,000 total).

**Administrative Modifications:**

**RTA – Transfer of sponsorship**

The RTA requested the transfer of sponsorship of application (TI13143933) to four local sponsors. Staff completed the transfer when the 2014-2018 program was adopted and entered into the TIP. The local sponsors received notification of the project programming from CMAP and of the approval of RTA matching funds from the RTA.

The four projects are:

- Rolling Meadows – Golf Rd (IL 58) from IL 53/I-290 to New Wilke Rd Transit Access (TIP ID 03-14-0005 )
- Glen Ellyn - Signalized Pedestrian Crossing Improvements (TIP ID 08-14-0003)
- Palos Heights - Sidewalks to Pace Buses (TIP ID 06-14-0001)
- LaGrange - Stone Av Metra Station Area Pedestrian Access Improvements (TIP ID 05-14-0001)

**Pace – I-55 Bus on Shoulders (TIP ID 17-14-0002)**

Pace requested transfer of sponsorship of the project to IDOT for implementation and IDOT has accepted the transfer. Additionally a minor change in scope to fill in gaps west of the project limits was requested, with no change in project cost. Staff undertook these changes as an administrative modification.

**Lincolnwood - Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail (TIP ID 02-10-0001)**



The sponsor requested reinstatement of deferred ROW funds in the amount of \$1,600,000 federal (\$2,000,000 total) in FFY14. \$3,200,000 federal programmed for ROW remains deferred because it is not included in the Local Agency Agreement at this time and is not anticipated to be needed. The sponsor also requested reinstatement of deferred Construction funds in the amount of \$688,000 federal (\$860,000 total) in FFY14. IDOT Local Roads confirmed pre-final plans were submitted on December 9, 2013. The project is targeting the April 25, 2014 state letting, pending ROW certification by IDOT. Staff determined that funds are available in FFY14 and undertook the reinstatements as administrative modifications.

**Lincolnwood - Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail (TIP ID 02-10-0002)**

The sponsor requested reinstatement of deferred Construction funds in the amount of \$704,000 federal (\$880,000 total) in FFY14. IDOT Local Roads confirmed pre-final plans were submitted on December 9, 2013. The project is targeting the April 25, 2014 state letting. Staff determined that funds are available in FFY14 and undertook the reinstatement as an administrative modification.

**University Park - University Parkway Bike Facility (TIP ID 07-96-0003)**

The sponsor requested reinstatement of deferred Construction funds in the amount of \$1,660,000 federal (\$2,075,000 total) in FFY14. IDOT Local Roads confirmed final plans were submitted on December 9, 2013. The project is targeting the April 25, 2014 letting. Staff determined that funds are available in FFY14 and undertook the reinstatement as an administrative modification.

**Des Plaines – Ballard Rd. from Bender Rd. to Good Av. (TIP ID 03-12-0005)**

The sponsor requested the transfer of \$3,700 federal (\$4,625 total) from Phase I Engineering and \$8,300 federal (\$10,375 total) from ROW to Phase II Engineering and requested to reprogram the ROW phase from FFY 2014 to FFY 2015. Phase I Engineering is complete and came in under budget. ROW survey and appraisal expenses were initially included in the ROW phase; however these work tasks will actually occur as part of the Phase II Engineering scope. Staff determined that the changes have no net impact on the four year program and the changes in both FFY14 and FFY15 can be accommodated.

**Lake County DOT – Cedar Lake Rd Rollins Rd to Hart Rd. Interconnect (TIP ID 10-14-0005)**

The sponsor requested to reprogram the Construction phase from FFY18 to FFY14, with no change in cost (\$800,000 federal CMAQ / \$1,080,000 total). Staff undertook the change as an administrative modification and the sponsor has been notified that the sunset year has been permanently changed from 2020 to 2016.

**Lake County DOT – IL 120/Belvidere Road from IL 134 to US 45 Interconnect (TIP ID 10-14-0008)**

The sponsor requested to reprogram the Construction phase from FFY14 to FFY16, with no change in cost to coordinate with IDOT's Intersection Improvement project on IL 120 at Hainesville Rd. (TIP ID 10-14-0004). Staff undertook the change as an administrative modification and the sponsor has been notified that the sunset year (2016) for the phase remains unchanged.

**Kane County – Fabyan Parkway at Kaneville Rd. Intersection Improvements (TIP ID 09-12-0006)**

The sponsor requested to reprogram the Phase 2 engineering from FFY15 to FFY14, with no change in federal cost (\$112,000 federal CMAQ) and an \$8,000 increase in total cost (\$148,000). Phase 1 engineering is complete. Staff undertook the change as an administrative modification and the sponsor has been notified that the sunset year has been permanently changed from 2017 to 2016.

**Burr Ridge – Madison St. at 79<sup>th</sup> St. (TIP ID 08-10-0018)**

The sponsor requested withdrawal of the project from the CMAQ program due to higher Village priorities. \$132,000 federal (\$166,000 total) for Phase 2 Engineering in FFY14 and \$1,831,700 federal (\$2,289,600 total) for Construction in FFY16 has been withdrawn by staff as an administrative modification.

**Cary – Cary Station Parking -UPNW (TIP ID 11-05-0001)**

The sponsor requested withdrawal of the project from the CMAQ program due to decreased parking demand at the Cary station. \$148,000 federal CMAQ (\$185,000 total) was obligated via a transfer to FTA grant IL-90-x524 in FFY05, therefore there is no change to CMAQ program balances with this withdrawal and staff completed the withdrawal as an administrative modification.

## CMAQ Cost Change Request Form

### Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>).

TIP ID	04-14-0002	Sponsor	Village of Maywood
Project Location Description	Maywood Train Station Facility		

### Currently Programmed Funding

Please provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. All other line items should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table (right-click and select "Insert" > "Insert Rows Below") if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

Phase	Starting FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Local Match Fund Source	Phase Accomplished*
ENG1	2013	50	0	0	N/A	TIF	<input checked="" type="checkbox"/>
ENG 2	2015	290	232	80%	CMAQ	TIF	<input type="checkbox"/>
ROW	N/A	N/A	N/A	N/A	N/A	N/A	<input type="checkbox"/>
CONST	2016	1981	990	50%	CMAQ	TIF	<input type="checkbox"/>
CE	2016	90	0	0	N/A	TIF	
<b>Total</b>		2411	1222	51%	CMAQ	TIF	

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

### Current Costs (Actual and Estimates) and Schedule

Please enter the actual costs included in the most recent Engineer's Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

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	2013	50	0	0%	N/A	TIF	Complete
ENG 2	2014	290	0	0%	N/A	TIF	10/14
ROW	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CONST	2015	1981	1222	62%	CMAQ	TIF	01/15
CE	2015	90	0		N/A	TIF	01/15
<b>Total</b>		2411	1222	51%	CMAQ	TIF	

\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated completion date of the phase.

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							
<b>Total</b>							

\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

## Requested Cost Changes

Check all that apply:  Cost Increase  Transfer of Funds

Please enter the changes (positive and negative) to CMAQ funding requested (difference between currently programmed funds and current cost estimate). If any line is the same as the currently programmed funding, enter zeros. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and complete the "Transfer to/from phase(s)" column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use a separate row for the transferred amount and the new funding being requested.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2013	0	0	0%	
ENG 2	2014	0	-232	0%	-232
ROW	N/A	N/A	N/A	N/A	N/A
CONST	2015	0	232	62%	232
CE	2015	0	0	0	
<b>Total</b>		0	0	0	0

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)
ENG				
IMP				
<b>Total</b>				

### Reason for Request

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda). Check here if the reason is a scope change  and complete a [Scope Change Request](#) form.

The Village would like to utilize TIF dollars for Phase II Engineering to expedite the project and transfer the federal dollars for PE II to Construction.

### State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310).

Select One.

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

Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

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	C-		
ENG			
IMP			

### Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

For the submittal procedures that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

## CMAQ Cost Change Request Form

### Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>).

TIP ID	07-10-0001	Sponsor	Tinley Park
Project Location Description	183 <sup>rd</sup> St at Oak Park Ave		

### Currently Programmed Funding

Please provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. All other line items should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table (right-click and select "Insert" > "Insert Rows Below") if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

Phase	Starting FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Local Match Fund Source	Phase Accomplished*
ENG1	2010	280	224	80	CMAQ	Tinley Park	<input checked="" type="checkbox"/>
ENG 2	2014	180	144	80	CMAQ	Tinley Park	<input type="checkbox"/>
ROW	2014	400	320	80	CMAQ	Tinley Park	<input type="checkbox"/>
CONST	2015	1,820	1,456	80	CMAQ	Tinley Park	<input type="checkbox"/>
CE	2015	180	144	80	CMAQ	Tinley Park	<input type="checkbox"/>
<b>Total</b>		<b>2,860</b>	<b>2,288</b>				

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

### Current Costs (Actual and Estimates) and Schedule

Please enter the actual costs included in the most recent Engineer's Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

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	2010	280	224	80	CMAQ	Tinley Park	10/18/2010
ENG 2	2014	180	144	80	CMAQ	Tinley Park	4/15/2014
ROW	2014	300	240	80	CMAQ	Tinley Park	4/15/2014
CONST	2015	2,900	2,320	80	CMAQ	Tinley Park	06/12/2015
CE	2015	180	144	80	CMAQ	Tinley Park	05/01/2015
<b>Total</b>		<b>3,840</b>	<b>3,072</b>				

\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated completion date of the phase.

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							
<b>Total</b>							

\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

## Requested Cost Changes

Check all that apply:  Cost Increase  Transfer of Funds

Please enter the changes (positive and negative) to CMAQ funding requested (difference between currently programmed funds and current cost estimate). If any line is the same as the currently programmed funding, enter zeros. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and complete the "Transfer to/from phase(s)" column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use a separate row for the transferred amount and the new funding being requested.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2010	0	0	80	0
ENG 2	2014	0	0	80	0
ROW	2014	-100	-80	80	To CONST
CONST	2015	100	80	80	From ROW
CONST	2015	980	784	80	n/a
CE	2015	0	0	80	0
<b>Total</b>		<b>980</b>	<b>784</b>	80	

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)
ENG				
IMP				
<b>Total</b>				

### Reason for Request

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda). Check here if the reason is a scope change  and complete a [Scope Change Request](#) form.

Larger footprint of the roundabout than originally anticipated; full reconstruction limits extended; slip lanes added per IDOT; street lighting; context sensitive solutions such as fencing to address noise abatement and privacy due to the multiuse path required to comply with the complete streets policy; additional median and parkway landscaping to increase safety through creating a narrowing affect that will slow motorists down.

### State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310).

Select One.

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

Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-91-348-10	CMM-9003(571)	
ENG 2	D-91-348-10	CMM-9003(572)	
ROW	R-91-348-10	TBD	
CONST	C-91-348-10	CMM-9003(573)	
ENG			
IMP			

### Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

IDOT has evaluated the reasons for the request of additional funding and verified that these items are not a change in scope to the approved Phase I Report and are eligible for federal funding if approved by the CMAQ Committee.



# Chicago Metropolitan Agency for Planning

## CMAQ Cost Increase Analysis

TIP ID: **07-10-0001**  
 Description: **183rd St at Oak Park Ave**

### Ranking Computation

	2010	2012 Increase	2014 Increase
Kilos VOC eliminated	1,455.3000	1,455.3000	1,456.3000
Cost	\$ 2,760,000	\$ 2,860,000	\$ 3,840,000
\$/Kilo VOC eliminated	\$ 1,897	\$ 1,965	\$ 2,637
Rank	11	11	13

### Project Expenses

	Federal Share	Total	Fed %	Basis
2010	\$ 2,208,000	\$ 2,760,000	80.0%	Approved project
2012 Increase	\$ 2,288,000	\$ 2,860,000	80.0%	Letter from Sponsor
2014 Increase	\$ 3,072,000	\$ 3,840,000	80.0%	Letter from Sponsor
Increase Amount	\$ 784,000	\$ 980,000		

FY 2010 CMAQ Program

CMAQ ID	Sponsor	Facility to be Improved	Proposed Total	Application Federal	Proposed Program	\$ Per Kg VOC Eliminated
II02103313	IDOT	Golf Rd at Harms Rd	\$828,000	576,000	0	\$641
II09103335	IDOT	IL 31 at Big Timber Rd	\$1,380,000	960,000	0	\$971
II03103317	IDOT	IL 59 at W Bartlett Rd	\$828,000	576,000	0	\$996
II07103320	IDOT	IL 394 at Sauk Trail	\$932,000	648,000	0	\$1,021
II02103274	Glenview	Patriot Blv at Independence Ave	\$389,000	256,000	256,000	\$1,087
II10103341	IDOT	IL 176 at Roberts Rd	\$690,000	480,000	0	\$1,139
II09103336	IDOT	IL 56 at Hart Rd/Mitchell Rd	\$828,000	576,000	0	\$1,281
II02103312	IDOT	Willow Rd at Pfingsten Rd	\$828,000	576,000	0	\$1,331
II03103314	IDOT	US 20 from Bartlett Rd to Oak Ave	\$1,104,000	768,000	0	\$1,341
II03103316	IDOT	IL 62 at New Wilke Rd	\$888,000	576,000	0	\$1,593
<b>II07103282</b>	<b>Tinley Park</b>	<b>183rd St at Oak Park Ave</b>	<b>\$2,760,000</b>	<b>2,208,000</b>	<b>2,208,000</b>	<b>\$1,897</b>
<b>Revised Rank</b>						<b>\$1,965</b>
II03103265	Hoffman Estates DuPage County	IL 59 at Shoe Factory Rd	\$1,280,000	1,024,000	1,024,000	\$1,967
II08103277	DOT	75th St from Cass Ave to Plainfield Rd	\$12,642,085	9,729,600	0	\$2,140
<b>Revised Rank 2</b>						<b>\$2,637</b>
II03103315	IDOT	Barrington Rd at Bode Rd	\$552,000	384,000	0	\$3,498
II03103319	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	\$860,000	688,000	0	\$4,735
II10103338	IDOT	US 12 Southbound Ramp at IL 176	\$552,000	384,000	0	\$5,814
II03103318	IDOT	IL 68/E Dundee Rd at S Barrington Rd	\$828,000	576,000	0	\$6,823
II11103278	Cary	Silver Lake Rd at Three Oaks Rd	\$739,000	591,200	0	\$7,467
II09103266	Kane County	Orchard Rd at Countryside Dr	\$1,195,000	956,000	0	\$11,715
II08103280	Burr Ridge	Madison St from Joliet Rd/Frontage Rd to 83rd St	\$4,409,900	238,000	0	\$11,967
II09103267	Kane County	Kirk Rd at Giese Rd	\$1,360,900	1,088,700	0	\$11,984
II10103340	IDOT	US 45 at IL 173/Rosecrans Rd	\$828,000	576,000	0	\$24,663
II02103276	Department	Old Orchard Rd at I-94 NB Ramps	\$5,928,250	3,060,600	0	\$27,600
II12103289	Romeoville	IL 53 at Material Service Dr	\$2,689,000	2,071,000	0	\$36,564
II08103275	Elmhurst	IL 56/Butterfield Rd at Commonwealth Ln	\$1,814,000	425,200	0	\$56,950
II09103268	Kane County	Hughes Rd at Fabyan Pwy	\$1,534,800	1,227,800	0	\$61,672
II12103285	New Lenox	Cedar Rd at Francis Rd	\$1,405,730	1,044,580	0	\$126,698
II02103279	Wilmette	Skokie Blv/US 41 at Hibbard Rd	\$2,566,000	2,052,000	0	\$224,317
II03103272	Schaumburg	Salem Dr at Schaumburg Rd	\$635,000	508,000	0	No Benefit
II07103290	Richton Park	Richton Rd from Sauk Trail to Governors Hwy	\$580,000	464,000	0	Ineligible
II08103281	Wood Dale	IL 19/Irving Park Rd at Wood Dale Rd	\$24,535,000	6,488,000	0	Ineligible
II09103273	Hampshire	IL 72 at State St	\$320,000	256,000	0	No Benefit
II09103283	Carpentersville	IL 68/Dundee Rd from West of Golfview Ln to East of Wakefield Dr	\$1,088,000	585,600	0	No Benefit
II09103287	Aurora	Montgomery Rd at Normantown Rd	\$610,000	432,000	0	No Benefit
II09103288	Aurora	Indian Trail Rd at Pennsylvania Ave	\$547,000	438,000	0	No Benefit
II09103334	IDOT	IL 64 at Peck Rd	\$690,000	480,000	0	No Benefit
II10103339	IDOT	IL 120 at Hainesville Rd	\$552,000	384,000	0	No Benefit
II12103271	Will County Department of Highways	Manhattan-Monee Rd at Egyptian Trail	\$270,050	212,040	0	No Benefit
II12103293	Lockport	Division St at Briggs St	\$435,000	340,000	0	No Benefit

## CMAQ Cost Change Request Form

### Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/cmaq/program-management-resources>).

TIP ID	06-12-0002	Sponsor	<b>IDOT District 1 Division of Highways</b>
Project Location Description	ILL 43 Harlem Ave AT 143RD ST		

### Currently Programmed Funding

Please provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. All other line items should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table (right-click and select "Insert" > "Insert Rows Below") if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Local Match Fund Source	Phase Accomplished*
ENG1	In-house						<input checked="" type="checkbox"/>
ENG 2	In-house						<input type="checkbox"/>
ROW	FFY15	200	160	80	CMAQ	State	<input type="checkbox"/>
CONST	FFY16	500	400	80	CMAQ	State	<input type="checkbox"/>
CE							
<b>Total</b>		700	560				

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

### Current Costs (Actual and Estimates) and Schedule

Please enter the actual costs included in the most recent Engineer's Estimate for every phase of the project and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

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	In-house						
ENG 2	In-house						
ROW	N/A	0	0	0	0	0	
CONST	FFY14	955	764	80	CMAQ	State	6/13/2014
CE							
<b>Total</b>		955	764	80			

\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated completion date of the phase.

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							
<b>Total</b>							

\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

### Requested Cost Increase

Please enter the additional CMAQ funds requested (difference between currently programmed funds and current cost estimate).

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)
ENG1	In-house			
ENG 2	In-house			
ROW		-200	-160	80
CONST	FFY14	455	364	80
CE				
<b>Total</b>		255	204	

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)
ENG				
IMP				
<b>Total</b>				

### Reason for Request

Briefly describe the reason for the increased cost (this information will be used to develop the PSC agenda)

The cost increase is the result of the availability of Phase I Design Approval updated cost estimate based on detailed quantity calculations and current bid tab pricing. Land Acquisition not needed.

### State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310).

Select One.

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

Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

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	C-91-179-14		
ENG			
IMP			

### Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

**Submit this completed form and any requested attachments to your Planning Liaison (PL) for review and submittal to CMAP. For sponsors noted as exceptions to PL review in the procedure above, please submit to the project contact for transmittal to CMAP.**

For the submittal procedures that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

# Chicago Metropolitan Agency for Planning

## CMAQ Cost Increase Analysis

TIP ID: **06-12-0002**

Description: **IL 43/Harlem Ave at 143rd St**

### Ranking Computation

	2012-2016	2014 Increase
Kilos VOC eliminated	729.1228	729.1228
Cost	\$ 775,000	\$ 1,030,000
\$/Kilo VOC eliminated	\$ 1,063	\$ 1,413
Rank	15	21

### Project Expenses

	Federal Share	Total	Fed %	Basis
2012-2016	\$ 560,000	\$ 775,000	72.3%	Approved Projects
2014 Increase	\$ 764,000	\$ 1,030,000	74.2%	Letter from Sponsor
Increase Amount	\$ 204,000	\$ 255,000		

**FY 2012-2016 CMAQ Program**

<b>CMAQ ID</b>	<b>Sponsor</b>	<b>Facility to be Improved</b>	<b>Project Total</b>	<b>Application Federal</b>	<b>Proposed Program</b>	<b>\$ Per Kilo VOC Eliminated</b>
II09123455	IDOT	IL 31 at Silver Glen Rd	\$1,120,000	\$800,000	\$0	\$406
II07123506	IDOT	IL 394 at Sauk Trail	\$911,250	\$648,000	\$648,000	\$478
II02123509	IDOT	Golf Rd at Harms Rd	\$810,000	\$576,000	\$0	\$487
II06123492	IDOT	US 45/96th Av at 123rd St	\$810,000	\$576,000	\$0	\$510
II03123493	IDOT	IL 68/Dundee Rd at Kennicott Av	\$472,500	\$336,000	\$336,000	\$700
II11123494	IDOT	IL 47/Irving Av at Judd St	\$472,500	\$336,000	\$0	\$741
II10123508	IDOT	IL 176 at Roberts Rd	\$675,000	\$480,000	\$0	\$764
II09123501	IDOT	IL 56 at Hart Rd/Mitchell Rd	\$810,000	\$576,000	\$0	\$800
II02123502	IDOT	Willow Rd at Pfingsten Rd	\$810,000	\$576,000	\$0	\$849
II03123498	IDOT	IL 59 at W Bartlett Rd	\$810,000	\$576,000	\$576,000	\$865
II03123490	IDOT	IL 19/Irving Park Rd at IL 59	\$472,500	\$336,000	\$336,000	\$866
II08123491	IDOT	IL 59 at IL 38 (north ramps)	\$905,000	\$640,000	\$640,000	\$902
II03123448	IDOT	IL 59/Sutton Rd at Stearns Rd	\$1,925,000	\$1,360,000	\$1,360,000	\$919
II09123486	IDOT	IL 68/Penny Av at JF Kennedy Dr	\$1,120,000	\$800,000	\$0	\$992
<b>II06123485</b>	<b>IDOT</b>	<b>IL 43/Harlem Av at 143rd St</b>	<b>\$775,000</b>	<b>\$560,000</b>	<b>\$560,000</b>	<b>\$1,063</b>
II06123487	IDOT	IL 43/Harlem Av at 151st St	\$1,120,000	\$800,000	\$800,000	\$1,186
II12123466	IDOT	IL 129/Washington St at Strip Mine Rd	\$1,062,500	\$760,000	\$0	\$1,193
II03123512	IDOT	IL 68/Dundee Rd at IL 83	\$1,177,500	\$840,000	\$840,000	\$1,257
II08123820	DuPage County DOT	75th St. at Cass Av and Plainfield Rd	\$15,045,000	\$10,100,000	\$10,100,000	\$1,275
II06123465	IDOT	IL 7/Southwest Hwy at 111th St	\$1,465,000	\$1,040,000	\$0	\$1,286
II03123453	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	\$3,075,000	\$2,160,000	\$2,160,000	\$1,302
<b>Revised Rank</b>						<b>\$1,413</b>
II03123497	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd	\$1,350,000	\$960,000	\$960,000	\$1,331
II09123762	Aurora	Eola Rd from 83rd St/Montgomery Rd to 87th St	\$5,800,000	\$4,080,000	\$0	\$1,981
II10123462	IDOT	US 12 at IL 120	\$2,845,000	\$2,000,000	\$0	\$1,992
II03123449	IDOT	IL 68/Dundee Rd at North Wilke Rd	\$540,000	\$384,000	\$384,000	\$2,105
II03123503	IDOT	Barrington Rd at Bode Rd	\$540,000	\$384,000	\$384,000	\$2,171
II12123489	IDOT	US 30/Lincoln Hwy at I-55 Ramps	\$1,052,500	\$800,000	\$800,000	\$2,266
II06123657	Evergreen Park	Pulaski Rd. at 99th St.	\$410,000	\$328,000	\$0	\$2,450
II09123478	IDOT	IL 47/72 at US 20	\$1,637,500	\$1,160,000	\$1,160,000	\$2,579
II08123496	IDOT	IL 59/Neltnor Blv at Batavia Rd	\$947,500	\$680,000	\$0	\$2,748
II10123738	Lake County DOT	IL 134 and Fairfield Rd	\$211,000	\$156,800	\$0	\$3,119
II03123505	IDOT	IL 68/E Dundee Rd at S Barrington Rd	\$810,000	\$576,000	\$576,000	\$3,335
II12123488	IDOT	US 6/Southwest Hwy at Gougar Rd	\$1,350,000	\$960,000	\$960,000	\$3,605
II03123469	IDOT	IL 62/Algonquin Rd at Barrington Rd	\$675,000	\$480,000	\$480,000	\$3,631
II09123507	IDOT	IL 31 at Big Timber Rd	\$1,350,000	\$960,000	\$0	\$3,917
II07123471	IDOT	Crawford Av at 167th St	\$1,120,000	\$800,000	\$0	\$4,258
II12123794	Will County Department of Highways	Bell Rd/CH 16 at 143rd St/CH 37	\$30,160,000	\$10,384,000	\$10,384,000	\$4,263
II07123457	IDOT	183rd St at Central Av	\$3,650,000	\$2,560,000	\$0	\$4,457
II02123454	IDOT	IL 68/Dundee Rd at Landwehr Rd	\$810,000	\$576,000	\$576,000	\$4,662
II08123642	Elmhurst	IL 56/Butterfield Rd at York St	\$1,879,800	\$1,503,840	\$1,503,840	\$4,870
II10123495	IDOT	IL 60/83 at Midlothian Rd	\$1,350,000	\$960,000	\$0	\$4,900
II10123806	Highland Park	Green Bay Rd at Vine Av	\$1,096,000	\$756,000	\$0	\$4,974
II08123450	IDOT	IL 59 at IL 38 (south ramps)	\$460,000	\$320,000	\$320,000	\$5,451
II02123777	Skokie	Gross Point Rd at IL 58/Golf Rd	\$1,496,000	\$951,000	\$0	\$5,597
II05123752	Berwyn	34th St at Oak Park Av	\$359,000	\$286,000	\$0	\$6,136
II08123475	IDOT	IL 38/Roosevelt Rd at Ardmore Av	\$775,000	\$560,000	\$560,000	\$6,504
II10123499	IDOT	US 12 Southbound Ramp at IL 176	\$540,000	\$384,000	\$0	\$6,755
II06123451	IDOT	Pulaski Rd at 115th St	\$1,177,500	\$840,000	\$840,000	\$6,852
II11123747	Algonquin Township	Crystal Lake Rd at Silver Lake Rd	\$1,980,000	\$1,584,000	\$0	\$7,708
II09123468	IDOT	IL47/72/Higgins Rd at US 20	\$2,212,500	\$1,560,000	\$1,560,000	\$7,830
II05123753	Riverside	IL 171/1st Av at Forest Av/Ridgewood Rd	\$2,325,000	\$1,860,000	\$0	\$7,949
II10123447	IDOT	IL59/Fox Lake Rd at IL 132/Grand Av	\$472,500	\$336,000	\$0	\$8,118
II09123472	IDOT	IL 47 at Jericho Rd	\$1,350,000	\$960,000	\$0	\$8,557
II02123470	IDOT	IL68/Dundee Rd at Pfingsten Rd	\$1,120,000	\$800,000	\$800,000	\$8,654
II02123841	Wilmette	US 41/Skokie Blv at Hibbard Rd	\$2,330,000	\$1,865,000	\$0	\$9,179
II09123773	Carpentersville Cook County Highway Department	L W Besinger Dr from Maple Av to IL 25/JFK Memorial Dr	\$2,277,000	\$1,577,600	\$0	\$11,422
II10123764	Department	Lake Cook Rd at IL 83/McHenry Rd	\$5,099,000	\$2,974,000	\$2,974,000	\$11,615
II07123758	Olympia Fields	Vollmer Rd at Kedzie Av	\$2,880,000	\$2,304,000	\$0	\$12,289

**FY 2012-2016 CMAQ Program**

II10123504	IDOT	US 45 at IL 173/Rosecrans Rd	\$810,000	\$576,000	\$0	\$12,419
II09123782	Kane County DOT	Fabyan Pkwy/CH 8 at Kaneville Rd/CH 84	\$1,603,800	\$1,283,100	\$1,283,100	\$13,434
II03123757	Niles	Touhy Av at Harts Rd/Gross Point Rd	\$1,193,600	\$201,600	\$0	\$13,549
II09123464	IDOT	IL 72/Higgins Rd at Big Timber Rd	\$3,776,500	\$2,648,000	\$0	\$13,975
II02123789	Glenview	Waukegan Rd at Chestnut Av	\$4,969,319	\$2,400,000	\$0	\$14,607
II10123814	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	\$9,531,200	\$3,465,000	\$3,465,000	\$15,796
II10123765	Cook County Highway Department	Lake Cook Rd at Weiland Rd	\$6,752,000	\$4,185,000	\$4,185,000	\$16,075
II08123821	DuPage County DOT	55th St at Main St	\$1,780,000	\$1,424,000	\$1,424,000	\$16,476
II10123768	Lake County DOT	Ela Rd at Long Grove Rd	\$2,410,000	\$1,921,000	\$0	\$16,807
II08123813	DuPage County DOT	Fabyan Pky/Washington St at Roosevelt Rd	\$9,360,000	\$6,325,000	\$6,325,000	\$17,877
II06123793	Orland Park	Ravinia Av and 153rd St	\$501,800	\$401,450	\$0	\$20,183
II10123783	Cook County Highway Department	Lake Cook Rd at Buffalo Grove Rd	\$8,453,000	\$5,113,000	\$5,113,000	\$21,104
II12123785	Will County Department of Highways	Exchange St/CH 49 at Old Monee Rd/CH 48	\$2,865,000	\$2,286,000	\$0	\$22,704
II10123817	Buffalo Grove	Weiland Rd/CH W17 at Aptakisic Rd/CH A44	\$4,655,000	\$2,978,000	\$0	\$24,498
II09123781	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	\$5,958,400	\$4,767,000	\$4,767,000	\$25,252
II09123778	Elgin	S McLean Blv at Spartan Dr	\$208,000	\$168,000	\$0	\$29,137
II12123667	Lockport	Division St at Briggs St	\$185,000	\$148,000	\$0	\$29,284
II09123480	IDOT	IL 56/Butterfield Rd at Raddant Rd	\$1,120,000	\$800,000	\$0	\$30,569
II11123737	Cary	Cary-Algonquin Rd at Silver Lake Rd	\$690,000	\$552,000	\$0	\$32,227
II09123809	Kane County DOT	Galligan Rd at Freeman Rd, Galligan Rd at Binnie Rd	\$1,481,000	\$1,185,000	\$0	\$38,437
II09123811	Kane County DOT	Main St at Wenmoth Rd	\$2,244,100	\$1,795,300	\$0	\$43,574
II08123808	Elmhurst	IL 56/Butterfield Rd at Commonwealth Ln	\$1,963,000	\$377,180	\$377,180	\$53,291
II10123763	Lake County DOT	Fairfield Rd at Monaville Rd	\$2,689,000	\$2,151,000	\$0	\$60,679
II10123790	Lake County DOT	North Av/CH A2 at Deep Lake Rd/CH V67	\$2,437,000	\$1,949,000	\$0	\$86,307
II11123459	IDOT	IL 173 at Wilmot Rd	\$3,650,000	\$2,560,000	\$0	\$96,951
II05123754	Cicero	Cermak Rd at 49th Av and 50th Av	\$1,217,900	\$830,328	\$0	\$105,563
II09123824	Kane County DOT	Huntley Rd at Binnie Rd	\$254,400	\$203,500	\$0	\$117,640
II12123665	Lockport	Division St at Gougar Rd	\$75,000	\$60,000	\$0	\$135,712
II09123810	Kane County DOT	Bowes Rd at Corron Rd	\$2,234,100	\$1,787,300	\$0	\$158,588
II06123816	Orland Park	Ravinia Av and 147th St	\$822,840	\$658,200	\$0	\$171,635
II12123460	IDOT	US 6/Southwest Hwy at Parker Rd	\$3,650,000	\$2,560,000	\$2,560,000	\$285,003
II09123461	IDOT	IL 47 at Plato Rd	\$3,650,000	\$2,560,000	\$2,560,000	\$490,755
II10123771	Lake Forest	IL 43/Waukegan Rd at Westleigh Rd	\$2,180,000	\$1,744,000	\$0	\$509,803
II08123822	DuPage County DOT	55th St at Fairview Av	\$1,175,000	\$940,000	\$0	No Benefit
II03123510	IDOT	US 20 at Oak Av	\$810,000	\$576,000	\$0	No Benefit
II03123511	IDOT	US 20 at Bartlett Rd	\$810,000	\$576,000	\$0	No Benefit
II09123812	Kane County DOT	Fabyan Pwy at Wenmoth Rd	\$2,422,800	\$1,938,200	\$0	No Benefit
II02123756	Glenview	West Lake Rd at Shermer Rd	\$365,000	\$292,000	\$0	No Benefit
II02123804	Lincolnwood	Pratt Av at Carpenter Av/Central Av	\$770,000	\$616,000	\$0	No Benefit
II03123696	Schaumburg	IL 62/Algonquin Rd from Meacham Rd to Thoreau Dr	\$1,664,400	\$1,259,520	\$0	No Benefit
II03123787	Barrington	North Commuter Parking Lot Access Dr and US 14	\$1,017,500	\$286,000	\$0	No Benefit
II03123807	Mount Prospect	US12/Rand Rd at IL 83/Elmhurst Rd and Kensington Rd	\$4,157,700	\$147,700	\$0	e Eligibility
II06123474	IDOT	US 6 at 167th St	\$472,500	\$336,000	\$0	No Benefit
II06123477	IDOT	IL 43/Harlem Av at 111th St	\$810,000	\$576,000	\$0	No Benefit
II06123815	Orland Park	West Av and 151st St	\$997,900	\$798,330	\$0	No Benefit
II07123759	Country Club Hills	Pulaski Rd at 183rd St	\$5,125,300	\$3,612,000	\$0	No Benefit
II09123766	Batavia	Main St at Deerpath Rd	\$2,827,000	\$2,262,000	\$0	No Benefit
II09123770	Batavia	Wilson St at Prairie St	\$3,086,000	\$2,468,600	\$0	No Benefit
II09123776	Kane County DOT	Kirk Rd at Giese Rd	\$1,335,900	\$1,068,700	\$0	No Benefit
II09123780	Elgin	IL 25/Dundee Av at Congdon Av	\$1,006,000	\$804,800	\$0	No Benefit
II10123476	IDOT	IL 60 at Wilson Rd	\$1,120,000	\$800,000	\$0	No Benefit
II10123769	Lake Forest	IL 43/Waukegan Rd at Everett Rd	\$1,158,000	\$926,400	\$0	No Benefit
II10123792	Lake County DOT	Wadsworth Rd/CH A9 at Kilbourne Rd/CH W26	\$1,680,000	\$1,343,000	\$0	No Benefit
II12123479	IDOT	I-80 Westbound Ramp at Briggs St	\$1,235,000	\$880,000	\$0	No Benefit
II12123656	Homer Glen	151 St at Parker Rd	\$1,121,000	\$844,800	\$0	No Benefit
II12123710	Diamond	IL 131 and Will Rd	\$275,736	\$200,000	\$0	No Benefit
II12123749	Crest Hill	Gaylord Rd at Division St	\$2,235,000	\$1,788,000	\$0	No Benefit
II09123779	Elgin	Longcommon Pkwy at US 20	\$423,000	\$338,000	\$0	e Eligibility
II03123750	Wheeling	IL 68/Dundee Rd at Community Blv	\$3,780,000	\$3,024,000	\$0	e Eligibility
II03123803	Mount Prospect	Rand Rd. at Mt. Prospect Rd., Rand Rd. at Central Rd, Central Rd, at Mt. Prospect Rd.	\$1,895,000	\$72,000	\$0	No Benefit



## CMAQ Cost Change Request Form

### Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/cmaq/program-management-resources>).

TIP ID	<input type="text" value="08-12-0002"/>	Sponsor	<b>IDOT District 1 Division of Highways</b>
Project Location Description	<b>IL 38 at Ardmore</b>		

### Currently Programmed Funding

Please provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. All other line items should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table (right-click and select "Insert" > "Insert Rows Below") if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Local Match Fund Source	Phase Accomplished*
ENG1	In-house						<input checked="" type="checkbox"/>
ENG 2	In-house						<input type="checkbox"/>
ROW	FFY14	200	160	80	CMAQ	State	<input type="checkbox"/>
CONST	FFY15	500	400	80	CMAQ	State	<input type="checkbox"/>
CE							
<b>Total</b>		700	560	80	CMAQ	State	

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

### Current Costs (Actual and Estimates) and Schedule

Please enter the actual costs included in the most recent Engineer's Estimate for every phase of the project and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

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	In-house						
ENG 2	In-house						
ROW	FFY14	200	160	80	CMAQ	State	11/8/2013
CONST	FFY15	870	696	80	CMAQ	State	06/2015
CE							
<b>Total</b>		1070	856	80	CMAQ	State	

\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated completion date of the phase.

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							
<b>Total</b>							

\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

### Requested Cost Increase

Please enter the additional CMAQ funds requested (difference between currently programmed funds and current cost estimate).

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)
ENG1	In-house			
ENG 2	In-house			
ROW	FFY14	0	0	80
CONST	FFY15	370	296	80
CE				
<b>Total</b>		370	296	80

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)
ENG				
IMP				
<b>Total</b>				

### Reason for Request

Briefly describe the reason for the increased cost (this information will be used to develop the PSC agenda)

The cost increase is the result of the availability of Phase I Design Approval updated cost estimate based on detailed quantity calculations and current bid tab pricing.

### State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310).

Select One.

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

Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

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-91-045-13		
CONST	C-91-507-12		
ENG			
IMP			

### Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

**Submit this completed form and any requested attachments to your Planning Liaison (PL) for review and submittal to CMAP. For sponsors noted as exceptions to PL review in the procedure above, please submit to the project contact for transmittal to CMAP.**

For the submittal procedures that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

# Chicago Metropolitan Agency for Planning

## CMAQ Cost Increase Analysis

TIP ID: **08-12-0002**

Description: **IL 38/Roosevelt Rd at Ardmore Ave**

### Ranking Computation

	2012-2016	2014 Increase
Kilos VOC eliminated	119.1597	119.1597
Cost	\$ 775,000	\$ 1,145,000
\$/Kilo VOC eliminated	\$ 6,504	\$ 9,609
Rank	46	54

### Project Expenses

	Federal Share	Total	Fed %	Basis
2012-2016	\$ 560,000	\$ 775,000	72.3%	Approved Projects
2014 Increase	\$ 856,000	\$ 1,145,000	74.8%	Letter from Sponsor
Increase Amount	\$ 296,000	\$ 370,000		

FY 2012-2016 CMAQ Program

CMAQ ID	Sponsor	Facility to be Improved	Project Total	Application Federal	Proposed Program	\$ Per Kilo VOC Eliminated
II09123455	IDOT	IL 31 at Silver Glen Rd	\$1,120,000	\$800,000	\$0	\$406
II07123506	IDOT	IL 394 at Sauk Trail	\$911,250	\$648,000	\$648,000	\$478
II02123509	IDOT	Golf Rd at Harms Rd	\$810,000	\$576,000	\$0	\$487
II06123492	IDOT	US 45/96th Av at 123rd St	\$810,000	\$576,000	\$0	\$510
II03123493	IDOT	IL 68/Dundee Rd at Kennicott Av	\$472,500	\$336,000	\$336,000	\$700
II11123494	IDOT	IL 47/Irving Av at Judd St	\$472,500	\$336,000	\$0	\$741
II10123508	IDOT	IL 176 at Roberts Rd	\$675,000	\$480,000	\$0	\$764
II09123501	IDOT	IL 56 at Hart Rd/Mitchell Rd	\$810,000	\$576,000	\$0	\$800
II02123502	IDOT	Willow Rd at Pflingsten Rd	\$810,000	\$576,000	\$0	\$849
II03123498	IDOT	IL 59 at W Bartlett Rd	\$810,000	\$576,000	\$576,000	\$865
II03123490	IDOT	IL 19/Irving Park Rd at IL 59	\$472,500	\$336,000	\$336,000	\$866
II08123491	IDOT	IL 59 at IL 38 (north ramps)	\$905,000	\$640,000	\$640,000	\$902
II03123448	IDOT	IL 59/Sutton Rd at Stearns Rd	\$1,925,000	\$1,360,000	\$1,360,000	\$919
II09123486	IDOT	IL 68/Penny Av at JF Kennedy Dr	\$1,120,000	\$800,000	\$0	\$992
II06123485	IDOT	IL 43/Harlem Av at 143rd St	\$775,000	\$560,000	\$560,000	\$1,063
II06123487	IDOT	IL 43/Harlem Av at 151st St	\$1,120,000	\$800,000	\$800,000	\$1,186
II12123466	IDOT	IL 129/Washington St at Strip Mine Rd	\$1,062,500	\$760,000	\$0	\$1,193
II03123512	IDOT	IL 68/Dundee Rd at IL 83	\$1,177,500	\$840,000	\$840,000	\$1,257
II08123820	DuPage County DOT	75th St. at Cass Av and Plainfield Rd	\$15,045,000	\$10,100,000	\$10,100,000	\$1,275
II06123465	IDOT	IL 7/Southwest Hwy at 111th St	\$1,465,000	\$1,040,000	\$0	\$1,286
II03123453	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	\$3,075,000	\$2,160,000	\$2,160,000	\$1,302
II03123497	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd	\$1,350,000	\$960,000	\$960,000	\$1,331
II09123762	Aurora	Eola Rd from 83rd St/Montgomery Rd to 87th St	\$5,800,000	\$4,080,000	\$0	\$1,981
II10123462	IDOT	US 12 at IL 120	\$2,845,000	\$2,000,000	\$0	\$1,992
II03123449	IDOT	IL 68/Dundee Rd at North Wilke Rd	\$540,000	\$384,000	\$384,000	\$2,105
II03123503	IDOT	Barrington Rd at Bode Rd	\$540,000	\$384,000	\$384,000	\$2,171
II12123489	IDOT	US 30/Lincoln Hwy at I-55 Ramps	\$1,052,500	\$800,000	\$800,000	\$2,266
II06123657	Evergreen Park	Pulaski Rd. at 99th St.	\$410,000	\$328,000	\$0	\$2,450
II09123478	IDOT	IL 47/72 at US 20	\$1,637,500	\$1,160,000	\$1,160,000	\$2,579
II08123496	IDOT	IL 59/Neltnor Blv at Batavia Rd	\$947,500	\$680,000	\$0	\$2,748
II10123738	Lake County DOT	IL 134 and Fairfield Rd	\$211,000	\$156,800	\$0	\$3,119
II03123505	IDOT	IL 68/E Dundee Rd at S Barrington Rd	\$810,000	\$576,000	\$576,000	\$3,335
II12123488	IDOT	US 6/Southwest Hwy at Gougar Rd	\$1,350,000	\$960,000	\$960,000	\$3,605
II03123469	IDOT	IL 62/Algonquin Rd at Barrington Rd	\$675,000	\$480,000	\$480,000	\$3,631
II09123507	IDOT	IL 31 at Big Timber Rd	\$1,350,000	\$960,000	\$0	\$3,917
II07123471	IDOT	Crawford Av at 167th St	\$1,120,000	\$800,000	\$0	\$4,258
II12123794	Will County Department of Highways	Bell Rd/CH 16 at 143rd St/CH 37	\$30,160,000	\$10,384,000	\$10,384,000	\$4,263
II07123457	IDOT	183rd St at Central Av	\$3,650,000	\$2,560,000	\$0	\$4,457
II02123454	IDOT	IL 68/Dundee Rd at Landwehr Rd	\$810,000	\$576,000	\$576,000	\$4,662
II08123642	Elmhurst	IL 56/Butterfield Rd at York St	\$1,879,800	\$1,503,840	\$1,503,840	\$4,870
II10123495	IDOT	IL 60/83 at Midlothian Rd	\$1,350,000	\$960,000	\$0	\$4,900
II10123806	Highland Park	Green Bay Rd at Vine Av	\$1,096,000	\$756,000	\$0	\$4,974
II08123450	IDOT	IL 59 at IL 38 (south ramps)	\$460,000	\$320,000	\$320,000	\$5,451
II02123777	Skokie	Gross Point Rd at IL 58/Golf Rd	\$1,496,000	\$951,000	\$0	\$5,597
II05123752	Berwyn	34th St at Oak Park Av	\$359,000	\$286,000	\$0	\$6,136
<b>II08123475</b>	<b>IDOT</b>	<b>IL 38/Roosevelt Rd at Ardmore Av</b>	<b>\$775,000</b>	<b>\$560,000</b>	<b>\$560,000</b>	<b>\$6,504</b>
II10123499	IDOT	US 12 Southbound Ramp at IL 176	\$540,000	\$384,000	\$0	\$6,755
II06123451	IDOT	Pulaski Rd at 115th St	\$1,177,500	\$840,000	\$840,000	\$6,852
II11123747	Algonquin Township	Crystal Lake Rd at Silver Lake Rd	\$1,980,000	\$1,584,000	\$0	\$7,708
II09123468	IDOT	IL47/72/Higgins Rd at US 20	\$2,212,500	\$1,560,000	\$1,560,000	\$7,830
II05123753	Riverside	IL 171/1st Av at Forest Av/Ridgewood Rd	\$2,325,000	\$1,860,000	\$0	\$7,949
II10123447	IDOT	IL59/Fox Lake Rd at IL 132/Grand Av	\$472,500	\$336,000	\$0	\$8,118
II09123472	IDOT	IL 47 at Jericho Rd	\$1,350,000	\$960,000	\$0	\$8,557
II02123470	IDOT	IL68/Dundee Rd at Pflingsten Rd	\$1,120,000	\$800,000	\$800,000	\$8,654
<b>Revised Rank</b>						<b>\$9,609</b>
II02123841	Wilmette	US 41/Skokie Blv at Hibbard Rd	\$2,330,000	\$1,865,000	\$0	\$9,179
II09123773	Carpentersville Cook County Highway	L W Besinger Dr from Maple Av to IL 25/JFK Memorial Dr	\$2,277,000	\$1,577,600	\$0	\$11,422
II10123764	Department	Lake Cook Rd at IL 83/McHenry Rd	\$5,099,000	\$2,974,000	\$2,974,000	\$11,615
II07123758	Olympia Fields	Vollmer Rd at Kedzie Av	\$2,880,000	\$2,304,000	\$0	\$12,289
II10123504	IDOT	US 45 at IL 173/Rosecrans Rd	\$810,000	\$576,000	\$0	\$12,419
II09123782	Kane County DOT	Fabyan Pkwy/CH 8 at Kaneville Rd/CH 84	\$1,603,800	\$1,283,100	\$1,283,100	\$13,434
II03123757	Niles	Touhy Av at Harts Rd/Gross Point Rd	\$1,193,600	\$201,600	\$0	\$13,549
II09123464	IDOT	IL 72/Higgins Rd at Big Timber Rd	\$3,776,500	\$2,648,000	\$0	\$13,975

FY 2012-2016 CMAQ Program

II02123789	Glenview	Waukegan Rd at Chestnut Av	\$4,969,319	\$2,400,000	\$0	\$14,607
II10123814	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	\$9,531,200	\$3,465,000	\$3,465,000	\$15,796
II10123765	Cook County Highway Department	Lake Cook Rd at Weiland Rd	\$6,752,000	\$4,185,000	\$4,185,000	\$16,075
II08123821	DuPage County DOT	55th St at Main St	\$1,780,000	\$1,424,000	\$1,424,000	\$16,476
II10123768	Lake County DOT	Ela Rd at Long Grove Rd	\$2,410,000	\$1,921,000	\$0	\$16,807
II08123813	DuPage County DOT	Fabyan Pky/Washington St at Roosevelt Rd	\$9,360,000	\$6,325,000	\$6,325,000	\$17,877
II06123793	Orland Park	Ravinia Av and 153rd St	\$501,800	\$401,450	\$0	\$20,183
II10123783	Cook County Highway Department	Lake Cook Rd at Buffalo Grove Rd	\$8,453,000	\$5,113,000	\$5,113,000	\$21,104
II12123785	Will County Department of Highways	Exchange St/CH 49 at Old Monee Rd/CH 48	\$2,865,000	\$2,286,000	\$0	\$22,704
II10123817	Buffalo Grove	Weiland Rd/CH W17 at Aptakisic Rd/CH A44	\$4,655,000	\$2,978,000	\$0	\$24,498
II09123781	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	\$5,958,400	\$4,767,000	\$4,767,000	\$25,252
II09123778	Elgin	S McLean Blv at Spartan Dr	\$208,000	\$168,000	\$0	\$29,137
II12123667	Lockport	Division St at Briggs St	\$185,000	\$148,000	\$0	\$29,284
II09123480	IDOT	IL 56/Butterfield Rd at Raddant Rd	\$1,120,000	\$800,000	\$0	\$30,569
II11123737	Cary	Cary-Algonquin Rd at Silver Lake Rd	\$690,000	\$552,000	\$0	\$32,227
II09123809	Kane County DOT	Galligan Rd at Freeman Rd, Galligan Rd at Binnie Rd	\$1,481,000	\$1,185,000	\$0	\$38,437
II09123811	Kane County DOT	Main St at Wenmoth Rd	\$2,244,100	\$1,795,300	\$0	\$43,574
II08123808	Elmhurst	IL 56/Butterfield Rd at Commonwealth Ln	\$1,963,000	\$377,180	\$377,180	\$53,291
II10123763	Lake County DOT	Fairfield Rd at Monaville Rd	\$2,689,000	\$2,151,000	\$0	\$60,679
II10123790	Lake County DOT	North Av/CH A2 at Deep Lake Rd/CH V67	\$2,437,000	\$1,949,000	\$0	\$86,307
II11123459	IDOT	IL 173 at Wilmot Rd	\$3,650,000	\$2,560,000	\$0	\$96,951
II05123754	Cicero	Cermak Rd at 49th Av and 50th Av	\$1,217,900	\$830,328	\$0	\$105,563
II09123824	Kane County DOT	Huntley Rd at Binnie Rd	\$254,400	\$203,500	\$0	\$117,640
II12123665	Lockport	Division St at Gougar Rd	\$75,000	\$60,000	\$0	\$135,712
II09123810	Kane County DOT	Bowes Rd at Corron Rd	\$2,234,100	\$1,787,300	\$0	\$158,588
II06123816	Orland Park	Ravinia Av and 147th St	\$822,840	\$658,200	\$0	\$171,635
II12123460	IDOT	US 6/Southwest Hwy at Parker Rd	\$3,650,000	\$2,560,000	\$2,560,000	\$285,003
II09123461	IDOT	IL 47 at Plato Rd	\$3,650,000	\$2,560,000	\$2,560,000	\$490,755
II10123771	Lake Forest	IL 43/Waukegan Rd at Westleigh Rd	\$2,180,000	\$1,744,000	\$0	\$509,803
II08123822	DuPage County DOT	55th St at Fairview Av	\$1,175,000	\$940,000	\$0	No Benefit
II03123510	IDOT	US 20 at Oak Av	\$810,000	\$576,000	\$0	No Benefit
II03123511	IDOT	US 20 at Bartlett Rd	\$810,000	\$576,000	\$0	No Benefit
II09123812	Kane County DOT	Fabyan Pwy at Wenmoth Rd	\$2,422,800	\$1,938,200	\$0	No Benefit
II02123756	Glenview	West Lake Rd at Shermer Rd	\$365,000	\$292,000	\$0	No Benefit
II02123804	Lincolnwood	Pratt Av at Carpenter Av/Central Av	\$770,000	\$616,000	\$0	No Benefit
II03123696	Schaumburg	IL 62/Algonquin Rd from Meacham Rd to Thoreau Dr	\$1,664,400	\$1,259,520	\$0	No Benefit
II03123787	Barrington	North Commuter Parking Lot Access Dr and US 14	\$1,017,500	\$286,000	\$0	No Benefit
II03123807	Mount Prospect	US12/Rand Rd at IL 83/Elmhurst Rd and Kensington Rd	\$4,157,700	\$147,700	\$0	Questionable
II06123474	IDOT	US 6 at 167th St	\$472,500	\$336,000	\$0	No Benefit
II06123477	IDOT	IL 43/Harlem Av at 111th St	\$810,000	\$576,000	\$0	No Benefit
II06123815	Orland Park	West Av and 151st St	\$997,900	\$798,330	\$0	No Benefit
II07123759	Country Club Hills	Pulaski Rd at 183rd St	\$5,125,300	\$3,612,000	\$0	No Benefit
II09123766	Batavia	Main St at Deerpath Rd	\$2,827,000	\$2,262,000	\$0	No Benefit
II09123770	Batavia	Wilson St at Prairie St	\$3,086,000	\$2,468,600	\$0	No Benefit
II09123776	Kane County DOT	Kirk Rd at Giese Rd	\$1,335,900	\$1,068,700	\$0	No Benefit
II09123780	Elgin	IL 25/Dundee Av at Congdon Av	\$1,006,000	\$804,800	\$0	No Benefit
II10123476	IDOT	IL 60 at Wilson Rd	\$1,120,000	\$800,000	\$0	No Benefit
II10123769	Lake Forest	IL 43/Waukegan Rd at Everett Rd	\$1,158,000	\$926,400	\$0	No Benefit
II10123792	Lake County DOT	Wadsworth Rd/CH A9 at Kilbourne Rd/CH W26	\$1,680,000	\$1,343,000	\$0	No Benefit
II12123479	IDOT	I-80 Westbound Ramp at Briggs St	\$1,235,000	\$880,000	\$0	No Benefit
II12123656	Homer Glen	151 St at Parker Rd	\$1,121,000	\$844,800	\$0	No Benefit
II12123710	Diamond	IL 131 and Will Rd	\$275,736	\$200,000	\$0	No Benefit
II12123749	Crest Hill	Gaylord Rd at Division St	\$2,235,000	\$1,788,000	\$0	No Benefit
II09123779	Elgin	Longcommon Pkwy at US 20	\$423,000	\$338,000	\$0	Questionable
II03123750	Wheeling	IL 68/Dundee Rd at Community Blv	\$3,780,000	\$3,024,000	\$0	Eligibility
II03123803	Mount Prospect	Rand Rd. at Mt. Prospect Rd., Rand Rd. at Central Rd, Central Rd, at Mt. Prospect Rd.	\$1,895,000	\$72,000	\$0	No Benefit

## CMAQ Cost Change Request Form

### Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/cmaq/program-management-resources>).

TIP ID	<input type="text" value="10-14-0004"/>	Sponsor	<b>IDOT District 1 Division of Highways</b>
Project Location Description	ILL 120 at Hainesville Road		

### Currently Programmed Funding

Please provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. All other line items should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table (right-click and select "Insert" > "Insert Rows Below") if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Local Match Fund Source	Phase Accomplished*
ENG1	In-house						<input checked="" type="checkbox"/>
ENG 2	In-house						<input type="checkbox"/>
ROW	FFY17	80	64	80	CMAQ	State	<input type="checkbox"/>
CONST	FFY18	400	320	80	CMAQ	State	<input type="checkbox"/>
CE							
<b>Total</b>		480	384	80	CMAQ	State	

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

### Current Costs (Actual and Estimates) and Schedule

Please enter the actual costs included in the most recent Engineer's Estimate for every phase of the project and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

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	In-house						
ENG 2	In-house						
ROW	FFY14	345	276	80	CMAQ	State	
CONST	FFY16	660	528	80	CMAQ	State	
CE							
<b>Total</b>		1005	804	80	CMAQ	State	

\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated completion date of the phase.

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							
<b>Total</b>							

\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

### Requested Cost Increase

Please enter the additional CMAQ funds requested (difference between currently programmed funds and current cost estimate).

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)
ENG1	In-house			
ENG 2	In-house			
ROW	FFY14	265	212	80
CONST	FFY16	260	208	80
CE				
<b>Total</b>		525	420	80

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)
ENG				
IMP				
<b>Total</b>				



## Reason for Request

Briefly describe the reason for the increased cost (this information will be used to develop the PSC agenda)

The cost increase is the result of the availability of Phase I Design Approval updated cost estimate based on detailed quantity calculations and current bid tab pricing. Requests to move Land Acquisition forward to FFY14 and Construction forward to FFY16 are so target letting can coincide with Lake County CMAQ signal interconnect project SI10143979 - IL 120/Belvidere Rd from IL 134/Main St to US 45 (TIP ID 10-14-0008).

## State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310).

Select One.

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

Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

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	C-91-401-13		
ENG			
IMP			

## Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

**Submit this completed form and any requested attachments to your Planning Liaison (PL) for review and submittal to CMAP. For sponsors noted as exceptions to PL review in the procedure above, please submit to the project contact for transmittal to CMAP.**

**For the submittal procedures that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.**

# Chicago Metropolitan Agency for Planning

## CMAQ Cost Increase Analysis

TIP ID: **10-14-0004**  
 Description: **IL 120 at Hainseville Rd**

### Ranking Computation

	2012-2016	2014 Increase
Kilos VOC eliminated	19.6446	19.6446
Cost	\$ 540,000	\$ 1,065,000
\$/Kilo VOC eliminated	\$ 27,488	\$ 54,213
Rank	15	15

### Project Expenses

	Federal Share	Total	Fed %	Basis
2012-2016	\$ 384,000	\$ 540,000	71.1%	Approved Projects
2014 Increase	\$ 804,000	\$ 1,065,000	75.5%	Letter from Sponsor
Increase Amount	\$ 420,000	\$ 525,000		

**FY 2012-2016 CMAQ Program**

<b>CMAQ ID</b>	<b>Sponsor</b>	<b>Facility to be Improved</b>	<b>Project Total</b>	<b>Application Federal</b>	<b>Proposed Program</b>	<b>\$ Per Kilo VOC Eliminated</b>
II09143888	Aurora	Eola Rd from 83rd St/Montgomery Rd to 87th St	\$5,952,000	\$4,080,000	\$4,080,000	\$1,825
II08143971	DuPage County DOT	Elgin-O'Hare Expy/Thorndale Av and Park Blv Interchange, incl. Arlington Hts. Rd Interchange	\$39,928,000	\$12,662,000	\$0	\$2,311
II03143936	IDOT	US 20 at Bartlett Rd	\$1,615,000	\$1,136,000	\$0	\$2,982
II03143988	Cook County Highway Department	Elmhurst Rd and Touhy Av/IL 72	\$18,659,000	\$11,450,000	\$11,450,000	\$3,105
II03143939	IDOT	US 20 at Oak Av	\$1,615,000	\$1,136,000	\$0	\$3,114
II11143929	McHenry County DOT	Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect	\$24,653,000	\$10,583,000	\$10,583,000	\$4,007
II08143884	Burr Ridge	Madison St at 79th St	\$2,626,600	\$1,964,500	\$1,964,500	\$4,046
II09144032	Kane County DOT	Longmeadow Pkwy at Randall Rd	\$1,142,400	\$767,600	\$767,600	\$4,247
II03143900	IDOT	IL 58/Golf Rd at Wolf Rd/State St/Broadway St (Cumberland Circle)	\$4,125,000	\$2,880,000	\$2,880,000	\$4,463
II08143970	DuPage County DOT	Elgin-O'Hare/Thorndale Av and I-290 Interchange	\$135,970,000	\$68,088,000	\$34,000,000	\$4,591
II10143926	Lake County DOT	Fairfield Rd at IL 134	\$893,000	\$683,000	\$0	\$5,537
II08143977	DuPage County DOT	Elgin-O'Hare/Thorndale Av and IL 83 Interchange	\$36,523,000	\$14,234,000	\$0	\$9,640
II01143995	CDOT	Damon/Elston/Fullerton Intersection Improvement	\$46,600,000	\$13,420,000	\$0	\$16,509
II02143953	Glenview	Greenwood Rd at W Lake Av	\$3,321,000	\$80,000	\$0	\$17,847
II08143976	DuPage County DOT	Elgin-O'Hare/Thorndale Av and Wood Dale Rd Interchange	\$27,977,000	\$8,243,000	\$0	\$23,387
<b>II10143922</b>	<b>IDOT</b>	<b>IL 120 at Hainesville Rd</b>	<b>\$540,000</b>	<b>\$384,000</b>	<b>\$384,000</b>	<b>\$27,488</b>
<b>Revised Rank</b>						<b>\$54,213</b>
II02143902	Skokie	Gross Point Rd at IL 58/Golf Rd	\$1,651,000	\$1,131,000	\$0	\$406,053
II12143890	IDOT	I-55 at US 52	\$11,058,250	\$7,724,000	\$0	\$438,536
II05143882	Berwyn	34th St at Oak Park Av	\$381,000	\$264,000	\$0	\$483,533
II03143960	Cook County Highway Department	Elgin-O'Hare Expy and IL 19/Irving Park Rd Interchange	\$9,843,000	\$5,924,000	\$0	No Benefit
II03143967	Cook County Highway Department	Elgin-O'Hare Expy and Roselle Road Interchange	\$4,052,000	\$2,491,000	\$0	No Benefit
II03143983	Cook County Highway Department	I-90 and Elmhurst Rd Interchange	\$67,471,000	\$37,925,000	\$0	No Benefit
II03143986	Cook County Highway Department	Elmhurst Rd and Oakton St	\$8,558,000	\$5,443,000	\$0	No Benefit
II04143980	Cook County Highway Department	I-294 at IL 64/North Av	\$47,782,000	\$29,376,000	\$0	No Benefit
II08143975	DuPage County DOT	Elgin-O'Hare Expy/Thorndale Av and Prospect Av Interchange	\$35,584,000	\$13,358,000	\$0	No Benefit
II09143912	IDOT	IL 31 at Light Rd	\$1,081,000	\$640,000	\$0	No Benefit
II09144033	Kane County DOT	Huntley Rd at Binnie Rd	\$250,800	\$185,800	\$0	No Benefit
II10143887	Lake Forest	IL 43/Waukegan Rd at Westleigh Rd	\$2,202,000	\$1,648,000	\$0	No Benefit

## CMAQ Cost Change Request Form

### Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>).

TIP ID	10-10-0002	Sponsor	Lake County Division of Transportation
Project Location Description	Washington Street Bike Path		

### Currently Programmed Funding

Please provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. All other line items should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table (right-click and select "Insert" > "Insert Rows Below") if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

Phase	Starting FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Local Match Fund Source	Phase Accomplished*
ENG1	2011	194	155	80	CMAQ		X
ENG 2	2012	167	133	80	CMAQ		X
ROW							<input type="checkbox"/>
CONST	2014	520	416	80	CMAQ		<input type="checkbox"/>
CE	2014	52	42	80	CMAQ		
<b>Total</b>		<b>933</b>	<b>746</b>				

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

### Current Costs (Actual and Estimates) and Schedule

Please enter the actual costs included in the most recent Engineer's Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

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	2011	194	155	80	CMAQ		
ENG 2	2012	167	133	80	CMAQ		
ROW							
CONST	2014	682	545	80	CMAQ		5/2/2014
CE	2014	68	55	80	CMAQ		5/2/2014
<b>Total</b>		<b>1111</b>	<b>888</b>				

\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated completion date of the phase.

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							
<b>Total</b>							

\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

## Requested Cost Changes

Check all that apply: X Cost Increase  Transfer of Funds

Please enter the changes (positive and negative) to CMAQ funding requested (difference between currently programmed funds and current cost estimate). If any line is the same as the currently programmed funding, enter zeros. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and complete the "Transfer to/from phase(s)" column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use a separate row for the transferred amount and the new funding being requested.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2011	0	0		
ENG 2	2012	0	0		
ROW					
CONST	2014	162	129	80	
CE	2014	16	13	80	
<b>Total</b>		<b>178</b>	<b>142</b>	<b>80</b>	

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)
ENG				
IMP				
<b>Total</b>				

### Reason for Request

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda). Check here if the reason is a scope change  and complete a [Scope Change Request](#) form.

Lake County assumed sponsorship for this project from another local agency. The Phase I and Phase II engineering costs applied for and approved for CMAQ funding proved to be drastically underestimated resulting in the need for additional construction funds.

### State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310).

Select One.

State/Federal Project or Grant Numbers Provided Below

Most recently *approved* PPI Form Attached

Local Agency Agreement Attached

Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-326-10	CMM-9003(559)	
ENG 2	D-91-326-10	CMM-9003(560)	
ROW	R-		
CONST	C-91-326-10	CMM-9003(561)	
ENG			
IMP			

### Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

For the submittal procedures that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

# Chicago Metropolitan Agency for Planning

## CMAQ Cost Increase Analysis

TIP ID: **10-10-0002**

Description: **Lake County DOT- Washington St Bike Path  
(sidepath)**

### Ranking Computation

	2010 Approved	2014 Request
Kg VOC eliminated	790.2291	790.2291
Cost	\$ 950,600	\$ 1,111,000
\$/Kg VOC eliminated	\$ 1,203	\$ 1,406
Rank	8	8

### Project Expenses

	Federal Share	Total	Federal %	Basis
2010 Approved	\$ 746,000	\$ 950,600	78.5%	Approved Projects
2014 Request	\$ 888,000	\$ 1,111,000	79.9%	Letter from Sponsor
Increase Amount	\$ 142,000	\$ 160,400		

CMAQ ID	Sponsor	Facility to be Improved	Project Total	Application Federal	Proposed Program	Proposed 2011	\$ Per Kg VOC Eliminated	
BP04103260	Oak Park	Augusta St bike lane from IL 43/Harlem Ave to Austin Blv	\$54,000	\$43,200	\$43,200		\$13	
BP04103258	Oak Park	Division St from IL 43/Harlem Ave to Austin Blv -- on-street facility	\$48,000	\$38,400	\$38,400		\$49	
BP04103259	Oak Park	Chicago Ave bike lane from IL 43/Harlem Ave to Austin Blv	\$82,400	\$65,900	\$65,900		\$75	
BP03103250	Arlington Heights	McDonald Creek Bike Path Improvements (sidepath and park path)	\$320,000	\$242,000	\$242,000		\$318	
BP09103257	Sleepy Hollow	Bike Path (multiuse sidepath) Parallel to Sleepy Hollow Rd south to Township Property	\$114,000	\$91,200	\$9,600	\$81,600	\$653	
BP02103256	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	\$1,020,000	\$816,000	\$28,000	\$84,000	\$686	
BP03103261	Des Plaines	Des Plaines River Trail Improvements from Touhy Ave to Algonquin Rd	\$994,600	\$712,500			\$740	
BP03103304	Hoffman Estates	Harmon Blv / Huntington ROW / Huntington Blv from Bode Rd to Hassell Rd	\$402,000	\$280,000			\$998	
BP03103249	Arlington Heights	Creekside Park Bike Path (sidepath and park path)	\$310,000	\$240,000			\$1,133	
<b>BP10103292</b>	<b>Lake Co DOT</b>	<b>Washington St Bike Path (sidepath)</b>	<b>\$950,600</b>	<b>\$760,480</b>	<b>\$59,200</b>		<b>\$1,203</b>	
<b>Revised Rank</b>							↓	<b>\$1,406</b>
BP03103248	Schaumburg	Martingale Road Bikeway	\$1,567,000	\$1,254,000			\$2,029	
BP08103297	Carol Stream	Fair Oaks Rd Sidepath from St Charles Rd to Oxford St	\$1,939,250	\$386,500			\$2,297	
BP03103302	Rolling Meadows	Rolling Meadows-Euclid Ave Bike Path From Plum Grove Road to Hicks Road	\$442,000	\$32,000			\$2,313	
BP10103253	Mundelein	Mudelein Bike (Multiuse) Trail System sidepath (Butterfield Rd)	\$417,400	\$333,900			\$2,534	
BP11103291	Lakewood	Huntley Rd Bikepath Improvements (on-street bike lanes)	\$939,000	\$751,200			\$2,543	
BP12103294	Lockport	Division St / Farrell Rd Bicycle and Pedestrian facility Improvement Project (from Briggs St w to Farrell, then north to 7th st)	\$341,500	\$265,200			\$2,557	
BP03103300	Rolling Meadows	Quentin Rd Bike Path from Silentbrook Ln to Hartung Rd	\$730,000	\$72,000			\$2,714	
BP12103243	Homer Glen	Homer Glen Community Trail - South Extension	\$1,521,000	\$1,216,800			\$3,126	
BP02103298	Wilmette	Skokie Valley Trail from Lake Cook Rd to Old Orchard Rd	\$4,727,000	\$321,000			\$3,328	
BP03103301	Rolling Meadows	Euclid Ave Bike Path from Rohlwing Rd to Salt Creek Ln	\$597,000	\$72,000			\$3,691	
BP09103241	Yorkville	IL 47/Bridge St sidepath from IL 71 to Kennedy Rd	\$909,120	\$727,296			\$3,729	
BP03103303	Hoffman Estates	I-90 Bicycle/Pedestrian Underpass at CN Railroad ROW	\$437,000	\$334,400			\$3,974	
BP08103237	Bensenville	Redmond Park Bike-Ped Path Improvements	\$551,200	\$440,960			\$4,086	
BP03103254	Mount Prospect	Bike/Ped Bridge across US 14 (Northwest Highway) and Union Pacific RR tracks	\$2,909,500	\$2,327,600			\$4,176	
BP06103232	Orland Park	Commuter & Bicycle Bridge over LaGrange Rd/US 45 at IL 7/Southwest Hwy	\$1,446,000	\$664,000		\$664,000	\$4,340	
BP10103245	Lake County	Prairie Crossing Bike Path/Midlothian Rd sidepath	\$2,629,788	\$2,044,800	\$134,400	\$1,910,400	\$4,466	
	McHenry County							
BP11103286	Conservation District	Oak St to Veterans Acres Park Bikepath (multi-use)	\$1,409,000	\$840,000	\$440,960		\$4,599	
BP09103236	Carpentersville	Maple Ave from Washington St to L W Besinger Dr	\$947,000	\$189,600			\$4,962	
BP02103295	Glenview	Techny Trail Segment 4 - Two Sections	\$455,000	\$364,000			\$5,396	
BP12103234	Minooka	Wapella St Bike Path from Wabena St to Rivers Edge Dr	\$225,150	\$180,120			\$5,523	
BP02103255	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur	\$6,135,000	\$4,908,000	\$36,000	\$4,872,000	\$5,553	
BP01103325	CDOT	Lakefront Trail-Navy Pier Flyover	\$28,335,500	\$13,696,000	\$6,496,000	\$7,200,000	\$5,754	
BP09103240	Yorkville	US 34/Veterans Prk sidepath from Center Prk to Eldamain Rd	\$970,975	\$776,780			\$5,774	
BP12103252	Romeoville	Bike (Multiuse) Path in ComEd ROW connecting Romeoville and Plainfield	\$1,865,000	\$1,492,000			\$5,895	
BP11103238	Crystal Lake	Pingree Rd Segment 3 Bike Path	\$375,000	\$264,000			\$8,370	
BP09103239	Yorkville	Kennedy Road sidepath from Bailey Rd to IL 47/Bridge St	\$161,800	\$129,440			\$10,298	
BP09103299	Kane County DOT	Stearns Road Bicycle and Pedestrian Bridge	\$2,959,400	\$2,172,000			\$13,028	
BP12103235	Minooka	Lion's Park Bike Path	\$603,825	\$483,060			\$13,806	



BP12103247	Forest Preserve District of Will County	Veterans Memorial Trail from International Dr to Centennial Trail	\$1,447,000	\$1,045,000	\$14,205
BP10103233	Wauconda	Garland Rd from Gossell Rd to Old Rand Rd/Main St	\$880,000	\$300,000	\$15,033
BP09103307	South Elgin	Collins St Bicycle and Pedestrian Bridge from Wills to State St	\$1,791,000	\$1,403,800	\$15,775
BP09103305	Elgin	Elgin Bikeway Plan Sherman Hospital-Metra Station Sidepath from Lyle Ave (Big Timber Metra Station) to Randall Rd/Big Timber Rd	\$200,000	\$160,000	\$17,552
BP09103284	Sugar Grove	Blackberry Creek Shared -Use Path Bridge	\$485,000	\$388,000	\$30,330
BP08103246	Woodridge	Woodridge Bicycle/Pedestrian Bridge over IL 53	\$5,427,000	\$1,340,000	\$32,993
BP01103326	CDOT	35th St Bicycle-Pedestrian Bridge	\$17,592,000	\$5,334,000	\$62,559
BP09103242	Yorkville	Somonauk St/Game Farm Rd Sidepath from IL 47 to US 34	\$9,616,800	\$134,560	\$203,586
BP10103251	Lake County Forest Preserves	Gilmer Road Bike (Multiuse) Path Underpass	\$3,541,000	\$2,654,000	\$912,854

## CMAQ Cost Change Request Form

### Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>).

TIP ID	02-10-0001	Sponsor	Lincolnwood
Project Location Description	Union Pacific ROW (Devon Ave. to Touhy Ave.)		

### Currently Programmed Funding

Please provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. All other line items should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table (right-click and select "Insert" > "Insert Rows Below") if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

Phase	Starting FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Local Match Fund Source	Phase Accomplished*
ENG1	2011	70	56	80%	CMAQ	TIF or MFT	<input checked="" type="checkbox"/>
ENG 2	2013	65	52	80%	CMAQ	TIF or MFT	<input checked="" type="checkbox"/>
ROW	2014	6,000	4,800	80%	CMAQ	TIF or MFT	<input type="checkbox"/>
CONST	2014	790	632	80%	CMAQ	TIF or MFT	<input type="checkbox"/>
CE	2014	70	56	80%	CMAQ	TIF or MFT	<input type="checkbox"/>
<b>Total</b>							

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

### Current Costs (Actual and Estimates) and Schedule

Please enter the actual costs included in the most recent Engineer's Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

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	2011	70	56	80%	CMAQ	TIF or MFT	9/6/2012
ENG 2	2013	65	52	80%	CMAQ	TIF or MFT	5/1/2013
ROW	2014	2,000*	1,600*	80%	CMAQ	TIF or MFT	1/15/2014
CONST	2014	790	632	80%	CMAQ	TIF or MFT	4/25/2014
CE	2014	70	56	80%	CMAQ	TIF or MFT	4/25/2014
<b>Total</b>							

\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated completion date of the phase.

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							
<b>Total</b>							

\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

## Requested Cost Changes

Check all that apply:  Cost Increase  Transfer of Funds

Please enter the changes (positive and negative) to CMAQ funding requested (difference between currently programmed funds and current cost estimate). If any line is the same as the currently programmed funding, enter zeros. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and complete the "Transfer to/from phase(s)" column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use a separate row for the transferred amount and the new funding being requested.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2011	0			
ENG 2	2013	0			
ROW	2014	-4,000	-3,200		
CONST	2014	0			
CE					
<b>Total</b>					

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)
ENG				
IMP				
<b>Total</b>				

### Reason for Request

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda). Check here if the reason is a scope change  and complete a [Scope Change Request](#) form.

ROW costs are estimated to be lower than the amount originally programmed. CMAP staff directed Lincolnwood to complete a cost change request.

### State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310).

Select One.

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

Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

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	C-		
ENG			
IMP			

### Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

\*ROW funds are currently deferred. This request is to reinstate only the portion of the funds needed based on the current ROW estimate, which is reflected in the Local Agency Agreement for this phase. Lincolnwood requests that the difference (\$4,000,000 total / \$3,200,00 federal) remain deferred until the ROW is certified by IDOT. At that time, Lincolnwood will request withdrawal of the remaining deferred funds.

For the submittal procedures that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

## CMAQ Cost Change Request Form

### Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>).

TIP ID	02-10-0002	Sponsor	Lincolnwood
Project Location Description	Commonwealth Edison ROW (Devon to Jarvis)		

### Currently Programmed Funding

Please provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. All other line items should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table (right-click and select "Insert" > "Insert Rows Below") if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

Phase	Starting FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Local Match Fund Source	Phase Accomplished*
ENG1	2011	70	56	80%	CMAQ	MFT	<input checked="" type="checkbox"/>
ENG 2	2012	70	56	80%	CMAQ	MFT	<input checked="" type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2014	790	632	80%	CMAQ	MFT	<input type="checkbox"/>
CE	2014	90	72	80%	CMAQ	MFT	
<b>Total</b>							

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

### Current Costs (Actual and Estimates) and Schedule

Please enter the actual costs included in the most recent Engineer's Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

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	2011	70	56	80%	CMAQ	MFT	9/6/2012
ENG 2	2012	70	56	80%	CMAQ	MFT	9/6/2012
ROW							
CONST	2014	915	732	80%	CMAQ	MFT	4/25/2014
CE	2014	95	76	80%	CMAQ	MFT	4/25/2014
<b>Total</b>							

\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated completion date of the phase.

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							
<b>Total</b>							

\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

## Requested Cost Changes

Check all that apply:  Cost Increase  Transfer of Funds

Please enter the changes (positive and negative) to CMAQ funding requested (difference between currently programmed funds and current cost estimate). If any line is the same as the currently programmed funding, enter zeros. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and complete the "Transfer to/from phase(s)" column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use a separate row for the transferred amount and the new funding being requested.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2011	0			
ENG 2	2012	0			
ROW					
CONST	2014	125	100		
CE	2014	5	4		
<b>Total</b>					

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)
ENG				
IMP				
<b>Total</b>				

### Reason for Request

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda). Check here if the reason is a scope change  and complete a [Scope Change Request](#) form.

Due to increased soil removal costs required by Commonwealth Edison. As a condition of the lease agreement the Village has with Commonwealth Edison, all soil removal needs to be removed to an approved ComEd dump site and can't be taken to a CCDD facility, as it would normally be taken.

### State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310).

Select One.

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

Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

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	C-		
ENG			
IMP			

### Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

For the submittal procedures that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

# Chicago Metropolitan Agency for Planning

## CMAQ Cost Increase Analysis

TIP ID: 02-10-0002

Description: Lincolnwood – Lincolnwood Commonwealth  
Edison (ComEd) Utility ROW/Skokie Valley  
Bike/Multiuse Trail

### Ranking Computation

	2010 Approved	2014 Request
Kg VOC eliminated	1,487.7872	1,487.7872
Cost	\$ 1,020,000	\$ 1,150,000
\$/Kg VOC eliminated	\$ 686	\$ 773
Rank	6	7

### Project Expenses

	Federal Share	Total	Federal %	Basis
2010 Approved	\$ 816,000	\$ 1,020,000	80.0%	Approved Projects
2014 Request	\$ 920,000	\$ 1,150,000	80.0%	Letter from Sponsor
Increase Amount	\$ 104,000	\$ 130,000		



CMAQ ID	Sponsor	Facility to be Improved	Project Total	Application Federal	Proposed Program	Proposed 2011	\$ Per Kg VOC Eliminated
BP04103260	Oak Park	Augusta St bike lane from IL 43/Harlem Ave to Austin Blv	\$54,000	\$43,200	\$43,200		\$13
BP04103258	Oak Park	Division St from IL 43/Harlem Ave to Austin Blv -- on-street facility	\$48,000	\$38,400	\$38,400		\$49
BP04103259	Oak Park	Chicago Ave bike lane from IL 43/Harlem Ave to Austin Blv	\$82,400	\$65,900	\$65,900		\$75
BP03103250	Arlington Heights	McDonald Creek Bike Path Improvements (sidepath and park path)	\$320,000	\$242,000	\$242,000		\$318
BP09103257	Sleepy Hollow	Bike Path (multiuse sidepath) Parallel to Sleepy Hollow Rd south to Township Property	\$114,000	\$91,200	\$9,600	\$81,600	\$653
<b>BP02103256</b>	<b>Lincolnwood</b>	<b>Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail</b>	<b>\$1,020,000</b>	<b>\$816,000</b>	<b>\$28,000</b>	<b>\$84,000</b>	<b>\$686</b>
BP03103261	Des Plaines	Des Plaines River Trail Improvements from Touhy Ave to Algonquin Rd	\$994,600	\$712,500			\$740
<b>Revised Rank</b>							<b>\$773</b>
BP03103304	Hoffman Estates	Harmon Blv / Huntington ROW / Huntington Blv from Bode Rd to Hassell Rd	\$402,000	\$280,000			\$998
BP03103249	Arlington Heights	Creekside Park Bike Path (sidepath and park path)	\$310,000	\$240,000			\$1,133
BP10103292	Lake Co DOT	Washington St Bike Path (sidepath)	\$950,600	\$760,480	\$59,200		\$1,203
BP03103248	Schaumburg	Martingale Road Bikeway	\$1,567,000	\$1,254,000			\$2,029
BP08103297	Carol Stream	Fair Oaks Rd Sidepath from St Charles Rd to Oxford St	\$1,939,250	\$386,500			\$2,297
BP03103302	Rolling Meadows	Rolling Meadows-Euclid Ave Bike Path From Plum Grove Road to Hicks Road	\$442,000	\$32,000			\$2,313
BP10103253	Mundelein	Mudelein Bike (Multiuse) Trail System sidepath (Butterfield Rd)	\$417,400	\$333,900			\$2,534
BP11103291	Lakewood	Huntley Rd Bikepath Improvements (on-street bike lanes)	\$939,000	\$751,200			\$2,543
BP12103294	Lockport	Division St / Farrell Rd Bicycle and Pedestrian facility Improvement Project (from Briggs St w to Farrell, then north to 7th st)	\$341,500	\$265,200			\$2,557
BP03103300	Rolling Meadows	Quentin Rd Bike Path from Silentbrook Ln to Hartung Rd	\$730,000	\$72,000			\$2,714
BP12103243	Homer Glen	Homer Glen Community Trail - South Extension	\$1,521,000	\$1,216,800			\$3,126
BP02103298	Wilmette	Skokie Valley Trail from Lake Cook Rd to Old Orchard Rd	\$4,727,000	\$321,000			\$3,328
BP03103301	Rolling Meadows	Euclid Ave Bike Path from Rohlwing Rd to Salt Creek Ln	\$597,000	\$72,000			\$3,691
BP09103241	Yorkville	IL 47/Bridge St sidepath from IL 71 to Kennedy Rd	\$909,120	\$727,296			\$3,729
BP03103303	Hoffman Estates	I-90 Bicycle/Pedestrian Underpass at CN Railroad ROW	\$437,000	\$334,400			\$3,974
BP08103237	Bensenville	Redmond Park Bike-Ped Path Improvements	\$551,200	\$440,960			\$4,086
BP03103254	Mount Prospect	Bike/Ped Bridge across US 14 (Northwest Highway) and Union Pacific RR tracks	\$2,909,500	\$2,327,600			\$4,176
BP06103232	Orland Park	Commuter & Bicycle Bridge over LaGrange Rd/US 45 at IL 7/Southwest Hwy	\$1,446,000	\$664,000		\$664,000	\$4,340
BP10103245	Lake County	Prairie Crossing Bike Path/Midlothian Rd sidepath	\$2,629,788	\$2,044,800	\$134,400	\$1,910,400	\$4,466
BP11103286	McHenry County Conservation District	Oak St to Veterans Acres Park Bikepath (multi-use)	\$1,409,000	\$840,000	\$440,960		\$4,599
BP09103236	Carpentersville	Maple Ave from Washington St to L W Besinger Dr	\$947,000	\$189,600			\$4,962
BP02103295	Glenview	Techny Trail Segment 4 - Two Sections	\$455,000	\$364,000			\$5,396
BP12103234	Minooka	Wapella St Bike Path from Wabena St to Rivers Edge Dr	\$225,150	\$180,120			\$5,523
BP02103255	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	\$6,135,000	\$4,908,000	\$36,000	\$4,872,000	\$5,553
BP01103325	CDOT	Lakefront Trail-Navy Pier Flyover	\$28,335,500	\$13,696,000	\$6,496,000	\$7,200,000	\$5,754

BP09103240	Yorkville	US 34/Veterans Prk sidepath from Center Prk to Eldamain Rd	\$970,975	\$776,780	\$5,774
BP12103252	Romeoville	Bike (Multiuse) Path in ComEd ROW connecting Romeoville and Plainfield	\$1,865,000	\$1,492,000	\$5,895
BP11103238	Crystal Lake	Pingree Rd Segment 3 Bike Path	\$375,000	\$264,000	\$8,370
BP09103239	Yorkville	Kennedy Road sidepath from Bailey Rd to IL 47/Bridge St	\$161,800	\$129,440	\$10,298
BP09103299	Kane County DOT	Stearns Road Bicycle and Pedestrian Bridge	\$2,959,400	\$2,172,000	\$13,028
BP12103235	Minooka	Lion's Park Bike Path	\$603,825	\$483,060	\$13,806
BP12103247	Forest Preserve District of Will County	Veterans Memorial Trail from International Dr to Centennial Trail	\$1,447,000	\$1,045,000	\$14,205
BP10103233	Wauconda	Garland Rd from Gossell Rd to Old Rand Rd/Main St	\$880,000	\$300,000	\$15,033
BP09103307	South Elgin	Collins St Bicycle and Pedestrian Bridge from Wills to State St	\$1,791,000	\$1,403,800	\$15,775
BP09103305	Elgin	Elgin Bikeway Plan Sherman Hospital-Metra Station Sidepath from Lyle Ave (Big Timber Metra Station) to Randall Rd/Big Timber Rd	\$200,000	\$160,000	\$17,552
BP09103284	Sugar Grove	Blackberry Creek Shared -Use Path Bridge	\$485,000	\$388,000	\$30,330
BP08103246	Woodridge	Woodridge Bicycle/Pedestrian Bridge over IL 53	\$5,427,000	\$1,340,000	\$32,993
BP01103326	CDOT	35th St Bicycle-Pedestrian Bridge	\$17,592,000	\$5,334,000	\$62,559
BP09103242	Yorkville	Somonauk St/Game Farm Rd Sidepath from IL 47 to US 34	\$9,616,800	\$134,560	\$203,586
BP10103251	Lake County Forest Preserves	Gilmer Road Bike (Multiuse) Path Underpass	\$3,541,000	\$2,654,000	\$912,854



Thomas J. Ross  
Executive Director

January 29, 2014

Kama Dobbs  
Senior Program Analyst  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

RE: Regional Bus on Shoulders, I-55 from Kedzie to Lake Shore Drive  
TIP ID: 17-14-0002  
Request for Change of Scope and Sponsor

Dear Ms. Dobbs:

Pace Suburban Bus is requesting a change of scope and sponsor for the above referenced CMAQ project. This project was approved as part of the FY 2014-2018 program.

The change in scope will include expanding Bus on Shoulder (BOS) operations to accommodate the approach segments to Central Avenue. This segment was originally included within the BOS design and removed from implementation due to the Central Avenue bridge reconstruction. The reconstruction is completed allowing this segment for BOS operations. In addition, construction is proposed from west of Cicero Avenue to East of the BRC RR bridge to also prepare this segment for BOS operations.

The change in sponsor will transfer this project from Pace to IDOT. Both agencies concur the transfer is the most expeditious process for implementation.

If you have additional questions or concerns, please contact David Tomzik at (847) 228-2463 or [David.Tomzik@Pacebus.com](mailto:David.Tomzik@Pacebus.com)

Sincerely,

Michael Bolton  
Deputy Executive Director  
Strategic Services

Kama,

As noted in the email below, Lincolnwood has submitted pre-final plans for the UP Bicycle Trail (02-10-0001) and the ComEd/Skokie Valley Trail (02-10-0002). Both projects have the construction phase on the deferred list. Can these project phases be moved back into the program? Do you need me to get confirmation from IDOT?

Additionally, the locally executed ROW agreement (BLR 053100 for the UP Bicycle Trail (02-10-0001) should be sent to Springfield soon. Lincolnwood has provided all the necessary information to proceed with the execution of the agreement and would like to see this phase also moved from the deferred list.

Please let me know if you need additional information before these project phases can reenter the CMAQ program.

Happy Holidays,  
Chris

Christopher Staron  
Program Associate for Transportation  
Northwest Municipal Conference  
1600 E. Golf Road, Suite 0700  
Des Plaines, IL 60016  
Phone: 847.296.9200, ext. 131  
cstaron@nwmc-cog.org

From: Steven Berecz [mailto:sberecz@gha-engineers.com]  
Sent: Friday, December 20, 2013 12:36 PM  
To: Chris Staron  
Cc: Hincapie, Jan; Ashley Engelmann (aengelmann@lwd.org); Johnson, Jim  
Subject: Re: October CMAQ Updates

Chris:

Pre-final plans and specifications (phase 2) for the following two projects were submitted to IDOT on December 6, 2013. It is my understanding that the construction funding for both of these projects can be removed from the deferred list as we accomplished Phase 2.

09-00051-00-BT (Union Pacific)

09-00052-00-BT (Commonwealth Edison).

Also for the UP ROW portion, just this week the final submittal of appraisal, review appraisal and final plats were submitted to IDOT. The LA Agreement for ROW has been signed and is in IDOT's Schaumburg office. IDOT indicated to us that they will likely authorize the Village to commence with negotiations for the land within a week or so. I'm also assuming that IDOT Springfield will be sending the LA ROW agreement to Springfield in the next week or so, as I believe that tall items are done for this. Assuming this, then I understand that the funding for the ROW portion of this project could also come off the deferred list.

Please let me know what else you might need from me at this time.

## CMAQ Cost Change Request Form

### Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>).

TIP ID	02-10-0001	Sponsor	Lincolnwood
Project Location Description	Union Pacific ROW (Devon Ave. to Touhy Ave.)		

### Currently Programmed Funding

Please provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. All other line items should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table (right-click and select "Insert" > "Insert Rows Below") if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

Phase	Starting FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Local Match Fund Source	Phase Accomplished*
ENG1	2011	70	56	80%	CMAQ	TIF or MFT	<input checked="" type="checkbox"/>
ENG 2	2013	65	52	80%	CMAQ	TIF or MFT	<input checked="" type="checkbox"/>
ROW	2014	6,000	4,800	80%	CMAQ	TIF or MFT	<input type="checkbox"/>
CONST	2014	790	632	80%	CMAQ	TIF or MFT	<input type="checkbox"/>
CE	2014	70	56	80%	CMAQ	TIF or MFT	<input type="checkbox"/>
<b>Total</b>							

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

### Current Costs (Actual and Estimates) and Schedule

Please enter the actual costs included in the most recent Engineer's Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

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	2011	70	56	80%	CMAQ	TIF or MFT	9/6/2012
ENG 2	2013	65	52	80%	CMAQ	TIF or MFT	5/1/2013
ROW	2014	2,000*	1,600*	80%	CMAQ	TIF or MFT	1/15/2014
CONST	2014	790	632	80%	CMAQ	TIF or MFT	4/25/2014
CE	2014	70	56	80%	CMAQ	TIF or MFT	4/25/2014
<b>Total</b>							

\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated completion date of the phase.

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							
<b>Total</b>							

\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

## Requested Cost Changes

Check all that apply:  Cost Increase  Transfer of Funds

Please enter the changes (positive and negative) to CMAQ funding requested (difference between currently programmed funds and current cost estimate). If any line is the same as the currently programmed funding, enter zeros. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and complete the "Transfer to/from phase(s)" column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use a separate row for the transferred amount and the new funding being requested.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2011	0			
ENG 2	2013	0			
ROW	2014	-4,000	-3,200		
CONST	2014	0			
CE					
<b>Total</b>					

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)
ENG				
IMP				
<b>Total</b>				

### Reason for Request

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda). Check here if the reason is a scope change  and complete a [Scope Change Request](#) form.

ROW costs are estimated to be lower than the amount originally programmed. CMAP staff directed Lincolnwood to complete a cost change request.

### State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310).

Select One.

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

Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

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	C-		
ENG			
IMP			

### Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

\*ROW funds are currently deferred. This request is to reinstate only the portion of the funds needed based on the current ROW estimate, which is reflected in the Local Agency Agreement for this phase. Lincolnwood requests that the difference (\$4,000,000 total / \$3,200,00 federal) remain deferred until the ROW is certified by IDOT. At that time, Lincolnwood will request withdrawal of the remaining deferred funds.

For the submittal procedures that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.



**SOUTH SUBURBAN MAYORS & MANAGERS ASSOCIATION**

January 3, 2014

Burnham  
Calumet City  
Calumet Park  
Chicago Heights  
Country Club Hills  
Crete  
Dixmoor  
Dolton  
East Hazel Crest  
Flossmoor  
Ford Heights  
Glenwood  
Harvey  
Hazel Crest  
Homer Glen  
Homewood  
Lansing  
Lynwood  
Markham  
Matteson  
Midlothian  
Mokena  
Monee  
New Lenox  
Oak Forest  
Olympia Fields  
Orland Hills  
Orland Park  
Palos Heights  
Park Forest  
Phoenix  
Posen  
Richton Park  
Riverdale  
Robbins  
Sauk Village  
South Chicago Heights  
South Holland  
Steger  
Thornton  
Tinley Park  
University Park

Ms. Kama Dobbs  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Dr.  
Suite 800  
Chicago, IL 60606

Dear Ms. Dobbs,

The South Suburban Mayors and Managers Association (SSMMA), on behalf of the Village of University Park, requests reinstatement of CMAQ funding for the University Parkway Bike Facility from Central to Crawford (TIP #07-96-0003), which is currently in deferred status.

The details of the reinstatement request are as follows:

Phase	Construction
<b>Federal Fiscal Year</b>	2014
<b>CMAQ Funding</b>	\$1,660,000
<b>Total Cost</b>	\$2,075,000

The University Parkway Bike Facility is one component of a larger project that involves the reconstruction and widening of University Parkway from Central Avenue to Crawford Avenue in the Village of University Park. The total cost of the entire project is \$7,795,000.

This project has met the necessary milestones to qualify for reinstatement of funding: Pre-final plans were submitted to IDOT on June 25, 2013. Final PS&E were submitted on December 9, 2013. The project is targeting a February 28, 2014 letting pending certification of right-of-way.

If you have any questions regarding this request, please contact me at (708) 922-4677 or [thomas.vanderwoude@ssmma.org](mailto:thomas.vanderwoude@ssmma.org). Thank you for your consideration.

Sincerely,

Thomas Vander Woude  
Planning Liaison, South Council



## CMAQ Cost Change Request Form

### Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>).

TIP ID	03-12-0005	Sponsor	Des Plaines
Project Location Description	Ballard Rd from Bender Rd to Good Av		

### Currently Programmed Funding

Please provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. All other line items should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table (right-click and select "Insert" > "Insert Rows Below") if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

Phase	Starting FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Local Match Fund Source	Phase Accomplished*
ENG1	2012	25	20	80	CMAQ	DP-CIP	<input checked="" type="checkbox"/>
ENG 2	2014	25	20	80	CMAQ	DP-CIP	<input type="checkbox"/>
ROW	2014	50	40	80	CMAQ	DP-CIP	<input type="checkbox"/>
CONST	2015	390	312	80	CMAQ	DP-CIP	<input type="checkbox"/>
CE	2015	43	34.4	80	CMAQ	DP-CIP	<input type="checkbox"/>
<b>Total</b>		<b>533</b>	<b>426.4</b>	<b>80</b>			

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

### Current Costs (Actual and Estimates) and Schedule

Please enter the actual costs included in the most recent Engineer's Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

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	2012	20.34724	16.27779	80	CMAQ	DP-CIP	Oct 16, 2012
ENG 2	2014	45.6	36.48	80	CMAQ	DP-CIP	Oct 2014
ROW	2015	34	27.2	80	CMAQ	DP-CIP	Nov 2014
CONST	2015	390	312	80	CMAQ	DP-CIP	July 2015
CE	2015	43	34.4	80	CMAQ	DP-CIP	July 2015
<b>Total</b>		<b>533</b>	<b>426.4</b>	<b>80</b>			

\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated completion date of the phase.

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							
<b>Total</b>							

\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

## Requested Cost Changes

Check all that apply:  Cost Increase  Transfer of Funds

Please enter the changes (positive and negative) to CMAQ funding requested (difference between currently programmed funds and current cost estimate). If any line is the same as the currently programmed funding, enter zeros. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and complete the "Transfer to/from phase(s)" column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use a separate row for the transferred amount and the new funding being requested.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2012	-4.6	-3.7		ENG 2
ENG 2	2014	+15	+12		ENG1/ROW
ROW	2015	-10.4	-8.3		ENG 2
CONST	2015	0	0		
CE	2015	0	0		
<b>Total</b>		<b>0</b>			

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)
ENG				
IMP				
<b>Total</b>				

### Reason for Request

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda). Check here if the reason is a scope change  and complete a [Scope Change Request](#) form.

Phase I Engineering is complete and came in under budget. In the original CMAQ grant application, ROW survey and appraisal expenses were included in the ROW phase. However, in order to advance the project as efficiently as possible, these work tasks will actually occur as part of the Phase II Engineering scope. In addition, the Phase II engineering costs are expected to exceed the originally budgeted \$25,000.

Transferring the remaining funds from the Phase I Engineering and moving a portion of the funds from the ROW phase will cover the estimated \$40,000 Phase II Engineering costs, including the survey and appraisal work.

### State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310).

Select One.

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

Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-91-324-12	CMM-9003(978)	
ENG 2	D-91-321-12	CMM-9003(979)	
ROW	R-90-016-12	CMM-9003(980)	
CONST	C-91-324-12	CMM-9003(981)	
ENG			
IMP			

### Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

## CMAQ Cost Change Request Form

### Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>).

TIP ID	10-14-0005	Sponsor	Lake County DOT
Project Location Description	Cedar Lake Rd Rollins Rd to Hart Rd Interconnect		

### Currently Programmed Funding

Please provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. All other line items should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table (right-click and select "Insert" > "Insert Rows Below") if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

Phase	Starting FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Local Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2	2013	100	0	0		MFT	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2018	1000	800	80	CMAQ	MFT	<input type="checkbox"/>
CE							
<b>Total</b>		<b>1100</b>	<b>800</b>				

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

### Current Costs (Actual and Estimates) and Schedule

Please enter the actual costs included in the most recent Engineer's Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

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	2013	100	0	0		MFT	
ROW							
CONST	2014	1000	800	80	CMAQ	MFT	6/13/2014
CE							
<b>Total</b>		<b>1100</b>	<b>800</b>				

\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated completion date of the phase.

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							
<b>Total</b>							

\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

## Requested Cost Changes

Check all that apply:  Cost Increase  Transfer of Funds

Please enter the changes (positive and negative) to CMAQ funding requested (difference between currently programmed funds and current cost estimate). If any line is the same as the currently programmed funding, enter zeros. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and complete the "Transfer to/from phase(s)" column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use a separate row for the transferred amount and the new funding being requested.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

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	2014	0	0	80	N/A
CE					
<b>Total</b>		<b>0</b>	<b>0</b>		

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)
ENG				
IMP				
<b>Total</b>				

### Reason for Request

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda). Check here if the reason is a scope change  and complete a [Scope Change Request](#) form.

Project engineering has proceeded to make the project ready for the June 13, 2014 letting.

### State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310).

Select One.

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

Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

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	C-		
ENG			
IMP			

### Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

For the submittal procedures that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

**Submit this completed form and any requested attachments to your Planning Liaison (PL) for review and submittal to CMAP. For sponsors noted as exceptions to PL review in the procedure above, please submit to the project contact for transmittal to CMAP.**

## CMAQ Cost Change Request Form

### Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>).

TIP ID	10-14-0008	Sponsor	Lake County DOT
Project Location Description	IL 120/Belvidere Road from IL 134 to US 45 Interconnect		

### Currently Programmed Funding

Please provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. All other line items should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table (right-click and select "Insert" > "Insert Rows Below") if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

Phase	Starting FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Local Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2	2013	230	0	0	N/A	MFT	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2014	2296	1837	80	CMAQ	MFT	<input type="checkbox"/>
CE							
<b>Total</b>		<b>2526</b>	<b>1837</b>				

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

### Current Costs (Actual and Estimates) and Schedule

Please enter the actual costs included in the most recent Engineer's Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

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	2013	230	0	0	N/A	MFT	
ROW							
CONST	2016	2296	1837	80	CMAQ	MFT	11/6/2015
CE							
<b>Total</b>		<b>2526</b>	<b>1837</b>				

\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated completion date of the phase.

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							
<b>Total</b>							

\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

## Requested Cost Changes

Check all that apply:  Cost Increase  Transfer of Funds

Please enter the changes (positive and negative) to CMAQ funding requested (difference between currently programmed funds and current cost estimate). If any line is the same as the currently programmed funding, enter zeros. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and complete the "Transfer to/from phase(s)" column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use a separate row for the transferred amount and the new funding being requested.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

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	2013	0	0	N/A	N/A
ROW					
CONST	2016	0	0	80	N/A
CE					
<b>Total</b>					



Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)
ENG				
IMP				
<b>Total</b>				

### Reason for Request

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda). Check here if the reason is a scope change  and complete a [Scope Change Request](#) form.

IDOT's 10-14-0004 will be added to our 10-14-0008 but the earliest letting that they will be ready for is June 12, 2015 so I would like to move our funds to 2016 anticipating a November 6, 2015 letting at the earliest.

### State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310).

Select One.

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

Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

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	C-TBD	TBD	
ENG			
IMP			

### Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

For the submittal procedures that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

## CMAQ Cost Change Request Form

### Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>).

TIP ID	09-12-0006	Sponsor	Kane County
Project Location Description	Fabyan Parkway at Kaneville Road Intersection Improvements		

### Currently Programmed Funding

Please provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. All other line items should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table (right-click and select "Insert" > "Insert Rows Below") if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

Phase	Starting FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Local Match Fund Source	Phase Accomplished*
ENG1	2013	110	88	80%	CMAQ	Gen-op	<input checked="" type="checkbox"/>
ENG 2	2015	140	112	80%	CMAQ	Gen-op	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2016	1209	967	80%	CMAQ	Gen-op	<input type="checkbox"/>
CE	2016	145	116	80%	CMAQ	Gen-op	
<b>Total</b>		<b>1604</b>	<b>1283</b>	<b>80%</b>	<b>CMAQ</b>	<b>Gen-op</b>	

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

### Current Costs (Actual and Estimates) and Schedule

Please enter the actual costs included in the most recent Engineer's Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW if no ROW is required for the project.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years. Each row should include one fund source and one FFY.

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	2013	110	88	80%	CMAQ	Gen-op	12/13/2012
ENG 2	2014	148	112	75%	CMAQ	Gen-op	5/2014
ROW	N/A						
CONST	2016	1209	967	80%	CMAQ	Gen-op	10/2015
CE	2016	145	116	80%	CMAQ	Gen-op	10/2015
<b>Total</b>		<b>1612</b>	<b>1283</b>	<b>80%</b>	<b>CMAQ</b>	<b>Gen-op</b>	

\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated completion date of the phase.

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							
<b>Total</b>							

\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

## Requested Cost Changes

Check all that apply:  Cost Increase  Transfer of Funds

Please enter the changes (positive and negative) to CMAQ funding requested (difference between currently programmed funds and current cost estimate). If any line is the same as the currently programmed funding, enter zeros. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and complete the "Transfer to/from phase(s)" column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use a separate row for the transferred amount and the new funding being requested.

Please complete the table that is appropriate for the type of project. Please insert additional rows in the table if more than one fund source is being used for a phase, or if funding is "staged" in multiple federal fiscal years.

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2013	0	0	N/A	N/A
ENG 2	2014	8	0	75%	N/A
ROW	N/A	N/A	N/A	N/A	N/A
CONST	2016	0	0	N/A	N/A
CE	2016	0	0	N/A	N/A
<b>Total</b>					

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)
ENG				
IMP				
<b>Total</b>				

### Reason for Request

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda). Check here if the reason is a scope change  and complete a [Scope Change Request](#) form.

Phase I Engineering is completed and the County is looking to enter into Phase II as soon as possible.

### State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310).

Select One.

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

Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

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	C-		
ENG			
IMP			

### Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

For the submittal procedures that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

**Submit this completed form and any requested attachments to your Planning Liaison (PL) for review and submittal to CMAP. For sponsors noted as exceptions to PL review in the procedure above, please submit to the project contact for transmittal to CMAP.**



VILLAGE OF  
**BURR RIDGE**  
A VERY SPECIAL PLACE

7660 County Line Rd. • Burr Ridge, IL 60527  
(630) 654-8181 • Fax (630) 654-8269 • [www.burr-ridge.gov](http://www.burr-ridge.gov)

**Mickey Straub**  
Mayor

**Karen J. Thomas**  
Village Clerk

**Steven S. Stricker**  
Administrator

January 15, 2014

Ms. Kama Dobbs  
Senior Program Analyst  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

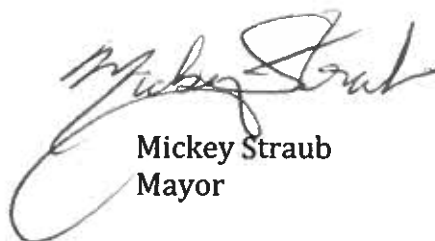
**Re: Madison Street/79<sup>th</sup> Street roundabout project, TIP # 08-10-0018**

Dear Ms. Dobbs,

As you are aware, the Village of Burr Ridge has been identified for the award of a CMAQ grant for the Madison Street/79<sup>th</sup> Street roundabout project in Burr Ridge, TIP # 08-10-0018. The CMAQ grant is valued to cover 80% of the construction and Phase III engineering cost. The Village Board and Street Policy Committee have re-evaluated this project along with consideration of other long-term Village priorities. As a result of limited local funds, the Village Board has elected to eliminate this project from further consideration, in preference for other Village priorities which are deemed more critical at this juncture. Therefore, it is no longer necessary to retain the CMAQ funding, and the Village of Burr Ridge will formally release the designated funds back to the CMAQ funding pool at this time.

Thank you for your continued service to the Burr Ridge and the greater Chicago region - Burr Ridge looks forward to continuing to partner with CMAP to provide effective, efficient, and responsible service to our community. Please contact Paul May, P.E., Director of Public Works, with any questions. Mr. May can be reached at (630) 323-4733 #6000, or [pmay@burr-ridge.gov](mailto:pmay@burr-ridge.gov).

Sincerely,



Mickey Straub  
Mayor

CC: Mike Albin, DMMC  
Street Policy Committee, Village of Burr Ridge  
Steven Stricker, Village Administrator  
Paul May, P.E., Director of Public Works



January 24, 2014

Mr. Ross Patronsky, Chair  
CMAQ Project Selection Committee  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606-6415

SUBJECT: 11-05-0001 DF3985 Cary Station Parking, UPR

Dear Mr. Patronsky:

Metra hereby notifies the CMAQ Project Selection Committee of our intent to no longer pursue the above referenced project. This decision was made jointly by Metra and the Village of Cary. The demand for parking at the Cary station has changed significantly since the project was first programmed because of multiple factors, including the opening of the nearby Pingree Road station. Consequently, one of the existing parking lots at the Cary Station is consistently unused.

The Village of Cary formally notified Metra of their desire to no longer pursue the project through the attached letter. Metra intends to now proceed with internally closing the project and then close out the Federal Transit Administration grant which funded this project, IL-90-X524.

Please contact me at (312) 322-6639 or Thomas Weaver at (312) 322-6649 with any questions or if you need any further information.

Sincerely,

A handwritten signature in blue ink that reads "Lawrence H. Bubel".

Lawrence H. Bubel  
Senior Director, Grant Management & Accounting

Attachment: Letter from Village of Cary

BTS G:\GDP\Projects\Numbered Projects\3985\_ProjectCancellation\_CMAQ\_Ltr\_20140124.doc

VILLAGE  
OF



*Cary*

December 12, 2013

Rick Mack  
Community & Legislative Affairs  
Metra  
547 W. Jackson Blvd.  
Chicago, IL 60661

Re: Jandus Road Commuter Lot

Dear Rick:

In FY 2006, the Village of Cary was a recipient of \$185,000 in CMAQ funds for the expansion of Cary's Jandus Road commuter lot. The economy has dramatically affected the demand for Cary's commuter parking, and the recent construction estimate no longer makes the project feasible. The Village of Cary no longer requests Metra to administer the program funding and recommends that Metra return it to the Federal Transit Agency.

The Village of Cary appreciates Metra's willingness to be the grant's administrator and looks forward to the next joint project.

If you have any questions, do not hesitate to contact me at 847-639-0003, ext. 185, or at [cpapierniak@caryillinois.com](mailto:cpapierniak@caryillinois.com).

Sincerely,  
VILLAGE OF CARY

Cris Papierniak, P.E.  
Director of Public Works

CP/nc

655 VILLAGE HALL DRIVE  
CARY, ILLINOIS 60013-2599  
847.639.0003 FAX 847.639.2761  
INFO@CARYILLINOIS.COM  
WWW.CARYILLINOIS.COM



## MEMORANDUM

**To:** Project Selection Committee

**From:** CMAP Staff

**Date:** February 6, 2014

**Re:** Recommendations on CMAQ criteria and project ranking process

---

---

As part of its FY 2014 staff work plan, CMAP is reviewing how it carries out the staff functions associated with the Congestion Mitigation and Air Quality Improvement program (CMAQ).<sup>1</sup> As a result of this review, staff recommends enhancing the project selection process by using a point-based ranking system to incorporate criteria drawn from previous work by the CMAQ modal focus groups. The point-based rankings would then be combined with committee deliberation to produce the program of projects for Board and MPO Policy Committee approval. This memo provides a general proposal for how to evaluate CMAQ projects with a point system. Additional work in spring and early summer 2014 will be needed to finalize point values for different criteria and, in some cases, to further develop rating systems. Staff proposes to apply this new process in the next cycle of CMAQ program development (FY 2016 – 20).

### Background and purpose

The staff review is part of an effort initiated by the CMAP Board and MPO Policy Committee. At their October 2012 joint meeting, both governing boards directed staff to use a performance-based approach in programming the funds for which CMAP is responsible. Federal policy is becoming more and more performance-oriented. Staff's current CMAQ project ranking process essentially uses a single measure (the cost-effectiveness of emissions reduction) to score projects, leavened with input from the committees and considerable professional judgment by CMAP staff. This approach has often resulted in good projects rising to the top, but it is less able to capture multiple aspects of project performance in a way that is transparent.

Like planning, programming should try to meet multiple objectives founded on policy choices and technical analysis. Through the GO TO 2040-focused programming approach, the CMAP committees are using additional criteria to assess projects. In many ways, that process has worked well, but the integration of the focus groups' assessments into decision-making remains incomplete. In staff's opinion, the next step in the evolution of the focused programming

---

<sup>1</sup> See the [FY 14 work plan](#) under the Performance-Based Programming Core Program.



approach should be to formalize these additional criteria and use them to rank projects. As [previously discussed](#) with the Project Selection Committee, this approach is well in line with typical practice at other MPOs. It has the potential to enhance the committee decision-making process with a systematic way to consider a wider range of project benefits as well as to further clarify the relationship between the CMAQ program and GO TO 2040.

In terms of its transportation impact, CMAQ is a fund source that promotes modernization and enhancement of the system. It cannot fund maintenance or highway expansion and is too small to increase transit capacity significantly. However, it can make existing assets function better, promote innovation, and enhance non-motorized transportation. GO TO 2040 also focuses on modernization and enhancement of the system, and the criteria below are meant to reflect this emphasis.

## Overview of proposed ranking method

The proposed project ranking system would develop a composite project score by combining the current cost-effectiveness measure with evaluation measures relating to transportation impact and regional priorities. The cost-effectiveness of air emissions reduction would continue to be the most important criterion. To help distinguish the additional benefits of projects, a set of transportation impact criteria would be used. These criteria are mostly drawn from the modal focus groups' previous work, and they complement the cost-effectiveness of air emissions reduction criterion. Highway projects, transit projects, etc. would each have their own set of criteria, but they would all count for the same weight. Regional priorities would be drawn from GO TO 2040 or the priorities identified in federal law. A key aspect of the proposed approach is to make the scoring procedures, as well as any data related to programming, available to project sponsors in advance of the call for projects so that they can tailor their project submissions accordingly. The weighting of each category would be as follows:

Category	Max points
Cost-effectiveness of emissions reduction	50
Transportation impact <sup>2</sup>	30
Regional priorities	20
<b>Total</b>	<b>100</b>

Prior to applying these evaluation measures, a set of screening criteria would be used to identify projects that do not meet basic requirements. For instance, projects for which Phase I Engineering is not done or substantially done would not be evaluated further. The proposed screening criteria are discussed later in this memo.

### Cost-Effectiveness of Emissions Reduction

A key aspect of federal law is to select projects that are cost-effective at reducing air emissions. All projects would continue to be scored by their cost-effectiveness. For direct emissions reduction projects, the criterion would be the cost-effectiveness of fine particulate matter (PM

---

<sup>2</sup> See exception under "Other Projects" below.

2.5) removal in dollars per kilogram removed. For all other projects, the cost-effectiveness of volatile organic compound (VOC) removal would be used, again in dollars per kilogram removed. Projects that have no air quality benefit would continue to be ineligible. The approach would be a scoring system such as the following:

<b>Cost-effectiveness of VOC or PM 2.5 removal</b>	<b>Points</b>
Very low	10
Low	20
Moderate	30
High	40
Very high	50

### **Transportation Impact Criteria**

Since project characteristics are very different between transportation modes, each would have its own set of criteria, but they would all add up to the same total weight. The initial assumption is that the 30 points available would be distributed equally between these criteria. Each would be rated from very low to very high on a five-category scale, similar to the cost-effectiveness of emissions reduction. Over spring and early summer 2014, the focus groups would be engaged to review the proposed transportation impact criteria, finalize point values, and further develop rating systems, as called for below. Following their initial work on the criteria, they would be asked to review staff’s rankings and provide input on the technical details of proposed projects. Staff would use this feedback to develop the recommended program for the PSC to consider.

#### ***Highway Projects***

CMAQ is often used for highway projects that improve traffic flow without expanding the system, such as signal modernization, turn lanes at intersections, and so on. These projects decrease delay and increase speed, helping reduce air emissions per mile traveled. The proposed transportation impact criteria for highway projects build directly on the approach developed by the [Regional Transportation Operations Coalition \(RTOC\) for its FY 2014 – 18 CMAQ evaluations](#). The proposed criteria are:

- **Travel time reliability.** RTOC previously scored reliability using the planning time index (PTI), which indicates the amount of time a traveler needs to set aside to be sure of arriving late on no more than 5% of trips (in other words, the PTI is the 95<sup>th</sup> percentile travel time). Staff proposes to combine this quantitative evaluation of the reliability problem in the corridor with a qualitative evaluation of a project type’s impact on reliability. Staff would seek input from RTOC on a point system to rate the reliability improvement of proposed projects. Reliability improvement would come primarily from deploying Intelligent Transportation Systems (ITS) components as part of a project.
- **Safety.** Although CMAQ is not a safety program, the project development process will wind up addressing safety deficiencies if they exist. Other things being equal, then, it is

more important to fund a project where safety problems are more severe. While RTOC previously used the total crash rate in the project corridor, it is probably more appropriate to rate crashes by severity as well.

- **Location and type of project.**
  - **Congestion Management Process highway system.** The regional Congestion Management Process has identified a set of roadways on which it is particularly critical to minimize congestion. Projects that benefit the National Highway System and the Strategic Regional Arterial system should be awarded additional points.
  - **Innovation.** The CMAQ program can help to support new approaches to congestion management and innovative project designs. RTOC previously listed types of innovative projects that would be treated favorably by the group. This qualitative assessment would be formalized so that promising new designs or operational strategies would be given more points than traditional approaches. Staff would seek input from RTOC to refine the scoring system in advance of the call for projects.

### ***Direct Emissions Reduction Projects***

Direct emissions reduction projects focus on technologies that reduce emissions by repowering engines, using alternative fuels, etc. rather than changing travel behavior or improving transportation system performance. Building on the [approach used by the Direct Emissions Reduction Focus Group \(DER\) in its FY 14-18 CMAQ evaluations](#), the proposed criteria are:

- **Proximity to sensitive populations.** Fine particulate matter emissions can have a highly localized negative impact. This impact may be pronounced in children and older adults, who are especially susceptible to illnesses caused or exacerbated by exposure to fine particulate matter. Minority and poverty status likely influence susceptibility as well. Thus, the sensitive population measure would be assessed through an index accounting for income, minority status, presence of children, and presence of older adults, with direct emissions reduction projects near these populations scoring higher.
- **Improving the condition of public fleets.** Given the funding challenges of public agencies and the condition of public fleets, DER members feel that, as a matter of policy, a project benefitting the public sector should be a higher priority than one benefitting the private sector. Additional points should be given for public sector projects.
- **Innovation.** A key aspect of the CMAQ program is to support the continual deployment of emissions control technologies that are new to the region. The DER used a qualitative assessment of how innovative a proposal is. This qualitative assessment would be formalized so that promising new technologies or strategies would be given more points than traditional approaches. Technologies would still have to be certified by the U.S.

Environmental Protection Agency or the California Air Resources Board. Staff would seek input from the DER to refine the scoring system in advance of the call for projects.

The DER previously used asthma rates in the vicinity of the project as a criterion. Data to evaluate this criterion are not available for the entire region at a disaggregate level; the DER in fact used a judgment-based evaluation of whether projects would impact populations with high asthma rates. Since there is an association between sensitive populations (as defined above) and asthma susceptibility, the sensitive population criterion likely captures asthma rates as well.

Finally, note that federal law requires that 25% of a state's CMAQ funds be obligated for projects that reduce fine particulate matter emissions. When developing the program, the amount of funding directed toward fine particulate matter reduction would be tabulated to ensure the 25% rule is met. Direct emissions reduction projects provide most of the PM 2.5 reduction benefit, but staff intends to count the costs of other project types toward the 25% set-aside if their PM 2.5 benefits are on par with those of direct emissions reduction projects.

### ***Bicycle Facilities***

Bicycle facilities improve air quality by encouraging bicycling rather than automobile use. The following performance measures build upon [the Bicycle and Pedestrian Task Force's evaluations of FY14 – 18 CMAQ projects](#):

- **Safety and attractiveness.** The Bicycle and Pedestrian Task Force has developed a “[safety and attractiveness score](#)” that awards points for the improvement in conditions for walking and biking that result from building a facility. This simple, semi-quantitative technique allows the evaluation of travel benefits between different projects.
- **Transit accessibility.** To help ensure that a bicycle facility provides a realistic alternative to auto use, it is important to evaluate the potential to link bicycling with transit for longer trips. Previously the BPTF used a count of transit boardings/alightings near bike facilities to evaluate this. In coordination with RTA and other stakeholders, CMAP is developing a more comprehensive transit connectivity index that measures the overall level and quality of transit service available at a particular location in the region. For CMAQ assessment, bike projects where transit accessibility is high would be awarded more points. To receive points on this measure, the applicant must show that the facility is designed to integrate with transit service (e.g., a bike facility must lead directly into a transit center).
- **Innovation.** As with highway and direct emissions reduction projects, the CMAQ program can help to support innovative bike facility designs. A qualitative assessment would be formalized so that promising designs that are new to the region, such as those in NACTO's [Urban Bikeway Design Guide](#), would be given more points than conventional designs. Staff would seek input from the Bicycle and Pedestrian Task Force to refine the scoring system in advance of the call for projects.

The BPTF previously ranked projects based on whether they helped to implement the Regional Greenways and Trails Plan. However, the mostly off-street trails in the Regional Greenways and Trails Plan are not as conducive to shifting travelers away from cars as would be on-street facilities, so it is not included as a criterion for bicycle projects funded under CMAQ. Instead, CMAP's new Transportation Alternatives program can more appropriately emphasize the implementation of the Greenways and Trails Plan, as it did in the FY13-14 program.

### ***Transit Projects***

The Transit Focus Group also reviewed and recommended projects in the FY14-18 CMAQ cycle. Based on [the CMAQ application guide](#) (p. 18), the group's intention was to analyze projects based on their increase in ridership, on-time performance (reliability), service speed, and their effect on the state of good repair of the system, but it was not able to make as much progress in quantitative evaluation as the other focus groups. Nevertheless, staff believes the intention was generally sound and therefore recommends the following criteria:

- **Ridership increase.** Increasing ridership is one of the key indicators in GO TO 2040. Ridership also helps to indicate the overall benefits of a transit project. For two transit projects with similar cost-effectiveness for air quality improvement, the one that increases ridership more is the better project, other things being equal.
- **Travel time reliability.** Similar to the approach with highway projects, staff proposes to combine a quantitative evaluation of reliability on the particular route with a qualitative evaluation of the project's impact on reliability. Ideally, operations data from the service boards would be used for the quantitative evaluation of current reliability. Using these data, reliability for bus routes would likely be measured by schedule adherence, while rail delay would likely be measured by the number of delays per year that are over a certain number of minutes. Staff would seek input from the transit agencies on a point system to rate the reliability improvement of proposed projects. Reliability improvement would come primarily from deploying Intelligent Transportation Systems (ITS) components as part of a project. This criterion would only apply to transit service and facilities.
- **Existing asset condition.** Although CMAQ does not fund maintenance projects, modernization involves upgrades to infrastructure and rolling stock. Other things being equal, it is more important to fund a transit facility or purchase new equipment where these assets are in worse condition. The Regional Transportation Authority's asset condition data and capital allocation model would be used to define asset condition. Transit project sponsors or the RTA will be asked to provide asset condition information. Staff would seek input from the transit agencies on the technical aspects of using the asset condition ratings. It is not expected that the improvement in asset condition resulting from the project would be estimated. This criterion would only apply to transit facilities.

## **Other Projects**

Some projects may not fit neatly into any of the categories above, and the CMAQ program at CMAP has an “Other Projects” submission form to accommodate these funding requests. For these projects, no transportation impact criteria would be used. Instead, the cost-effectiveness of emissions reduction would count for 80 points rather than 50. Project sponsors will be encouraged to discuss their proposals with CMAP staff before submission to ensure that they are best handled as “Other Projects.”

## **Regional Priorities**

GO TO 2040 is a long-range plan with priorities that require focused effort and in some cases additional resources to accomplish. As flexible regional funding, CMAQ should be used for this purpose while remaining available for other needs. Practically speaking, the weight assigned to regional priorities should be sufficient to stimulate movement on them, but not so high that other interests are overwhelmed. Thus, a maximum of 20 points is proposed for this category. If a project appears to fulfill more than one priority, still no more than 20 points could be awarded to it.

All of the proposed regional priorities below emerge from GO TO 2040 and are consistent with the basic intent of improving air quality or reducing congestion. Note that many these items have technical and policy details that need additional attention. Staff plans to engage the CMAP committees further to address these. The initially proposed regional priorities would be as follows:

- **Parking management, including parking pricing.** GO TO 2040 emphasizes the need to better manage parking since parking oversupply is costly, encourages automobile use, and can conflict with livability. CMAQ may fund a variety of capital and operational strategies for parking management, with special attention to parking pricing and the infrastructure needed to establish variable pricing for parking (e.g., parking availability sensors, meters, real-time advance parking directional signing, communications, management, etc.). As a travel demand strategy, not only are capital expenses eligible for programming, but up to three years of operating expenses as well, after which a financial plan should demonstrate net revenue generation. Sponsors would submit this project via the “Other Projects” form.
- **Eligible components of GO TO 2040 major capital projects.** CMAQ can be used to fund eligible parts of GO TO 2040 major capital projects, as for example the intersection improvements related to the Elgin-O’Hare Western Access project that were funded in the FY 14-18 cycle. Bus rapid transit components of major capital projects would fit this priority. Another example would be implementation of priced managed lanes. For this strategy, CMAQ could fund such items as roadside congestion-monitoring equipment, fare collection equipment, lane controls, and three years of management and operations, but the actual highway capacity addition could not be funded. Priced managed lanes are expected to become financially self-sustaining and generate net revenue.

- **Transit-supportive land use.** The viability of transit is closely connected to land use and neighborhood design, and so a major priority of GO TO 2040 is to encourage land use patterns that support transit. For CMAQ, additional points would be awarded to transit projects based on a realistic 10-year projection of new riders attributable to changes in land use near the project. This projection would be submitted on a supplementary form and take into account development plans, expected site yields based on zoning, the availability of local economic development subsidies, and so forth. Having transit-supportive zoning by itself could garner priority points as well, although not as much as firm development plans.
- **Geographic targeting of funds.** GO TO 2040 recommends establishing a geographically-targeted infrastructure funding source. CMAP is currently researching options for geographic targeting of infrastructure investment. A working idea is that priority locations could be defined based on a voluntary opt-in program at CMAP for designating urban centers. This approach may not be ready in time for the upcoming FY 16 – 20 CMAQ cycle, but can be thought of as a placeholder.

## Screening Criteria

As mentioned above, project submissions would be screened for meeting basic program requirements before they are evaluated further. These screening criteria are already in use in the CMAQ program either formally or informally.

- **Phase 1 Engineering is substantially complete.** Requiring Engineering 1 to be substantially complete prior to consideration for CMAQ funding helps ensure that accurate cost information is available for the project and that the scope is clear, reducing the need for cost and scope changes later. It also removes one common source of project delay. In order to show the requirement is met, a sponsor will either have to submit a final Project Development Report to IDOT for signatures by a certain date or show that Phase 1 design approval has already been received. CMAP staff then follows up with IDOT to make sure the final PDR was submitted. This screening criterion does not apply to projects that do not require Phase I Engineering.
- **Project is found in an adopted/approved plan.** As far as possible, projects should emerge from a robust planning process concluding with a plan that is approved by a governing board or otherwise formally adopted. Setting priorities in this way helps ensure that there will be local support, and matching funds, for the project. This screening criterion would only be used for bicycle facilities and transit projects. A variety of planning documents would be acceptable, including comprehensive plans, subarea plans, plans by subregional councils, capital improvement or facilities plans, and agency strategic plans.
- **Milestone schedule is realistic and consistent with project accomplishment goals.** Project sponsors submit a form indicating when they expect to meet certain project development milestones. These should be consistent with the ranges given in the [Federal Aid Project Flowchart](#) and they must allow sponsors to meet their

accomplishment goals of completing each project phase within two years of the year the funds are programmed (three years total).

- **Project has an air quality benefit.** Given the centrality of air quality to the CMAQ program, projects that do not provide an air quality benefit will not be ranked on any other criteria.

## **Role of the Focus Groups**

The modal focus groups should continue to be part of the CMAQ program development process. In the next few months (before the next call for projects):

- DER should refine the innovation measure.
- BPTF should refine the innovation measure for bicycle facilities.
- RTOC should develop a point system to evaluate the potential for a highway project to improve reliability and refine the innovation measure.
- All focus groups should provide input on the point values assigned to the transportation impact criteria.

During the evaluation process for the next CMAQ program, the focus groups would be asked for feedback on the projects submitted and on the project rankings developed by staff, including the air quality rankings. The focus groups would be asked for specific input on technical aspects of the projects, particularly whether there are any “fatal flaws,” as well as qualitative information that is not captured in the project rankings. Information from the focus groups would be used to refine the staff-recommended program for the Project Selection Committee to consider.

## **Conclusions and Next Steps**

Staff believes the proposed ranking system has the potential to enhance the committee decision-making process with a systematic way to consider a wider range of project benefits as well as to further clarify the relationship between the CMAQ program and GO TO 2040. Beyond the criteria discussed here, CMAP has identified areas where the technical analysis supporting project rankings needs improvement. Among others, there is a need to improve forecasts of bicycle demand, improve transit ridership estimates, and enhance the analysis used for traffic flow improvements and technology projects. Furthermore, additional planning studies may, over time, shed light on the importance of different criteria or project types, which should be used to make revisions to the CMAQ programming process. Such a continuous improvement approach would help ensure CMAP maximizes the benefit of this regional fund source.

**Action Requested: Discussion**