



# Chicago Metropolitan Agency for Planning

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## **CMAQ Project Selection Committee**

**Annotated Agenda**

**Thursday, April 3, 2014**

**2:00 p.m.**

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

DuPage 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 – February 13, 2014**  
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 Elgin – Elgin Bikeway Route 1 Northeast Quadrant (TIP ID 09-09-0006)**  
The sponsor is requesting a cost increase of \$30,000 federal CMAQ (\$36,000 total) for Construction. The project was let on January 17, 2014 and the low bid was higher than the programmed CMAQ funding. If the request is approved the total cost for construction would increase to \$416,000 federal CMAQ (\$522,000 total) and the total cost of the project would increase to \$519,000 federal CMAQ (\$649,000 total) Staff re-evaluated the emissions benefits for the

project and the project cost/benefit was unchanged among Bicycle Facilities projects in the 2009 CMAQ program.

ACTION REQUESTED: Approval of the requested cost increase.

**5.2 IDOT – IL 43/Harlem Ave. at 151<sup>st</sup> St. (TIP ID 06-12-0005)**

The sponsor is requesting a cost increase of \$200,000 federal CMAQ (\$250,000 total) for Right of Way in FFY 14, and an increase of \$128,000 federal CMAQ (\$160,000 total) for Construction in FFY 15. If approved, the total cost of the project would increase to \$1,128,000 federal CMAQ (\$1,410,000 total). Staff re-evaluated the emissions benefits for the project and the project cost/benefit was reduced, but remains within the range of benefits of intersection improvement projects funded in the 2012-2016 CMAQ program.

ACTION REQUESTED: Approval of the requested cost increases.

**5.3 Melrose Park – North Ave. Commuter Bicycle Path (TIP ID 04-08-0001)**

The sponsor is requesting a cost increase of \$50,435 federal CMAQ (\$63,044 total) for Phase 2 Engineering which is deferred in FFY14, and an increase of \$212,000 federal CMAQ (\$265,000 total) for Construction, which is deferred in FFY15. The increase is based on revised estimates, due in part to a scope change approved by the Project Selection Committee on October 24, 2013, developed during Phase 1 Engineering, which received Design Approval on November 8, 2013. If the request is approved the total cost of the project would increase to \$1,485,435 federal CMAQ (\$1,856,793 total), however the funds will remain deferred until each remaining phase demonstrates readiness and reinstatement is requested. Staff re-evaluated the emissions benefits for the project and the project cost/benefit was reduced from 7th to 8th, but remains above eight other Bicycle Facilities projects in the 2008 CMAQ program.

ACTION REQUESTED: Approval of the requested cost increase.

**5.4 Palos Heights – Cal-Sag Greenway Trail (Palos Heights Section) (TIP ID 06-06-0061)**

The sponsor is requesting a cost increase of \$7,000 federal CMAQ (\$9,000 total) for Phase 2 Engineering, \$12,000 federal CMAQ (\$16,000 total) for ROW, and \$67,000 federal CMAQ (\$83,000 total) for Construction and Construction Engineering for the Palos Heights portion of the project, which was let for construction on February 28, 2014. This portion of the project is also being funded with Transportation Enhancement funds. If the request is approved, the total cost of this portion of the project would increase to \$627,000 federal CMAQ (\$2,780,000 total). Staff re-evaluated the emissions benefits for the project and the project

cost/benefit was unchanged among Bicycle Facilities projects in the 2009 CMAQ program.

ACTION REQUESTED: Approval of the requested cost increase.

**5.5 City of Chicago – 41st St Bicycle and Pedestrian Bridge over Lake Shore Dr. (TIP ID 01-05-0002)**

The sponsor is requesting to increase the CMAQ share for Phase 2 Engineering to \$1,145,000 CMAQ (\$1,850,000 total) by transferring \$188,000 federal CMAQ (\$235,000 total) in Construction funds and by transferring the remaining \$76,578 CMAQ (\$95,723 total) in Phase 2 Engineering funds from the 43rd Street Bike/Pedestrian Bridge over Lake Shore Drive project (01-06-0002), which is a related project being conducted on a combined contract due to the proximity of these projects. This project is also utilizing STP-L funds, which would be reduced for Phase 2 Engineering and increased for Construction. If the requested transfer is approved the total CMAQ cost for this project would increase to \$1,745,000 federal CMAQ, however the total cost of the project would remain the same at \$10,835,000 total. The construction phase would be completed using STP-L funds. Since the total cost of the project remained the same a reranking was not required.

ACTION REQUESTED: Approval of the requested transfer.

**5.6 City of Chicago – Washington/Wabash Station (TIP ID 01-12-0008)**

The sponsor is requesting to reprogram the Construction phase from FFY 17 to FFY 14 with no change in cost (\$39,273,000 federal CMAQ / \$84,500,000 total). Staff determined that funds are not currently available in FFY14.

ACTION REQUESTED: Table

**5.7 City of Chicago – Union Station Transportation Center (TIP ID 01-09-0004)**

The sponsor is requesting to reprogram the Construction phase from FFY 15 to FFY 14 with no change in cost (\$15,788,000 federal CMAQ / \$27,035,000 total). Staff determined that funds are not currently available in FFY14.

ACTION REQUESTED: Table

**5.8 Administrative Modifications**

Staff completed nine administrative modifications, including three requests to reinstate deferred funds, two schedule changes, three requests to combine projects, and one voluntary deferral, as described in the attached CMAQ Project Change Requests memo.

ACTION REQUESTED: Information

**5.9 Fiscal Constraint**

At this time, adding new project phases or additional funds to project phases programmed in FFY 14 will require moving project phases out

of FFY 14 in order to maintain fiscal constraint. The attached memo provides an overview and some considerations to mitigate this situation.

ACTION REQUESTED: Discussion

**6.0 CMAQ Program Process Evaluation and Transformation**

An update on focus group feedback on project selection criteria and weighting will be provided.

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 May 15, 2014 at 2:00 p.m.

**11.0 Adjournment**

**CMAQ Project Selection Committee Members:**

\_\_\_\_ Ross Patronsky, Chair  
\_\_\_\_ Chris Schmidt  
\_\_\_\_ Luann Hamilton

\_\_\_\_ Mark Pitstick  
\_\_\_\_ Mike Rogers

\_\_\_\_ Jeffery Schielke  
\_\_\_\_ Chris Snyder



**DRAFT MINUTES**

**CMAQ Project Selection Committee**

**Thursday, February 13, 2014 2:00 p.m.**  
CMAQ Offices

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

**Staff Present:** Alex Beata, Patricia Berry, Kama Dobbs, Jesse Elam, Doug Ferguson, Don Kopec, Russell Pietrowiak

**Others Present:** Mike Albin, Reggie Arkell, Jennifer Becker (via phone), Bruce Carmitchel, Dinny Cosyns, Zygmunt Czykieta, Chalen Daigle (via phone), Will Dolan, John Donovan, Tim Grzesiakowski, Luann Hamilton, Mike Kerr (via phone), Gin Kilgore, Valbona Kokoshi, Mike Kowski, Mark Minor, Nicole Nutter, Kris Skogsbakken, Chris Staron, Brian Stepp, Susan Stitt (via phone), David Tomzik, Sean Wiedel, Tammy Wierciak (via phone), Tom Vander Woude

**1.0 Call to Order**

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

**2.0 Agenda Changes and Announcements**

None

**3.0 Approval of Minutes—December 12, 2013**

Mr. Pitstick offered a correction to the minutes to indicate that it was chaired by Mr. Rogers. On a motion by Mr. Rogers and a second by Mr. Pitstick, the minutes of the December 12, 2013 meeting were approved as corrected.

**4.0 Program Monitoring**

**4.1 Programming Project Status Sheets**

Updated status reports were included in the agenda packet. Ms. Dobbs noted that administrative modifications made by staff since the last meeting were reflected in the reports.

#### **4.2 Obligation Goal**

Ms. Dobbs said the obligation goal report shows nearly \$11.7 million in federal CMAQ obligations so far in FFY 2014. She noted that while the region is over programmed in FFY 2014 by nearly \$10 million, the \$188 million currently programmed amount includes \$27 million in balances from line items obligated in 2013 and earlier years. FHWA and IDOT are currently aggressively working to close out open projects and the currently programmed amount is expected to be adjusted substantially in the coming months. She concluded that reinstatement of deferrals and cost increases in FFY 2014 can continue to be accommodated.

### **5.0 Project Changes**

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

Ms. Dobbs reported that to expedite Phase II Engineering, the sponsor is requesting withdrawal of the federal CMAQ funds in the amount of \$232,000, currently programmed in FFY15. The sponsor is requested that the funds from that phase be transferred to the Construction phase, currently programmed in FFY16 at a 50% federal share and that all funds be programmed in FFY15. The resulting federal share for Construction in FFY15 will be 62%. There is no increase in the total cost of the project (\$2,411,000) and therefore no change to the project ranking. She stated that staff recommends consideration of the request to transfer funds and increase the federal match for Construction. In response to a question from Mr. Pitstick, Ms. Dobbs confirmed that there is no net change to the CMAQ funds programmed or the total cost of the project. Mr. Rickert stated that this request is an example of sponsors reacting to delays caused by long agreement processing times at IDOT, which have improved, but can still slow down the progress of projects. On a motion by Mr. Rickert and a second by Mr. Pitstick, the sponsor's request was approved.

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

Ms. Dobbs reported that 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. She stated that staff recommends consideration of the request to transfer and increase funds. In response to a question from Mr. Donovan, Mr. Kowski of Tinley Park confirmed that ROW costs have decreased. In response to a question from Mr. Rogers, Ms. Dobbs stated that IDOT has confirmed with FHWA that the Context Sensitive elements of the project would not be CMAQ-eligible as a stand-alone project but are eligible in this case because they are considered as part of the overall CMAQ funded project. On a motion by President Rodeghier and a second by Mr. Privett, the sponsor's request was approved.

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

Ms. Dobbs reported that 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. She stated that staff recommends approval of the request. On a motion by Mr. Rickert and a second by President Rodeghier, the sponsor's request was approved.

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

Ms. Dobbs reported that 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. She stated that staff recommends approval of the request. On a motion by Mr. Schmidt and a second by President Rodeghier, the sponsor's request was approved.

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

Ms. Dobbs reported that 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. She stated that staff recommends approval of the request. On a motion by Mr. Rickert and a second by Mr. Privett, the sponsor's request was approved.

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

Ms. Dobbs reported that 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. She stated that staff recommends approval of the request. On a motion by Mr. Rickert and a second by Mr. Privett, the sponsor's request was approved.

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

Ms. Dobbs reported that 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. She stated that staff recommends approval of the

request. On a motion by Mr. Privett and a second by President Rodeghier, the sponsor's request was approved. In response to a question from Mr. Patronsky, Mr. Privett stated that the project connects to a CDOT trail and the city appreciates the coordination with Lincolnwood and supports the project.

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

Ms. Dobbs reported that 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. She stated that staff recommends approval of the request. On a motion by Mr. Privett and a second by Mr. Rickert, the sponsor's request was approved. Mr. Privett noted that this project also connects to a CDOT trail at Devon Ave.

**5.9 Administrative Modifications**

Mr. Patronsky reported that 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. Mr. Pitstick thanked IDOT for taking on sponsorship of Pace's I-55 Bus on Shoulders project implementation. Mr. Rickert stated that he has concerns that sponsors that have started phases in earlier years are being penalized by having their sunset year changed to a corresponding earlier year. Mr. Patronsky stated that Active Program Management policies are meant to encourage sponsors to commit to the obligation of funds within the established time frame. Ms. Dobbs added that the policies encourage realistic scheduling to meet deadlines and sponsor requests to reprogram phases should not occur until those phases are ready and can meet the Active Program Management time frame. She added that no project phase that has started early so far has been deferred.

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

Mr. Patronsky reported that 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. He stated that sponsors of active TDM projects will present a brief overview of project accomplishments.

Ms. Gin Kilgore of the League of Illinois Bicyclists (LIB) presented an overview of the Schaumburg sponsored Bike-to-Metra Guides project (TIP ID 03-12-0013). She reported that LIB staff verify and map routes to Metra stations based on rider comfort with assistance from local cyclists. She stated that the cost of production of the brochures is kept low by the use of LIB staff and local cyclists acting as models for the photographs in brochures. She reported that guides have been produced for over 30 communities, eight more are in progress and one or two more can be produced with the current funding. Mr. Rickert asked if LIB plans to continue producing guides and will request additional CMAQ funds in the future. Ms. Kilgore responded that they would like to continue and that future CMAQ funding is certainly an option they will consider.



Mr. Kris Skogsbakken of Pace presented an overview of the Pace Regional Rideshare Program (TIP ID 17-12-0002) that began in 2006 when administration of the regional rideshare program was transferred from CATS to Pace. He reported that at that time Pace inherited the ShareTheDrive.org website with 700 users and that in 2008 PaceRideShare.com was launched using third-party software. In 2013 the site was updated under a five-year contract through 2017, funded through the UWP, for an annual cost of \$27,000.

He reported that the CMAQ funds are used for a \$308,000 marketing campaign launched in July 2013 that targets adults age 18-54. \$16,000 is used for non-media applications including radio commercials, images and designs, and flash banner ads. \$292,000 is used for media including \$149,000 for radio ads on 24 stations, \$45,000 for TV traffic sponsorships and \$98,000 for digital banner ads, Facebook ads and search engine ads. He reported that in 2013 approximately 100 million impressions resulted from the campaign, the website had over 47,000 visitors of which 39,000 were new or unique, and over 2,300 users were added. He noted that Pace aggressively cleans the user database by requiring continued interaction to remain active and that since 2008 there have been 15,000 cumulative users.

In 2013, 209 carpools were added bringing the active total to 277, which equates to over 150,000 carpool rides. He concluded that rideshare matching services support the formation and retention of Pace vanpools and that those vanpools have played a key role in regional TDM by providing service in areas without traditional transit options. There have been 53 vanpool matches, with 20 placed and 33 wait-listed, and 37 commuter vanpools were added in 2013 bringing the total to 324 with ridership of over one million. In response to questions from Mr. Rickert and Mr. Donovan, Mr. Skogsbakken confirmed that Pace utilizes both UWP and CMAQ funding. The UWP funding supports 2 Pace staff members. The CMAQ funding supports ridesharing marketing. The overall Pace marketing budget is around \$2 million, including the CMAQ funds of \$350,000 for ridesharing.

Ms. Dinny Cosyns of Northstar Marketing provided an overview of the IEPA sponsored Partners for Clean Air Marketing-Public Information Campaign (TIP ID 13-97-0002). She reported that the campaign supports outreach and marketing to build awareness of air quality issues and encourage voluntary actions by individuals and corporations throughout the seven county region to reduce emissions. The campaign encourages transit and car-pooling as alternatives and promotes Pace, Metra and CTA by name in mass media advertising.

During the summer of 2012, "Breathe Easy, Save Easy" was launched as a twelve month program utilizing English and Spanish mass media with the idea that saving money makes it easier to promote transit use over car use to individuals. The campaign included games and events featuring Breathe Easy Man, with monthly sweepstakes for green-themed prizes valued at \$250 donated by companies such as IKEA, Motorola and the Brookfield Zoo. The campaign also included school flag program and a contest for high school students to develop a 30 second clean air video. The campaign includes a corporate effort targeting over 20 organizations. Surveys of citizens and businesses were conducted to determine the right motivation for voluntary action. For individuals, saving money was identified and for businesses promoting healthy lifestyles was identified. Businesses will be participating in a June luncheon featuring a panel sharing best practices for clean air.

She reported that in 2013 web site analytics were reviewed and cleantheair.org was re-launched and refined for the vehicle types that people prefer, resulting in 300-800 visits to the

site per day, which is up from 10-20 per day. Social media is also utilized. Breathe Easy Man has a Twitter account and Facebook likes were up from 14 to 3000 in three months, with a reach of over 100,000 per week. She concluded that the campaign is targeting more members and more engaged members and is seeking to grow Clean Air Counts corporate members in 2014.

In response to questions, Ms. Cosyns confirmed that the funding for the marketing is primarily CMAQ. Mr. Patronsky added that CMAQ funds the media purchases, and IEPA provides staff support for this program that has been ongoing for 20 years. In response to a question from Mr. Schmidt, Mr. Patronsky noted that this project falls into the Other category of projects, which are traditionally difficult to rank on emissions reduction.

Mr. Rickert said today's presentations are helping the committee to understand what TDM projects the region has already funded with CMAQ funding, and it is important to look at how such projects will be assessed in future rounds. Mr. Schmidt stated that \$3 million over the next four years is committed to these types of projects.

Mr. Sean Wiedel of CDOT provided an overview of the CDOT sponsored New Resident/Student Bike Marketing Program (TIP ID 01-01-0011). He reported that the project totals \$1.25 million, including local match, over five years for targeted individual marketing with the goal of reducing drive alone trips by increasing walking, bicycling and transit use. The program will target five selected neighborhood areas over the five years by offering free resources, activities and support to residents to encourage walking, bicycling and transit use.

The first area selected in 2013 was Bronzeville. Mr. Wiedel distributed a program flyer and reported that the *Go Bronzeville* program kicked off in August and concluded in November, but will be re-launched in April of 2014 because of the late start. From June to November of 2014 the Pilsen neighborhood will be targeted. The program partners with the community to plan events, provides individuals with "go kits" on request that include an area map, transit schedules and other promotional items, includes a custom web site and Facebook page, and sends paper promotional items, including calendars, to all households in the neighborhood.

CDOT will be evaluating the success of the program in each community and as a whole at the end of the project. In response to a question, Mr. Weidel said that in the case of Bronzeville, CDOT was targeting distributing go kits to 10% of the 7500 residents and that through November 600 had been distributed with the help of community ambassadors that were hired to help assemble and distribute the kits. Mr. Wiedel confirmed Mr. Donovan's statement that the project is a one-time multi-year effort.

Mr. Pitstick reported that the final four TDM projects to be presented are sponsored by the RTA and date back to 2005. He added that none of the project ideas were generated by the RTA, but that the RTA was convinced to take on sponsorship. The Clean Air Commuter Challenge and Chicagoland Commute Options projects were brought to the RTA from the Active Transportation Alliance, the Transit Use Campaign was initiated by IDOT at the time of the Dan Ryan reconstruction and the DuPage County project was transferred to the RTA from the County as an outgrowth of the county's transit plan.

Ms. Nicole Nutter of the RTA provided an overview of the RTA sponsored DuPage County Transit Service Marketing (TIP ID 08-05-0002) program. She reported that the project was

initially sponsored by DuPage County DOT in 2005, but they were having difficulty getting started, so RTA took over the project in 2012. With help from the county, the DuPage Mayors and Managers Conference (DMMC), Pace and Metra, the project scope has been developed for consultant selection with a focus on filling in gaps not met by others. She reported that the \$600,000 project includes \$120,000 match from RTA, with 60% of the funding for media and \$150,000 for consultant project management. She reported that DuPage County and DMMC requested development of a primer for DuPage transit and prioritization of locations for way-finding signs as part of the project. \$120,000 is budgeted for brochures and television ads under the two-year grant and materials will be developed at least six months from now. DMMC has formed a committee to steer the project and to be project ambassadors. In response to a question, Ms. Nutter clarified that the project doesn't include installation of way-finding signs.

Mr. Mark Minor of the RTA provided an overview of the RTA sponsored Transit Use Campaign (TIP ID 13-06-0003) project. He reported that the project was initiated by IDOT at the time of the Dan Ryan reconstruction to help drivers navigate around the construction and to promote general transit use. Since this effort was not implemented in time, the project was transferred to the RTA. After considerable discussion, the DriveLessLiveMore.com web site was developed. From 2007 to 2009, \$1 million was spent on festivals, radio and other advertising. Following the construction, the main vendor for the project went under.

In 2011 and 2012 RTA refocused the grant to promote the RTA Trip Planner, launched as GOROO, through the second quarter of 2013. \$130,000 from CMAQ and the RTA was spent for radio and online advertising. The CMAQ funds for the project have been fully expended and the marketing campaign has concluded, although the trip planner is still in service. In response to a question, Mr. Minor reiterated that with the funds fully expended, there will be no further advertising of the trip planner, but it will remain active. In response to another question, Mr. Minor reported that use of the trip planner is continuing to grow, without the paid advertising, due mostly to web links from third-party sites such as the Chicago Cubs, who encourage fans to take transit to games at Wrigley Field. Mr. Minor added that a widget has been developed and the RTA is working with destinations throughout the region to include that widget, which auto-populates the trip planner with the destination address, on their web sites. In response to another question regarding whether or not the committee considered the scope change, Mr. Patrosky stated that the initial project scope was broad enough to cover the change.

Mr. Minor next provided an overview of the RTA sponsored Clean Air Commuter Challenge (TIP ID 13-10-0011) project. He reported that the project included creating and administering a challenge to encourage mode shift and that the Active Transportation Alliance administered the project, which had two components. The first was to attract regular commuters to log their trips on the web site to be entered in monthly drawings for donated prizes. The second was to conduct challenges around existing campaigns to boost users and encourage mode shift. Four challenges were held during existing campaigns including Bike-to-Work week and Car Free week. The website was active from November of 2012 to December of 2013. 6,000 commuters logged over 200,000 trips and 20% reported those trips were in single occupant vehicles before signing up. He concluded that the program required a lot of administration, therefore the RTA decided not to continue and noted that it was hard to retain users between campaigns and that the concept may work better as part of a coordinated regional TDM program. In

response to a question from Ms. Hamilton, Mr. Minor stated that a spike in site usage occurred during bike-to-work week.

Finally, Mr. Minor provided an overview of the RTA sponsored Chicagoland Commute Options (TIP ID 13-12-0004) project. He reported that the purpose of the project is to create a regional TDM strategy and to define and develop tools. The Metropolitan Planning Council (MPC) conducted a pilot program over the last two years, with a presentation to the region in December 2013. The second year of the pilot program was funded by the RTA utilizing \$75,000 of the CMAQ funds programmed to this project.

With the remaining CMAQ funds, the RTA wants to work with other stakeholders in the region to develop regional TDM. The RTA is engaged in discussions of scope and budget with a core group consisting of IDOT, CDOT and MPC with the intention of providing seed money to bring the region together, not to fund the regional effort. In response to questions, Mr. Minor added that MPC found a need to do one-on-one outreach to employers. He also noted that as a region we need to determine how to centralize our efforts and how to utilize existing programs, tools and websites to develop a place for people to go for resources and customized help. He stated that we should not be looking to start new programs but should be looking for a mechanism to get people to existing programs and services.

Mr. Patronsky stated that IDOT has an interest in developing TDM and invited Ms. Stitt to elaborate on that interest. Ms. Stitt stated that basically IDOT wants to work with RTA, CDOT and other partners to determine how to develop a common brand and common tools to tie together the variety of existing programs and to point folks to existing resources in the region that are underutilized. She stated that our region should be a model for other areas in the state to utilize to develop TDM tools.

Mr. Patronsky noted that at the recent MPC forum they talked about funding these efforts and asked if IDOT was going to commit resources to the effort. Ms. Stitt stated that as we just heard in these presentations, staffing is an issue and these programs have done great things with little staff. She stated that adequate resources are needed for a multi-year effort and that the level of resources depends on the scope agreed to by the partners and that when that is determined IDOT will see what can be done about funding.

Ms. Hamilton stated that CDOT hasn't pulled the trigger on any projects, but is participating in forums and other efforts with Mr. Weidel as the point person, and remains interested in the development of regional programs.

Mr. Patronsky summarized, noting that coordination of the regional TDM projects, particularly those funded through CMAQ, has been discussed previously, clearly the time has come for another holistic review, particularly in light of the CMAQ process review, the ongoing CMAQ-funded projects and the upcoming CMAQ programming cycle. He thanked the presenters and noted that TDM in the region will be an ongoing conversation.

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

Mr. Elam reviewed the memo recommendations on CMAQ criteria and the project ranking process distributed with the packet. He started with the "why" of the process review and recommendations, particularly noting the direction of the CMAP Board and MPO Policy Committee to use a performance-based approach to programming. Mr. Elam said the focus

groups have made big strides in developing criteria to evaluate projects, and the current effort is the next step in the evolution of the CMAQ programming process.

Mr. Elam continued, providing more detail on the proposed point-based ranking system which is to be combined with committee deliberation to produce the program of CMAQ projects for Board and MPO Policy Committee approval. He explained that staff is proposing that half of the points reflect the cost effectiveness of emissions reduction, another 30% of the points come from transportation impact criteria and the final 20% are from regional priorities such as parking pricing, major capital projects completion, transit-supportive land use and geographic targeting of funds. The proposed scoring is not an attempt to shift funding from any type of project to another type, but is intended to provide the committee with a broader range of information to make programming decisions.

Ms. Hamilton stated that she is uncomfortable that the criteria are not solidly defined and is unclear on what innovation is, is concerned that transit station projects are disadvantaged by the criteria, is concerned that density is not a criteria and feels that the urban centers/geographic targeting language is “spongy”. Mr. Elam noted that geographic targeting would be based on locations voluntarily adopting and enforcing targets for density and other criteria and that points would be awarded to locations that do. He noted that Mr. Rickert is serving on a committee discussing the concept. Ms. Hamilton was concerned that locations like the city of Chicago that are already densely populated would not receive those points. Mr. Rickert added that he has concerns about the concept and initially thought set-asides were being proposed. Mr. Elam noted that the staff proposal states that the concept needs to be further developed and likely would not be included as a measure in the next CMAQ cycle calling for 2016-2020 CMAQ projects.

In response to a question from Ms. Hamilton regarding where TDM projects fit in the point system, Mr. Elam responded that the committee will continue discussions on these types of projects and they fall into the “other” category on page 7 of the memo. Additional criteria could be developed. Mr. Tomzik noted that vanpools, which are a TDM strategy, wouldn’t rank well on GO TO 2040 categories as transit projects, but would rank well based on emissions reduction as other projects and so we should consider where to evaluate them. He also asked how BRT or ART projects would be scored for existing asset condition. Mr. Elam responded that these projects would receive points under ridership increase and travel time reliability.

Ms. Hamilton noted that it would be difficult for smaller communities to provide the supplemental data required to receive transit supportive points. Mr. Elam responded that if smaller communities are pursuing these points, they should have the capabilities to provide the data. Mr. Pitstick added that for years RTA has been working with communities that are interested to assist them in developing transit supportive plans. He also noted that geographic targeting and transit-supportive seem to go together as a commitment to certain policies and that criteria are needed for both. He went on, saying it seems counter-intuitive that bike projects located where transit access is high get more points, since bicycle facilities can increase transit access from farther away. Mr. Privett added that when the Bicycle and Pedestrian focus group introduced high transit access as a criterion, it was intended more for pedestrian facility proposals than bicycle facilities in order to disqualify neighborhood sidewalks that did not serve multiple modes. Mr. Privett further noted that the memo does not mention pedestrian facility projects.

Mr. Rickert stated that the counties are concerned that the point system will make the process more confusing and that smaller local communities will be less and less involved in the CMAQ program. He stated that much of what is included in the memo is already being done and to now put numbers to it is a concern to the counties. The counties want to understand if the region as a whole supports a number-based point system approach. There is concern that attempts to weight all projects on a 100 point scale will be impossible to assess and that the historical diversity of projects programmed by looking at individual categories will be lost. Mr. Elam stated that staff hopes that points will provide equally good or better transparency in the process and reiterated that the points will be used to develop a staff recommendation for the committee, the Board and the MPO Policy Committee to consider. He noted that the point system is a way to say up front the kinds of applications the region is looking for and that if we aren't capturing those types of projects, the criteria will need further discussion.

Mr. Rickert stated he is concerned we may find that this process doesn't work and that a lot of effort is going into the development when the current process is not broken. Ms. Hamilton added that the region has only recently adopted and made programming adjustments to address the Active Program Management policies, including not funding Phase 1 Engineering and is now facing another change. In response to a question from Mr. Schmidt regarding whose decision it was to explore this, Mr. Elam reiterated that staff initiated the review based on Board and MPO Policy Committee direction in the 2014 work program regarding performance based programming.

Mr. Privett suggested that if this point scoring system is pursued, presenting the qualitative scores side-by-side, but separately from the emissions benefits may assist the project selection committee in the next cycle. Mr. Donovan stated that the region has taken on a lot of change in the program and that tough decisions will need to be made moving forward. He noted that the points system is not entirely different and may assist staff in looking at a range of GO TO 2040 issues. The project selection committee will take the information provided by staff and use it or ignore it as appropriate when making a recommendation.

In response to a question regarding the role of the focus groups, Mr. Elam said the focus groups would be asked to help better define point values for the criteria in the coming months and would be asked to review applications for fatal flaws, but would not be asked to provide programming recommendations to the Project Selection Committee. Ms. Kilgore, a member of the Bicycle Pedestrian focus group, noted that there is a question of pots of money versus regional priority and stated that the task force had a lot of internal debate about criteria versus the goals of the CMAQ program. She noted that everyone wants a piece of the CMAQ funding but the program cannot address all projects.

Mr. Rogers stated that the current process functions well and he would hate to see it turn into a numbers game. He suggested maintaining a gradation of categories and noted that based on emissions scores, direct emissions reduction projects will outscore all other categories, but recognizes that all issues need to be addressed in the region. He added that he likes the idea of separating the emissions scoring from the other criteria and suggested making emissions reduction 60% of the score and reducing transportation impact criteria from 30% to 20% and suggested using the actual tons for the emissions reduction score. He also stated he has a concern about the innovation criteria.

Mr. Pitstick stated he likes the idea of two scoring columns and likes the idea of receiving values from the focus groups as opposed to a yes or no. Mr. Privett added that there are peer best practices to support this methodology.

The discussion concluded, with Mr. Elam thanking the group for their input and reviewing the next steps. Further discussion will occur at the focus group meetings and the project selection committee's next meeting.

**7.0 MAP-21**

No update.

**8.0 Other Business**

None.

**9.0 Public Comment**

None.

**10.0 Next Meeting**

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

**11.0 Adjournment**

Chairman Patronsky adjourned the meeting at 4:28 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
09-14-0002	Aurora	Station Blv Extension to IL 59 Commuter Parking Lot	ENG2	\$100,000				\$100,000
<i>Previously programmed in FFY 2015</i>			<i>ENG2</i>	<i>\$100,000</i>				<i>\$100,000</i>
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				\$3,161,600
08-10-0018	Burr Ridge	Madison St at 79th St	ENG2	\$132,800		\$132,800 S		\$0
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

\*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
01-12-0005	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
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
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	\$17,000 T			\$37,000
			<i>ENG2</i>	<i>\$20,000</i>	<i>\$12,000</i>			<i>\$32,000</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

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3/27/2014 12:14:44 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	ROW	\$200,000	\$760,000	T	\$200,000 O	\$760,000
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	CONST	\$5,600,000	\$800,000	C		\$6,400,000
08-12-0011	DuPage County DOT	DuPage Co Central Signal System - Phase I	ENG2	\$80,000			\$80,000 O	\$0
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

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3/27/2014 12:14:46 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd and Pfingsten Rd	ROW	\$96,000	\$160,000	T		\$256,000
			<i>ROW</i>	<i>\$96,000</i>				<i>\$96,000</i>
02-12-0005	IDOT	IL 68/Dundee Rd at Pfingsten Rd	ROW	\$160,000		\$160,000	X	\$0
			<i>ROW</i>	<i>\$160,000</i>				<i>\$160,000</i>
03-12-0001	IDOT	IL 68/E Dundee Rd at S Barrington Rd	ROW	\$96,000			\$6,000 O	\$90,000
03-12-0002	IDOT	IL 59 at W Bartlett Rd	ROW	\$96,000			\$96,000 O	\$0
03-12-0003	IDOT	IL 62/Algonquin Rd at Barrington Rd	ROW	\$80,000				\$80,000
03-12-0004	IDOT	IL 59/Sutton Rd at Stearns Rd	ROW	\$160,000				\$160,000
		<i>Previously programmed in FFY 2015</i>	<i>ROW</i>	<i>\$160,000</i>				<i>\$160,000</i>
03-12-0006	IDOT	Barrington Rd at Bode Rd	ROW	\$64,000			\$64,000 O	\$0
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 and IL 83/Elmhurst Rd	ROW	\$160,000	\$160,000	T		\$320,000
			<i>ROW</i>	<i>\$160,000</i>				<i>\$160,000</i>
03-12-0015	IDOT	IL 68/Dundee Rd at IL 83	ROW	\$160,000		\$160,000	X	\$0
			<i>ROW</i>	<i>\$160,000</i>				<i>\$160,000</i>
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	ROW	\$80,000				\$80,000
06-12-0002	IDOT	IL 43/Harlem Av at 143rd St	CONST	\$400,000	\$364,000	C		\$764,000
		<i>Previously programmed in FFY 2016</i>	<i>CONST</i>	<i>\$400,000</i>				<i>\$400,000</i>
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

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3/27/2014 12:14:48 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
10-14-0004	IDOT	IL 120 at Hainesville Rd	ROW	\$64,000	\$212,000	C		\$276,000
<i>Previously programmed in FFY 2017</i>			<i>ROW</i>	<i>\$64,000</i>				<i>\$64,000</i>
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
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			\$198,000 O	\$657,920
			<i>CONST</i>	<i>\$855,920</i>				<i>\$855,920</i>
13-10-0005	IEPA	Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project	IMP	\$3,380,000	\$12,324,000	C	\$15,704,000 O	\$0
			<i>IMP</i>	<i>\$3,380,000</i>	<i>\$12,324,000</i>			<i>\$15,704,000</i>
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				\$112,000
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

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3/27/2014 12:14:50 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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	\$142,000 C	\$166,601 T		\$599,879
			CONST	\$624,480		\$59,228		\$565,252
			CONST	\$624,480		\$107,373		\$517,107
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
10-14-0010	Lake County DOT	Lake Cook/Braeside Shuttle Bug Service	IMP	\$212,000			\$212,000 O	\$0
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
04-14-0002	Maywood	Maywood Train Station Facility	ENG2	\$232,000		\$232,000 T		\$0
		<i>Previously programmed in FFY 2015</i>	ENG2	\$232,000				\$232,000
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	\$1,289 T			\$17,795
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG2	\$28,320		\$1,289 T		\$27,031
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

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3/27/2014 12:14:52 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
17-12-0001	Pace	I-90 Corridor Enhanced Markets	ENG1	\$1,000,000				\$1,000,000
17-12-0001	Pace	I-90 Corridor Enhanced Markets	ENG2	\$2,000,000				\$2,000,000
17-12-0001	Pace	I-90 Corridor Enhanced Markets	CONST	\$12,500,000				\$12,500,000
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$12,500,000				\$12,500,000
17-12-0002	Pace	Regional Rideshare Program	IMP	\$400,000				\$400,000
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$2,280,000				\$2,280,000
17-12-0004	Pace	I-55 Corridor Market Enhancement	IMP	\$719,250				\$719,250
17-14-0001	Pace	Pedestrian Infrastructure Improvements along Pace Bus Routes	CONST	\$1,200,000				\$1,200,000
17-14-0003	Pace	Milwaukee Av Arterial Rapid Transit Project	ENG1	\$409,745				\$409,745
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$1,521,000				\$1,521,000
06-14-0001	Palos Heights	Palos Heights sidewalks to Pace Buses	ENG2	\$73,500				\$73,500
06-14-0001	Palos Heights	Palos Heights sidewalks to Pace Buses	CONST	\$422,700				\$422,700

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3/27/2014 12:14:54 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
07-14-0009	Park Forest	Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	ENG2	\$8,586				\$8,586
07-14-0009	Park Forest	Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	CONST	\$94,454				\$94,454
07-14-0009	Park Forest	Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	IMP	\$5,000				\$5,000
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$2,505,000				\$2,505,000
<i>Previously programmed in FFY 2015</i>			<i>IMP</i>	<i>\$2,505,000</i>				<i>\$2,505,000</i>
03-14-0005	Rolling Meadows	Golf Rd (IL 58) from IL 53/I-290 to New Wilke Rd Transit Access Improvements	ENG2	\$120,000				\$120,000
03-14-0005	Rolling Meadows	Golf Rd (IL 58) from IL 53/I-290 to New Wilke Rd Transit Access Improvements	CONST	\$853,500				\$853,500
02-06-0035	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	ENG2	\$32,000				\$32,000
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	O \$0
			<i>ROW</i>	<i>\$33,000</i>				<i>\$33,000</i>
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		\$80,000	T	\$240,000
			<i>ROW</i>	<i>\$320,000</i>				<i>\$320,000</i>
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	O \$0

\*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.*

3/27/2014 12:14:56 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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 T		\$0
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	ENG2	\$14,400			\$10,879 O	\$3,521
			<i>ENG2</i>	<i>\$14,400</i>				<i>\$14,400</i>
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			\$3,153,600
<b>134 line items in 2014 totalling:</b>				<b>\$133,457,133</b>	<b>\$19,868,728</b>	<b>\$2,876,356</b>	<b>\$20,983,081</b>	<b>\$129,466,424</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	CONST	\$1,506,000				\$1,506,000
01-01-0009	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	CONST	\$7,200,000				\$7,200,000
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				\$800,000
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ROW	\$40,000		\$13,300 T		\$26,700
			<i>ROW</i>	<i>\$40,000</i>		<i>\$8,300</i>		<i>\$31,700</i>
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	CONST	\$346,400				\$346,400

\*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.

3/27/2014 12:14:58 PM



TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
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	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 and IL 83/Elmhurst Rd	CONST	\$800,000	\$680,000	T		\$1,480,000
			<i>CONST</i>	<i>\$800,000</i>				<i>\$800,000</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.

3/27/2014 12:15:00 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
03-12-0015	IDOT	IL 68/Dundee Rd at IL 83	CONST	\$680,000		\$680,000	X	\$0
			<i>CONST</i>	<i>\$680,000</i>				<i>\$680,000</i>
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	\$296,000	C		\$696,000
			<i>CONST</i>	<i>\$400,000</i>				<i>\$400,000</i>
08-12-0007	IDOT	IL 59 at IL 38 (north & south ramps)	CONST	\$320,000		\$320,000	T	\$0
			<i>CONST</i>	<i>\$320,000</i>				<i>\$320,000</i>
08-12-0013	IDOT	IL 59 at IL 38 (north ramps)	CONST	\$560,000	\$320,000	T		\$880,000
			<i>CONST</i>	<i>\$560,000</i>				<i>\$560,000</i>
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
12-12-0005	IDOT	US 6/Southwest Hwy at Gougar Rd	CONST	\$800,000	\$400,000	C		\$1,200,000
12-12-0010	IDOT	US 6/Southwest Hwy at Parker Rd	CONST	\$2,400,000	\$400,000	C		\$2,800,000
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	\$3,066,000				\$3,066,000
09-12-0011	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	ROW	\$280,000				\$280,000
09-12-0011	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	ENG2	\$356,000				\$356,000
09-14-0003	Kane County DOT	CAD Integration to Various PSAPs in Kane County	IMP	\$386,400				\$386,400
09-14-0005	Kane County DOT	Randall Rd Transit Infrastructure Improvements	ENG2	\$95,300				\$95,300

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

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3/27/2014 12:15:02 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
10-12-0001	Lake County DOT	Lake St from Washington St to Belvidere Rd	CONST	\$491,040				\$491,040
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	ENG2	\$88,000				\$88,000
04-14-0002	Maywood	Maywood Train Station Facility	CONST	\$990,000	\$232,000	T		\$1,222,000
<i>Previously programmed in FFY 2016</i>			<i>CONST</i>	<i>\$990,000</i>				<i>\$990,000</i>
11-96-0007	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	CONST	\$419,200				\$419,200
18-14-0003	Metra	Install engine/generator set for hotel power	IMP	\$4,000,000				\$4,000,000
08-13-0015	Naperville	Washington St Corridor Centralized Traffic Management System; Washington St from Warrenville Rd to Royce Rd	CONST	\$127,000				\$127,000
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	CONST	\$249,040				\$249,040
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	CONST	\$629,600				\$629,600
04-12-0001	Oak Park	Madison St from Home Av to Lombard Av	CONST	\$372,000				\$372,000
04-13-0015	Oak Park	Chicago Av at Lombard Av HAWK Signal	CONST	\$136,000				\$136,000
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
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	\$864,000	T		\$2,464,000
			<i>CONST</i>	<i>\$1,600,000</i>				<i>\$1,600,000</i>
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG2	\$84,800				\$84,800

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

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3/27/2014 12:15:04 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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>66 line items in 2015 totalling:</b>				<b>\$109,511,713</b>	<b>\$3,633,890</b>	<b>\$1,103,300</b>		<b>\$112,042,303</b>
<b>2016</b>								
08-10-0018	Burr Ridge	Madison St at 79th St	CONST	\$1,831,700		\$1,831,700	S	\$0
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
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

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

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3/27/2014 12:15:06 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd and Pfungsten Rd	CONST	\$480,000	\$640,000	T		\$1,120,000
			<i>CONST</i>	<i>\$480,000</i>				<i>\$480,000</i>
02-12-0005	IDOT	IL 68/Dundee Rd at Pfungsten Rd	CONST	\$640,000		\$640,000	X	\$0
			<i>CONST</i>	<i>\$640,000</i>				<i>\$640,000</i>
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	CONST	\$2,800,000				\$2,800,000
10-14-0004	IDOT	IL 120 at Hainesville Rd	CONST	\$320,000	\$208,000	C		\$528,000
		<i>Previously programmed in FFY 2018</i>	<i>CONST</i>	<i>\$320,000</i>				<i>\$320,000</i>
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
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

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

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3/27/2014 12:15:08 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
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
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>43 line items in 2016 totalling:</b>				<b>\$111,354,770</b>	<b>\$848,000</b>	<b>\$6,707,783</b>		<b>\$105,494,987</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

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

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3/27/2014 12:15:10 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
02-14-0003	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	ENG2	\$32,000				\$32,000
<b>13 line items in 2017 totalling:</b>				<b>\$102,594,966</b>				<b>\$102,594,966</b>
<b>2018</b>								
03-96-0021	Cook County DOTH	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
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>7 line items in 2018 totalling:</b>				<b>\$38,690,670</b>				<b>\$38,690,670</b>

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

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3/27/2014 12:15:12 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
<b>263 line items in 2014 - 2018 totalling:</b>				<b>\$495,609,252</b>	<b>\$24,350,618</b>	<b>\$10,687,439</b>	<b>\$20,983,081</b>	<b>\$488,289,350</b>

Increase Codes	Withdrawal Codes	Obligation Codes
C - Committee	C - Project Complete	F - Final Voucher/FTA Grant Closed
I - Internal	D - Phase Deferred	M - Modified Project Agreement
R - Reinstated	O - Obligation Remainder	O - Obligated
T - Transfer	S - Sponsor Request	
	T - Phase Transfer	
	U - Unknown (predates tracking)	
	X - Project Transfer	

\*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.*

3/27/2014 12:15:12 PM





**CMAQ Program Summary - Deferred Projects**  
Includes obligations through March 17, 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
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	ENG1	\$189,618	Sub. Phase Def.	\$174,160	M	\$15,458
10-02-0007	Lake Zurich	Lake Zurich-US 12/Rand Road at Ela Road	ENG1	\$42,617	Sub. Phase Def.	\$42,721	M	(\$104)
<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)
01-01-0013	CDOT	CDOT-Bike Transit Connection	ENG2	\$159,461	Sub. Phase Def.	\$159,461	M	\$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)
<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
<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
<b>1 line items in 2006 totalling:</b>				<b>\$829,322</b>		<b>\$829,322</b>	<b>\$0</b>	<b>\$0</b>

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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
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>

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
<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
<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>								
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
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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed	
07-08-0002	Hazel Crest	New Commuter Parking Lot on the NW corner of 171st St at Park Ave.	ENG1	\$23,973	Sub. Phase Def.	\$23,973 O	\$0	\$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	
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>14 line items in 2012 totalling:</b>				<b>\$3,990,068</b>		<b>\$3,483,724</b>	<b>\$306,344</b>	<b>\$200,000</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	
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	

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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
07-06-0002	University Park	Cicero Ave Shared Use Path	ENG1	\$60,000	Reinstated	\$60,000 O	\$0	\$0
<b>15 line items in 2013 totalling:</b>				<b>\$15,262,594</b>		<b>\$15,252,549</b>	<b>\$10,045</b>	<b>\$0</b>
<b>2014</b>								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ROW	\$260,000	Deferred		\$0	\$260,000
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ENG2	\$190,400	Reinstated		\$190,400	\$0
		<i>Previously programmed in FFY 2012</i>	<i>ENG2</i>	<i>\$190,400</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$190,400</i>
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$2,000,000	Deferred		\$0	\$2,000,000
01-02-0027	CDOT	Cicero Ave Smart Corridor	CONST	\$2,187,000	Reinstated		\$2,187,000	\$0
		<i>Previously programmed in FFY 2013</i>	<i>CONST</i>	<i>\$2,187,000</i>	<i>Reinstated</i>		<i>\$2,187,000</i>	<i>\$0</i>
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	Reinstated		\$792,000	\$76,578
			<i>ENG2</i>	<i>\$868,578</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$868,578</i>

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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	\$1,739,000	Deferred		\$0	\$1,739,000
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	\$1,118,000	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
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)
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	\$1,338,000	Deferred		\$0	\$1,338,000
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	CONST	\$1,670,000	Deferred		\$0	\$1,670,000
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave	CONST	\$3,460,000	Deferred		\$0	\$3,460,000
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave	CONST	\$4,360,000	Deferred		\$0	\$4,360,000
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	CONST	\$2,301,182	Deferred		\$0	\$2,301,182

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<b>07-01-0004</b>	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	CONST	\$849,450	Deferred		\$0	\$849,450
<b>01-03-0019</b>	Chicago Park District	Lakefront Trail Expansion, Ardmore Ave to Sheridan Rd	ENG1	\$300,000	Deferred		\$0	\$300,000
<b>01-05-0005</b>	Chicago Park District	Jackson Park/59th St Bicycle Path	CONST	\$578,000	Deferred		\$0	\$578,000
<b>05-09-0002</b>	Cicero	Cicero Rail Yard Switch Engine Retrofit	IMP	\$1,820,000	Deferred		\$0	\$1,820,000
<b>09-09-0006</b>	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	CONST	\$388,000	Reinstated	\$380,672 O	\$7,328	\$0
<b>09-09-0007</b>	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	ENG2	\$143,801	Deferred		\$0	\$143,801
<b>01-08-0001</b>	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	ENG2	\$239,000	Reinstated	\$230,290 O	\$8,710	\$0
<b>01-08-0001</b>	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$3,402,000	Deferred		\$0	\$3,402,000
<b>01-08-0001</b>	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$2,390,000	Deferred		\$0	\$2,390,000
<b>07-08-0001</b>	Hazel Crest	S Kedzie Ave from 167th St to 172nd St	ENG2	\$7,618	Deferred		\$0	\$7,618
<b>07-09-0003</b>	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	ENG2	\$11,440	Deferred		\$0	\$11,440
<b>07-09-0003</b>	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	CONST	\$189,760	Deferred		\$0	\$189,760
<b>09-11-0013</b>	Kane County	Arterial Management Center	CONST	\$854,940	Reinstated	\$855,200 O	(\$260)	\$0
<b>09-08-0003</b>	Kane County DOT	Main St at Nelson Lake Rd	CONST	\$1,120,000	Reinstated		\$1,120,000	\$0
<b>09-09-0010</b>	Kane County DOT	Huntley Rd at Galligan Rd	CONST	\$1,058,840	Reinstated		\$1,058,840	\$0
<b>10-00-0128</b>	Lake County DOT	Roberts Rd at River Rd	CONST	\$6,858,539	Reinstated	\$5,929,176 O	\$929,363	\$0

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<b>02-10-0001</b>	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	ROW	\$4,724,000	Reinstated	\$1,600,000 O	\$0	\$3,124,000
			<i>ROW</i>	<i>\$4,800,000</i>	<i>Reinstated</i>		<i>\$1,600,000</i>	<i>\$3,200,000</i>
<b>02-10-0001</b>	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	CONST	\$764,000	Reinstated		\$764,000	\$0
			<i>CONST</i>	<i>\$688,000</i>	<i>Reinstated</i>		<i>\$688,000</i>	<i>\$0</i>
<b>02-10-0002</b>	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	CONST	\$808,000	Reinstated		\$808,000	\$0
			<i>CONST</i>	<i>\$704,000</i>	<i>Reinstated</i>		<i>\$704,000</i>	<i>\$0</i>
<b>11-06-0032</b>	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	CONST	\$1,556,440	Reinstated		\$1,556,440	\$0
<b>04-08-0001</b>	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Thatcher Ave	ENG2	\$59,165	Deferred		\$0	\$59,165
<b>03-12-0010</b>	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	ENG1	\$8,000	Deferred		\$0	\$8,000
<b>03-12-0010</b>	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	ENG2	\$12,000	Deferred		\$0	\$12,000
<b>04-08-0002</b>	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	ENG2	\$140,000	Deferred		\$0	\$140,000
<b>08-05-0005</b>	Oak Brook	Oak Brook Employment Area Distributor Service	IMP	\$910,000	Deferred		\$0	\$910,000
<b>06-06-0061</b>	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ENG2	\$440,000	Reinstated		\$440,000	\$0
		<i>Previously programmed in FFY 2012</i>	<i>ENG2</i>	<i>\$440,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$440,000</i>
<b>06-06-0061</b>	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$71,000	Reinstated	\$108,000 O	(\$37,000)	\$0
<b>06-06-0061</b>	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$326,000	Reinstated	\$189,600 O	\$136,400	\$0
<b>07-08-0010</b>	Riverdale	CSXT Barr Rail Yard Switch Engine Retrofit	IMP	\$1,712,520	Reinstated		\$1,712,520	\$0
			<i>IMP</i>	<i>\$1,575,000</i>	<i>Reinstated</i>		<i>\$1,575,000</i>	<i>\$0</i>

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
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
<b>56 line items in 2014 totalling:</b>				<b>\$70,380,073</b>		<b>\$9,292,938</b>	<b>\$18,133,741</b>	<b>\$42,953,394</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	\$323,783	Deferred		\$0	\$323,783
10-02-0007	Lake Zurich	Lake Zurich-US 12/Rand Road at Ela Road	CONST	\$275,400	Deferred		\$0	\$275,400
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
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	CONST	\$272,000	Deferred		\$0	\$272,000
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	\$812,000	Deferred		\$0	\$812,000
12-10-0001	Romeoville	135th St Metra Parking Lot	CONST	\$2,840,000	Deferred		\$0	\$2,840,000
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>11 line items in 2015 totalling:</b>				<b>\$10,239,783</b>		<b>\$0</b>	<b>\$0</b>	<b>\$10,239,783</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.*

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
<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>
<b>128 line items totalling:</b>				<b>\$113,081,345</b>		<b>\$37,565,662</b>	<b>\$18,787,506</b>	<b>\$56,728,177</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	\$ 153,820,336	\$ 177,182,176	\$ (23,361,840)	\$ 42,953,394	\$ (66,315,234)	\$ 138,600,323	\$ 29,240,019	\$ 109,360,304
2015	\$ 105,413,338	\$ 112,042,303	\$ (6,628,965)	\$ 10,239,783	\$ (16,868,748)	\$ 145,988,364		
2016	\$ 105,413,338	\$ 105,494,987	\$ (81,649)	\$ 3,335,000	\$ (3,416,649)	\$ 145,988,364		
2017	\$ 105,413,338	\$ 102,594,966	\$ 2,818,372	\$ -	\$ 2,818,372	TBD		
2018	\$ 105,413,338	\$ 38,690,670	\$ 66,722,668	\$ -	\$ 66,722,668	TBD		
	\$ 575,473,688	\$ 536,005,102	\$ 39,468,586	\$ 56,528,177	\$ (17,059,591)	\$ 430,577,051	\$ 29,240,019	\$ 401,337,032

Current as of 3/17/14

- 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	\$ 174,581,534 (+)
	\$ 279,994,872
Advanced Construction (All Years)	\$ 126,174,536 (-)
	\$ 153,820,336



**MEMORANDUM**

**To:** CMAQ Project Selection Committee  
**From:** CMAP Staff  
**Date:** April 3, 2014  
**Re:** CMAQ Project Change Requests

Five projects have submitted change requests for committee consideration and eleven administrative modifications were completed. The sponsors’ requests and re-ranking worksheets are attached. The below table summarizes the effect of the requests on the overall program, by federal fiscal year, if all are approved. Administrative modifications are included in the Current Program figures.

	2014	2015	2016	2017	2018
Current Program*	\$177,182,176	\$112,042,303	\$105,494,987	\$102,594,966	\$38,690,670
Unprogrammed Balance*	-\$23,361,840	-\$6,628,965	-\$81,649	\$2,818,372	\$66,722,668
09-09-0006	\$30,000				
06-12-0005	\$200,000	\$128,000			
04-08-0001	**	**			
06-06-0061	\$86,000				
01-05-0002	\$264,578	-\$188,000			
Sum of requested changes	\$580,578	-\$60,000	\$0	\$0	\$0
Revised Program	\$176,601,598	\$112,102,303	\$105,494,987	\$102,594,966	\$38,690,670
Rev. Unprogrammed Balance	-\$23,942,418	-\$6,568,965	-\$81,649	\$2,818,372	\$66,722,668

\* Source: CMAQ Programming Summary and Obligation Goals table.

\*\* Until a request to reinstate deferred funds is received, there is no programming impact

**For Committee Consideration:**

**Elgin – Elgin Bikeway Route 1 Northeast Quadrant (TIP ID 09-09-0006)**

This project was originally approved for a total of \$40,300 federal CMAQ (\$50,400 total) for Phase 2 engineering in FFY 09 and \$297,900 federal CMAQ (\$372,400 total) Construction in FFY 10 for a project total of \$338,000 CMAQ federal (\$422,800 total). The project received a cost increase of \$151,200 federal CMAQ (\$189,000 total) on April 5, 2012.

The sponsor is requesting a cost increase of \$30,000 federal CMAQ (\$36,000 total) for Construction. The project was let on January 17, 2014 and the low bid was higher than the programmed CMAQ funding. If the request is approved the cost for construction would increase to \$418,000 federal CMAQ (\$522,000 total) and the total cost of the project would increase to \$519,000 federal CMAQ (\$649,000 total).

Staff re-evaluated the emissions benefits for the project and the project cost/benefit was unchanged among Bicycle Facilities projects in the 2009 CMAQ program.

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends approval of the requested cost increase of \$30,000 federal CMAQ (\$36,000 total) for the construction phase for a total project cost of \$519,000 federal CMAQ (\$649,000 total) for Elgin – Elgin Bikeway Route 1 Northeast Quadrant (TIP ID 09-09-0006).

#### **IDOT – IL 43/Harlem Ave. at 151st St. (TIP ID 06-12-0005)**

This project was originally approved for a total of \$160,000 federal CMAQ (\$200,000 total) for ROW in FFY 14 and \$640,000 federal CMAQ (\$800,000 total) Construction in FFY 15 for a project total of \$800,000 CMAQ (\$1,000,000 total).

The sponsor is requesting a cost increase of \$200,000 federal CMAQ (\$250,000 total) for the ROW phase programmed in FFY 2014 and \$128,000 federal CMAQ (\$160,000 total) for the Construction phase programmed in FFY 2015 for a total cost increase of \$328,000 CMAQ federal (\$410,000 total). 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, and updated ROW appraisals. If the requested cost increase is approved the total programmed amount for this project would increase to \$1,128,000 federal CMAQ (\$1,410,000 total).

Staff re-evaluated the emissions benefits for the project and the project cost/benefit was reduced, but remains within the range of benefits of intersection improvement projects funded in the 2012-2016 CMAQ program.

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends approval, of the requested cost increase of \$200,000 federal CMAQ (\$250,000 total) for ROW and \$128,000 federal CMAQ (\$160,000 total) for the Construction phase for a total project cost of \$1,128,000 federal CMAQ (\$1,410,000 total) for IDOT – IL 43/Harlem Ave. at 151st St. (TIP ID 06-12-0005).

#### **Melrose Park – North Ave. Commuter Bicycle Path (TIP ID 04-08-0001)**

This project was originally approved for a total of \$55,835 federal CMAQ (\$69,793 total) for Phase 1 Engineering in FFY 09, \$59,165 federal CMAQ (\$74,085 total) for Phase 2 Engineering in FFY 14 (deferred), and \$1,108,000 federal CMAQ (\$1,385,000 total) for Construction in FFY 15 for a project total of \$1,223,000 CMAQ (\$1,529,000 total).

The sponsor is requesting a cost increase of \$50,435 federal CMAQ (\$63,044 total) for Phase 2 Engineering which is deferred in FFY14, and an increase of \$212,000 federal CMAQ (\$265,000 total) for Construction, which is deferred in FFY15 for a total increase of \$262,435 federal CMAQ (\$328,044 total). The increase is based on revised estimates, due in part to a scope change approved by the Project Selection Committee on October 24, 2013, developed during Phase 1 Engineering, which received Design Approval on November 8, 2013. If the request is approved the total cost of the project would increase to \$1,485,435 federal CMAQ (\$1,856,793 total), however the funds will remain deferred until each remaining phase demonstrates readiness and reinstatement is requested.

Staff re-evaluated the emissions benefits for the project and the project cost/benefit was reduced from 7<sup>th</sup> to 8<sup>th</sup>, but remains above eight other Bicycle Facilities projects in the 2008 CMAQ program.

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends approval, of the requested cost increase of \$50,435 federal CMAQ (\$63,044 total) for Phase 2 Engineering and \$212,000 federal CMAQ (\$265,000 total) for the Construction phase for a total project cost of \$1,485,435 federal CMAQ (\$1,856,793 total) for Melrose Park – North Ave. Commuter Bicycle Path (TIP ID 04-08-0001).

#### **Palos Heights – Cal-Sag Greenway Trail (Palos Heights Section) (TIP ID 06-06-0061)**

This segment of the project was originally approved for a total of \$404,000 federal CMAQ (\$505,000 total) for Phase 2 Engineering in FFY 12, \$66,000 federal CMAQ (\$82,000 total) for ROW in FFY 13, and \$71,000 federal CMAQ (\$80,000 total) for Construction in FFY 14 for a project total of \$541,000 federal CMAQ (\$676,000 total).

The sponsor is requesting a cost increase of \$7,000 federal CMAQ (\$9,000 total) for Phase 2 Engineering, \$12,000 federal CMAQ (\$16,000 total) for ROW, and \$67,000 federal CMAQ (\$83,000 total) for Construction for a total project cost increase of \$86,000 federal CMAQ (\$106,250 total) for the Palos Heights portion of the project, which was let on February 28, 2014. While Phase 2 Engineering and ROW are complete, these phases are not closed and the sponsor is requesting increases for these phases in order to submit amended agreements based on the actual costs incurred for these phases. This portion of the project is also being funded with Transportation Enhancement (ITEP) funds. The increase for Phase 2 Engineering is due to considerable additional coordination with IDOT, Cook County, and land acquisition. The ROW increase is due to higher than anticipated settlement costs for the easements and the increase in Construction/CE funds are due to a higher than anticipated bid amount. If the request is approved, the total cost of each phase would increase by the amounts stated above and the total cost of this segment of the project would increase to \$627,000 federal CMAQ (\$2,780,000 total).

Staff re-evaluated the emissions benefits for the project and the project cost/benefit was unchanged among Bicycle Facilities projects in the 2009 CMAQ program.

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends approval, of the requested cost increase of \$7,000 federal CMAQ (\$9,000 total) for Phase 2 Engineering, \$12,000 federal CMAQ (\$16,000 total) for ROW, and \$67,000 federal CMAQ (\$83,000 total) for Construction for a project total of \$627,000 federal CMAQ (\$2,780,000 total) for Palos Heights – Cal-Sag Greenway Trail (Palos Heights Section) (TIP ID 06-06-0061).

#### **CDOT - 41st St Bicycle and Pedestrian Bridge over Lake Shore Dr. (TIP ID 01-05-0002)**

This project was originally approved for a total of \$600,000 federal CMAQ (\$750,000 total) for Phase 1 Engineering in FFY 07, \$880,000 federal CMAQ (\$1,850,000 total) for Phase 2 Engineering in FFY 14, and \$188,000 federal CMAQ (\$8,235,000 total) for Construction in FFY 14 for a project total of \$1,668,000 CMAQ (\$10,835,000 total).

The sponsor is requesting to increase the CMAQ share for Phase 2 Engineering to \$1,145,000 federal CMAQ (\$1,850,000 total) in FFY 14 by transferring \$188,000 federal CMAQ in Construction funds from FFY 15 and by transferring the remaining \$76,578 federal CMAQ in Phase 2 Engineering funds in FFY 14 from the 43rd Street Bike/Pedestrian Bridge over Lake Shore Drive project (01-06-0002), which is a related project being conducted on a combined contract due to the proximity of these projects. If the requested transfer is approved, the total programmed amount for Phase 2 Engineering would be \$1,145,000 federal CMAQ (\$1,850,000 total) and the federal STP-L amount for this phase would be reduced from \$600,000 to \$335,000. While the CMAQ share of the cost for this project would increase to \$1,745,000 federal CMAQ, the total cost of the project would remain the same at \$10,835,000 total. The construction phase would be completed using STP-L funds. Since the total cost of the project remained the same a reranking was not required.

**Recommendation to the CMAQ Project Selection Committee:** Staff recommends approval of the request to transfer \$188,000 federal CMAQ in Construction funds along with the request to transfer the remaining \$76,578 federal CMAQ in Phase 2 Engineering funds from the 43rd Street Bike/Pedestrian Bridge over LSD project (01-06-0002) for a project total of \$1,668,000 federal CMAQ (\$10,835,000 total) for the CDOT - 41st St Bicycle and Pedestrian Bridge over Lake Shore Dr. (TIP ID 01-05-0002) project.

#### **Administrative Modifications**

**Staff completed nine administrative modifications, including three requests to reinstate deferred funds, two schedule changes, three requests to combine projects, and one voluntary deferral, as described in the attached CMAQ Project Change Requests memo.**

#### **CDOT – 43<sup>rd</sup> St. Bicycle-Pedestrian Bridge 01-06-0002**

The sponsor has demonstrated phase readiness; as a result staff has reinstated deferred Phase II engineering funds in the amount of \$792,000 federal CMAQ (\$990,000 total) for FFY 2014. Staff

determined that funds are available in FFY14 and undertook the reinstatement as an administrative modification.

**Palos Heights – Cal-Sag Greenway Trail (Blue Island Section) (TIP ID 06-06-0061)**

The sponsor has demonstrated phase readiness; as a result staff has reinstated deferred Phase II engineering funds in the amount of \$440,000 federal CMAQ (\$550,000 total) for FFY 2014. Staff determined that funds are available in FFY14 and undertook the reinstatement as an administrative modification.

**Carpentersville – IL 31 at Huntley Rd (TIP ID 09-08-0005)**

The sponsor has demonstrated phase readiness; as a result staff has reinstated deferred Phase II engineering funds in the amount of \$190,400 federal CMAQ (\$224,200 total) for FFY 2014. Staff determined that funds are available in FFY14 and undertook the reinstatement as an administrative modification.

**Aurora – Station Blvd Extension to IL 59 Commuter Parking Lot (TIP ID 09-14-0002)**

The sponsor requested to reprogram the Phase 2 engineering from FFY15 to FFY14, with no change in federal cost (\$100,000 federal CMAQ/\$125,000 total). 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.

**Park Forest - Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers (TIP ID 07-14-0010)**

The sponsor requested to reprogram the first stage of the Implementation from FFY15 to FFY14, with no change in federal cost (\$2,505,000 federal CMAQ/\$3,131,000 total). Staff undertook the change as an administrative modification and the sponsor has been notified that the sunset year has been permanently changed from 2017 to 2016.

**IDOT – IL 68/Dundee Rd at IL 83/Elmhurst Rd & IL 68/Dundee Rd. at McHenry Rd/Wheeling Rd (TIP ID 03-12-0015 & 03-12-0014)**

The sponsor requested to combine the projects for a simultaneous letting under TIP ID 03-12-0014 with a total project cost of \$1,800,000 federal CMAQ (\$2,250,000 total). As there was no change to the combined total project cost or project schedule, staff undertook the change as an administrative modification.

**IDOT – IL 59 at IL 38 (north ramps) and IL 59 at IL 38 (south ramps) (TIP ID 08-12-0013 & 08-12-0007)**

The sponsor requested to combine the projects for a simultaneous letting under TIP ID 08-12-0013 with a total project cost of \$960,000 federal CMAQ (\$1,200,000 total). As there was no change to the combined total project cost or project schedule, staff undertook the change as an administrative modification.

**IDOT – IL 68/Dundee Rd at Landwehr and IL 68/Dundee Rd at Pfingsten Rd (TIP ID 02-12-0001 & 02-12-0005)**

The sponsor requested to combine the projects for a simultaneous letting under TIP ID 02-12-0001 with a total project cost of \$1,376,000 federal CMAQ (\$1,720,000 total). As there was no



change to the combined total project cost or project schedule, staff undertook the change as an administrative modification.

**Mt Prospect – Golf Rd alternate 3 regional bike route (TIP ID 03-12-0010)**

The sponsor requested a voluntary deferral of the project (\$292,000 CMAQ federal / \$365,000 total). The CMAQ project (installation of pedestrian signals) is now being coordinated with the traffic signal improvement project that IDOT is undertaking. The design phase of this process is being done by IDOT and it is anticipated that more information about this project will be made available later in the year.

The sponsor understands that they will need to demonstrate project readiness and the availability of funding will need to be determined before funds can be reinstated. Staff undertook the change as an administrative modification and has deferred the funding for this project to and change the years in the TIP for this project to MYB.

## 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	09-09-0006	Sponsor	City of Elgin
Project Location Description	Elgin Bikeway Route 1 Northeast Quadrant		

### 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	42	33	80	CMAQ		<input checked="" type="checkbox"/>
ENG 2	2013	85	68	80	CMAQ		<input checked="" type="checkbox"/>
ROW	N/A						<input type="checkbox"/>
CONST	2013	430	343	80	CMAQ		<input type="checkbox"/>
CE	2013	56	45	80	CMAQ		
<b>Total</b>	-	<b>613</b>	<b>489</b>	<b>80</b>	<b>CMAQ</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	42	33	80	CMAQ		12/19/2011
ENG 2	2013	85	68	80	CMAQ		10/21/2013
ROW	N/A						
CONST	2013	466	373	80	CMAQ		1/17/2014
CE	2013	56	45	80	CMAQ		
<b>Total</b>	-	<b>649</b>	<b>519</b>	<b>80</b>	<b>CMAQ</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	0	
ENG 2	2013	0	0	0	
ROW	N/A				
CONST	2013	36	30	80	
CE	2013	0	0	0	
<b>Total</b>	-	<b>36</b>	<b>30</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.

Contractor bids came in \$36,000 higher than the construction funding allocated.

### 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-91-304-09	CMM-9003(231)	
ENG 2	D-91-304-09	CMM-9003(232)	
ROW	R-		
CONST	C-91-304-09	CMM-9003(233)	
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.

This project is critical to the implementation of Elgin's bicycle master plan to create a more bicycle-friendly and environmentally conscious community. This route will allow riders in the northeast quadrant of the city to access both Downtown Elgin and existing bike paths that connect to neighboring communities to the east. Like many communities, Elgin cannot implement such improvements without the help of outside agencies.

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

TIP ID	06-12-0005	Sponsor	IDOT
Project Location Description	IL 43/Harlem Ave at 151 <sup>st</sup> St		

### Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	In-house						<input checked="" type="checkbox"/>
ENG 2	In-house						<input type="checkbox"/>
ROW	2014	200	160	80	CMAQ	State	<input type="checkbox"/>
CONST	2015	800	640	80	CMAQ	State	<input type="checkbox"/>
CE							
<b>Total</b>		<b>1000</b>	<b>800</b>	<b>80</b>			

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	In-house						
ENG 2	In-house						
ROW	2014	450	360	80	CMAQ	State	4/7/14
CONST	2015	953	768	80	CMAQ	State	1/16/15
CE							
<b>Total</b>		<b>1410</b>	<b>1128</b>	<b>80</b>			

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>							

## Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	In-house				
ENG 2	In-house				
ROW	2014	250	200	80	
CONST	2015	160	128	80	
CE					
<b>Total</b>		<b>410</b>	<b>328</b>	<b>80</b>	

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

## Reason for Request

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

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, and updated row appraisals.

## State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-90-002-14		
CONST	C-91-234-14		
ENG			
IMP			

## Additional Comments

## CMAQ Cost Change Request Form

### Project Identification

TIP ID	04-08-0001	Sponsor	Village of Melrose Park
Project Location Description	North Avenue Commuter Bicycle Path		

### Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	09	69,793	55,835	80	CMAQ	Local	<input checked="" type="checkbox"/>
ENG 2		73,956	59,165	80	CMAQ	MFT	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST		1,300,000	1,040,000	80	CMAQ	MFT	<input type="checkbox"/>
CE		85,000	68,000	80	CMAQ	MFT	
<b>Total</b>		<b>1,528,749</b>	<b>1,223,000</b>				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	09	69,793	55,835	80	CMAQ	Local	11/8/2013
ENG 2	14	137,000	109,600	80	CMAQ	MFT	6/1/2014
ROW							
CONST	15	1,500,000	1,200,000	80	CMAQ	MFT	3/06/2015
CE	15	150,000	120,000	80	CMAQ	MFT	3/06/2015
<b>Total</b>		<b>1,856,793</b>	<b>1,485,435</b>				

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>							

## Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1		0	0		
ENG 2		63,044	50,435	80	
ROW					
CONST		200,000	160,000	80	
CE		65,000	52,000	80	
<b>Total</b>		<b>328,044</b>	<b>262,435</b>	<b>80</b>	

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

## Reason for Request

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

Cost increases are due to un-foreseen issues uncovered during review of Phase I such as permeable pavement to address existing flooding issues, addition of 10 pedestrian crossing signals, scope change approved by the CMAQ PSC in October 2013 and the presence of non-special waste.

## State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-553-08	CMM-9003(074)	
ENG 2	D-91-553-08	CMM-9003(075)	
ROW	R-		
CONST	C-91-553-08	CMM-9003(076)	
ENG			
IMP			

## Additional Comments

When the project was approved by CMAQ, the funding for Phase I and Phase II was combined into one programmed cost. When the Engineering Agreement for Phase I was submitted and approved, the cost for Phase I was higher due to the scope of work required by IDOT. The actual approved Phase I



federal costs were increased from \$32,000 to \$55,835, a \$23,835 increase resulting in a decrease in the total programmed amount federal amount for Phase II from \$83,000 to \$59,165. A request for a change in funding was not made at that time as the Village felt it more prudent to wait until Phase I was approved when more detailed costs would be available and only ask for an increase in funding one time.

## CMAQ Cost Change Request Form

### Project Identification

TIP ID	06-06-0061	Sponsor	City of Palos Heights
Project Location Description	Cal-Sag Greenway Bike Trail (Palos Heights Segment)		

### Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2008	425	340	80	ITEP	GEN	<input checked="" type="checkbox"/>
ENG 2	2012	505	404	80	CMAQ	GEN	<input checked="" type="checkbox"/>
ROW	2013	82	66	80	CMAQ	GEN	<input checked="" type="checkbox"/>
CONST	2014	1,526	1,220	80	ITEP	GEN	<input checked="" type="checkbox"/>
CE	2014	89	71	80	CMAQ	GEN	<input checked="" type="checkbox"/>
<b>Total</b>		<b>2,627</b>	<b>2,101</b>	<b>80</b>			

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1		425	340	80	ITEP	GEN	12/2008
ENG 2		514	411	80	CMAQ	GEN	4/24/12
ROW		98	78	80	CMAQ	GEN	9/2013
CONST		1,571	1,257	80	ITEP	GEN	2/28/14
CONST		37	30	80	CMAQ	GEN	2/28/14
CE		135	108	80	CMAQ	GEN	2/28/14
<b>Total</b>		<b>2,780</b>	<b>2,224</b>	<b>80</b>			

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>							
--------------	--	--	--	--	--	--	--

### Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1		0	0		
ENG 2		9	7	80	
ROW		16	12	80	
CONST		37	30	80	
CE		46	37	80	
<b>Total</b>		<b>108 (see comments)</b>	<b>86 (see comments)</b>	<b>80</b>	

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

### Reason for Request

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

Additional dollars are being requested for Phase 2 Engineering due to considerable additional coordination with IDOT, Cook County, and land acquisition. Additional dollars are being requested for right-of-way due to higher than anticipated settlement costs for the easements. Additional dollars are being requested for construction and Phase 3 Engineering due to a higher than anticipated bid amount.

### State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-	CMM-9003(065)	
ENG 2	D-	CMM-9003(673)	
ROW	R-	ACCMM-4003(129)	
CONST	C-	TE-00D1(903)	
ENG			
IMP			

## **Additional Comments**

Due to apparent recent trends, it is our opinion that rejecting the low bid and rebidding will not result in a lower construction bid amount.

The initial ITEP obligation (\$1,120) was less than the available ITEP funds (\$1,257), therefore an increase in ITEP funding will offset a portion of the total increase, which is why the Actual Total less the Programmed Total does not equal the Requested Change total.

## CMAQ Cost Change Request Form

### Project Identification

TIP ID	01-05-0002	Sponsor	City of Chicago
Project Location Description	41 <sup>st</sup> St Bicycle and Pedestrian Bridge over Lake Shore Dr.		

### Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2007	750	600	80	CMAQ	State	<input checked="" type="checkbox"/>
ENG 2	2014	1100	880	80	CMAQ	State	<input type="checkbox"/>
	2014	750	600	80	STP-L	State	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2015	235	188	80	CMAQ	State	<input type="checkbox"/>
	2015	8000	6400	80	STP-L	State	<input type="checkbox"/>
CE	Included in const						
<b>Total</b>		<b>10835</b>	<b>8668</b>				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2007	750	600	80	CMAQ	State	2/21/07
ENG 2	2014	1431	1145	80	CMAQ	State	4/1/14
	2014	419	335	80	STP	State	
ROW							
CONST	2015	8235	6588	80	STP	State	4/1/15
CE	Included in const						
<b>Total</b>		<b>10835</b>	<b>8688</b>				

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

date\*\*\*

ENG							
IMP							
Total							

### Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2	2014	331	265 (77 is requested from 43 <sup>rd</sup> St.)	80	From Const
ROW					
CONST	2015	-235	-188	80	To E2
CE					
Total					

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

### Reason for Request

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

CDOT wishes to use all the remaining CMAQ funds in the project in E2 as the 188K in Fed Share CMAQ currently programmed for construction is not enough to construct the project. CDOT evaluate construction funding options which may include applying for CMAQ funds in the future.

\$76,578 of the cost increase in E2 is requested to come from 43<sup>rd</sup> St (01-06-0002) that is currently in E2 MYB.

### State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
-------	------------------	------------------------	------------------

	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-88-023-06	CMM-6000(248)	
ENG 2	D-88-015-08	M-6000(275)	
ROW	R-		
CONST	C-		
ENG			
IMP			

**Additional Comments**

\$76,578 of the cost increase in E2 is requested to come from 43<sup>rd</sup> St (01-06-0002) that is currently in E2 MYB.

## CMAQ Cost Change Request Form

### Project Identification

TIP ID	01-06-0002	Sponsor	City of Chicago
Project Location Description	43 <sup>rd</sup> Street Bike/Ped Bridge over LSD		

### Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2007	810	648	80	CMAQ	State	<input checked="" type="checkbox"/>
ENG 2	2014	990	792	80	CMAQ	State	<input type="checkbox"/>
	MYB	96	77	80	CMAQ	n.a.	
	2014	600	480	80	HPPLU	State	
ROW							<input type="checkbox"/>
CONST	2015	8000	6400	80	STP-L	State	<input type="checkbox"/>
CE							
<b>Total</b>		<b>10496</b>	<b>8397</b>				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2007	810	648	80	CMAQ	State	2/27/14
ENG 2	2014	990	792	80	CMAQ	State	5/15/14
		600	480	80	HPPLU	State	
ROW							
CONST	2015	8000	6400	80	STP-L	State	5/15/15
CE							
<b>Total</b>		<b>10400</b>	<b>8320</b>				

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



IMP							
Total							

### Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2	MYB	-96	-77		Transfer to 01-05-0002
ROW					
CONST					
CE					
Total					

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

### Reason for Request

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

Cost of E2 is less than originally estimated. Funding can be used for similar project two blocks north at 41<sup>st</sup> St.

### State and Federal Project Information

Select One.

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

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

### Additional Comments

## CMAQ Schedule Change Request Form

### Project Identification

TIP ID	01-12-0008	Sponsor	Chicago Department of Transportation
Project Location Description	Washington/Wabash Consolidated Station		

### Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	2012
ROW	NA
CONST	2017

Phase	Programmed FFY
ENG	
IMP	

### Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		2011
ENG2	2013	3/12/2013
ROW	NA	NA
CONST	2014	7/1/2014

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

### Reason for Request

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

Project is on schedule for letting in Summer 2014 with construction to begin soon after.

The grant application to the Federal Transit Administration will be ready to be submitted to TEAM upon approval of this request.

### Additional Comments

Authorization date for CONST refers to projected FTA grant approval

## CMAQ Schedule Change Request Form

### Project Identification

TIP ID	01-09-0004	Sponsor	Chicago Department of Transportation
Project Location Description	Union Station Transportation Center		

### Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	2009
ROW	2013
CONST	2015

Phase	Programmed FFY
ENG	
IMP	

### Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	2007	2007
ENG2	2012	7/1/2012
ROW	2012	7/1/2012
CONST	2014	7/1/2014

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

### Reason for Request

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

Project is on schedule for letting in Summer 2014 with construction to begin soon after.

The grant application to the Federal Transit Administration will be ready to be submitted to TEAM upon approval of this request.

### Additional Comments

Authorization date for CONST refers to projected FTA grant approval

Court filings for "quick take" condemnation have been submitted and hearing is scheduled by court for May 13, 2014.

## Kama Dobbs

---

**From:** Kama Dobbs  
**Sent:** Friday, February 21, 2014 9:06 AM  
**To:** 'Privett, Keith'; Davis, Grant; Ross Patronsky; Doug Ferguson  
**Cc:** Seglin, David; zubair.haider@illinois.gov; Walsh, Charlene; Russell Pietrowiak  
**Subject:** RE: Request for restoration of deferred CMAQ funds re: TIP 01-06-0002 ENG2  
**Attachments:** 01-06-0002\_Reinstated ENG2\_2-21-14.pdf

Thanks, Keith.

CMAQ staff has reviewed the request to reinstate \$792,000 federal CMAQ (\$990,000 total), as listed in the IPA and the IDOT programming comments below, for Phase 2 Engineering for the 43<sup>rd</sup> Street Bicycle/Pedestrian Bridge (TIP ID 01-06-0002) in FFY 2014. An additional \$76,578 federal CMAQ (\$95,723 total) will remain deferred (MYB in the TIP) unless the IPA is amended to increase the CMAQ funding for this phase. CDOT staff can make the corresponding TIP changes at their convenience. The reinstatement will be reported to the CMAQ PSC as an administrative modification at their next meeting on April 3, 2014.

A summary of the project's CMAQ programming is attached for reference. If you have any questions, let me know.

Thank you,

Kama

Kama Dobbs  
Senior Program Analyst  
Chicago Metropolitan Agency for Planning (CMAQ)  
[kdobbs@cmap.illinois.gov](mailto:kdobbs@cmap.illinois.gov)  
312-386-8710  
233 South Wacker Drive  
Suite 800, Willis Tower

---

**From:** Privett, Keith [mailto:Keith.Privett@cityofchicago.org]  
**Sent:** Thursday, February 20, 2014 6:27 PM  
**To:** Kama Dobbs; Davis, Grant; Ross Patronsky; Doug Ferguson  
**Cc:** Seglin, David; zubair.haider@illinois.gov; Walsh, Charlene  
**Subject:** RE: Request for restoration of deferred CMAQ funds re: TIP 01-06-0002 ENG2

Kama,

Here is the correspondence from IDOT programming. They are asking us to hold up the IPA until the funds move back from MYB to current FY14. Please advise.

-----Original Message-----

From: Lareau, Leigh Ann  
Sent: Monday, February 10, 2014 9:13 AM  
To: Hameed, Mohammed A  
Cc: Haider, Zubair M; Skvarla, James D; Eberlin, Mary R  
Subject: FW: TIP # 01-06-0002: Rev submitted to OPP (includes SOCC); Chicago, Sect. 05-B5157-00-BR, D-88-014-08, HPP/STA

These are programming comments on the subject agreement; the district will also need to ensure that they're coordinating with the review comments from the Agreements staff:

1. The programming for this project has been approved. This project is funded in FY 14 under PPS # 1-11014-0051 for \$792K CMAQ and \$198K SOCC, PPS # 1-20071-0001 for \$480K federal HPS and PPS # 1-20071-0011 for the \$120K SOCC used as match for the HPS funding.

The CMAQ and associated SOCC match will be charged to appropriation: 011-49442-7900-1000.

The HPS funds will be charged to appropriation: 011-49442-7700-2027.

The SOCC funds being used as match for the HPS funds will be charged to appropriation: 011-49442-7900-1000.

2. The TIP (01-06-0002) does not appear to be up-to-date for the CMAQ funding. It's currently shown as 'MYB'. Please verify the status of the TIP before proceeding with this IPA; FHWA will not authorize the federal funds if the TIP is not correct.

Let me know if you have questions.

Thanks.

---

**From:** Kama Dobbs <[kdobbs@cmap.illinois.gov](mailto:kdobbs@cmap.illinois.gov)>  
**Sent:** Wednesday, February 12, 2014 9:01 AM  
**To:** Davis, Grant; Privett, Keith; Ross Patronsky; Doug Ferguson  
**Cc:** Seglin, David; [zubair.haider@illinois.gov](mailto:zubair.haider@illinois.gov); Walsh, Charlene  
**Subject:** RE: Request for restoration of deferred CMAQ funds re: TIP 01-06-0002 ENG2

Fantastic. Please notify me when the transmittal of the contract to IDOT occurs. I will then confirm with Zubair that the IPA is being sent to Central Office and CMAP staff will consider reinstating the funds.

---

**From:** Davis, Grant [<mailto:Grant.Davis@cityofchicago.org>]  
**Sent:** Tuesday, February 11, 2014 3:05 PM  
**To:** Kama Dobbs; Privett, Keith; Ross Patronsky; Doug Ferguson  
**Cc:** Seglin, David; [zubair.haider@illinois.gov](mailto:zubair.haider@illinois.gov); Walsh, Charlene  
**Subject:** RE: Request for restoration of deferred CMAQ funds re: TIP 01-06-0002 ENG2

Kama:

The engineering agreement is currently with the CDOT Commissioner for signature. We hope to have it to IDOT either late this week or next.

Grant

---

**From:** Kama Dobbs [<mailto:kdobbs@cmap.illinois.gov>]  
**Sent:** Tuesday, February 11, 2014 10:35 AM  
**To:** Privett, Keith; Ross Patronsky; Doug Ferguson  
**Cc:** Davis, Grant; Seglin, David; [zubair.haider@illinois.gov](mailto:zubair.haider@illinois.gov)  
**Subject:** RE: Request for restoration of deferred CMAQ funds re: TIP 01-06-0002 ENG2

Keith,

By definition, the phase is considered ready when the locally executed IPA is sent from IDOT District 1 to IDOT Central Office. Our records indicate that as of 10/8/13, the District was holding the IPA that had been submitted on 9/12/13 waiting for the engineering contract to be attached. Has that contract been submitted?

Thanks,

Kama

---

**From:** Privett, Keith [<mailto:Keith.Privett@cityofchicago.org>]  
**Sent:** Monday, February 10, 2014 5:15 PM  
**To:** Ross Patronsky; Kama Dobbs; Doug Ferguson  
**Cc:** Davis, Grant; Seglin, David; Hamilton, Luann  
**Subject:** Request for restoration of deferred CMAQ funds re: TIP 01-06-0002 ENG2

Please find attached the CDOT-executed Individual Project Agreement for Phase II engineering of the 43rd Street Bike-Ped Bridge, TIP #01-06-0002

IDOT has indicated to our staff the TIP does not show available funds. I believe this project was scheduled to have funds deferred at the end of FY13. If this was done, we are requesting its restoration, with the submittal of the IPA (about three weeks before the end of FY13) as an indication of project readiness.

Please advise if you require further information.

Keith Privett  
Chicago DOT

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## Kama Dobbs

---

**From:** Kama Dobbs  
**Sent:** Wednesday, February 12, 2014 11:41 AM  
**To:** 'Barbara Zubek'  
**Subject:** RE: Blue Island 08-00178-00-BT; TIP 06-06-0061  
**Attachments:** 06-06-0061\_2-12-14.pdf

Barbara,

CMAQ staff has reviewed the request to reinstate Phase 2 Engineering funds for the subject project and approves the reinstatement. The funds have been reinstated in the CMAQ program as highlighted in the attached project summary. Please make a TIP change to move the \$440,000 federal CMAQ funds from MYB to FFY2014.

If you have any questions, please let me know.

Thanks,

Kama

Kama Dobbs  
Senior Program Analyst  
Chicago Metropolitan Agency for Planning (CMAQ)  
[kdobbs@cmap.illinois.gov](mailto:kdobbs@cmap.illinois.gov)  
312-386-8710  
233 South Wacker Drive  
Suite 800, Willis Tower

---

**From:** Barbara Zubek [<mailto:zubek@swmayors.com>]  
**Sent:** Wednesday, February 12, 2014 10:54 AM  
**To:** Kama Dobbs  
**Subject:** Blue Island 08-00178-00-BT; TIP 06-06-0061

Hello,  
I would like to reinstate the CMAQ funds, in the amount of \$440,000, for the Blue Island Cal-Sag Trail (East), Phase II. TIP ID #06-06-0061. The Local Agency Agreement has been transmitted to Central Office.

Thanks,

Barbara Zubek  
Program Coordinator  
Southwest Conference of Mayors  
14700 South Ravinia Avenue  
Orland Park, Illinois 60462  
(708)403-6132  
[zubek@swmayors.com](mailto:zubek@swmayors.com)  
[www.swmayors.com](http://www.swmayors.com)

## Kama Dobbs

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**From:** Kama Dobbs  
**Sent:** Thursday, March 27, 2014 11:20 AM  
**To:** Kama Dobbs  
**Subject:** FW: Carpentersville PDR  
**Attachments:** 09-08-0005\_pending TIP change\_2-27-14.GIF; 09-08-0005\_reinstated ENG2\_2-27-14.pdf

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**From:** Kama Dobbs  
**Sent:** Thursday, February 27, 2014 10:31 AM  
**To:** 'Chaudhry, Akram'; 'Becker, Jennifer ([BeckerJennifer@co.kane.il.us](mailto:BeckerJennifer@co.kane.il.us))'  
**Cc:** Holly Ostlick; 'Graziano, James M.'; 'Edward J Szydlowski ([eszydlowski@vil.carpentersville.il.us](mailto:eszydlowski@vil.carpentersville.il.us))'  
**Subject:** RE: Carpentersville PDR

All,

Thanks for all of the coordination. CMAP has received confirmation that Phase 1 Design Approval was received on February 24, 2014 and that the locally executed agreements being delivered to the District this morning will be sent to Central Office today. Therefore, CMAP staff has reinstated \$190,400 federal CMAQ (\$244,200 total) for Phase 2 Engineering in FFY 2014. The reinstated funds have been included in the CMAP TIP for approval by the CMAP Transportation Committee on Friday, March 7, 2014.

A copy of the CMAQ programming summary and pending TIP change are attached for reference.

Thank you,

Kama

Kama Dobbs  
Senior Program Analyst  
Chicago Metropolitan Agency for Planning (CMAP)  
[kdobbs@cmmap.illinois.gov](mailto:kdobbs@cmmap.illinois.gov)  
312-386-8710  
233 South Wacker Drive  
Suite 800, Willis Tower



## Kama Dobbs

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**From:** Kama Dobbs  
**Sent:** Friday, March 07, 2014 1:55 PM  
**To:** 'Becker, Jennifer'  
**Cc:** Russell Pietrowiak  
**Subject:** RE: Aurora - TIP 09-14-0002  
**Attachments:** 09-14-0002\_Financial Summary for schedule change request approval 3-7-14.pdf

Jennifer,

Staff has reviewed the request to reprogram \$100,000 federal CMAQ (\$125,000 total) from FFY 2014 to FFY 2015 for the Engineering 2 phase of project 09-14-0002 and will inform the Project Selection Committee of the approval of the request as an administrative modification at their next meeting scheduled for April 3, 2014. As a reminder, since the phase was initially programmed in FFY 2015 with a sunset year of FFY 2017, this reprogramming will result in the sunset year for the phase being changed to FFY 2016. The attached project financial summary reflects the reprogramming. Please make the corresponding TIP change at your earliest convenience.

Thanks,

Kama

Kama Dobbs  
Senior Program Analyst  
Chicago Metropolitan Agency for Planning (CMAP)  
[kdobbs@cmap.illinois.gov](mailto:kdobbs@cmap.illinois.gov)  
312-386-8710  
233 South Wacker Drive  
Suite 800, Willis Tower

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**From:** Becker, Jennifer [<mailto:BeckerJennifer@co.kane.il.us>]  
**Sent:** Thursday, March 06, 2014 11:36 AM  
**To:** Kama Dobbs  
**Subject:** Aurora - TIP 09-14-0002

Kama, Please let this email serve as KKCOM's request to change Aurora Station Boulevard Extension - TIP project 09-14-0002 E2 from FFY 15 to FFY14 consistent with the most recently approved PPI. Please contact me with any follow up questions.

Jennifer Becker  
Planning Liaison  
Kane/Kendall Council of Mayors  
Kane County Division of Transportation  
41W011 Burlington Road  
St. Charles IL 60175  
630.444.2957  
[beckerjennifer@co.kane.il.us](mailto:beckerjennifer@co.kane.il.us)

## CMAQ Schedule Change Request Form

### Project Identification

TIP ID	07-14-0010	Sponsor	Park Forest
Project Location Description	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers		

### Currently Programmed Schedule

Phase	Programmed FFY
ENG1	N/A
ENG2	N/A
ROW	N/A
CONST	N/A

Phase	Programmed FFY
ENG	N/A
IMP	2015
IMP	2016
IMP	2017
IMP	2017
IMP	2018

### Requested Schedule

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

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG	N/A	N/A
IMP	2014	05/2014
IMP	2016	03/2016
IMP	2017	03/2017
IMP	2018	03/2018
IMP	2018	03/2018

### Reason for Request

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

This request is to move the first phase of the project from FY 2015 to FY 2014. This phase includes construction of CNG fueling facilities in Homewood, improvements to CNG fueling facilities in Park Forest and purchase of 12 CNG powered waste haulers. Completion of the CNG facilities in FY2014 will assure the ability to provide capacity to fuel the new replacement vehicles being purchased in subsequent years. This action also will allow Homewood Disposal to phase in its fleet conversion at a rate of 12 trucks per year.

### Additional Comments

In the original funding request, the project began in FY 2014 and concluded in FY 2018. At the time project was approved, it was put into FY 2015 through FY 2018. Moving the first phase of the project into FY 2014 from FY 2015 will add \$2,505,000 to committed expenditures for FY 2014 and assure the construction and completion of the needed facility development in FY 2014.

A kick off meeting with IDOT was held on 12/20/2013, a FHWA Coordination meeting with IDOT was held on 2/25/2014, and IDOT approval for a Local Letting was granted on 3/10/2014. Approval of the BLR5310 Local Agency Agreement will be granted upon CMAP approval of schedule change request. Project sponsor has received documentation that a Buy America Waiver will not be required for this project to proceed. Documentation is under review by FHWA.

## **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>).

## **Currently Programmed Schedule**

Please provide the currently programmed federal fiscal year (FFY) for every phase (use the appropriate phases for your project), including completed phases. The FFY begins on October 1 and ends September 30 of each year. Enter N/A for ROW if no ROW is required for the project.

## **Requested Schedule**

Please provide the requested starting federal fiscal year (FFY) for every phase (use the appropriate phases for your project), including completed phases, and the actual or anticipated date of federal authorization (or letting date for the Construction phase). For phases that are not federally funded, indicate the date that contracts will be executed or in-house work will begin. The FFY begins on October 1 and ends September 30 of each year. Enter N/A for ROW if no ROW is required for the project.

Note: If the requested schedule change moves a phase(s) into any year earlier than the year it was initially programmed in, the phase's sunset year will be changed to a corresponding earlier year. For example, if funds that were initially programmed in FFY15, with a sunset of FFY17 are reprogrammed in FFY14, the sunset will be changed to FFY16. Schedule change requests to move a phase(s) to a later year will not, however, result in the sunset year moving back as well. For example, if funds that were initially programmed in FFY15, with a sunset of FFY17 are reprogrammed in FFY16, the sunset will be remain FFY17.

## **Reason for Request**

Briefly describe the reason for the schedule change (this information will be used to develop the PSC agenda).

## **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 [Change Request Procedures](#) document.**

## CMAQ Scope Change Request Form

### Project Identification

TIP ID	03-12-0015 03-12-0014	Sponsor	IDOT
Project Location Description	IL 68/Dundee Rd at IL 83/Elmhurst Rd IL 68/Dundee Rd at McHenry Rd/Wheeling Rd		

### Revised Project Scope

Combine two adjacent CMAQ Intersection Improvement projects – both will be in common construction contract plans and letting. Retain TIP ID 03-12-0014.

### Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved	Marked Route #	
North/West Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information		

### Changes to Emissions Benefit Analysis

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

### Cost/Schedule Changes

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

### Additional Comments

## CMAQ Scope Change Request Form

### Project Identification

TIP ID	08-12-0013 08-12-0007	Sponsor	IDOT
Project Location Description	IL 59 at IL 38 (north ramps) IL 59 at IL 38 (south ramps)		

### Revised Project Scope

Combine two adjacent CMAQ Intersection Improvement projects – both will be in common construction contract plans and letting. Retain TIP ID 08-12-0013

### Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved	Marked Route #	
North/West Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information		

### Changes to Emissions Benefit Analysis

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

### Cost/Schedule Changes

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

### Additional Comments

## CMAQ Scope Change Request Form

### Project Identification

TIP ID	02-12-0001 02-12-0005	Sponsor	IDOT
Project Location Description	IL 68/Dundee Rd at Landwehr Rd IL 68/Dundee Rd at Pfingsten Rd		

### Revised Project Scope

**Combine two adjacent CMAQ projects – both will be in common construction contract plans and letting. Retain TIP ID 02-12-0001**

### Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved	Marked Route #	
North/West Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information		

### Changes to Emissions Benefit Analysis

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

### Cost/Schedule Changes

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

### Additional Comments

**Director**  
Sean P. Dorsey



**Deputy Director**  
Jason H. Leib

## **Mount Prospect Public Works Department**

1700 W. Central Road, Mount Prospect, Illinois 60056-2229

February 6, 2014

Doug Ferguson  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

Re: Golf Road Alternative #3 Regional Bike Route Project – CMAQ Program  
TIP ID: 03-12-0010

Dear Mr. Ferguson:

The Village of Mount Prospect respectfully requests the above project be placed on the CMAQ Program's deferred list until such time the Illinois Department of Transportation moves forward with a related project. Village Staff are willing to meet with CMAP Staff and discuss the project in greater detail at a time that is convenient for you.

In November 2011, the Village was awarded a CMAQ grant that included the installation of pedestrian signals at the intersection of Northwest Highway & Mount Prospect Road (adjacent to the Union Pacific Northwest Railroad Line). During an initial meeting with IDOT, we were informed traffic signal improvements ought to be incorporated into the project because of a train-vehicle collision in 2011. The Village argued the additional work, while beneficial, should not be tied to the CMAQ project nor the financial responsibility of the Village. It was not until August 2013 that the Village received notification from IDOT the project could proceed without the traffic signal improvements.

While contemplating the Village's next steps, we were recently informed IDOT has secured HSIP funds to improve the traffic signal system at the intersection in question. In addition, the scope of work includes the installation of pedestrian signals and gates. Design is underway by IDOT and more details should be available later this year. Funding for construction is programmed for 2017 and it is expected the Village will be responsible for a portion of the pedestrian signal improvements.

Having IDOT incorporate the pedestrian signal improvements into their project will result in a savings for both CMAP and the Village. We are hopeful, though, that grant funds will be available and permitted with the future IDOT project.

The Village requests your continued partnership on this important project and appreciates CMAP's consideration. To arrange a time to meet, please contact Village Engineer Jeff Wulbecker at 847-870-5640 or [jwulbeck@mountprospect.org](mailto:jwulbeck@mountprospect.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Sean P. Dorsey". The signature is stylized and overlaps the printed name below it.

Sean P. Dorsey  
Director of Public Works

c: Mike Walczak, NWMC  
Derek Peebles, City of Des Plaines  
Dan Brinkman, Gewalt-Hamilton Assoc.  
Phone 847/870-5640

Village Manager Michael Janonis  
Village Engineer Jeff Wulbecker  
Traffic Engineer Matt Lawrie  
Fax 847/253-9377

[www.mountprospect.org](http://www.mountprospect.org)



## MEMORANDUM

**To:** CMAQ Project Selection Committee

**From:** CMAP Staff

**Date:** April 3, 2014

**Re:** Fiscal Constraint

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At this time, the TIP fiscal constraint report shows a balance of \$9.27 million in FFY 14 CMAQ funds, a value that does not reflect advanced construction obligations and deferred project line items. Thus, moving projects in excess of the balance into FFY 14 will require moving projects into later fiscal years. Note, however, that the TIP shows a balance of less than \$1 million in FFY 15 CMAQ funds; projects moved from FFY 14 will thus need to be moved into FFY 16 or 17, or projects from FFY 15 also will need to be moved back.

For the past several years, CMAP has put considerable effort into getting CMAQ funds obligated and expended. The obligation goal for FFY 14 is \$138.6 million; to date \$29.2 million has been obligated. While the main project lettings are still in the future, the region has to obligate aggressively to reach its goal. With this in mind, significant projects that are ready to obligate funds will help achieve the region's goals.

However, moving projects out of the current fiscal year needs to be done carefully, lest projects currently in FFY 14 that are ready to obligate are delayed. The following considerations may influence how to handle this situation:

- Sponsors requesting changes to the program in excess of the available balance should provide strong evidence that the projects to be moved are fully ready to obligate.
- As long as the federal obligation mechanisms permit, projects should use a "tiered" approach, obligating only what is required for the near-term needs. "Locking in" funds should be discouraged. Note that Federal Transit Administration procedures now permit CMAQ funds that are unexpended to return to the region once a grant is closed. This is a change from several years ago, and the funds are not as easily reclaimed as are funds administered through the Federal Highway Administration, but it is still possible.
- Completion of the May status update will give a much better picture of which projects in the current fiscal year are unlikely to obligate, and hence are safer to move to an out



year. Note that candidate projects to consider moving are in the Line Item Summary Report posted with the meeting materials.

- Project sponsors wishing to move a project up may be asked to identify projects of their own to move back. The intent is not to allow sponsors to move CMAQ projects between years at will – the CMAP Board and MPO Policy Committee adopted a specific program with specific projects in specific years – but rather to have sponsors take a hard look at their own projects before placing a burden on other sponsors.
- Leaving a modest amount of CMAQ funds unprogrammed in the TIP will allow other projects that need cost increases or a fiscal year change to do so without undue disruption. On the other hand, it may be appropriate to cease granting cost increases to maximize funds available for projects being moved up.

If the Committee would like to consider policy changes, several different options can be considered:

- Continue the policy of “first ready, first funded” if funds are available, regardless of the years in which the projects are programmed. This will be to the advantage of projects that are ready, and will maximize obligations. The program and management policies call for moving in out year projects if additional projects are needed to meet the obligation goal. The subject is different in that there is not an expectation that the obligation goal will not be met, but there are similarities.
- Allow “first ready” projects to proceed utilizing unobligated funds that are programmed for other projects, regardless of the risk to projects programmed in the current year that will be ready to obligate later in the year.
- Implement the projects as programmed. This policy would minimize the movement of projects, but some ready-to-go projects would be delayed, and the overall obligations are likely to be less, since some projects that expect to obligate will not do so.
- Moving the construction phase up can be given a higher priority than moving up an engineering phase. Construction phases typically obligate more funds than engineering phases and projects ready for construction have a shorter “shelf life” than projects that are still in engineering.
- When choosing which projects to move out of the current year, possible priorities are:
  - Move deferred projects first – this has limited impact, since most deferred project phases have no funding, but if a deferred phase has an obligation that is less than the programmed amount, there may be a balance.
  - Move projects with later sunset years first; if a project that sunsets in the current year is moved, then it will automatically be deferred.
  - Move projects with earlier sunset years first. Experience shows that restoring deferred projects is not a large burden, and the sunset procedure removes funding, so that the moved project won’t have an impact on future years’ fiscal constraint.
  - Consideration should be given to projects that are using other fund sources with sunsets of their own. This is not common, but if a sponsor is able to obtain funding beyond CMAQ, they should be supported.

Staff received requests from the City of Chicago to re-program into FFY 14 two projects, totaling over \$55 million in federal CMAQ funds. Staff has also had discussions with sponsors of other substantial projects regarding schedule changes.

Action requested: Discussion



## MEMORANDUM

**To:** Project Selection Committee

**From:** CMAP Staff

**Date:** April 2014

**Re:** Update on CMAQ process review

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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), including project evaluation and ranking. In a [previous memo](#), staff provided a general proposal for a point-based project ranking system to incorporate criteria drawn from previous work by the CMAQ modal focus groups. Staff proposes to apply these changes in the next cycle of CMAQ program development (FY 2016 – 20). Staff met with the focus groups in March to discuss their criteria; this memo characterizes the most important feedback received.

- Direct Emissions Reduction Group – March 10
  - Generally speaking, members tended to rank the importance of the sensitive population measure well above the public fleets and innovation criteria. Staff will recommend point values in line with this ranking.
  - While several members voiced support for the concept, the group found it challenging to define innovation for the purpose of CMAQ programming. Zero emissions technologies were recommended for points under innovation.
  - Several members expressed the concern that giving regional priorities 20 points would weight them too heavily. Staff recommends keeping the weight for the category as it is. The purpose of setting these priorities is to encourage the implementation of these projects. The projects qualifying for these priority points are expected to be relatively few and should not crowd out other uses of funds.
  - One member proposed giving an additional 10 points for total emissions.
- Bicycle and Pedestrian Task Force – March 19
  - Several members believed the criteria should include a measure of connectivity, either to destinations or to other bicycle facilities. Staff is investigating this possibility.

- The safety and attractiveness rating was judged to be the criterion that should have the most weight.
  - Committee members in general disagreed with the inclusion of the innovation measure, saying that they could not specify what should be considered innovative for the Chicago region's CMAQ program nor give it particular weight. Staff's recommendation is to eliminate the criterion.
  - Some members felt the transit accessibility score would negatively affect the selection of bike projects in areas where alternatives to car do not exist.
- Transit service boards and RTA – late March
    - The service boards and RTA were in general agreement with the criteria proposed to evaluate transit projects. There were several technical suggestions for the measurement of reliability, impact on sensitive populations, and transit-supportive land use.
    - A suggestion was received to include more variation in scoring on air quality cost-effectiveness beyond a five-category rating scale.
    - There was concern over the DER criterion for sensitive populations and whether projects with moving rolling stock can be accurately rated.
- Regional Transportation Operations Coalition – March 27
    - RTOC was in general agreement with the criteria for scoring projects, but suggested that travel time reliability be given a higher weight with the other criteria weighted equally (and lower). Staff will recommend point values in line with this ranking.
    - Members were in general agreement that the innovation projects include the “direct programming” options identified by the Coalition in 2011.
    - The group discussed the safety criteria at length. The Coalition suggested verifying a link between a high-crash-location and improvements proposed in a project. The Coalition also suggested switching to using IDOT's 5% Report for identifying high-crash locations. Staff will consider 5% Report data if the data become publicly available.
    - RTOC felt there may be inconsistencies between congestion benefits of projects and air quality improvement cost-effectiveness rankings. Staff responded that this may be a technical issue with the formulas used to calculate air quality benefits, and may bear some scrutiny. RTOC suggested that existing data available in Intersection Design Studies be considered.
    - RTOC was in general agreement with approach for scoring reliability improvement projects, except “road weather management” should be given fewer points, while signal interconnects should be given more points.
    - RTOC suggested that the evaluation consider multi-modal impacts of projects.

Staff will consider this feedback in revising the point-based ranking method for committee consideration.