



Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee

Annotated Agenda

Thursday, May 15, 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 – April 3, 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
- 4.3 May Status Updates**
Staff completed a preliminary analysis of the responses to the May Status Updates. Based on anticipated authorization years reported, and TIP fiscal constraint requirements, staff is recommending reprogramming all project phases into the anticipated years with one exception. DuPage County, in coordination with IDOT and the Tollway, anticipates the authorization of \$34 million federal CMAQ for the Elgin-O'Hare/Thorndale Av and I-290 Interchange project (TIP ID 03-96-0021) in early FFY 2015. However in order to maintain fiscal constraint in the TIP, staff proposes splitting the funding across FFY 2014 and FFY 2015, with \$17 million programmed in each FFY. Draft

programming status of active and deferred projects reflecting the staff recommendation will be distributed prior to the meeting.

ACTION REQUESTED: Approval of reprogramming based on anticipated authorization years reported in the May Status Updates.

5.0 Project Changes

5.1 IDOT – IL 68/Dundee Rd at North Wilke Rd (TIP ID 03-12-0007) IDOT – IL 68/Dundee Rd at Kennicott Ave (TIP ID 03-12-0008)

The sponsor is requesting to combine the two projects under TIP ID 03-12-0008 along with a cost increase of \$720,000 federal CMAQ (\$900,000 total) for Construction in FFY 2015. The cost of this project has increased as a result of the availability of final design cost estimates based on detailed quantity calculations and current bid tab pricing. If the request is approved the cost for ROW would be \$120,000 CMAQ (\$150,000 total), Construction would increase to \$1,320,000 federal CMAQ (\$1,650,000 total) and the total cost of the project would increase to \$1,440,000 federal CMAQ (\$1,912,500 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.

ACTION REQUESTED: Approval of the requested combination of projects and cost increase.

5.2 IDOT – IL 47/72/Higgins Rd at US 20 (TIP ID 09-12-0003)

ROW acquisition for the project was undertaken with the acquisition for the adjacent IL 47/72 at US 20 (TIP ID 09-12-0007) project, therefore the sponsor is requesting to transfer the ROW funds, in the amount of \$160,000 federal CMAQ (\$200,000 total) from 09-12-0003 to 09-12-0007. The sponsor is also requesting a cost increase of \$1,120,000 CMAQ (1,400,000 total) for Construction in FFY 2014. The cost of this project has increased as a result of the availability of final design cost estimates based on detailed quantity calculations and current bid tab pricing. If the request is approved, the cost for Construction and the total project cost would increase to \$3,760,000 federal CMAQ (\$4,962,500 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 transfer and cost increase.

5.3 IDOT - IL 47/72 at US 20 (TIP ID 09-12-0007)

The sponsor is requesting a cost increase of \$160,000 CMAQ (\$200,000 total) via a transfer from IDOT – IL 47/72/Higgins Rd at US 20 (09-12-0003) for ROW along with a cost increase in the amount of \$1,440,000 federal CMAQ (\$1,800,000 total) for Construction. The cost of this project has increased as a result of the availability of final design cost estimates based on detailed quantity calculations and current bid tab pricing. If the request is approved the cost for ROW would increase to \$320,000 federal CMAQ (\$400,000 total) and Construction would increase to \$3,040,000 federal CMAQ (\$3,800,000 total) and the total project cost would increase to \$3,360,000 federal CMAQ (\$4,387,500 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 increase.

5.4 IDOT – Barrington Rd at Bode Rd (TIP ID 03-12-0006)

The sponsor is requesting a cost increase of \$80,000 federal CMAQ (\$100,000 total) for Construction. The cost of the project has increased as a result of the availability of 95% design plans and updated cost estimates based on detailed quantity calculations and current bid tab pricing. If the request is approved, the cost for Construction would increase to \$400,000 federal CMAQ (\$500,000 total) and the total project cost would increase to \$464,000 federal CMAQ (\$640,000 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 increase.

5.5 Pace – I-90 Corridor Enhanced Markets (TIP ID 17-12-0001)

The sponsor is requesting to transfer \$1,000,000 federal CMAQ (\$1,250,000 total) from Phase 1 Engineering in FFY 2014 to Construction in FFY 2015. Phase 1 Engineering is in progress using Pace and Tollway funds. The increased construction cost is due to evolving design details for the Park N Ride facilities included in the project. The sponsor is also requesting to reprogram Phase 2 Engineering from FFY 2014 to FFY 2015. If the request is approved the cost for Construction would increase to \$26,000,000 federal CMAQ (\$32,500,000 total), with the total project cost unchanged at \$38,360,000 federal CMAQ (\$47,950,000 total). Staff did not re-evaluate the emissions benefits for this project as the total cost of the project did not change – the Phase 1 Engineering costs are viewed as nil, since they were rolled into a larger engineering project.

ACTION REQUESTED: Approval of the requested transfer of funds from Phase 1 Engineering to Construction and

reprogramming the Phase 2 Engineering, Construction and Implementation phases from FFY 2014 to FFY 2015.

5.6 Administrative Modifications

Staff completed three administrative modifications, including a request to combine two projects, a voluntary deferral and a project withdrawal, as described in the attached CMAQ Project Change Requests memo.

ACTION REQUESTED: Information

6.0 CMAQ Program Process Evaluation and Transformation

The attached memo provides an update on the CMAQ process review.

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 July 17, 2014 at 2:00 p.m.

11.0 Adjournment

CMAQ Project Selection Committee Members:

____ Ross Patronsky, Chair

____ Mark Pitstick

____ Jeffery Schielke

____ Chris Schmidt

____ Mike Rogers

____ Chris Snyder

____ Luann Hamilton



DRAFT MINUTES

CMAQ Project Selection Committee

Thursday, April 3, 2014 2:00 p.m.
CMAP Offices

**Committee Members
Present:**

Ross Patronsky, Chair (CMAP), Jay Ciavarella (RTA),
Luann Hamilton (CDOT), Chris Snyder (Counties), William
Rodeghier (Council of Mayors), Mike Rogers, (IEPA), Chris
Schmidt (IDOT)

Staff Present:

Patricia Berry, Claire Bozic, Bob Dean, Kama Dobbs, Jesse Elam,
Doug Ferguson, Tom Murtha, Russell Pietrowiak

Others Present:

Mike Albin, Reggie Arkell, Philip Banea, Jennifer Becker, Mike
Bolton, Bruce Carmitchel, Bruce Christensen, Chalen Daigle (via
phone), Terry Heffron, David Johnson, Valbona Kokoshi, Yemi
Oyewole, Keith Privett, Tom Radak (via phone), Tom Rickert,
Kris Skogsbakken (via phone), Kyle Smith, Lorraine Snorden,
Chris Staron, Brian Stepp, Brian Urbaszewski (via phone), Mike
Walczak, Tom Weaver, Barbara Zubek

1.0 Call to Order

Committee Chairman Patronsky called the meeting to order at 2:02 p.m.

2.0 Agenda Changes and Announcements

Mr. Dean announced that CMAP staff is considering submitting a TIGER planning grant application for a program of phase 1 engineering for potential CMAQ- and TAP-funded projects to bridge the gap between local planning activities of the LTA program and phase 2 engineering funded with CMAQ and TAP. He stated that CMAP would likely be looking for letters of support from partner agencies. In response to a question from Ms. Hamilton, Mr. Dean stated that the application would be for a program, not specific projects, and that staff envisions issuing a call for projects, likely in conjunction with the next call for CMAQ and TAP projects. In response to a comment from Mr. Rickert, Mr. Dean clarified that there would be no requirement for projects to come through the LTA or RTA Community Planning programs, but would be subject to CMAQ eligibility criteria.

Ms. Snorden noted that \$38 million is available nationwide. Mr. Dean stated CMAP is considering requesting \$3 million. In response to a question from Ms. Hamilton, Mr. Dean

noted that there is no direct competition between capital and planning programs, making the timing right for CMAP to apply for the planning funds. Ms. Snorden noted that Pace may be applying for TIGER planning funds.

In response to questions from Mr. Weaver and Ms. Hamilton, Mr. Dean stated that the benefits of the program will be demonstrated by laying out the standards and criteria of the program as opposed to identifying specific projects and that the application was different for planning projects and does not require a full cost/benefit analysis. In response to a question from Ms. Hamilton, Mr. Dean noted that phase 1 engineering averages \$150,000 for CMAQ projects and that a local share of at least 20% would be required.

In response to questions from Mr. Snyder and Mr. Rickert, Mr. Dean stated that projects selected for funding would likely be implemented through IDOT, and that CMAP would ask about the need to pay back federal funds if projects are not eventually implemented.

Mr. Dean stated that TIGER applications are due April 28th, and notification of funding is expected in the fall. Funds would expire in 2016.

3.0 February 13, 2014

On a motion by Ms. Hamilton and a second by Mr. Rogers, the minutes of the February 13, 2014 meeting were approved as presented.

4.0 Program Monitoring

4.1 Programming Project Status Sheets

Ms. Dobbs stated that updated status reports were included in the agenda packet.

4.2 Obligation Goal

Ms. Dobbs stated that an updated Program Summary and Obligation Goals report was included in the agenda packet and that fiscal constraint will be discussed later in the agenda.

5.0 Project Changes

Ms. Dobbs reported that a table of the net impacts of the requested changes was included in the Project Change Memo in the packet. She stated that staff recommends approval of items 5.1 through 5.5, as described in the memo. Mr. Snyder made a motion, seconded by Ms. Hamilton, to approve the staff recommendation for items 5.1 through 5.5. The motion carried. In response to a question from Mr. Snyder, Ms. Dobbs stated that once a project is deferred, funds are reinstated one phase at a time as readiness is demonstrated.

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

The sponsor request for a cost increase of \$30,000 federal CMAQ (\$36,000 total) for Construction was approved.

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

The sponsor request for 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 was approved.

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

The sponsor request for 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, was approved.

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

The sponsor request for 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, was approved.

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

The sponsor request 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 was approved.

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

Ms. Dobbs reported that the sponsor agreed to table the request to reprogram the Construction phase from FFY 17 to FFY 14 pending a discussion of fiscal constraint and the results of the May Status Updates.

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

Ms. Dobbs reported that the sponsor agreed to table the request to reprogram the Construction phase from FFY 17 to FFY 14 pending a discussion of fiscal constraint and the results of the May Status Updates.

5.8 Administrative Modifications

Ms. Dobbs reported that 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 CMAQ Project Change Requests memo.

5.9 Fiscal Constraint

Mr. Patronsky reported that 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 to maintain fiscal constraint. He stated that staff prepared a memo outlining current programming policies and how those relate to constraint in the CMAP TIP for the benefit of newer members of the committee and to provide a summary for further

discussion. Ms. Berry reviewed the purpose of the Program Summary and Obligations Goals table and the differences between this table and fiscal constraint within the TIP.

Ms. Dobbs reported that staff has completed a preliminary review of the status of line items programmed in FFY 14 and anticipates that following the May status updates the City of Chicago's reprogramming requests will be able to be accommodated. Mr. Rickert and Ms. Hamilton noted that today we are facing a constraint issue and that is a problem we wanted to have. Mr. Patronskey noted that although staff does not think there will be a constraint issue following the May updates, the committee should discuss what factors would need to be considered if projects need to be moved around in the future.

The first approach could be to mitigate the need to move projects by confirming readiness, obligating only needed funds, and other strategies. Mr. Patronskey next reviewed potential strategies outlined in the memo for identifying projects to move, should it become necessary. Mr. Carmitchel added that FHWA is currently aggressively pursuing deobligation of unused federal authorizations on projects that have not submitted invoices and that this should be kept in mind throughout this discussion. Mr. Snyder suggested tiering and Mr. Rickert asked how a project could be tiered. Mr. Snyder noted that based on his experience, IDOT invoices for 25% of a project in the first year, 50% in the second, and 25% in the third, so the county budgets accordingly.

Mr. Carmitchel reviewed the actions taken on an IEPA project due to the aggressive pursuit. He said IEPA obligated \$5 million up front for a program planning to spend \$1 million per year, and because there has been no invoice yet, FHWA at first deobligated the entire \$5 million, but then agreed to leave \$1 million obligated, and obligate an additional \$1 million in subsequent years without requiring additional project agreements. Ms. Dobbs clarified that a lack of invoicing is the trigger for FHWA action.

Mr. Patronskey asked if first, the committee wanted to maintain the current policy of first ready, first funded if funds are available, and if so, if that required projects to be moved out of the current year, should larger projects be moved first. Mr. Snyder stated that moving a project targeting a fall letting verses an early winter letting had less of an impact and that to stop a major initiative would not be good. He added that a one year delay of a smaller project would have a less significant impact to the region. Mr. Rickert stated that if FHWA and FTA would allow it, tiering projects in the TIP would create a lot of available funds. Ms. Dobbs noted that federal obligations only occur in the current year. Mr. Rickert, Mr. Snyder and Mr. Privett noted that a tiered approach would be a good concept to explore for larger projects or programs. Mr. Arkell stated that FTA grantees currently spread costs over multiple years. Mr. Privett noted however that a lump sum transfer of funds from FHWA to FTA to cover the entire FTA grant occurs first.

Mr. Rickert stated that deferred projects should be protected due to the risk of the sponsor having to pay back federal funds used on earlier phases if a project is not completed. He also noted that larger projects are beneficial to the entire region. Mr. Privett noted that delay should be minimized and that for a project planning to go in August waiting until October is not so bad, compared to one planning to go in March having to wait until October. Mr. Ciavarella stated that RTA is discussing the staff memo internally and that the committee shouldn't lose sight of policies developed over

the years. He asked and staff confirmed that policy changes require approval by the MPO Policy Committee. Mr. Patronsky concluded the discussion by saying the sense of the committee is that the first ready, first funded policy should be maintained.

6.0 CMAQ Program Process Evaluation and Transformation

Mr. Elam reported that staff met with the focus groups to discuss the point system and criteria presented at that committee's last meeting. The transit focus group did not meet, but he interviewed transit programmers. He reviewed the individual focus group comments and noted that several of the groups found it challenging to define innovation. The assignment of 20 points to regional priorities also did not get significant support, but he felt that it would not be disruptive to programming, and would be retained. He stated that based on the focus group input, staff is refining the criteria and weights for the committee's consideration this summer.

Mr. Snyder stated that process reviews are typically the result of a particular issue or problem and asked Mr. Elam what problem staff trying to address with this review. He also stated that staff conducted interviews with implementers and asked if a summary was available that identified a problem. Mr. Christensen stated that Lake County echoes Mr. Snyder's questions. Ms. Hamilton noted that CMAP staff had not met with CDOT as a transit programmer. Mr. Elam indicated they would do so.

Mr. Weaver stated that he has no problem with the criteria but believes a one to five scale is disastrous. He stated the cost benefit analysis of the past has provided a fine enough gradation to make decisions and that one to five scaling would be statistically invalid. Mr. Rickert stated that in the last few meetings staff seem to be pushing for something that may not have benefit and that performance-based project selection is done in some way by all implementers. He stated the proposed approach is a little more subjective than a cost benefit analysis and will have less meaning. He went on to say that the process is cooperative now, and that CMAP shouldn't be jumping into this, but working with the implementers.

Ms. Hamilton noted that CMAQ is an air quality program and we would be diffusing the intent of the program by looking at things like the IDOT "5% Report". Mr. Rogers noted that the way CMAP selects project is a good system that is held up as a model nationally and that the primary selection criteria should be cost per ton and that other factors should be secondary. He argued that other methods will make the selection process more subjective.

Mr. Snyder stated that the focus groups have been marginalized. They have looked at systems, not single projects and they need emissions data sooner. Mr. Privett stated that dollars per ton is a performance based criterion. The focus group input can be improved without muddying the air quality analysis by using points to refine the focus group recommendations that the Project Selection Committee can consider in parallel to the air quality analysis.

Mr. Elam stated that staff is responding to direction from the CMAP Board and MPO Policy Committee to implement performance based project selection. He stated that in December he presented an overview of other MPO approaches and that the staff proposal is in line with those approaches. He stated that the new criteria would send a message to sponsors to submit these types of projects. He stated that the point system will be used to develop a staff

recommended program and that the project selection committee can use other criteria in addition to the staff recommendation.

Ms. Hamilton asked if the last round of applications was run through the criteria to see how they would have ranked. Mr. Elam stated that not all of the data needed to rank projects against the new criteria was available on past applications and noted that the criteria are intended to affect the type of projects submitted.

In response to questions from Ms. Hamilton and Mr. Snyder, Mr. Elam noted that the MPO Policy Committee direction would be needed to halt staff work on the process review. In response to a question from Mr. Patrosky, he indicated that the proposal would be considered by the MPO Policy Committee in October.

Mr. Rickert stated that we should be careful about developing a staff program that moves away from the regional "three C" approach. Mr. Elam stated that the staff recommendation will be based on quantitative information and that if there are reasons to skip a high scoring project, staff will do so. He stated that the point system will result in a program of quality projects. Mr. Weaver stated that the scales of measurement being proposed seem statistically insignificant and that the process will lose consistency.

Mr. Arkell noted that federal guidance does call out factors other than air quality that can be considered in project selection. Mr. Smith of the Center for Neighborhood Technology spoke in support of the staff recommendation. He stated that CMAQ is one of the few sources that is locally controlled and can be used to implement the region's priorities.

Mr. Elam closed the discussion by offering to discuss concerns individually.

7.0 MAP-21

No update.

8.0 Other Business

None.

9.0 Public Comment

Mr. Carmitchel asked if the point system would ever be an action item for the Project Selection Committee or if it would go straight to the MPO Policy Committee for approval. Mr. Elam stated that staff would like consensus before the next call for projects. Ms. Hamilton noted that the committee would feel cheated if they were not asked to vote and make a recommendation.

10.0 Next Meeting

The committee's next meeting is scheduled for Thursday, May 15, 2014 at 2:00 p.m.

11.0 Adjournment

On a motion by Ms. Hamilton, and a second by Mr. Snyder, the meeting adjourned at 3:30 p.m.



TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
2014								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	ROW	\$320,000			\$320,000 O	\$0
			<i>ROW</i>	<i>\$320,000</i>	<i>\$0</i>			<i>\$320,000</i>
09-14-0002	Aurora	Station Blv Extension to IL 59 Commuter Parking Lot	ENG2	\$100,000				\$100,000
09-12-0005	Batavia	Pedestrian Crossings Various (8) Locations along IL 31 and IL 25	CONST	\$419,200	\$11,200 T			\$430,400
07-12-0004	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham	CONST	\$3,161,600				\$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	\$265,000 T			\$1,145,000
			<i>ENG2</i>	<i>\$880,000</i>				<i>\$880,000</i>
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
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

*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.

5/6/2014 4:19:22 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 T		\$80,000 O	\$80,000
			<i>ENG2</i>	<i>\$80,000</i>	<i>\$0</i>		<i>\$80,000</i>	<i>\$0</i>
08-12-0012	DuPage County DOT	DuPage Co Central Signal System - Phase II	ENG2	\$80,000		\$80,000 X		\$0
			<i>ENG2</i>	<i>\$80,000</i>				<i>\$80,000</i>
08-12-0012	DuPage County DOT	DuPage Co Central Signal System - Phase II	CONST	\$596,800		\$596,800 X		\$0
			<i>CONST</i>	<i>\$596,800</i>				<i>\$596,800</i>
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 O	\$0
			<i>ENG2</i>	<i>\$51,000</i>				<i>\$51,000</i>
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

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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
12-12-0002	Homer Glen	Homer Glen Community Trail - South Extension	ENG2	\$31,000			\$31,168 O	(\$168)
			<i>ENG2</i>	<i>\$31,000</i>				<i>\$31,000</i>
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd and Pfingsten Rd	ROW	\$96,000	\$160,000 T			\$256,000
02-12-0005	IDOT	IL 68/Dundee Rd at Pfingsten Rd	ROW	\$160,000		\$160,000 X		\$0
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
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
03-12-0015	IDOT	IL 68/Dundee Rd at IL 83	ROW	\$160,000		\$160,000 X		\$0
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
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	\$200,000 C		\$160,000 O	\$200,000
			<i>ROW</i>	<i>\$160,000</i>				<i>\$160,000</i>
08-12-0002	IDOT	IL 38/Roosevelt Rd at Ardmore Av	ROW	\$160,000			\$160,000 O	\$0
08-12-0013	IDOT	IL 59 at IL 38 (north ramps)	ROW	\$80,000				\$80,000

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
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
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
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
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

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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
10-10-0002	Lake County DOT	Washington St Bike Path (sidepath)	CONST	\$624,480	\$142,000 C	\$166,601	T	\$599,879
			<i>CONST</i>	<i>\$624,480</i>	<i>\$142,000</i>	<i>\$59,228</i>		<i>\$707,252</i>
			<i>CONST</i>	<i>\$624,480</i>	<i>\$142,000</i>	<i>\$107,373</i>		<i>\$659,107</i>
10-12-0001	Lake County DOT	Lake St from Washington St to Belvidere Rd	ENG2	\$49,100		\$49,100	S	\$0
			<i>ENG2</i>	<i>\$49,100</i>				<i>\$49,100</i>
10-14-0005	Lake County DOT	Cedar Lake Rd from Rollins Rd to Hart Rd	CONST	\$800,000			\$488,258 O	\$311,742
			<i>CONST</i>	<i>\$800,000</i>				<i>\$800,000</i>
10-14-0010	Lake County DOT	Lake Cook/Braeside Shuttle Bug Service	IMP	\$212,000			\$212,000 O	\$0
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
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
04-12-0001	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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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			\$39,996 O	(\$19,996)
			<i>ENG2</i>	<i>\$20,000</i>				<i>\$20,000</i>
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			\$9,556 O	\$444
			<i>ENG2</i>	<i>\$10,000</i>				<i>\$10,000</i>
09-12-0008	Oswego	Mill Rd Multi-use Path	CONST	\$190,400	\$73,479 C		\$264,000 O	(\$121)
			<i>CONST</i>	<i>\$190,400</i>	<i>\$73,479</i>			<i>\$263,879</i>
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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
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
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
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
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			\$571,399 M	\$172,601
			CONST	\$744,000			\$744,000	\$0

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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
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
132 line items in 2014 totalling:				\$132,763,933	\$20,413,728	\$3,602,256	\$22,174,458	\$127,400,947
2015								
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 T		\$0
			<i>CONST</i>	<i>\$187,771</i>				<i>\$187,771</i>
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
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	CONST	\$346,400				\$346,400

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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
08-12-0011	DuPage County DOT	DuPage Co Central Signal System - Phase I	CONST	\$636,000	\$746,000	T		\$1,382,000
<i>Previously programmed in FFY 2014</i>			CONST	\$636,000				\$636,000
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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
03-12-0015	IDOT	IL 68/Dundee Rd at IL 83	CONST	\$680,000		\$680,000	X	\$0
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	\$128,000	C		\$768,000
			<i>CONST</i>	<i>\$640,000</i>				<i>\$640,000</i>
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
08-12-0007	IDOT	IL 59 at IL 38 (north & south ramps)	CONST	\$320,000		\$320,000	T	\$0
08-12-0013	IDOT	IL 59 at IL 38 (north ramps)	CONST	\$560,000	\$320,000	T		\$880,000
09-10-0016	IDOT	IL 47 at Plato Rd	CONST	\$2,400,000				\$2,400,000
10-12-0005	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	CONST	\$2,000,000				\$2,000,000
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

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5/6/2014 4:19:40 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	S	\$0
			<i>CONST</i>	<i>\$491,040</i>				<i>\$491,040</i>
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
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
04-12-0001	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
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG2	\$84,800				\$84,800
12-12-0003	Will County Department of Highways	Bell Rd/CH 16 at 143rd St/CH 37	CONST	\$10,384,000				\$10,384,000
66 line items in 2015 totalling:				\$109,518,113	\$4,507,890	\$1,782,111		\$112,243,892

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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
2016								
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
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd and Pfungsten Rd	CONST	\$480,000	\$640,000	T		\$1,120,000
02-12-0005	IDOT	IL 68/Dundee Rd at Pfungsten Rd	CONST	\$640,000		\$640,000	X	\$0
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	CONST	\$2,800,000				\$2,800,000

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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
10-14-0004	IDOT	IL 120 at Hainesville Rd	CONST	\$320,000	\$208,000	C		\$528,000
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$1,000,000				\$1,000,000
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$7,342,392				\$7,342,392
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
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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
43 line items in 2016 totalling:				\$111,354,770	\$848,000	\$6,707,783		\$105,494,987
2017								
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
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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
13 line items in 2017 totalling:				\$102,594,966				\$102,594,966
2018								
03-96-0021	Cook County DOT	Touhy Av and UPRR	CONST	\$23,289,000				\$23,289,000
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	CONST	\$1,025,920				\$1,025,920
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
7 line items in 2018 totalling:				\$38,690,670				\$38,690,670

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
261 line items in 2014 - 2018 totalling:				\$494,922,452	\$25,769,618	\$12,092,150	\$22,174,458	\$486,425,462

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.

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CMAQ Program Summary - Deferred Projects
Includes obligations through May 5, 2014

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
2002								
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)
3 line items in 2002 totalling:				\$351,320		\$335,966	\$15,354	\$0
2003								
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)
3 line items in 2003 totalling:				\$337,011		\$337,251	(\$240)	\$0
2005								
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG1	\$150,400	Sub. Phase Def.	\$111,249	M	\$39,151
1 line items in 2005 totalling:				\$150,400		\$111,249	\$39,151	\$0
2006								
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG1	\$829,322	Sub. Phase Def.	\$829,322	M	\$0
1 line items in 2006 totalling:				\$829,322		\$829,322	\$0	\$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
2007								
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
3 line items in 2007 totalling:				\$1,033,262		\$1,030,312	\$2,950	\$0
2008								
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 Riverwoods Dr	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
8 line items in 2008 totalling:				\$2,068,013		\$1,846,170	\$221,843	\$0
2009								
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
3 line items in 2009 totalling:				\$1,255,499		\$1,197,480	\$58,019	\$0

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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
2010								
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
6 line items in 2010 totalling:				\$3,737,000		\$3,736,760	\$240	\$0
2011								
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
2 line items in 2011 totalling:				\$112,000		\$111,941	\$59	\$0
2012								
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	
14 line items in 2012 totalling:				\$3,990,068		\$3,483,724	\$306,344	\$200,000	
2013									
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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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
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
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	ENG1	\$57,200	Sub. Phase Def.	\$57,111 O	\$89	\$0
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ROW	\$78,000	Reinstated	\$66,000 O	\$12,000	\$0
			<i>ROW</i>	<i>\$66,000</i>	<i>Reinstated</i>	<i>\$66,000</i>	<i>\$0</i>	<i>\$0</i>
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
16 line items in 2013 totalling:				\$15,331,794		\$15,309,660	\$22,134	\$0
2014								
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
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
01-05-0001	CDOT	Safe Routes to School Program - Citywide	CONST	\$692,000	Deferred		\$0	\$692,000
01-05-0001	CDOT	Safe Routes to School Program - Citywide	CONST	\$629,600	Deferred		\$0	\$629,600
01-06-0002	CDOT	43rd St Bicycle-Pedestrian Bridge	ENG2	\$868,578	Reinstated		\$792,000	\$76,578

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-06-0004	CDOT	Walk Chicago-Pedestrian Encouragement Program	IMP	\$160,000	Deferred		\$0	\$160,000
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$528,000	Deferred		\$0	\$528,000
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$672,800	Deferred		\$0	\$672,800
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$1,118,000	Deferred		\$0	\$1,118,000
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$1,739,000	Deferred		\$0	\$1,739,000
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	\$2,661,614 O	(\$1,354,614)	\$0
			<i>ENG1</i>	<i>\$1,307,000</i>	<i>Reinstated</i>		<i>\$1,307,000</i>	<i>\$0</i>
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

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

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

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	CONST	\$2,301,182	Deferred		\$0	\$2,301,182
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	CONST	\$849,450	Deferred		\$0	\$849,450
01-03-0019	Chicago Park District	Lakefront Trail Expansion, Ardmore Ave to Sheridan Rd	ENG1	\$300,000	Deferred		\$0	\$300,000
01-05-0005	Chicago Park District	Jackson Park/59th St Bicycle Path	CONST	\$578,000	Deferred		\$0	\$578,000
05-09-0002	Cicero	Cicero Rail Yard Switch Engine Retrofit	IMP	\$1,820,000	Deferred		\$0	\$1,820,000
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	CONST	\$418,000	Reinstated	\$380,672 O	\$37,328	\$0
			<i>CONST</i>	<i>\$388,000</i>	<i>Reinstated</i>	<i>\$380,672</i>	<i>\$7,328</i>	<i>\$0</i>
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	ENG2	\$143,801	Deferred		\$0	\$143,801
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	ENG2	\$239,000	Reinstated	\$230,290 O	\$8,710	\$0
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$3,402,000	Deferred		\$0	\$3,402,000
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$2,390,000	Deferred		\$0	\$2,390,000
07-08-0001	Hazel Crest	S Kedzie Ave from 167th St to 172nd St	ENG2	\$7,618	Deferred		\$0	\$7,618
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	ENG2	\$11,440	Deferred		\$0	\$11,440
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	CONST	\$189,760	Deferred		\$0	\$189,760
09-11-0013	Kane County	Arterial Management Center	CONST	\$854,940	Reinstated	\$855,200 O	(\$260)	\$0
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	CONST	\$1,120,000	Reinstated		\$1,120,000	\$0
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	CONST	\$1,058,840	Reinstated		\$1,058,840	\$0
10-00-0128	Lake County DOT	Roberts Rd at River Rd	CONST	\$6,858,539	Reinstated	\$5,542,524 M	\$1,316,015	\$0
			<i>CONST</i>	<i>\$6,858,539</i>	<i>Reinstated</i>	<i>\$5,929,176</i>	<i>\$929,363</i>	<i>\$0</i>

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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
02-10-0001	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
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	CONST	\$764,000	Reinstated		\$764,000	\$0
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	CONST	\$808,000	Reinstated		\$808,000	\$0
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	CONST	\$1,556,440	Reinstated		\$1,556,440	\$0
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Riverwoods Dr	ENG2	\$109,600	Deferred		\$0	\$109,600
			<i>ENG2</i>	<i>\$59,165</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$59,165</i>
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	ENG1	\$8,000	Deferred		\$0	\$8,000
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	ENG2	\$12,000	Deferred		\$0	\$12,000
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	ENG2	\$140,000	Deferred		\$0	\$140,000
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	ENG2	\$57,200	Deferred		\$0	\$57,200
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	IMP	\$910,000	Deferred		\$0	\$910,000
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ENG2	\$440,000	Reinstated	\$439,901 O	\$99	\$0
			<i>ENG2</i>	<i>\$440,000</i>	<i>Reinstated</i>		<i>\$440,000</i>	<i>\$0</i>
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$138,000	Reinstated	\$108,000 O	\$30,000	\$0
			<i>CONST</i>	<i>\$71,000</i>	<i>Reinstated</i>	<i>\$108,000</i>	<i>(\$37,000)</i>	<i>\$0</i>
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$326,000	Reinstated	\$189,600 O	\$136,400	\$0
07-08-0010	Riverdale	CSXT Barr Rail Yard Switch Engine Retrofit	IMP	\$1,712,520	Reinstated		\$1,712,520	\$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
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
57 line items in 2014 totalling:				\$70,584,708		\$12,007,801	\$15,515,878	\$43,061,029
2015								
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 Riverwoods Dr	CONST	\$1,320,000	Deferred		\$0	\$1,320,000
			<i>CONST</i>	<i>\$1,108,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$1,108,000</i>
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
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	CONST	\$629,600	Deferred		\$0	\$629,600
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

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

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

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
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
12 line items in 2015 totalling:				\$11,081,383		\$0	\$0	\$11,081,383
2016								
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
2 line items in 2016 totalling:				\$3,335,000		\$0	\$0	\$3,335,000
131 line items totalling:				\$114,196,780		\$40,337,636	\$16,181,732	\$57,677,412

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	\$ 150,843,589	\$ 172,356,707	\$ (21,513,118)	\$ 43,061,029	\$ (64,574,147)	\$ 138,600,323	\$ 33,145,709	\$ 105,454,614
2015	\$ 105,413,338	\$ 112,243,892	\$ (6,830,554)	\$ 11,081,383	\$ (17,911,937)	\$ 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		
	\$ 572,496,941	\$ 531,381,222	\$ 41,115,719	\$ 57,477,412	\$ (16,361,693)	\$ 430,577,051	\$ 33,145,709	\$ 397,431,342

Current as of 5/6/2014

- Federal Unobligated or Apportionment:** Amount apportioned to the state based on CMAQ distribution formula and Congressional appropriation. Northeastern Illinois is allocated 95.21% of the state apportionment; however the full apportionment is used for a programming mark. FFY 2014 includes the unobligated balance from prior years, with funds currently in Advanced Construction considered to be obligated. FFY 2015-2018 apportionments are estimates based upon the current apportionment. See calculation below. Source: FHWA FMIS database.
- Currently Programmed:** Net amounts programmed (withdrawn and obligated funds not included) on active and reinstated project phases. FFY 2014 includes balance amounts from prior years. Source: CMAQ database
- Deferred Funds Not Programmed:** Deferred funds for project phases that have not demonstrated readiness for the reinstatement of funds. FFY 2014 includes funds deferred from prior years. Source: CMAQ database
- Unprogrammed Balance:** For current year, unobligated less currently programmed, excluding deferred line items; for future years, apportionment less currently programmed. This balance represents the funds that are available to program as of the current date.
- Unprogrammed Balance Minus Deferrals:** For current year, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed, including deferred line items.
- Obligation Goal:** Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years.
- Current FFY Obligations to Obligations Needed to** Obligations (Federal Authorizations) through the "current as of" date. Projects in advanced construction are included as obligations. Source: Obligation Goal less Current FFY Obligations to Date.

Current Year Unobligated Balance Calculations:

FFY 2014 Federal Apportionment	\$ 105,413,338
Prior Years' Unobligated Balance	\$ 171,356,036 (+)
	\$ 276,769,374
Advanced Construction (All Years)	\$ 125,925,785 (-)
	\$ 150,843,589



MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: May 15th, 2014
Re: CMAQ Project Change Requests

Six projects have submitted change requests for committee consideration and three administrative modifications were completed. The sponsors’ requests 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*	\$172,356,707	\$112,243,892	\$105,494,987	\$102,594,966	\$38,690,670
Unprogrammed Balance*	-\$21,513,118	-\$6,830,554	-\$81,649	\$2,818,372	\$66,722,668
03-12-0008		\$1,040,000	-\$320,000		
09-12-0003	\$1,120,000				
09-12-0007	\$1,440,000				
03-12-0006		\$80,000			
17-12-0001**	-\$28,000,000	\$28,000,000			
Sum of requested changes	-\$25,440,000	\$29,120,000	-\$320,000	\$0	\$0
Revised Program	\$146,916,707	\$141,363,892	\$105,814,987	\$102,594,966	\$38,690,670
Rev. Unprogrammed Balance	\$3,926,882	-\$35,950,554	\$238,351	\$2,818,372	\$66,722,668

* Source: CMAQ Programming Summary and Obligation Goals table. Includes Administrative Modifications.

** The schedule change for this project is included in the recommended reprogramming due to May Status Updates.

For Committee Consideration:

IDOT – IL 68/Dundee Rd at North Wilke Rd (TIP ID 03-12-0007)

IDOT – IL 68/Dundee Rd at Kennicott Ave (TIP ID 03-12-0008)

The IL 68/Dundee Rd at North Wilke Rd project (03-12-0007) was originally approved for \$64,000 federal CMAQ (\$80,000 total) for ROW in FFY 2014 and \$320,000 federal CMAQ

(\$400,000 total) for Construction in FFY 2016 for a project total of \$384,000 CMAQ federal (\$540,000 total). The IL 68/Dundee Rd at Kennicott Ave project (03-12-0008) was originally approved for \$56,000 federal CMAQ (\$70,000 total) for ROW in FFY 2014 and \$280,000 federal CMAQ (\$350,000 total) for Construction in FFY 2015 for a project total of \$336,000 CMAQ federal (\$472,500 total).

The sponsor is requesting to combine the two projects under TIP ID 03-12-0008 along with a cost increase of \$720,000 federal CMAQ (\$900,000 total) for Construction in FFY 2015. The cost of this project has increased as a result of the availability of final design cost estimates based on detailed quantity calculations and current bid tab pricing. If the request is approved the cost for ROW would be \$120,000 CMAQ (\$150,000 total), Construction would increase to \$1,320,000 federal CMAQ (\$1,650,000 total) and the total cost of the project would increase to \$1,440,000 federal CMAQ (\$1,912,500 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.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the request to combine 03-12-0007 with 03-12-0008 along with the requested cost increase of \$720,000 federal CMAQ (\$900,000 total) for the Construction phase, for a total project cost of \$1,440,000 federal CMAQ (\$1,912,500 total) for IDOT – IL 68/Dundee Rd at Kennicott Ave (TIP ID 03-12-0008).

IDOT – IL 47/72/Higgins Rd at US 20 (TIP ID 09-12-0003)

This project was originally approved for \$160,000 federal CMAQ (\$200,000 total) for ROW in FFY 2012 (currently programmed in FFY 2013) and \$1,400,000 federal CMAQ (\$1,750,000 total) for Construction in FFY 2013 (currently programmed in FFY 2014) for a project total of \$1,560,000 CMAQ federal (\$2,212,500 total). The project received a cost increase of \$1,240,000 federal CMAQ (\$1,550,000 total) for Construction on October 30th, 2012.

ROW acquisition for the project was undertaken with the acquisition for the adjacent IL 47/72 at US 20 (TIP ID 09-12-0007) project, therefore the sponsor is requesting to transfer the ROW funds, in the amount of \$160,000 federal CMAQ (\$200,000 total) from 09-12-0003 to 09-12-0007. The sponsor is also requesting a cost increase of \$1,120,000 CMAQ (1,400,000 total) for Construction in FFY 2014. The cost of this project has increased as a result of the availability of final design cost estimates based on detailed quantity calculations and current bid tab pricing. If the request is approved, the cost for Construction and the total project cost would increase to \$3,760,000 federal CMAQ (\$4,962,500 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 request to transfer \$160,000 federal CMAQ (\$200,000 total) for ROW to IDOT IL 47/72 at US 20 (TIP ID 09-12-0007) and a cost increase \$1,120,000 federal CMAQ (\$1,400,000 total) for Construction for a project total of \$3,760,000 federal CMAQ (\$4,962,500 total) for IDOT – IL 47/72/Higgins Rd at US 20.

IDOT - IL 47/72 at US 20 (TIP ID 09-12-0007)

This project was originally approved for a total of \$160,000 federal CMAQ (\$200,000 total) for ROW in FFY 2012 (currently programmed in FFY 2013) and \$1,000,000 federal CMAQ (\$1,250,000 total) for Construction in FFY 2013 (currently programmed in FFY 2014) for a project total of \$1,160,000 federal CMAQ (\$1,450,000 total). The project received a cost increase of \$600,000 federal CMAQ (\$750,000 total) for Construction on October 30th, 2012.

The sponsor is requesting a cost increase of \$160,000 CMAQ (\$200,000 total) via a transfer from IDOT – IL 47/72/Higgins Rd at US 20 (09-12-0003) for ROW along with a cost increase in the amount of \$1,440,000 federal CMAQ (\$1,800,000 total) for Construction. The cost of this project has increased as a result of the availability of final design cost estimates based on detailed quantity calculations and current bid tab pricing. If the request is approved the cost for ROW would increase to \$320,000 federal CMAQ (\$400,000 total) and Construction would increase to \$3,040,000 federal CMAQ (\$3,800,000 total) and the total project cost would increase to \$3,360,000 federal CMAQ (\$4,387,500 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 transfer of \$160,000 federal CMAQ (\$200,000 total) for ROW to IDOT IL 47/72 at US 20 (TIP ID 09-12-0007) and cost increase of \$1,440,000 federal CMAQ (1,800,000 total) for Construction for a project total of \$3,360,000 federal CMAQ (\$4,387,500 total) for IDOT – IL 47/72/Higgins Rd at US 20.

IDOT – Barrington Rd at Bode Rd (TIP ID 03-12-0006)

This project was originally approved for \$64,000 federal CMAQ (\$80,000 total) for ROW in FFY 2014 and \$320,000 federal CMAQ (\$400,000 total) Construction in FFY 2015 for a project total of \$384,000 federal CMAQ (\$540,000 total).

The sponsor is requesting a cost increase of \$80,000 federal CMAQ (\$100,000 total) for Construction. The cost of the project has increased as a result of the availability of 95% design plans and updated cost estimates based on detailed quantity calculations and current bid tab pricing. If the request is approved, the cost for Construction would increase to \$400,000 federal CMAQ (\$500,000 total) and the total project cost would increase to \$464,000 federal CMAQ (\$640,000 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 cost increase of \$80,000 federal CMAQ (\$100,000 total) for the Construction phase for a total project cost of \$464,000 federal CMAQ (\$640,000 total) for IDOT – Barrington Rd at Bode Rd (TIP ID 03-12-0006).

Pace I-90 Corridor Enhanced Markets (TIP ID 17-12-0001)

This project was originally approved for \$1,000,000 federal CMAQ (\$1,250,000 total) for Phase 1 Engineering in FFY 2014, \$2,000,000 federal CMAQ (\$2,500,000 total) for Phase 2 Engineering in FFY 2014, \$25,000,000 federal CMAQ (\$31,250,000 total) for Construction in FFY 2014, and \$10,360,350 federal CMAQ (\$12,950,000 total) for Implementation in FFY 2015, for a project total of \$38,360,000 federal CMAQ (\$47,950,000 total).

The sponsor is requesting to transfer \$1,000,000 federal CMAQ (\$1,250,000 total) from Phase 1 Engineering in FFY 2014 to Construction in FFY 2015. Phase 1 Engineering is in progress using Pace and Tollway funds. The increased construction cost is due to evolving design details for the Park & Ride facilities included in the project. The sponsor is also requesting to reprogram Phase 2 Engineering from FFY 2014 to FFY 2015.

If the request is approved the cost for Construction would increase to \$26,000,000 federal CMAQ (\$32,500,000 total), with the total project cost unchanged at \$38,360,000 federal CMAQ (\$47,950,000 total).

Staff did not re-evaluate the emissions benefits for this project as the total cost of the project did not change – the Phase 1 Engineering costs are viewed as nil, since they were rolled into a larger engineering project.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the request to transfer \$1,000,000 federal CMAQ (\$1,250,000 total) from Phase 1 Engineering to Construction for a total project cost of \$38,360,000 federal CMAQ (\$47,950,000 total) and to reprogram the Phase 2 Engineering, Construction and Implementation phases from FFY 2014 to FFY 2015.

Administrative Modifications

Staff completed three administrative modifications; including 1 request to combine projects, 1 voluntary deferral, and 1 request for withdrawal.

DuPage County DOT – DuPage County Central Signal System Phase I (TIP ID 08-12-0011)
DuPage County DOT – DuPage County Central Signal System Phase II (TIP ID 08-12-0012)

The sponsor requested to combine the projects under TIP ID 08-12-0011 and reprogram the combined Construction phase from FFY 2014 to FFY 2015. The total cost of Phase 2 Engineering, programmed in FFY 2014, for the combined project has increased \$50,000, however the sponsor is not requesting an increase in federal funds. This change to the total cost did not affect the project's ranking and with there being no change to the federal cost of the project, staff undertook the change as an administrative modification.

Northlake – Northwest Avenue (TIP ID 04-12-0007)

The sponsor requested to voluntarily defer the project due to an upcoming Tollway project that is adjacent to the CMAQ project. Engineering 1 is currently in progress, with nearly 50% of the funds having been expended. The sponsor will work with FHWA and IDOT to reduce the federal authorization to the expended amount. Engineering 1 will be re-initiated in the future when the details of the Tollway project are developed. Staff undertook the deferral of the remaining funds as an administrative modification.

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

The sponsor requested to withdraw the project from the CMAQ program. Staff undertook this change as an administrative modification.

CMAQ Scope Change Request Form

Project Identification

TIP ID	03-12-0007 03-12-0008	Sponsor	IDOT – D1
Project Location Description	IL 68/Dundee Rd at North Wilke Rd IL 68/Dundee Rd at Kennicott Av		

Revised Project Scope

Combine two adjacent CMAQ projects – both will be in common construction contract plans and letting.

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

Cost change request form is also submitted with this scope change request.

CMAQ Cost Change Request Form

Project Identification

TIP ID	03-12-0007 03-12-0008	Sponsor	IDOT – D1
Project Location Description	IL 68/Dundee Rd at North Wilke Rd IL 68/Dundee Rd at Kennicott Av		

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	FFY14	150	120	80	CMAQ	State	<input type="checkbox"/>
CONST	FFY15	750	600	80	CMAQ	State	<input type="checkbox"/>
CE							
Total		900	720				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	In-House						
ENG 2	In-House						
ROW	FFY14	150	120	80	CMAQ	State	
CONST	FFY15	1650	1320	80	CMAQ	State	
CE							
Total		1800	1440				

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	In-House				
ENG 2	In-House				
ROW	FFY14	0	0	80	
CONST	FFY15	900	720	80	
CE					
Total		900	720		

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 both projects has increased as a result of the availability of Phase I Design Approval updated cost estimate based on detailed quantity calculations and current bid tab pricing. Scope change is to combine both projects to common contract plans and letting.

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-90-019-13		
CONST	C-91-508-12		
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	09-12-0003	Sponsor	IDOT – D1
Project Location Description		IL 47/72/Higgins Rd at US 20	

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	FFY13	200	160	80	CMAQ	State	<input type="checkbox"/>
CONST	FFY14	3300	2640	80	CMAQ	State	<input type="checkbox"/>
CE							
Total		3500	2800				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	In-House						
ENG 2	In-House						
ROW	FFY13	0	0		CMAQ	State	
CONST	FFY14	4700	3760	80	CMAQ	State	
CE							
Total		4700	3760				

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	In-House				
ENG 2	In-House				
ROW	FFY13	0	0	80	ROW 09-12-007
CONST	FFY14	1200	960	80	
CE					
Total		1200	960		

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 project has increased as a result of the availability of Final Design updated cost estimate based on detailed quantity calculations and current bid tab pricing.

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-91-011-12		
CONST	C-91-298-12		
ENG			
IMP			

Additional Comments

Request to transfer the \$160 CMAQ from this project to 09-12-007 as a result of the Land Acquisition for two adjacent CMAQ project being combined into single Land Acquisition contract.

CMAQ Cost Change Request Form

Project Identification

TIP ID	09-12-0007	Sponsor	IDOT – D1
Project Location Description		IL 47/72 at US 20	

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	FFY13	200	160	80	CMAQ	State	<input type="checkbox"/>
CONST	FFY14	2000	1600	80	CMAQ	State	<input type="checkbox"/>
CE							
Total		2200	1760				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	In-House						
ENG 2	In-House						
ROW	FFY13	400	320	80	CMAQ	State	
CONST	FFY14	3800	3040	80	CMAQ	State	
CE							
Total		4200	3360				

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	In-House				
ENG 2	In-House				
ROW	FFY13	200	160	80	
CONST	FFY14	1800	1440	80	
CE					
Total		2000	1600		

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 project has increased as a result of the availability of Final Design updated cost estimate based on detailed quantity calculations and current bid tab pricing.

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-91-010-12		
CONST	C-91-297-12		
ENG			
IMP			

Additional Comments

Request to transfer \$160 CMAQ to this project from 09-12-003 as a result of the Land Acquisition for two adjacent CMAQ project being combined into single Land Acquisition contract.

CMAQ Cost Change Request Form

Project Identification

TIP ID	03-12-0006	Sponsor	IDOT – D1
Project Location Description		Barrington Rd at Bode Rd	

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	In-House						<input checked="" type="checkbox"/>
ENG 2	In-House						<input type="checkbox"/>
ROW	FFY14	80	64	80	CMAQ	State	<input type="checkbox"/>
CONST	FFY15	400	320	80	CMAQ	State	<input type="checkbox"/>
CE							
Total		480	384				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	In-House						
ENG 2	In-House						
ROW	FFY14	80	64		CMAQ	State	
CONST	FFY14	500	400	80	CMAQ	State	
CE							
Total		580	464				

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	In-House				
ENG 2	In-House				
ROW	FFY14	0	0	80	
CONST	FFY14	100	80	80	
CE					
Total		100	80		

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 project has increased as a result of the availability of 95% Design updated cost estimate based on detailed quantity calculations and current bid tab pricing.

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-90-004-13		
CONST	C-91-504-12		
ENG			
IMP			

Additional Comments

Request to advance construction phase to FFY14 from FFY15 to meet August 2014 letting.

CMAQ Cost Change Request Form

Project Identification

TIP ID	17-12-0001	Sponsor	Pace Bus
Project Location Description	I-90 Corridor Enhanced Markets		

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	2014		1,000,000		FTA		<input type="checkbox"/>
ENG 2	2014		2,000,000				<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2014		12,500,000				<input type="checkbox"/>
vehicles	2014		12,500,000				
Total							

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	2015		10,360,350				<input type="checkbox"/>
Total			38,360,350			Toll credits	

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1							
ENG 2	2015		2,000,000				
ROW							
CONST	2015		13,500,000				
vehicles	2015		12,500,000				
Total							

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	2015		10,360,350				
Total			38,360,350				

Requested Cost Changes (+/-)

Check all that apply: Cost Increase X 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	2014	(1,000,000)			const
ENG 2					
ROW					
CONST	2015	1,000,000			Eng1
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.

Pace is conducting engineering phase with Pace funds as Tollway agreements are completed. Request to transfer funds into construction for Barrington Road facility. Facility provides improved access for express service to remain on Tollway facility without exiting as originally proposed.

State and Federal Project Information

Select One.

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

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

Additional Comments

Grant not obligated

Kama Dobbs

From: Kama Dobbs
Sent: Wednesday, May 07, 2014 4:47 PM
To: Kama Dobbs
Subject: Pace I-90 reprogramming of funds FFY 2014

From: David Tomzik [<mailto:David.Tomzik@Pacebus.com>]
Sent: Wednesday, May 07, 2014 3:22 PM
To: Kama Dobbs
Cc: Lorraine Snorden; 'Pitstick, Mark'
Subject: RE: Pace I-90 reprogramming of funds FFY 2014

Kama:

As we discussed, Pace is requesting to reprogram the CMAQ I-90 Corridor Enhanced Markets, FFY 2014 Phase 1 Engineering of \$ 1M into the park & ride facility construction phase.

The transfer of funds are programmed for increases related to the Barrington Road park & ride facility. This facility will provide improved access for the I-90 express bus service to remain on the Tollway facility without deviating onto local roads as originally planned. Additional benefits to this design include improved service operations, reduction in travel times for the I-90 express service, improved pedestrian/bike access and provides for transit supportive land use development.

The park & ride design and cost estimates were developed through the Barrington Road Interchange project in partnership with the Village of Hoffman Estates, IDOT, the Illinois Tollway and other project stakeholders.

Please feel free to contact me if you have any questions.

Thank you,

David Tomzik
Manager, Long Range Planning
Pace Suburban Bus Service
550 W. Algonquin Road
Arlington Heights, IL 60005
847 228-2463

david.tomzik@pacebus.com

CMAQ Cost Change Request Form

Project Identification

TIP ID	08-12-0011	Sponsor	DuPage County Division of Transportation
Project Location Description	Central Signal System – Phase I		

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	N/A	0	0	N/A	N/A	N/A	<input checked="" type="checkbox"/>
ENG 2	14	100	80	80%	CMAQ	MFT	<input type="checkbox"/>
ROW	N/A	0	0	N/A	N/A	N/A	<input type="checkbox"/>
CONST	14	695	556	80%	CMAQ	MFT	<input type="checkbox"/>
CE	14	100	80	80%	CMAQ	LGT	
Total		895	716				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	14	0	0	N/A	N/A	N/A	1/7/14
ENG 2	14	250	160	64%	CMAQ	MFT	1/16/14
ROW	N/A	0	0	N/A	N/A	N/A	N/A
CONST	15	1341	1073	80%	CMAQ	MFT	Jan. 2015
CE	15	200	160	80%	CMQ	LGT	Jan. 2015
Total		1791	1393				

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	14	150	80		08-12-0012
ROW					
CONST	15	646	517		08-12-0012
CE	15	100	80		08-12-0012
Total		896	677		

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 increase from transfer of funds from 08-12-0012; also requesting combination of two projects into 08-12-0011, withdrawing 08-12-0012

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- N/A		
ENG 2	D-91-096-13	CMM-4003(109)	
ROW	R- N/A		
CONST	C- TBD		
ENG			
IMP			

Additional Comments

To combine funding of TIP 08-12-0012 in 08-12-0011; CE1 received on 1/7/14 included both projects.

CMAQ Cost Change Request Form

Project Identification

TIP ID	08-12-0012	Sponsor	DuPage County Division of Transportation
Project Location Description	Central Signal System – Phase II		

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	N/A	0	0	N/A	N/A	N/A	<input checked="" type="checkbox"/>
ENG 2	14	100	80	80%	CMAQ	MFT	<input type="checkbox"/>
ROW	N/A	0	0	N/A	N/A	N/A	<input type="checkbox"/>
CONST	14	646	517	80%	CMAQ	MFT	<input type="checkbox"/>
CE	14	100	80	80%	CMAQ	LGT	
Total		846	677				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	14	0	0	N/A	N/A	N/A	1/7/14
ENG 2		0	0	N/A			
ROW	N/A	0	0	N/A	N/A	N/A	N/A
CONST		0	0	N/A	N/A	N/A	N/A
CE		0	0	N/A	N/A	N/A	N/A
Total		0	0				

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	14	0	0	N/A	
ENG 2	14	(100)	(80)	0%	08-12-0011
ROW	N/A	0	0	N/A	
CONST		(646)	(517)	0%	08-12-0011
CE		(100)	(80)	0%	08-12-0011
Total		(846)	(677)		

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.

To combine the scope and funding of two projects; retaining 08-12-0011 and withdrawing TIP ID: 08-12-0012; Note: CE1 was approved 1/7/14 and included 08-12-0012.

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			
ROW	R-		
CONST	C-		
ENG			
IMP			

Additional Comments

CMAQ Schedule Change Request Form

Project Identification

TIP ID	08-12-0011	Sponsor	DuPage County Division of Transportation
Project Location Description		Central Signal System – Phase I	

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	N/A
ENG2	14
ROW	N/A
CONST	14

--	--

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	N/A	1/7/14
ENG2	14	1/16/14
ROW	N/A	N/A
CONST	15	Jan 2015

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.

See below

Additional Comments

<p>To <u>combine</u> the scope and funding of the two projects; retaining 08-12-0011 and withdrawing TIP ID 08-12-0012.</p>

Kama Dobbs

From: Lenny Cannata <lcannata@westcook.org>
Sent: Thursday, April 17, 2014 9:36 AM
To: Kama Dobbs
Cc: Lenny Cannata; Mark Wrzeszcz; Mayor Jeffrey Sherwin
Subject: Northlake 04-12-0007 Northwest Avenue Deferment CMAQ

Kama,

The City of Northlake would like to voluntarily defer the remaining EI funds, EII, and C. EI is in progress with close to 50% of the funds being expended. We will currently be working with IDOT and FHWA to amend the agreements to reduce the authorization according to what was already invoiced. Please let me know when I can appropriately make the changes in the TIP. Please contact me with questions.

Lenny Cannata

Leonard B. Cannata
West Central Municipal Conference
North Central Council of Mayors
2000 Fifth Avenue, Building N
River Grove, Illinois 60171
Office: (708) 453-9100 Ext. 241
Fax: (708) 453-9101
Cell: (708)705-0790
E-Mail: lcannata@westcook.org

*******PLEASE NOTE:** I will be taking a leave of absence from tentatively May 19, 2014 to July 31, 2014 to prepare for the Illinois Bar Examination. I will do my best to return emails and phone calls in the evening hours during May and June. Please properly plan for my absence for non-urgent matters.

Kama Dobbs

From: Christensen, Bruce D. <BChristensen@lakecountyil.gov>
Sent: Tuesday, May 06, 2014 9:10 AM
To: Kama Dobbs
Cc: Kokoshi, Valbona; Nelson, Jon P.; Karry, Emily
Subject: Lake Street Interconnect 10-12-0001
Attachments: lake st_20140506080155.pdf

Kama-

The Lake County Division of Transportation and the Village of Grayslake (the original project applicant) have determined that the implementation of the Lake Street interconnect, TIP ID 10-12-0001, will not be pursued by either agency. As such, the total amount of the CMAQ funds approved for the project are no longer needed and may be reprogrammed. I have taken the additional step to delete the project from the TIP.

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation
600 Winchester Road
Libertyville, IL 60048
(847) 377-7455
bchristensen@lakecountyil.gov



April 23, 2014

Mr. Jon Nelson, P.E.
Engineer of Traffic
Lake County Division of Transportation
600 W. Winchester Road
Libertyville, IL 60048

Re: 2011 Lake Street CMAQ Grant

Mr. Nelson,

As there is no longer a need for the construction of the project contemplated at the time the above-mentioned CMAQ grant application was submitted, the Village of Grayslake is in agreement with LCDOT's assessment to withdraw the project from the CMAQ program.

If you have any further questions regarding this project, please contact Village Hall at your earliest convenience.

Sincerely,

Michael J. Ellis
Village Manager

cc: Paula Trigg
Bruce Christiansen
Bill Heinz

Mayor: Rhett Taylor
Trustees: Bruce R. Bassett ~ Jeff Werfel ~ Amy Edwards ~ Shawn M. Vogel ~ Ronald L. Jarvis ~ Kevin D. Waldenstrom
Village Clerk: Cynthia E. Lee



MEMORANDUM

To: Project Selection Committee

From: CMAP Staff

Date: May 2014

Re: Update on CMAQ process review

CMAP has been promoting performance-based programming since the adoption of GO TO 2040. The overall objective is to enhance decision-making with project evaluation that integrates information on a wider range of benefits. Based on the [results](#) of a peer exchange CMAP hosted on the subject with the Federal Highway Administration, agencies that have implemented performance-based programming processes have also found that doing so improved transparency. Typically they use explicit weighting of performance criteria. Project scores and rankings demonstrate a clear, defensible rationale as to why a given project was selected for funding. At the same time, rankings are only information to support project selection, which is influenced by factors such as project readiness, sponsor capacity, etc.

This fiscal year, CMAP staff has been engaged in a review of the process used to evaluate and select projects for funding under the Congestion Mitigation and Air Quality Improvement (CMAQ) program. While it is healthy to review such procedures from time to time anyway, this effort is specifically in response to a directive from the CMAP Board and MPO Policy Committee to “initiate a regional process for developing the agency’s internal prioritization and selection methodology to evaluate candidate projects.” See the attached memo for more details.

Staff’s review of the current CMAQ process found that the criteria used in the focus group review are not yet fully integrated into recommendations for the staff program. Establishing weights for these criteria will help convey program priorities and enable comparison of benefits. Staff also needs a more robust basis for comparing between projects and project types. As part of that, CMAP needs to improve the analytical methods it uses for some project types, and staff intends to do this on an ongoing basis. Lastly, the program remains disconnected from long-range regional planning, which is the chief function of the agency.

In February, staff made an [initial proposal](#) for a new project ranking system that is meant to address the issues just outlined, as well as concerns raised by PSC members in individual interviews. This memo shows how funding totals in the FY 2014 – 18 cycle would have changed were the proposed ranking system used. Finally, the feedback staff received from meetings with

individual CMAQ Project Selection Committee members over the winter is summarized at the end of the memo.

Summary of the rescored FY 14-18 CMAQ applications

The new ranking method continues an evolution begun two CMAQ cycles ago to use additional criteria in project evaluation and focus on GO TO 2040 implementation. The additional criteria came primarily from work previously done by the modal focus groups and were vetted again by the focus groups in spring 2014. The new method is largely a technical change to clarify and formalize the focus groups' work.

To help test how the new procedures would play out in practice, staff rescored the applications received in the FY 14 – 18 program cycle. Only projects that met the preliminary engineering requirements were rescored. A handful of projects received partial funding in the approved program; these projects were also given partial funding in the rescored program. A summary of the results of this “what-if” exercise is shown in Table 1.

Table 1. Comparison of approved FY14-18 program with program developed using proposed method.

Project Type	Approved FY14-18 program	Using proposed method
Bicycle Facilities	\$15,662,364	\$19,173,964
Bicycle Parking	\$0	\$0
Bottleneck Elimination	\$23,289,000	\$23,289,000
Commuter Parking	\$1,606,000	\$1,606,000
Direct Emissions Reduction	\$88,758,908	\$70,538,000
Intersection Improvement	\$66,109,100	\$62,891,500
Other	\$3,386,400	\$710,400
Pedestrian	\$0	\$0
Signal Interconnect	\$9,693,700	\$9,791,700
Transit Facility Improvement	\$65,946,810	\$64,018,300
Transit Service and Equipment	\$11,535,953	\$29,538,920
Total*	\$285,988,235	\$281,557,784

* Totals are different because projects are not fractional.

Staff believes the proposed approach leads to a balanced program, as shown in Table 1. The biggest drop in funding is in the direct emissions reduction category, while the biggest gain is in transit service and equipment. Within the transit service category, the main change is that a project to modernize track on the Brown Line would have been funded (pending eligibility determination), a result of the use of asset condition as a criterion. While the overall totals for highway projects are similar, not all of the same projects would be selected. The total spent on bicycle facilities goes up slightly, but since the technique used for the air quality analysis is under review, this result may change in the future.

Comparing against the approved program, the projects developed using the proposed method would reduce total VOC emissions by about two percent less over the projects' life, a marginal

difference. Because fewer direct emissions projects are included, lifetime reduction in fine particulate emissions decreases by 7 percent. However, the statutory requirement of spending 25 percent on fine particulate matter projects is met. Thus, while it is possible that the use of additional criteria could dilute the air quality focus of the program, the effect is limited in practice.

Staff envisions other factors beyond the quantitative rankings continuing to play a role in the development of the CMAQ program. Project readiness, sponsor capacity, and so forth may in some cases have a strong influence on the staff-recommended program. Such information would come partly from focus group review. The focus groups would be provided with the staff rankings, including the air quality rankings, and asked to provide a general review of the projects and the priority implied by the rankings.

While quantitative criteria are preferable to qualitative ones, a few qualitative criteria are included in the proposed approach. In particular, RTOC and the transit agencies indicated that qualitative scoring of reliability improvements would be appropriate until better tools are developed. Lastly, staff agrees that implementers would be aided by having as much information as possible about scoring before they submit projects. In particular, highway agencies have asked for more information about how air quality cost-effectiveness is calculated. Thus staff intends to place the spreadsheets used to calculate emissions reductions online for implementers to use.

Technical changes made since initial staff proposal

After discussing the initial proposal with the PSC twice and with each of the focus groups, several changes were made at the committees' recommendation:

- Replaced air quality point bins with a continuous function, as recommended at April PSC meeting.
- Increased weight for the cost-effectiveness of air emissions reduction from 50 percent to 60 percent, as recommended at the April PSC.
- Decreased regional priority weight from 20 percent to 10 percent.
- At the suggestion of the Bicycle and Pedestrian Task Force, bicycle connectivity was added as a criterion for bicycle projects and innovation was eliminated as a criterion.
- Eliminated innovation criterion for direct emissions projects and added annual health benefits, as calculated by US EPA's [Diesel Emissions Quantifier](#).
- Asset condition was estimated since these data have not been provided to CMAP. In all likelihood, CMAP will need to ask for these data on the project application form rather than having the entire dataset. Transit on-time performance (travel time reliability) may also need to be requested on the application form.
- Specific weights have been assigned for the transportation impact criteria based on discussions with the focus groups. They are shown in Table 2.

Table 2. Transportation Impact Criteria and Weights.

Project Type	Criteria and Weights			
Highway	Reliability 10	Safety 10	On CMP network* 5	Innovation 5
Transit	Ridership 15	Reliability (transit service) or asset condition (transit facilities) 15		—
Bicycle	Safety & attractiveness 10	Transit accessibility 10	Facility connectivity 10	—
Direct Emissions Reduction	Impacts sensitive population 20	Annual health benefits 5	Improves public fleets 5	—

* Congestion Management Process network

Interviews with PSC members

In December and early January, staff met individually with most of the PSC members to hear their perspectives on the CMAQ program. Although the same topics were covered, interviews were freeform and conversational. A summary of those interviews is as follows. While the discussions often led into program management, in order to save space only comments related to program development are summarized here.

Criteria used in project selection

- Members remarked favorably on how a balanced program is funded through CMAQ that includes many different types of projects for many different sponsors. More than one said that having a balanced program is more important than choosing projects based solely on air quality rankings. When there is “something for everyone,” according to one member, it makes it harder to challenge a particular program.
- When asked about specifying additional criteria beyond the cost-effectiveness of air emissions reduction, some members were interested and supportive while others were not. One member noted that any additional criteria need to be noted in the application materials rather than developed after the application period has closed, and that the criteria need to be vetted through the committee structure.
- Several members voiced concern about the use of qualitative criteria, calling them subjective. Other implementers expressed concern about overuse of quantitative information at the expense of professional judgment.
- One member felt that using multiple criteria and combining them together in a composite score would be “comparing apples and oranges,” while another said that ranking projects only by their cost per kilogram of volatile organic compounds (VOC) removed was resorting to the “lowest common denominator.”

Analysis and program requirements

- Highway-focused implementers brought up the concern that the air quality analysis often does not yield high rankings for projects they feel are priorities. They indicated that they would like more information about CMAP's analytical techniques.
- It was suggested that the contribution of other project types besides direct emissions projects also be counted toward meeting the requirement to use 25 percent of funds on projects reducing fine particulate matter emissions.
- Some members stated that the checkboxes on the application forms regarding the status of Phase I Engineering were confusing or incorrect. Eliminating hardship exceptions for Phase I Engineering was also suggested. It was also mentioned that engineering requirements for transit projects were not well defined.
- A number of members said that while they understood that private entities are eligible for CMAQ funding, they felt the priority should be funding public sector needs.

Role of the focus groups and connection to long-range plan

- Members had mixed responses to the question of whether they felt the modal focus groups added value to the CMAQ process. Generally, members said the Regional Transportation Operations Coalition (RTOC) and the Bicycle and Pedestrian Task Force enhanced project selection while the Direct Emissions Reduction Group and Transit Focus Group did not. Some members felt discussions in the latter two groups devolved into lobbying for favored projects.
- Several members made statements to the effect that the focus groups should either be given a more specific and formal role or be eliminated from the process. Those who argued for a stronger role for the focus groups said that the air quality rankings should be made available to them in their deliberations. One suggestion was to have a less structured focus group process that would review project merits without trying to rank projects or make recommendations as a group to the PSC.
- Asked about the concept of tying programming to GO TO 2040, opinion was also divided. Some members said that GO TO 2040 is not specific enough to use to develop priorities for the CMAQ program. Others said that the connection to GO TO 2040 should be strengthened.

Project Selection Committee size and composition

- Several of the members noted that they have been representing their agencies on the committee for the approximately twenty years it has been in existence. They felt that by "agreeing to disagree," in the words of one member, they had come to a rapprochement regarding methodology, project types, geographic distribution of funds in the region, and other issues.

- Asked about whether the membership should be broadened, they did not favor including non-implementers on the committee, either because it could disrupt the agreement they had forged or because they felt non-implementers do not have an appropriate perspective on CMAQ. The members also felt that having a small committee made it more effective.

Action requested: Discussion

Attachment: October 3, 2012 Memo to MPO Policy Committee, "Performance-Based Evaluation Criteria for Transportation Funding"



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board
MPO Policy Committee

From: CMAP Staff

Date: October 3, 2012

Re: Performance-Based Evaluation Criteria for Transportation Funding

Since the passage of GO TO 2040, CMAP has articulated the need for the State and regional stakeholders to implement performance-based funding for transportation. One year ago, CMAP introduced this concept as a high priority to a joint meeting of the CMAP Board and MPO Policy Committee. Since then, CMAP staff has engaged state, regional, and local partners in a far-reaching conversation about the benefits of a more transparent process for allocating scarce capital dollars. The specific details of CMAP's past work and outreach are outlined at the end of the memo. Furthermore, the recently-passed federal transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), signals a new federal emphasis on outcome-based performance measurement.

At the joint meeting, CMAP staff proposes specific next steps to further explore performance-based funding, focusing on the Illinois Department of Transportation's multiyear highway program. The specific recommendations for the Board and MPO's consideration appear directly below. The remainder of the memo provides background, including a formal definition for performance-based funding as used by CMAP staff and illustrates one potential step-by-step process, including specific evaluation criteria, for how a performance-based funding system could operate in Illinois, based on the experience of peer states.

To advance performance-based funding for transportation projects in Illinois, CMAP staff makes the following two requests of the CMAP Board and MPO Policy Committee:

- 1) IDOT should form a technical advisory group for implementing performance-based funding.**

Staff asks that the Board and MPO Policy Committee request IDOT to convene a state technical advisory group. The group should form at the beginning of state FY 2014 and produce a report

by the end of state FY 2014. This group would consist of IDOT staff and staff from the state's MPOs. The state technical advisory group would focus on four main themes:

- First, this group would consider organizing the state highway program into broad programmatic categories or “buckets” —for example highway maintenance, highway modernization, and highway expansion. This effort would include definitions for each category, as well as mechanisms to classify projects with multiple or ambiguous work types.
- Second, this group would be charged with determining performance measures for the programmatic categories as well as formal scoring procedures.
- Third, this group would set broad parameters for the inclusion of MPO input into the prioritization process. CMAP stresses that MPOs should have flexibility to develop their own prioritization methodologies.
- Fourth, this group would be charged with developing an overall timeline for the new performance-based funding system, with a goal of implementing the new system in state FY 2015.

2) CMAP should initiate a regional process for developing the agency's internal prioritization and selection methodology to evaluate candidate projects.

This work would be coordinated through CMAP's committee structure and would be delivered by the end of state FY 2014. This exercise would engage the region in a formal process on how to measure and prioritize projects, and would provide an opportunity for CMAP staff to organize the appropriate data. This work will require considerable reorientation of CMAP staff resources in FY 2014 across the policy, planning and programming, and research and analysis departments.

This timeline aligns with new federal requirements. MAP-21 requires the U.S. Department of Transportation to determine performance measures and state departments of transportation, in consultation with metropolitan planning organizations, to set performance targets for those measures. CMAP's proposal would assist the State not only to satisfy these upcoming requirements, but transcend them to implement a true performance-based system for allocating dollars and projects. In other words, this process should strive for much more than what MAP-21 mandates.

CMAP staff recommends that State Planning and Research (SPR) dollars, the federal Unified Work Program (CMAP and other MPOs' primary source of funding), or some combination of the two be used to finance the research activities of the state technical advisory group. This effort will require dedicated staff resources from the MPOs and IDOT, and could also be supported by a consultant's services.

ACTION REQUESTED: Approval by the CMAP Board and the MPO Policy Committee of the staff recommendation to advance performance-based funding for transportation projects in Illinois

BACKGROUND AND FURTHER INFORMATION

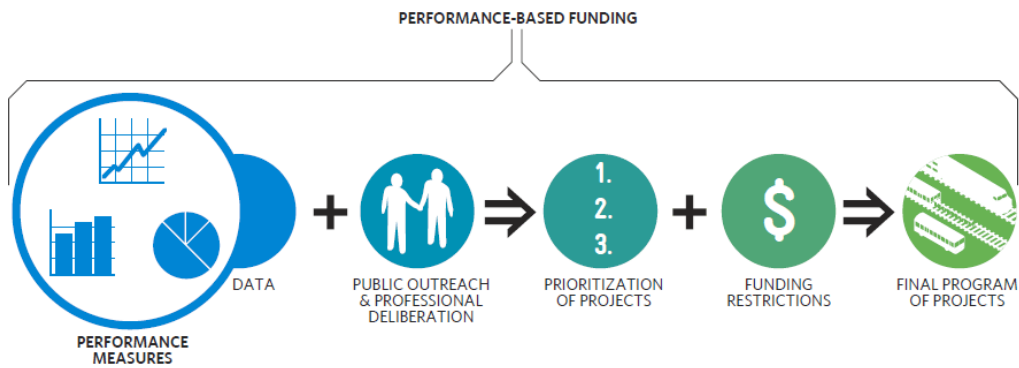
What is “Performance-Based Funding”?

Clear, consistent definitions are crucial when discussing this topic. CMAP’s work in this area focuses on performance-based funding, that is, the effort to tie the prioritization of projects and the allocation of funding to performance measures. It is also important to note that CMAP, as well as IDOT and other regional partners, has been active in the area more commonly known as “performance measures.” However, it is important to draw a distinction between the two, as follows:

- **Performance measures** are data about the use, condition, and impact of the transportation system. These measures are best thought of as indicators – data that is publicly reported for illustrative purposes or to demonstrate progress made toward established targets. Several state departments of transportation (DOTs) are active in performance measurement, as illustrated by the Missouri DOT’s [Tracker](#) tool, the Minnesota DOT’s annual [performance reports](#), and the North Carolina DOT’s [organizational performance](#) website. CMAP is also active in performance tracking through its dissemination of data via the [MetroPulse](#) portal, the various indicators included in [GO TO 2040](#), its [Congestion Management Process](#), and other [transportation programs](#). Additionally, the Regional Transportation Authority reports various performance measures on its [website](#), as does IDOT (e.g. the annual [Travel Statistics](#) publication).

Performance-based funding uses a variety of performance measures to assist in prioritizing and selecting projects for funding. This data is used as part of a transparent, public process that also relies on the professional judgment of transportation stakeholders and, in some cases, the general public. Project scores built from quantitative and qualitative input must be reconciled against available funds. Note that not all performance measures can be immediately applied to the programming process; many indicators are developed at the system level, not the project level, and would need to be gathered in greater detail to be useful in programming. CMAP’s [Issue Brief](#) on the use of performance-based evaluation criteria for transportation funding falls under this category, as do the experiences of peer states and metropolitan regions that participated in the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) [Transportation Planning Capacity Building](#) program peer exchange CMAP hosted in July 2012. The draft final report of this peer exchange can be found at <http://www.cmap.illinois.gov/regional-coordinating/minutes>.

The following image illustrates the sequence of a performance-based funding process and emphasizes that performance measures play a critical role in such a process as a source of data.



Note: This image illustrates that performance measures are a form of data, and just one component of a larger performance-based funding process.
Source: Chicago Metropolitan Agency for Planning.

Outlining a Performance-Based Funding System for Illinois

This section outlines CMAP’s best thinking on how a state performance-based funding process, once implemented, would actually work. The details shown below are similar to CMAP’s earlier [issue brief](#) on the subject, which was presented to the CMAP Board in February 2012. Since that time, CMAP has learned a great deal about best practices from other states. This section attempts to illustrate a way forward, although final details should be fleshed out via the state technical advisory group recommended at the beginning of the memo.

Guiding Principles

CMAP proposes the creation of a new, inclusive, and transparent process for allocating state highway dollars via the IDOT Highway Improvement Program. A new process should be based on a brief set of guiding principles, which describe overall intent. In short:

- 1) The process should be well-communicated and the data should be transparent – all stakeholders should know the “rules of the game” and understand why some projects are programmed and others are not.
- 2) The process should lead to more effective decision-making, even within existing statutory or non-statutory funding constraints such as the 55/45 split.
- 3) IDOT retains its programming authority, but the process must formalize the input of metropolitan planning organizations into the process for a subset of projects.
- 4) Implementation should start small on a subset of project types, chiefly capacity expansion and modernization projects, that will benefit from more evaluation and regional buy-in. Other project types, such as maintenance work, require engineering expertise and considerably less formal involvement from other entities or the public.

IDOT’s Highway Improvement Program Today

IDOT is responsible for constructing, operating, and maintaining a large highway network, and spends billions annually to do so. IDOT’s current highway program, included in the multi-

modal [Transforming Transportation for Tomorrow](#) program, budgets \$9.2 billion in improvements across the state for FY 2013- FY 2018. This program includes \$6.5 billion in federal funds, \$2.2 billion in state funds, and \$0.5 billion in local funds. The six-year highway improvement program schedules \$2.4 billion for District 1¹, not including statewide line items.

Much of IDOT's highway program is devoted to highway and bridge maintenance. IDOT utilizes evaluation criteria to prioritize these kinds of projects, and IDOT provides information about how this part of the process works. IDOT's Condition Rating Survey (CRS) measures pavement conditions and conducts bridge inspections every other year through the Bridge Analysis and Monitoring System. From this data, IDOT develops lists of backlog and accruing needs, and also determines which assets are in acceptable condition. In developing its highway program, IDOT sets a performance target of at least 90 percent of the road system in acceptable condition and at least 93 percent of bridges in acceptable condition. At this stage, CMAP supports IDOT's current practice in highway maintenance, and would make no recommendation to change how maintenance or bridge projects are evaluated and selected.

Rather, CMAP would propose to focus on highway modernization and highway expansion projects. Projects such as additional lanes, new interchanges, grade separations, and Intelligent Transportation Systems typically have more sizable impact on the regional economy and the development of our local communities. As such, they lend themselves to more extensive regional buy-in, including an evaluation of their alignment with GO TO 2040. However, to date CMAP and the MPO Policy Committee have had no formal role in evaluating these projects prior to their inclusion in the state Highway Improvement Program (and subsequent amendment into the regional Transportation Improvement Program). CMAP staff and committees have experience in evaluating complex projects across multiple criteria, for example through the [selection](#) of major capital projects for inclusion in GO TO 2040.

¹ IDOT District 1 includes Cook, DuPage, Kane, Lake, McHenry, and Will Counties. Kendall County is located in IDOT District 3.

Prioritization buckets

IDOT could organize its highway funds into three broad categories: maintenance, modernization, and expansion.



HIGHWAY MAINTENANCE



HIGHWAY MODERNIZATION



HIGHWAY EXPANSION

CMAP supports IDOT's current approach to evaluating and selecting maintenance projects. Rather, CMAP proposes to focus a new performance-based process on highway expansion and modernization projects.



HIGHWAY MAINTENANCE



HIGHWAY MODERNIZATION



HIGHWAY EXPANSION

Source: CMAP staff.

CMAP believes that IDOT's current practice in these areas could be improved, specifically by incorporating a more rigorous, systematic approach to evaluating and prioritizing these projects. IDOT reports that it currently considers economic needs, safety needs, congestion relief, local support, and political support in evaluating system expansion and congestion mitigation projects, but does not provide any data or documentation showing how those factors influence the development of the final program. CMAP believes that the evaluation criteria used to assess these projects should be broadened to more formally incorporate topics such as economic development, environmental impacts, and other quality of life considerations, including alignment with the livability principles of GO TO 2040.

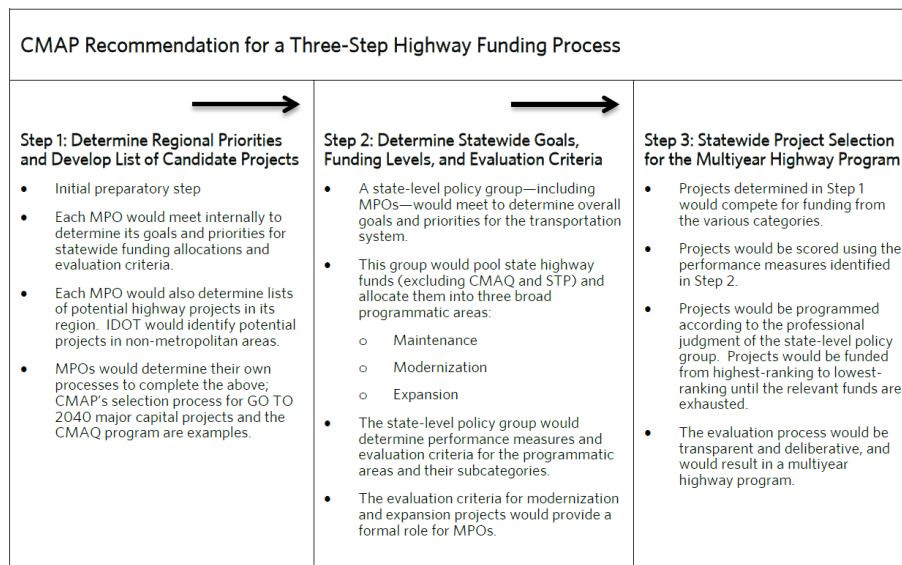
An Illustration of Performance-Based Funding in Illinois

CMAP recommends a new outcome-driven process to allocate state highway funds. CMAP stresses that a new approach would continue the current state practice of developing a multiyear highway program, currently done through the five-year Highway Improvement Program. IDOT would also continue to award highway funds and deliver projects under the proposed process; there would be no change in current programming authority or construction oversight. The Congestion Mitigation and Air Quality (CMAQ) Improvement and local Surface Transportation Program (STP) programs would be exempted from a new approach, which would apply only to the fund sources that currently finance the state Highway Improvement Program.

IDOT could organize the funds included in its highway improvement programs into three broad programmatic areas, or "buckets", and apply tailored performance criteria to evaluate

projects within each of the three areas. In this example, these buckets would include highway maintenance, highway modernization, and highway expansion. These categories are broadly consistent with current practice at IDOT, which recognizes four strategic goals of roadway maintenance, bridge maintenance, congestion mitigation, and system expansion, along with an overarching goal of highway safety.

CMAP presented a hypothetical three-step state highway programming process in its February 2012 [issue brief](#). As mentioned, that example is broadly similar to the one offered here, and the following flow chart from that document provides a high-level illustration of how such a system might operate.



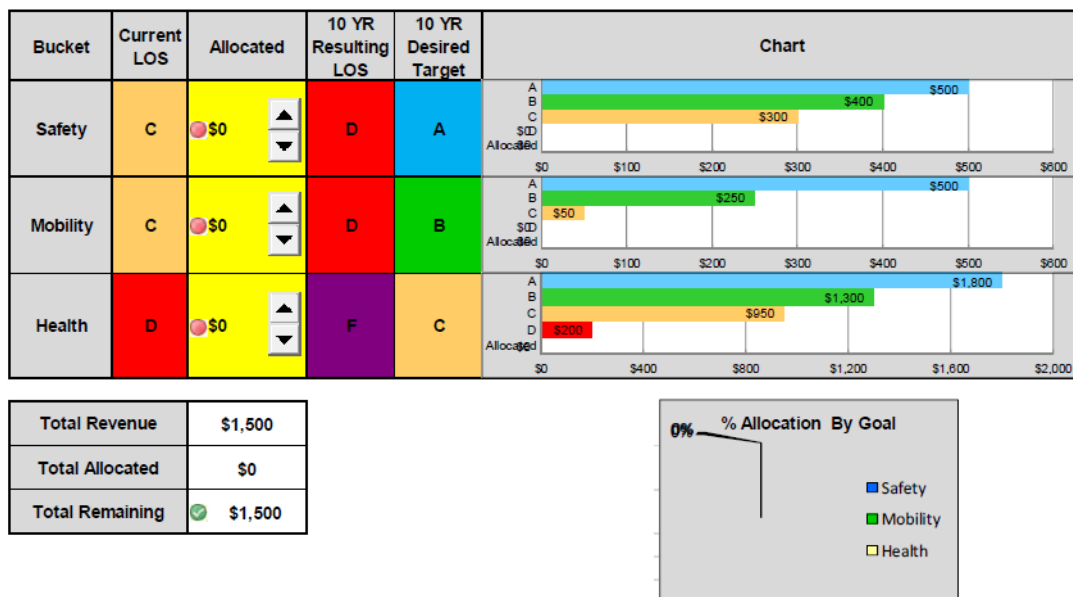
The next three subsections describe CMAP's current thinking on how a performance-based funding system could operate in Illinois. First, funding levels to each programmatic area would be determined through extensive outreach to transportation stakeholders and the public. Second, projects would be scored used explicit evaluation criteria tailored to highway modernization and highway expansion projects; again, IDOT would continue to evaluate and select highway maintenance projects according to its existing processes. Third, projects would be programmed based on a combination of their quantitative scores and professional judgment.

Step 1: Determine Statewide Funding Levels

In the first step, IDOT would reach out to transportation stakeholders and the public to determine funding allocations to the three major programmatic areas, or program "buckets". CMAP recommends that IDOT develop an interactive spreadsheet-based tool that allows stakeholders and the public to develop different funding scenarios given a budget constraint. This tool would estimate the impacts of the various funding scenarios on the transportation system's level of service, and compare these results to current conditions and desired targets. The North Carolina Department of Transportation has developed and currently operates such a tool.

Below is a screenshot from an NCDOT presentation that demonstrates how the tool operates². The leftmost columns show the Department’s broad programmatic categories and their current levels of service (LOS). In the yellow column, stakeholders or other members of the public can allocate funding across the various budgets, subject to the overall budget constraint shown in the bottom-left corner of the screen. The fourth column displays the resulting LOS from the investment level allocated to each programmatic category, and the fifth column shows the targeted level of service from the State’s long-range planning documents. The bar charts on the right show the amount of funding that would need to be allocated to each programmatic category to meet LOS A, B, C, or D. For example, an investment level of \$500 million would be required to achieve LOS A for the “Safety” category, \$400 million to achieve LOS B, and \$300 million to achieve LOS C.

Investment Strategy Summits – Example Only



Such a tool allows transportation stakeholders and the public to understand the tradeoffs inherent in funding allocations, and to demonstrate their priorities given fiscal constraint. As in North Carolina, CMAP recommends that IDOT conduct outreach across the state, employing this tool in public information meetings but also in more formal meetings with the state’s metropolitan planning organizations. IDOT would then allocate funding across its programmatic areas using the input from the public and stakeholders’ preferred funding scenarios.

Step 2: Develop List of Candidate Projects and Score Projects

In the second step, candidate projects would be determined and scored using transparent evaluation criteria. IDOT and MPOs would first develop candidate projects through their internal processes. These projects would be compiled by IDOT and grouped into the three

² North Carolina Department of Transportation, [Strategic Prioritization Process](#) website. “Prioritization 2.0 Presentation (Jan 2012)”, slide 48 of 52.

broad programmatic categories (highway maintenance, highway modernization, and highway expansion).

Each broad programmatic category would have its own evaluation criteria. IDOT would continue to evaluate and select highway maintenance projects according to its existing processes. Rather, this example focuses on highway modernization and expansion projects. For those “buckets”, MPOs and IDOT district offices would provide formal input into the scoring process, and more weight would be placed on this local input for projects of regional and subregional scale.

Although the final criteria and weights would need to be determined through the deliberation of a new state technical advisory group, CMAP offers the following scoring system for the highway modernization “bucket” as an illustrative example. In this example, each cell shows the total points possible for a given criterion.

Illustrative Example: Highway Modernization Projects (≈ IDOT’s “Congestion Mitigation” projects)

Tier of State Jurisdiction Highway	Quantitative Data	Local Input	
		IDOT District Rank	MPO Rank
Statewide (Interstates, expressways)	Facility geometrics – 20 points Congestion – 20 points Safety – 10 points Environmental impact – 10 points Facility condition – 10 points	20 points	10 points
Regional (Major U.S. and Illinois routes)	Facility geometrics – 15 points Congestion -- 15 points Safety – 10 points Environmental impact – 5 points Facility condition – 5 points	25 points	25 points
Subregional (Minor U.S. and Illinois routes)	Facility geometrics – 20 points Safety – 10 points	30 points	40 points

In this example, highway modernization projects would receive additional points outside of the above scoring methodology for including multimodal components. Again, a new state technical advisory group would decide the precise evaluation criteria and scoring. CMAP offers the following as illustrative examples.

Criterion: Providing Multimodal Options (maximum number of additional points)

- Project includes HOV/HOT lanes, light rail, heavy rail, commuter rail, bus rapid transit, bus-on-shoulder, bicycle or other multimodal options provided within the highway right of way.

Criterion: Providing Multimodal Connections (medium number of additional points)

- Project provides direct connection to a terminal for an alternative mode of transportation (e.g. train or bus station).

Criterion: Accommodating Multimodal Features (minimum number of additional points)

- Project includes sidewalks, pedestrian crossings, bicycle lanes, and other Complete Street elements and/or transit signal prioritization, bus shelters, transit bypass lanes, or bus pullouts.

Although the final criteria and weights would need to be determined through the deliberation of a new state technical advisory group, CMAP offers the following scoring system for the highway expansion “bucket” as an illustrative example. In this example, each cell shows the total points possible for a given criterion.

Illustrative Example: Highway Expansion Projects (≈ IDOT’s “System Expansion” Projects)

Tier of State Jurisdiction Highway	Quantitative Data	Local Input	
		IDOT District Rank	MPO Rank
Statewide (Interstates, expressways)	Congestion – 20 points Travel time reliability – 20 points Economic Competitiveness – 20 points Environmental impact – 10 points	20 points	10 points
Regional (Major U.S. and Illinois routes)	Congestion – 20 points Travel time reliability – 15 points Economic Competitiveness – 10 points Environmental impact – 5 points	25 points	25 points
Subregional (Minor U.S. and Illinois routes)	Congestion – 20 points Travel time reliability – 5 points Environmental impact – 5 points	30 points	40 points

As described above, highway expansion projects would also receive bonus points for including multimodal components.

For both the highway modernization and highway expansion projects listed above, the new state technical advisory group would be responsible for determining specific performance measures and scoring procedures to determine points for each topic. In other words, this group would determine transparent, objective mechanisms to calculate a project's "congestion points" or "safety points". Further, MPOs and IDOT district offices would need to determine their internal processes for determining scores. In translating their local priorities into evaluation processes, CMAP only recommends that these groups be transparent in their use of data and throughout the overall process. All scoring decisions must be based on a clear, defensible rationale.

While the final decisions on evaluation methodology would be determined by a new state technical advisory group, CMAP stresses that the evaluation of modernization projects should incorporate measures of safety, condition, geometrics, and environment, while the evaluation of expansion projects should incorporate measures of congestion, travel time reliability, economic impact, and environmental impact. CMAP also stresses that more weight be allowed for local input on projects of regional or subregional importance.

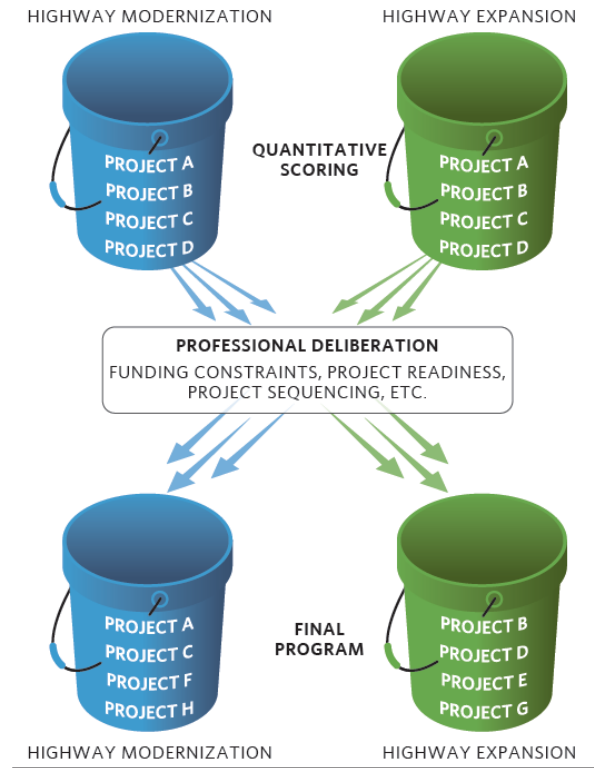
Step 3: Project Selection

Transparency in decision-making is paramount in the actual programming of projects. In the third step, IDOT staff would reconcile the project scores determined in the second step with the funding allocations developed in the first step to develop the highway improvement program, which in turn determines the federally-required State Transportation Improvement Program. Through a deliberative, transparent process, IDOT staff would apply its professional judgment to incorporate into the programming process funding restrictions, project readiness, and other factors that affect project delivery.

To promote transparency, the final program would be published showing each project's score from Step 2, along with a narrative description or other explanation of the other non-quantitative factors that influenced the programming decision. For example, IDOT could develop a series of "Yes/No"-type checkboxes to indicate the presence of other programming factors such as project special funding eligibility or restrictions, deliverability, schedule, project cost, departmental cash flow, logical sequencing of projects, etc., and summarize those findings with a short narrative description. Where appropriate, IDOT should providing supporting documentation to reinforce its narrative descriptions.

CMAP stresses that the project scores developed in the first step would not solely determine final programming decisions. This approach would allow IDOT the flexibility to incorporate real-world conditions that influence programming decisions. To illustrate, consider the image below. Projects are first scored and sorted into programmatic categories. However, the projects included in the final program are not a sequential list of highest- to lowest-scoring.

From quantitative scoring to a final program



Source: CMAP staff.

Appendix I. CMAP's Past Efforts on Performance-Based Funding

Since the adoption of GO TO 2040 in October 2010, the CMAP Board, MPO Policy Committee and the Regional Coordinating Committee have addressed the “55/45 split” issue in more detail, as articulated in this [Issue Brief](#) from March 2011. These committees directed staff to conduct more research and outreach, specifically with downstate partners, to create a broader-based constituency for altering the current allocation system. Since then, CMAP staff has reached out to various entities including IDOT, the Governor’s office, numerous Councils of Governments, County Board Chairs, Metro Counties, the Metropolitan Mayors Caucus, the Illinois MPO Advisory Council, the Transportation for Illinois coalition, and others.

At the October 2011 meeting of the Regional Coordinating Committee, CMAP staff [presented](#) initial research on the use of performance-based evaluation measures for transportation in the context of the 55/45 issue. The CMAP Board and MPO Policy Committee discussed this issue at their October 2011 joint meeting, as did the Regional Coordinating Committee at its December 2011 meeting. In general, all three committees expressed an interest in moving toward a more performance-based funding allocation system.

The CMAP Board and MPO Policy Committee again reviewed this material at their January 2012 meetings. At that time, **the CMAP Board directed CMAP staff to send a letter**, along with this [memorandum](#), to IDOT and RTA **requesting to work cooperatively to implement a new performance-based funding system**. CMAP staff published this [Issue Brief](#) in February 2012 summarizing the research findings to date and offering a high-level proposal for a performance-based funding system in Illinois.

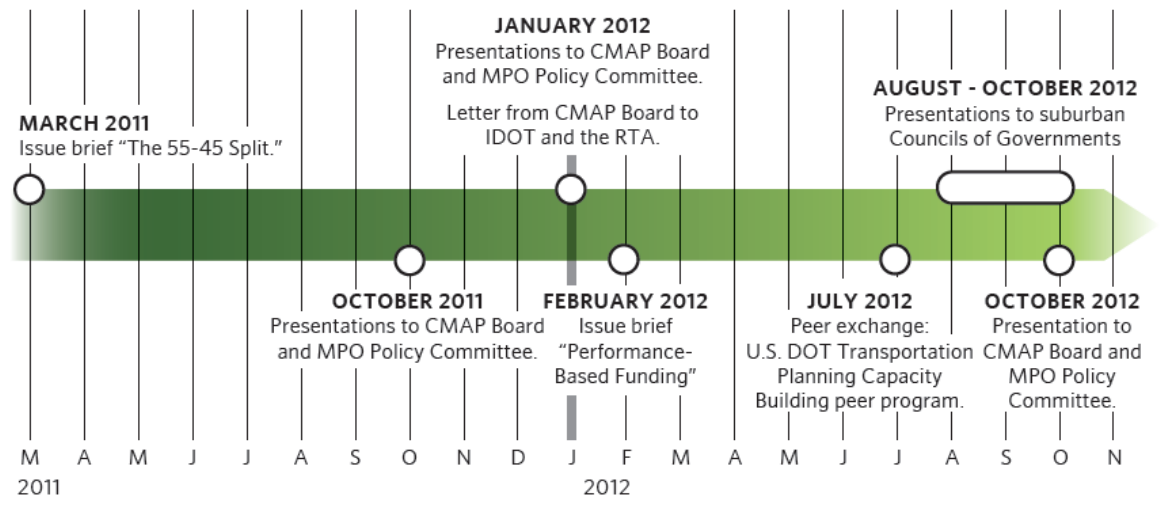
In spring 2012, CMAP staff applied for funding through the U.S. DOT Transportation Planning Capacity Building Program to host a peer exchange. The application was approved, and CMAP hosted visiting officials from IDOT, the Illinois MPO Advisory Council, and departments of transportation and metropolitan planning organizations from three peer states (Minnesota, North Carolina, and Pennsylvania). The peer exchange was held from July 10-11, 2012, and the findings are summarized in this [Policy Update](#), as well as a later section of this memorandum.

In the late summer and fall of 2012, CMAP staff continued its outreach efforts, presenting the key takeaways from the July peer exchange to the various Councils of Mayors, as well as the CMAP Transportation Committee and the Regional Transportation Operations Coalition. Additionally, CMAP staff analyzed the newly-passed MAP-21 bill for its language on performance measurement. That work is contained in this [Policy Update](#) from August 2012.

In September 2012, CMAP staff hosted a Regional Peer Exchange as a follow-up event to the July peer exchange. The regional event brought together regional highway and transit implementing agencies to discuss their capital programming processes. Participating agencies included IDOT District 1, the Illinois Tollway, the region’s six largest counties, the Council of Mayors, CMAP, the City of Chicago, the City of Naperville, RTA, CTA, Metra, and Pace. The findings from that event will soon be posted as a Policy Update.

The following timeline summarizes the various presentations made by CMAP staff, key staff meetings with IDOT, and various Policy Updates and Issue Briefs posted by CMAP on the topic of performance-based funding for transportation:

CMAP's past efforts on performance-based funding



Source: CMAP staff.

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