



CMAQ Project Selection Committee

Annotated Agenda

Thursday, July 17, 2014

2:00 p.m.

Teleconference # 800-747-5150, Access Code 3867454

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

- 1.0 Call to Order** 2:00 p.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – June 12, 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: Information
- 4.3 Transit Quarterly Updates**
A summary of transit expenditures for the 1st quarter of 2014 was completed.
ACTION REQUESTED: Information
- 5.0 Project Changes**
- 5.1 Frankfort – St. Francis Rd. Multi-Use Trail (TIP ID 12-12-0004)**
The sponsor is requesting to transfer \$12,000 federal CMAQ (\$15,000 total) programmed for phase 2 engineering in FFY 2014 to construction in FFY 2015 and a cost increase of \$130,000 federal

CMAQ (\$162,000 total). The trail is being designed and constructed with the St. Francis roadway improvement project therefore phase 2 engineering will be completed using local funds. The construction cost estimate has increased due to the combined effects of additional embankment materials and restoration identified during phase 1 engineering and additional ADA compliance improvements. If the request is approved the total programmed for construction, including CE, would increase to \$188,000 federal CMAQ (\$250,000 total). The total project cost would increase to \$188,000 federal CMAQ (\$275,000 total). A re-ranking was completed with the project ranking changing from 4th to 8th among all 2012-2016 Bicycle Facilities proposals. The ranking among GO TO 2040 supportive projects changed from 6th to 7th.

ACTION REQUESTED: Approval of the requested transfer and cost increase.

5.2 DuPage County – Fabyan Pkwy/Washington St at Roosevelt Rd (TIP ID 08-12-0006)

The sponsor is requesting a cost increase of \$99,000 federal CMAQ (\$123,000 total) for phase 2 engineering in FFY 2014 and \$1,848,000 federal CMAQ (\$1,310,000 total) for construction in FFY 2015 for a total increase of \$1,947,000 federal CMAQ (\$1,433,000 total) as a result of the latest engineer's estimate (pre-final plans) based on current unit prices and final scope of work. If the request is approved, the total programmed amount would increase to \$9,757,000 federal CMAQ (\$12,657,000 total). A re-ranking was completed with the project ranking changing from 68th to 71st among all 2012-2016 Intersection Improvement proposals. The ranking among GO TO 2040 supportive projects remained the same at 35th.

ACTION REQUESTED: Approval of the requested cost increase.

5.3 Des Plaines – Central Ave from Wolf Rd to East River Rd Bicycle Facilities (TIP ID 03-08-0002)

The sponsor is requesting a cost increase for construction in the amount of \$516,508 federal CMAQ (\$731,085 total) due to an increase in the Engineer's estimate of cost between 2009 (when the project plans were originally prepared) and today. If the requested cost increase is granted the total programmed amount would increase to \$1,092,600 federal CMAQ (\$1,451,200 total). The project is targeting the September 19, 2014 state letting. Pre-final plans have been submitted to IDOT District 1. A re-ranking was completed with the project ranking changing from 6th to 13th among all 2008 Bicycle Facilities projects.

ACTION REQUESTED: Approval of the requested cost increase.

5.4 IDOT - IL 394 at Sauk Trail (TIP ID 07-12-0001)

The sponsor is requesting a cost increase for construction in the amount of \$932,000 federal CMAQ (\$1,165,000 total) for FFY 2014 due to a new final design construction estimate based on detailed quantity calculations and current bid tab pricing. If the request is approved the total programmed amount would increase to \$1,580,000 federal CMAQ (\$1,975,000 total). A re-ranking was completed with the project ranking changing from 2nd to 14th among all 2012-2016 Intersection Improvement proposals. The ranking among GO TO 2040 supportive projects changed from 1st to 6th. The current target letting is November 7, 2014.

ACTION REQUESTED: Approval of the requested cost increase.

5.5 McHenry – IL 31 from McCullom Lake Rd to IL 120 (TIP ID 11-03-0007)

The sponsor is requesting to transfer \$145,360 federal CMAQ (\$181,700 total) from Phase 1 engineering to ROW along with a cost increase of \$213,637 federal CMAQ (\$267,045 total) for ROW and \$500,000 federal CMAQ (\$625,000 total) for construction. The increase in ROW is being requested due to higher than anticipated land acquisition cost while the increase in construction cost is due to a high bid and a larger than anticipated amount of special waste disposal, encountered during construction, which began in early 2014. If the request is approved the total programmed amount would increase to \$9,757,000 federal CMAQ (\$12,657,000 total). A re-ranking was completed with the project ranking changing from 2nd to 4th among all 2005 Intersection Improvement proposals.

ACTION REQUESTED: Approval of the requested transfer and cost increase.

5.6 CDOT – Chicago Area Alternative Fuel Deployment Project, Phase 2 (TIP ID 01-12-0004)

The sponsor is requesting a scope change increasing the federal share and expanding the types of vehicles eligible for a voucher. Staff is evaluating the request.

ACTION REQUESTED: To be determined.

5.7 Administrative Modifications

Staff completed one administrative modification, as described in the attached CMAQ Project Change Requests memo.

ACTION REQUESTED: Information

6.0 CMAQ Program Process Evaluation and Transformation

6.1 Programming and Management Policies and Scoring Process

A summary of the comments and concerns that were recorded by staff over the last several meetings was distributed after the last meeting for Committee member review and is attached.

ACTION REQUESTED: Discussion

6.2 Project Type Changes for the CMAQ Program

The process review has led to the evaluation of project types and the methods used for analysis. A memo is included with the meeting materials with recommendations for consideration.

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 August 28, 2014 at 2:00 p.m. The committee may be asked to consider re-scheduling this meeting to August 21, 2014. In either case, the Norfolk Southern Railroad and EMD have invited the Committee to visit their facility in LaGrange; the potential for an on-site meeting is being explored.

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, June 12, 2014 2:00 p.m.
CMAP Offices

**Committee Members
Present:**

Ross Patronsky, Chair (CMAP), Luann Hamilton (CDOT),
Mark Pitstick (RTA), William Rodeghier (Council of Mayors),
Mike Rogers, (IEPA – via phone), Chris Schmidt (IDOT), Chris
Snyder (Counties),

Staff Present:

Alex Beata, Patricia Berry, Kama Dobbs, Jesse Elam, Doug
Ferguson, Ben Gilbertson, Don Kopec, Kyle Syers, Stephanie
Truchan

Others Present:

Jennifer Becker, Bruce Christensen, John Donovan, Keith Privett,
Tom Rickert, Chris Staron, David Tomzik, Tom Vander Woude
(via phone), Mike Walczak, Tom Weaver

1.0 Call to Order

Committee Chairman Patronsky called the meeting to order at 2:04 p.m.

2.0 Agenda Changes and Announcements

None

3.0 Approval of Minutes – May 15, 2014

On a motion by Mayor Rodeghier and a second by Mr. Pitstick, the minutes of the May 15, 2014 meeting were approved as presented.

4.0 Draft CMAQ Program Policies Update and FY16-20 Programming Schedule

Mr. Ferguson reviewed technical corrections and proposed updates to the *CMAQ Programming and Management Policies*. He pointed out that all references to 100% funding have been removed and a section on evaluations criteria, rankings and project selection has been added. In response to a question from Mayor Rodeghier, Mr. Ferguson confirmed that section A: 1) 2) d) explains that the rankings will be used as a tool, with focus group feedback, to develop a staff recommendation for project selection committee consideration. Mr. Elam added that the project selection committee can elaborate on the recommendation when developing its recommendation to the Transportation Committee. Mayor Rodeghier stated that it should be clear that the rankings are not the be-all, end-all

of project selection. Several members suggested that staff prepare air quality rankings and evaluate transportation impact criteria to develop a composite score for applications that would be presented to the focus groups for validation. Drawing on their professional judgment and experience as subject matter experts, the focus groups could elevate other issues and recommend adjustments to the program. Those adjustments would go back to staff, who would then consider the input and present a recommended program to the project selection committee for consideration for recommendation to the Transportation Committee.

Mr. Snyder noted that when the focus group process was initiated, it was envisioned that the focus groups might identify additional projects for consideration. He noted that the focus groups were not provided with air quality rankings. Mr. Ferguson and Mr. Patronsky clarified that the focus groups were given technical data along the lines of the transportation impact criteria, but were specifically not given the air quality information so that their recommendations were focused on the other criteria. Mr. Privett observed that it may be beneficial to hold back the air quality data to prevent gaming of the process. Staff and other members were not concerned that providing the data would impact the discussions or decisions as long as the focus groups have an understanding that the role of focus groups is to validate the staff rankings and not to re-rank the entire program. Mr. Pitstick noted that the transportation impact rankings are a reasonable way to get to the “and” in congestion mitigation and air quality. Mr. Privett suggested that examples of other criteria that could factor into the recommendations, such as geographic balance, modal balance and project readiness should be included in the document.

Mr. Pitstick thanked staff for the transit-specific language to the screening criteria section regarding engineering. After significant discussion in response to questions from Mr. Tomzik and Mr. Weaver concerning the eligibility and funding levels for transit project engineering phases, Mr. Patronsky asked the transit agencies to provide staff with information regarding the relative costs, activities and milestones for engineering activities for the project types funded by CMAQ so that adjustments could be made to the language that keep the requirements as level as possible between transit projects and other project types and provide for comparable funding shares highway and transit projects.

Mr. Rickert requested more details on what constitutes “substantially complete” for phase 1 engineering. Staff explained that the intent is for design approval or the equivalent for projects not requiring a full PDR to be complete, or to have a final report submitted to IDOT by the date stated in the application materials. During the last call, staff relied heavily on IDOT field engineers’ “estimated design approval” dates as an indicator of the status of phase 1 reviews. Mr. Snyder suggested that the requirement should be changed to submittal of a draft report, as the scope and cost estimate of a project should be stable at that point, and the sponsor loses control of the schedule at that point. Staff noted that the quality of draft submittals varies substantially and welcomed further discussion with IDOT and implementers on appropriate language to convey the “substantially complete” requirement.

In response to questions from Mr. Tomzik and Mr. Weaver regarding the screening criteria requiring bicycle and transit projects to be found in an adopted or approved plan, Mr. Elam explained that the intent is for all projects to be selected from a priority-setting plan adopted by an entity, be it the sponsor agency or the municipality or county where

the project is located. Mr. Patronsky added that projects have stalled in the past because they were an idea submitted by a staff person or official who has left the agency versus a project that is identified in a plan as a priority. Mr. Weaver noted that the transit agency capital programs are the focus for implementation. Mr. Donovan added that programming is not planning and the intent is for projects to be identified by a planning process. Mr. Patronsky invited suggestions for changes to the language that would address getting a sense of sponsor commitment.

Mr. Privett suggested that the policies note that soft match, in accordance with IDOT policies, can be used for local match. Ms. Hamilton suggested that for privately funded direct emissions projects the match requirement should be for 80% of the marginal cost difference, not 65%, and suggested that staff should review recent changes to CMAQ funding policies in California as an example.

Mr. Privett stated that funding Engineering 1 was removed from the program because of time lag, but it was softened by the potential for 100% federal funding on later phases. Now that 100% funding is not an option, we've taken away the incentive for sponsors to complete phase 1. Mr. Rickert added that municipalities are hurt the most, but as long as they understand the commitment and that if 10 years pass they have to pay back, that is enough incentive for them to be submitting priority projects. It was noted that the time lag was only part of the rationale for requiring the sponsor to have completed Engineering 1, particularly extreme cost increases and substantial scope changes that came to the committee due to items uncovered during the engineering phase.

Mr. Donovan noted that the region has a history of selecting good priority projects, but still managed to accumulate a \$300 million unobligated balance and suggested that with the unobligated balance now down to \$150 million, the programming and management changes made in recent years are working. In response to a question from Ms. Dobbs, Mr. Privett clarified that he was suggesting that the committee consider funding phase 1 with CMAQ, but not considering funding for later phases until the phase 1 is complete as a compromise for the loss of 100% funding.

Mr. Tomzik expressed concern that there is confusion on whether equipment purchases are construction or implementation projects. Staff indicated those types of projects are implementation.

In response to a question from Mr. Privett, Ms. Dobbs noted that the language regarding semi-annual status updates was intended to provide flexibility in the schedule, but the expectation is that the May and October updates will continue. There is no plan for more frequent updates.

Mr. Ferguson pointed out the proposed schedule for the next call which was also included in the packets and briefly reviewed it with the committee. Mr. Snyder requested that the ranking criteria be circulated to the region this fall in advance of the call to assist sponsors in identifying projects for submittal.

5.0 CMAQ Program Process Evaluation and Transformation

Mr. Elam reported that in response to the committee's request for more details about the re-scoring of the FY 214-18 program using the proposed ranking criteria, a spreadsheet of

the individual category scores was provided. He reviewed the meaning of the color coding in that spreadsheet. Mr. Elam said ranking projects is not the same as selecting projects and it is the committee's responsibility to make selections that are informed by the rankings. He pointed out that as illustrated in the notes column of the spreadsheet, where appropriate, staff applied judgment on the rankings. Mr. Elam also noted that a memo was provided that is a companion document to the ranking spreadsheet, explaining how points are distributed and applied. The information in the memo will be part of the application materials for the next call for projects.

Mr. Schmidt stated that the cost effective score is derived by formula and noted that actual numbers of kilograms of pollutants eliminated are needed for federal documentation. Staff indicated that those numbers would be provided.

Mr. Weaver observed that the regional priority category tends to skew the scoring on certain categories and that direct emissions reduction projects are not likely to score high in this category. However, since these projects score so high on emissions reduction it may not matter.

Mr. Pitstick stated that access to transit and transit supportive development scoring seems to reward projects where conditions are already good and penalize those that need improvement. Mr. Elam stated that the transit supportive development score will consider the permitted density, not actual density and that the intent is for sponsors to have made the land use decisions prior to applying for infrastructure funding. Mr. Donovan added that the reality is that there is more congestion and thus more pollution within the core city center.

In response to a question from Mr. Tomzik, Mr. Elam clarified that travel time reliability scores will be based on routes, not segments. In response to a question from Mr. Weaver, Mr. Elam stated that commuter parking projects would be evaluated as transit facilities. There was concern expressed that at locations where no infrastructure currently exists, there is no way to determine asset condition.

Mr. Snyder observed that the criteria used to score bicycle projects are equally weighted, implying they are equally important. He suggested that a single numeric score could be problematic when applying judgment to fund a lower scoring project and suggested using "yes/no" or "low/medium/high" to increase flexibility in project selection.

Mr. Snyder asked if transit asset condition equates to a state of good repair. Ms. Hamilton stated that rider preference surveys indicate that newer, cleaner, safer, better-lit stations attract more riders. Mr. Elam added that regardless of the need for state of good repair, there has to be an air quality benefit, such as from increased ridership, for projects to be eligible for CMAQ funds.

Mr. Rickert said he continues to be concerned about comparing across categories of projects. He said weighting criteria should be considered at the regional or subregional level, not just the individual project level and many projects are high priorities locally among multiple surrounding jurisdictions, including elected officials at various levels, but using the criteria would not rank high enough to be funded. Mr. Snyder added that

scoring at the point of a project doesn't account for the benefits realized in a radius around the project.

Ms. Hamilton said she is concerned because bike sharing received points only in the cost effectiveness category, but the program has been observed to be changing people's behavior. Mr. Ferguson noted that to be fair, the re-scoring example presented drew only on information available at the time of the last call for projects and that at that time bike sharing was not yet operational. Mr. Elam added that the number of bicycle encouragement applications traditionally received doesn't warrant developing a whole range of criteria. Ms. Hamilton stated that the methodology should ensure that in that case these projects are judged not just by their ranking, which would cause them to be dismissed from consideration. Mr. Rickert added that this is where professional judgment comes into play and the committee is trusting staff assurances that it will be applied. Mr. Elam concluded the discussion by noting that the staff recommendation will likely include documentation for why a low ranking project should be funded or why a high ranking project shouldn't and that it would be up to the committee to make the final recommendation.

6.0 Other Business

Mr. Patronsky announced that Mr. Kopec is retiring after almost 40 years of service to CATS and CMAP. Mr. Kopec thanked committee members for good work over the years of the program and noted that the program has evolved and will continue to do so, to the benefit of the region.

7.0 Public Comment

None.

8.0 Next Meeting

The Committee's next meeting is scheduled for Thursday, July 17, 2014 at 2:00 p.m.

9.0 Adjournment

On a motion by Ms. Hamilton, and a second by Mr. Schmidt, the meeting adjourned at 3:53 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			\$96,288 O	\$3,712
			<i>ENG2</i>	<i>\$100,000</i>				<i>\$100,000</i>
09-12-0005	Batavia	Pedestrian Crossings Various (8) Locations along IL 31 and IL 25	CONST	\$419,200	\$11,200 T		\$419,200 O	\$11,200
			<i>CONST</i>	<i>\$419,200</i>	<i>\$11,200</i>			<i>\$430,400</i>
08-10-0018	Burr Ridge	Madison St at 79th St	ENG2	\$132,800		\$132,800 S		\$0
01-01-0009	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	ENG2	\$410,000				\$410,000
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 O	\$0
			<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
01-09-0004	CDOT	Union Station Transportation Center	CONST	\$15,788,000				\$15,788,000
01-12-0002	CDOT	Arterial VMS Traveler Information System, Phase I	ENG	\$172,000				\$172,000
01-12-0003	CDOT	Chicago Bike Sharing Program - Startup	IMP	\$3,000,000				\$3,000,000
01-12-0008	CDOT	Build new Washington/Wabash Station on Loop Elevated to replace Randolph/Wabash and Madison/Wabash	CONST	\$39,273,000				\$39,273,000

*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
01-94-0045	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	ENG	\$3,440,000			\$3,443,009 O	(\$3,009)
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$23,360,000	\$77,315 T	\$10,000,000 T		\$13,437,315
16-14-0001	CTA	Bus Improvement, Purchase and Install up to 32 Hybrid Engines on 60' Articulated 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
03-96-0021	DuPage County DOT	Elgin-O'Hare/Thorndale Av and I-290 Interchange	CONST	\$34,000,000				\$34,000,000
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
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>
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
08-14-0003	Glen Ellyn	Glen Ellyn Signalized Pedestrian Crossing Improvements	CONST	\$150,700				\$150,700

*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.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
10-14-0003	Highland Park	Robert McClory Bike Path from Roger Williams Av to Roger Williams Av	ENG2	\$9,600				\$9,600
10-14-0003	Highland Park	Robert McClory Bike Path from Roger Williams Av to Roger Williams Av	CONST	\$77,800				\$77,800
12-12-0002	Homer Glen	Homer Glen Community Trail - South Extension	ENG2	\$31,000			\$31,168 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
03-12-0006	IDOT	Barrington Rd at Bode Rd	CONST	\$320,000	\$80,000 C		\$316,000 O	\$84,000
			<i>CONST</i>	<i>\$320,000</i>				<i>\$320,000</i>
03-12-0007	IDOT	IL 68/Dundee Rd at North Wilke Rd	ROW	\$64,000		\$64,000 X		\$0
			<i>ROW</i>	<i>\$64,000</i>				<i>\$64,000</i>
03-12-0008	IDOT	IL 68/Dundee Rd at Kennicott Av and N. Wilke Rd.	ROW	\$56,000	\$64,000 T			\$120,000
			<i>ROW</i>	<i>\$56,000</i>				<i>\$56,000</i>
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		\$160,000 O	\$160,000
			<i>ROW</i>	<i>\$160,000</i>	<i>\$160,000</i>			<i>\$320,000</i>
03-12-0015	IDOT	IL 68/Dundee Rd at IL 83	ROW	\$160,000		\$160,000 X		\$0

*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
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	ROW	\$80,000				\$80,000
06-12-0004	IDOT	Pulaski Rd at 115th St	ROW	\$160,000				\$160,000
06-12-0005	IDOT	IL 43/Harlem Av at 151st St	ROW	\$160,000	\$200,000 C		\$160,000 O	\$200,000
			<i>ROW</i>	<i>\$160,000</i>				<i>\$160,000</i>
07-12-0001	IDOT	IL 394 at Sauk Trail	CONST	\$540,000			\$542,560 O	(\$2,560)
			<i>CONST</i>	<i>\$540,000</i>				<i>\$540,000</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			\$2,000 O	\$78,000
			<i>ROW</i>	<i>\$80,000</i>				<i>\$80,000</i>
09-12-0003	IDOT	IL 47/72/Higgins Rd at US 20	CONST	\$1,400,000	\$2,360,000 C			\$3,760,000
			<i>CONST</i>	<i>\$1,400,000</i>	<i>\$1,240,000</i>			<i>\$2,640,000</i>
09-12-0007	IDOT	IL 47/72 at US 20	CONST	\$1,000,000	\$2,040,000 C			\$3,040,000
			<i>CONST</i>	<i>\$1,000,000</i>	<i>\$600,000</i>			<i>\$1,600,000</i>
10-12-0005	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	ROW	\$160,000				\$160,000
12-12-0005	IDOT	US 6/Southwest Hwy at Gougar Rd	ROW	\$160,000				\$160,000
12-12-0006	IDOT	US 30/Lincoln Hwy at I-55 Ramps	CONST	\$800,000	\$346,000 C		\$792,000 O	\$354,000
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	\$2,000,000 T		\$3,000,000 O	\$0
			<i>IMP</i>	<i>\$1,000,000</i>				<i>\$1,000,000</i>
09-08-0002	Kane County DOT	Kirk Rd at Douglas Rd	CONST	\$720,000			\$719,772 O	\$228
			<i>CONST</i>	<i>\$720,000</i>				<i>\$720,000</i>
09-12-0006	Kane County DOT	Fabyan Pkwy/CH 8 at Kaneville Rd/CH 84	ENG2	\$112,000				\$112,000

*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
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			\$1,594,800 O	\$33,800
			<i>CONST</i>	<i>\$1,628,600</i>				<i>\$1,628,600</i>
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	ROW	\$659,000				\$659,000
10-08-0031	Lake County DOT	Washington St/CH A22 at CN/Metra Crossing	CONST	\$16,939,000				\$16,939,000
10-10-0002	Lake County DOT	Washington St Bike Path (sidepath)	CONST	\$624,480	\$142,000 C	\$166,601 T	\$599,855 O	\$24
			<i>CONST</i>	<i>\$624,480</i>	<i>\$142,000</i>	<i>\$166,601</i>		<i>\$599,879</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>
10-14-0006	Lake County DOT	IL 137/Sheridan Rd from IL 173/21st St to Grand Av	CONST	\$2,955,000				\$2,955,000
10-14-0007	Lake County DOT	IL 83 from IL 173 to Millstone Dr	CONST	\$1,498,000				\$1,498,000
10-14-0010	Lake County DOT	Lake Cook/Braeside Shuttle Bug Service	IMP	\$212,000			\$212,000 O	\$0
10-12-0002	Lake Forest	Bicycle Parking Facility adjacent to Lake Forest Train Station	ENG1	\$2,080		\$2,080 S		\$0
10-12-0002	Lake Forest	Bicycle Parking Facility adjacent to Lake Forest Train Station	CONST	\$41,600			\$41,600 O	\$0
			<i>CONST</i>	<i>\$41,600</i>				<i>\$41,600</i>
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
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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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>
17-12-0002	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
06-14-0001	Palos Heights	Palos Heights sidewalks to Pace Buses	ENG2	\$73,500				\$73,500
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
07-14-0010	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
02-12-0002	Skokie	Skokie Valley Trail from Oakton St to Village Limits	CONST	\$544,000	\$251,630 C		\$795,600 O	\$30
			<i>CONST</i>	<i>\$544,000</i>	<i>\$251,630</i>			<i>\$795,630</i>
02-12-0004	Skokie	Old Orchard Rd from Skokie Blv to Gross Point Rd	ROW	\$33,000			\$33,000 O	\$0
02-14-0002	Skokie	Main St from Lincoln Av to McCormick Blv	ENG2	\$32,000				\$32,000
07-13-0019	Tinley Park	Oak Park Av Complete Streets	CONST	\$744,000			\$571,399 M	\$172,601
			<i>CONST</i>	<i>\$744,000</i>			<i>\$744,000</i>	<i>\$0</i>
88 line items in 2014 totalling:				\$174,128,608	\$21,046,839	\$12,216,853	\$32,679,263	\$150,279,331
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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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>
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG2	\$372,000				\$372,000
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
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	ENG	\$3,466,000				\$3,466,000
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$8,000,000				\$8,000,000
01-97-0092	CDOT	IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave	CONST	\$8,108,000				\$8,108,000
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
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	ROW	\$148,000				\$148,000
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	ENG2	\$80,000				\$80,000
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	ENG2	\$104,000	\$52,000	T		\$156,000
08-12-0011	DuPage County DOT	DuPage Co Central Signal System - Phase I	CONST	\$636,000	\$596,800	T		\$1,232,800
		<i>Previously programmed in FFY 2014</i>	<i>CONST</i>	<i>\$636,000</i>				<i>\$636,000</i>
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
02-14-0001	Evanston	Dodge Av Protected Bike Lane from Church St to Howard St	CONST	\$480,000				\$480,000

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
12-12-0004	Frankfort	St Francis Rd Multi-Use Trail	CONST	\$118,000	\$12,000	T		\$130,000
04-11-0009	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	ROW	\$640,000				\$640,000
04-11-0009	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
03-12-0007	IDOT	IL 68/Dundee Rd at North Wilke Rd	CONST	\$320,000		\$320,000	X	\$0
			<i>CONST</i>	<i>\$320,000</i>				<i>\$320,000</i>
03-12-0008	IDOT	IL 68/Dundee Rd at Kennicott Av and N. Willke Rd.	CONST	\$280,000	\$1,040,000	T		\$1,320,000
			<i>CONST</i>	<i>\$280,000</i>				<i>\$280,000</i>
03-12-0009	IDOT	IL 19/Irving Park Rd at IL 59	CONST	\$280,000				\$280,000
03-12-0014	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd and IL 83/Elmhurst Rd	CONST	\$800,000	\$680,000	T		\$1,480,000
03-12-0015	IDOT	IL 68/Dundee Rd at IL 83	CONST	\$680,000		\$680,000	X	\$0
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	CONST	\$680,000				\$680,000

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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>
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	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	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	T	\$0
			<i>IMP</i>	<i>\$1,000,000</i>				<i>\$1,000,000</i>
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$3,066,000				\$3,066,000
09-06-0068	Kane County DOT	Burlington Rd at IL 47 - Roundabout	CONST	\$856,000	\$1,000,000	C	\$8,000	\$1,848,000
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
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	CONST	\$2,300,000		\$236,083	T	\$2,063,917
		<i>Previously programmed in FFY 2016</i>	<i>CONST</i>	<i>\$2,300,000</i>		<i>\$236,083</i>		<i>\$2,063,917</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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
03-12-0012	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	CONST	\$94,000				\$94,000
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	CONST	\$136,000				\$136,000
17-12-0001	Pace	I-90 Corridor Enhanced Markets	ENG1	\$1,000,000		\$1,000,000	T	\$0
			<i>ENG1</i>	<i>\$1,000,000</i>				<i>\$1,000,000</i>
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	\$1,000,000	T		\$13,500,000
			<i>CONST</i>	<i>\$12,500,000</i>				<i>\$12,500,000</i>
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$12,500,000				\$12,500,000
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$480,000				\$480,000
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
17-14-0003	Pace	Milwaukee Av Arterial Rapid Transit Project	IMP	\$9,178,288				\$9,178,288
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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7/7/2014 4:13:29 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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	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
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
02-12-0004	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	CONST	\$424,000				\$424,000
12-12-0003	Will County Department of Highways	Bell Rd/CH 16 at 143rd St/CH 37	CONST	\$10,384,000				\$10,384,000
79 line items in 2015 totalling:				\$122,186,382	\$7,174,690	\$3,855,154		\$125,505,918
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
02-97-0006	Cook County DOTD	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

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7/7/2014 4:13:30 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
16-14-0001	CTA	Bus Improvement, Purchase and Install up to 32 Hybrid Engines on 60' Articulated Buses	IMP	\$4,056,000				\$4,056,000
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	CONST	\$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
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd and Pfingsten Rd	CONST	\$480,000	\$640,000	T		\$1,120,000
02-12-0005	IDOT	IL 68/Dundee Rd at Pfingsten 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
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
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	T	\$0
			<i>IMP</i>	<i>\$1,000,000</i>				<i>\$1,000,000</i>
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

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7/7/2014 4:13:33 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
10-14-0008	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
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
02-06-0035	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	ENG2	\$32,000				\$32,000
41 line items in 2016 totalling:				\$75,832,506	\$848,000	\$7,471,700		\$69,208,806

*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.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$5,600,000				\$5,600,000
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
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
10-14-0009	Lake County DOT	Waukegan Rd from Casimir Pulaski Dr to Norman Dr South	CONST	\$1,544,000				\$1,544,000
11-03-0018	McHenry County DOT	Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect	CONST	\$10,583,000				\$10,583,000
18-14-0002	Metra	Repower F40PHM Locomotives	ENG	\$160,000				\$160,000
18-14-0002	Metra	Repower F40PHM Locomotives	IMP	\$3,840,000				\$3,840,000
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$10,360,350				\$10,360,350
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$415,000				\$415,000
02-06-0035	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	CONST	\$446,000				\$446,000
02-14-0003	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	ENG2	\$32,000				\$32,000
14 line items in 2017 totalling:				\$76,286,316				\$76,286,316
2018								
03-96-0021	Cook County DOTH	Touhy Av and UPRR	CONST	\$23,289,000				\$23,289,000
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$11,586,750				\$11,586,750

*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
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
5 line items in 2018 totalling:				\$36,166,750				\$36,166,750
227 line items in 2014 - 2018 totalling:				\$484,600,562	\$29,069,529	\$23,543,707	\$32,679,263	\$457,447,121

Increase Codes

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

Withdrawal Codes

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

Obligation Codes

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

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

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CMAQ Program Summary - Deferred Projects
Includes obligations through June 30, 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	F	\$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

*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
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
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG2	\$88,000	Sub. Phase Def.	\$88,000 O	\$0	\$0
4 line items in 2007 totalling:				\$1,121,262		\$1,118,312	\$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
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	ENG1	\$120,000	Sub. Phase Def.	\$120,000 O	\$0	\$0
9 line items in 2008 totalling:				\$2,188,013		\$1,966,170	\$221,843	\$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
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
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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG2	\$292,000	Sub. Phase Def.	\$298,400 O	(\$6,400)	\$0
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG2	\$320,000	Sub. Phase Def.	\$320,000 O	\$0	\$0
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	ENG1	\$200,000	Deferred		\$0	\$200,000
07-06-0058	FPD of Cook County	Thorn Creek Bicycle Trail Completion	ENG2	\$304,400	Sub. Phase Def.	\$295,712 O	\$8,688	\$0
07-08-0002	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
07-10-0001	Tinley Park	183rd St at Oak Park Ave	ENG1	\$224,000	Sub. Phase Def.	\$224,000 M	\$0	\$0
15 line items in 2012 totalling:				\$4,214,068		\$3,707,724	\$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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-04-0002	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
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	ENG2	\$427,000	Sub. Phase Def.	\$447,000 O	(\$20,000)	\$0
07-06-0058	FPD of Cook County	Thorn Creek Bicycle Trail Completion	CONST	\$4,922,400	Reinstated	\$4,074,327 M	\$848,073	\$0
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	ENG2	\$55,000	Sub. Phase Def.	\$54,446 O	\$554	\$0
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	ROW	\$248,000	Sub. Phase Def.	\$248,000 O	\$0	\$0
10-02-0007	Lake Zurich	Lake Zurich-US 12/Rand Road at Ela Road	ENG2	\$86,000	Reinstated	\$86,150 O	(\$150)	\$0
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	ENG2	\$52,000	Sub. Phase Def.	\$51,954 O	\$46	\$0
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	ENG2	\$56,000	Sub. Phase Def.	\$55,982 O	\$18	\$0
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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
07-06-0002	University Park	Cicero Ave Shared Use Path	ENG1	\$60,000	Reinstated	\$60,000 O	\$0	\$0
17 line items in 2013 totalling:				\$15,758,794		\$15,756,660	\$2,134	\$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
01-06-0002	CDOT	43rd St Bicycle-Pedestrian Bridge	ENG2	\$868,578	Reinstated		\$792,000	\$76,578
01-06-0004	CDOT	Walk Chicago-Pedestrian Encouragement Program	IMP	\$160,000	Deferred		\$0	\$160,000
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	\$672,800	Deferred		\$0	\$672,800
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$1,739,000	Deferred		\$0	\$1,739,000
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	ENG1	\$1,307,000	Reinstated	\$2,661,614 O	(\$1,354,614)	\$0
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	ENG2	\$1,573,000	Reinstated		\$1,573,000	\$0
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
05-09-0002	Cicero	Cicero Rail Yard Switch Engine Retrofit	IMP	\$1,820,000	Deferred		\$0	\$1,820,000
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	ROW	\$960,000	Sub. Phase Def.	\$200,000 O	\$760,000	\$0
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	CONST	\$418,000	Reinstated	\$380,672 O	\$37,328	\$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
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	ENG2	\$239,000	Reinstated	\$230,290 O	\$8,710	\$0
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$2,390,000	Deferred		\$0	\$2,390,000
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$3,402,000	Deferred		\$0	\$3,402,000
09-11-0013	Kane County	Arterial Management Center	CONST	\$854,940	Reinstated	\$855,200 O	(\$260)	\$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
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
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG1	\$17,795	Sub. Phase Def.		\$17,795	\$0
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
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
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
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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
07-08-0010	Riverdale	CSXT Barr Rail Yard Switch Engine Retrofit	IMP	\$1,712,520	Reinstated		\$1,712,520	\$0
07-10-0001	Tinley Park	183rd St at Oak Park Ave	ROW	\$240,000	Deferred		\$0	\$240,000
07-10-0001	Tinley Park	183rd St at Oak Park Ave	ENG2	\$144,000	Sub. Phase Def.		\$144,000	\$0
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	CONST	\$1,660,000	Reinstated	\$1,660,000 O	\$0	\$0
			<i>CONST</i>	<i>\$1,660,000</i>	<i>Reinstated</i>		<i>\$1,660,000</i>	<i>\$0</i>
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG1	\$165,140	Sub. Phase Def.		\$165,140	\$0
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	ENG2	\$14,400	Sub. Phase Def.	\$10,879 O	\$3,521	\$0
35 line items in 2014 totalling:				\$38,697,802		\$13,878,680	\$8,660,494	\$16,158,628
2015								
07-12-0004	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham	CONST	\$3,161,600	Deferred		\$0	\$3,161,600
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
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$528,000	Deferred		\$0	\$528,000
01-08-0003	CDOT	Signal Controller Upgrade and Timing Program	IMP	\$1,920,000	Reinstated		\$1,920,000	\$0
01-08-0004	CDOT	City of Chicago Bicycle Fleet Program	IMP	\$80,000	Deferred		\$0	\$80,000
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$412,000	Deferred		\$0	\$412,000

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-12-0006	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S)	ENG	\$124,000	Deferred		\$0	\$124,000
01-12-0007	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	ENG	\$122,000	Deferred		\$0	\$122,000
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
01-03-0019	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
03-12-0011	Des Plaines	Des Plaines - Pedestrian Refuge Medians	CONST	\$71,386	Deferred		\$0	\$71,386
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	CONST	\$6,400,000	Deferred		\$800,000	\$5,600,000
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	ENG2	\$143,801	Deferred		\$0	\$143,801
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
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
10-02-0007	Lake Zurich	Lake Zurich-US 12/Rand Road at Ela Road	CONST	\$275,400	Deferred		\$0	\$275,400
10-02-0007	Lake Zurich	Lake Zurich-US 12/Rand Road at Ela Road	CONST	\$323,783	Deferred		\$0	\$323,783

*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
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
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG2	\$27,031	Deferred		\$0	\$27,031
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	CONST	\$249,040	Deferred		\$0	\$249,040
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
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	IMP	\$910,000	Deferred		\$0	\$910,000
04-12-0001	Oak Park	Madison St from Home Av to Lombard Av	ENG1	\$52,000	Deferred		(\$13,000)	\$65,000
12-10-0001	Romeoville	135th St Metra Parking Lot	ENG2	\$440,000	Deferred		\$0	\$440,000
12-10-0001	Romeoville	135th St Metra Parking Lot	CONST	\$2,840,000	Deferred		\$0	\$2,840,000
12-10-0001	Romeoville	135th St Metra Parking Lot	CONST	\$812,000	Deferred		\$0	\$812,000
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
07-10-0001	Tinley Park	183rd St at Oak Park Ave	CONST	\$2,464,000	Deferred		\$0	\$2,464,000
07-06-0002	University Park	Cicero Ave Shared Use Path	ENG2	\$14,000	Deferred		\$0	\$14,000
07-06-0002	University Park	Cicero Ave Shared Use Path	CONST	\$184,800	Deferred		\$0	\$184,800
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG2	\$84,800	Deferred		\$0	\$84,800
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	CONST	\$129,760	Deferred		\$0	\$129,760
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	CONST	\$3,153,600	Deferred		\$0	\$3,153,600
42 line items in 2015 totalling:				\$41,874,099		\$0	\$7,072,840	\$34,801,259

*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
2016								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	CONST	\$2,636,800	Deferred		\$0	\$2,636,800
01-03-0002	CDOT	Stony Island Ave from Midway Plaisance to US 12/US 20/95th St	CONST	\$4,032,000	Deferred		\$0	\$4,032,000
01-08-0007	CDOT	79th St from IL 50/Cicero Ave to Ashland Ave	CONST	\$5,020,000	Deferred		\$0	\$5,020,000
01-09-0005	CDOT	Traffic Management Center Integrated Corridor Management	IMP	\$1,520,000	Deferred		\$0	\$1,520,000
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
01-12-0006	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S)	IMP	\$820,000	Deferred		\$0	\$820,000
01-12-0007	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	IMP	\$806,000	Deferred		\$0	\$806,000
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave	CONST	\$3,460,000	Deferred		\$0	\$3,460,000
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave	CONST	\$4,360,000	Deferred		\$0	\$4,360,000
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	CONST	\$2,301,182	Deferred		\$0	\$2,301,182
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

*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
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ENG1	\$112,000	Deferred		\$0	\$112,000
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ROW	\$349,920	Deferred		\$0	\$349,920
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ENG2	\$128,000	Deferred		\$0	\$128,000
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	CONST	\$189,760	Deferred		\$0	\$189,760
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
04-12-0001	Oak Park	Madison St from Home Av to Lombard Av	ENG2	\$32,000	Deferred		\$0	\$32,000
04-12-0001	Oak Park	Madison St from Home Av to Lombard Av	CONST	\$372,000	Deferred		\$0	\$372,000
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
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	CONST	\$365,744	Deferred		\$0	\$365,744
25 line items in 2016 totalling:				\$30,743,606		\$0	\$0	\$30,743,606
2017								
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	CONST	\$272,000	Deferred		\$0	\$272,000
1 line items in 2017 totalling:				\$272,000		\$0	\$0	\$272,000
2018								
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	CONST	\$1,025,920	Deferred		\$0	\$1,025,920
08-00-0008	IDOT	IL 53 from North Ave/IL 64 to St Charles Rd	CONST	\$209,000	Deferred		\$0	\$209,000
2 line items in 2018 totalling:				\$1,234,920		\$0	\$0	\$1,234,920

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

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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
169 line items totalling:				\$142,877,116		\$43,087,515	\$16,379,188	\$83,410,413

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	\$ 138,143,919	\$ 182,505,734	\$ (44,361,815)	\$ 16,718,628	\$ (61,080,443)	\$ 138,600,323	\$ 45,521,393	\$ 93,078,930
2015	\$ 105,413,338	\$ 125,505,918	\$ (20,092,580)	\$ 34,801,259	\$ (54,893,839)	\$ 145,988,364		
2016	\$ 105,413,338	\$ 69,208,806	\$ 36,204,532	\$ 30,743,606	\$ 5,460,926	\$ 145,988,364		
2017	\$ 105,413,338	\$ 76,286,316	\$ 29,127,022	\$ 272,000	\$ 28,855,022	TBD		
2018	\$ 105,413,338	\$ 36,166,750	\$ 69,246,588	\$ 1,234,920	\$ 68,011,668	TBD		
	\$ 559,797,271	\$ 489,673,524	\$ 70,123,747	\$ 83,770,413	\$ (13,646,666)	\$ 430,577,051	\$ 45,521,393	\$ 385,055,658

Current as of 6/30/14

- Federal Unobligated or Apportionment:** Amount apportioned to the state based on CMAQ distribution formula and Congressional appropriation. Northeastern Illinois is allocated 95.21% of the state apportionment; however the full apportionment is used for a programming mark. FFY 2014 includes the unobligated balance from prior years, with funds currently in Advanced Construction considered to be obligated. FFY 2015-2018 apportionments are estimates based upon the current apportionment. See calculation below. Source: FHWA FMIS database.
- Currently Programmed:** Net amounts programmed (withdrawn and obligated funds not included) on active and reinstated project phases. FFY 2014 includes balance amounts from prior years. Source: CMAQ database
- Deferred Funds Not Programmed:** Deferred funds for project phases that have not demonstrated readiness for the reinstatement of funds. FFY 2014 includes funds deferred from prior years. Source: CMAQ database
- Unprogrammed Balance:** For current year, unobligated less currently programmed, excluding deferred line items; for future years, apportionment less currently programmed. This balance represents the funds that are available to program as of the current date.
- Unprogrammed Balance Minus Deferrals:** For current year, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed, including deferred line items.
- Obligation Goal:** Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years. Source: August 28, 2012 CMAQ Project Selection Committee meeting.
- Current FFY Obligations to Date:** Obligations (Federal Authorizations) through the "current as of" date. Projects in advanced construction are included as obligations. Source: CMAQ database
- Obligations Needed to Meet Goal:** Obligation Goal less Current FFY Obligations to Date.

Current Year Unobligated Balance Calculations:

FFY 2014 Federal Apportionment	\$ 105,413,338
Prior Years' Unobligated Balance	\$ 170,589,026 (+)
	\$ 276,002,364
Advanced Construction (All Years)	\$ 137,858,445 (-)
	\$ 138,143,919



MEMORANDUM

To: CMAQ Project Selection Committee

From: CMAP Staff

Date: July 17, 2014

Re: CMAQ Transit Project Expenditure Updates – 1st Calendar Quarter of 2014

Staff conducted the 1st quarter of 2014 Transit Project Expenditure Update. This effort is intended to track transit project expenditures after each project has been obligated. Of the 61 transit projects reported on this quarter, 9 are complete, but not closed out. 13 projects have not expended any CMAQ funds yet. The table below summarizes the agencies' responses and provides federal dollars expended, unexpended balances, and the percent of obligated CMAQ funds expended on each agency's projects (excluding completed projects) to show the degree to which active projects are yet to be undertaken.

Summary of CMAQ Transit Project Expenditures Updates – 1st Quarter 2014

Agency	# of Projects	# of completed projects (but not closed)	# of new "close outs"	# of Active Projects w/ zero expenditures	Combined % expended on incomplete projects	Federal Dollars expended on incomplete projects	Remaining Balance on incomplete Projects (Federal Dollars)	# "stalled-unclear" projects
RTA	8	0	0	2	11.2%	5,291,308	42,007,276	0
CTA	14	1	0	4	24.45%	8,833,521	27,299,277	0
Metra	17	1	0	6	19.3%	6,307,752	26,355,588	0
Pace	11	4	6	1	85.1%	58,817,748	10,328,730	0
CDOT	11	3	0	0	17.5%	19,746,744	92,877,256	0
Totals	61	9	6	13	-	98,997,073	198,868,127	0

No projects are stalled at this time.

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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: July 17th, 2014
Re: CMAQ Project Change Requests

Five projects have submitted change requests for committee consideration and one administrative modification was 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*	\$182,505,734	\$125,505,918	\$62,208,806	\$76,286,316	\$36,166,750
Unprogrammed Balance*	(\$44,361,815)	(\$20,092,580)	\$36,204,532	\$29,127,022	\$69,246,588
12-12-0004	\$46,000				
08-12-0006	\$99,000	\$1,848,000			
03-08-0002	\$516,508				
07-12-0001	\$932,000				
11-03-0007	\$713,637				
Sum of requested changes	\$2,307,145	\$1,848,000	\$0	\$0	\$0
Revised Program	\$184,812,879	\$127,353,918	\$62,208,806	\$76,286,316	\$36,166,750
Rev. Unprogrammed Balance	(\$42,055,307)	(\$18,244,580)	\$36,204,532	\$29,127,022	\$69,246,588

* Source: CMAQ Programming Summary and Obligation Goals table. Includes Administrative Modifications. Note that with the approval of these changes approximately \$1.5 million remains available to program in the CMAP TIP in FFY 2014 and approximately \$900,000 in FFY 2015.

For Committee Consideration:

Frankfort – St. Francis Rd. Multi-Use Trail (TIP ID 12-12-0004)

This project was originally approved for \$12,000 federal CMAQ (\$15,000 total) for phase 2 engineering in FFY 2014 and \$130,000 federal CMAQ (\$162,000 total) for construction in FFY 2015 for a project total of \$142,000 federal CMAQ (\$187,000 total).

The sponsor is requesting to transfer \$12,000 federal CMAQ (\$15,000 total) from phase 2 engineering in FFY 2014 to construction in FFY 2015 and a cost increase of \$46,000 federal CMAQ (\$58,000 total) for construction. The trail is being designed and constructed with the St. Francis roadway improvement project therefore phase 2 engineering will be completed using local funds. The construction cost estimate has increased due to the combined effects of additional embankment materials and restoration identified during phase 1 engineering and additional ADA compliance improvements. If the request is approved the total programmed for construction, including CE, would increase to \$188,000 federal CMAQ (\$250,000 total) and the total project cost would increase to \$188,000 federal CMAQ (\$275,000 total).

A re-ranking was completed with the project ranking changing from 4th to 8th among all 2012-2016 Bicycle Facilities proposals. The ranking among GO TO 2040 supportive projects changed from 6th to 7th.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the request to transfer \$12,000 federal CMAQ (\$15,000 total) from phase 2 engineering in FFY 2014 to construction in FFY 2015 and a cost increase of \$46,000 federal CMAQ (\$58,000 total) for construction, for a total project cost of \$188,000 federal CMAQ (\$275,000 total) for Frankfort – St. Francis Rd. Multi-Use Trail (TIP ID 12-12-0004).

DuPage County – Fabyan Pkwy/Washington St at Roosevelt Rd (TIP ID 08-12-0006)

This project was originally approved for \$525,000 federal CMAQ (\$750,000 total) for phase 2 engineering in FFY 2012, \$200,000 federal CMAQ (\$250,000 total) for ROW in FFY 2012, and \$5,600,000 federal CMAQ (\$8,000,000 total) for construction in FFY 2015 for a project total of \$6,325,000 federal CMAQ (\$9,000,000 total). The project received a cost increase in 2013 for \$1,510,000 federal CMAQ (\$1,864,000 total), after which the amount for phase 2 engineering increased to \$450,000 federal CMAQ (\$563,000 total), ROW to \$960,000 federal CMAQ (\$1,200,000 total), and construction to \$6,400,000 CMAQ (\$9,000,000 total) for a project total of \$7,810,000 federal CMAQ (\$11,224,000 total).

The sponsor is now requesting an additional cost increase of \$99,000 federal CMAQ (\$123,000 total) for phase 2 engineering in FFY 2014 and \$1,848,000 federal CMAQ (\$1,310,000 total) for construction in FFY 2015 for a total increase of \$1,947,000 federal CMAQ (\$1,433,000 total). The cost of this project has increased as a result of the latest engineer's estimate (pre-final plans) based on current unit prices and final scope of work. If the request is approved, the total programmed amount would increase to \$9,757,000 federal CMAQ (\$12,657,000 total).

A re-ranking was completed with the project ranking changing from 68th to 71st among all 2012-2016 Intersection Improvement proposals. The ranking among GO TO 2040 supportive projects remained the same at 35th.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the requested cost increase of \$99,000 federal CMAQ (\$1,230,000 total) for phase 2 engineering in FFY 2014 and \$1,848,000 federal CMAQ (\$1,310,000 total) for construction in FFY 2015 for a

project total of \$9,757,000 federal CMAQ (\$12,657,000 total) for DuPage County – Fabyan Pkwy/Washington St at Roosevelt Rd (TIP ID 08-12-0006).

Des Plaines – Central Ave from Wolf Rd to East River Rd Bicycle Facilities (TIP ID 03-08-0002)

This project was originally approved for \$452,000 federal CMAQ (\$565,000 total) for construction in FFY 2008. A cost increase for construction was approved in 2009 for \$78,492 CMAQ federal (\$98,115 total), for a total cost of \$530,492 CMAQ federal (\$663,115 total). In 2012 a cost increase for additional phase 2 engineering was approved for \$45,600 federal CMAQ (\$57,000 total) for a total cost of \$576,092 federal CMAQ (\$720,115 total).

The sponsor is requesting a cost increase for construction in the amount of \$516,508 federal CMAQ (\$731,085 total) for FFY 2015. The reason for the request is due to an increase in the Engineer's estimate of cost between 2009 (when the project plans were originally prepared) and today. If the requested cost increase is granted the total programmed amount would increase to \$1,092,600 federal CMAQ (\$1,451,200 total).

A re-ranking was completed with the project ranking changing from 6th to 13th among all 2008 Bicycle Facilities projects. This project is targeting the September 19, 2014 state letting.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the requested cost increase of \$516,508 federal CMAQ (\$731,085 total) for construction for a project total of \$1,092,600 federal CMAQ (\$1,451,200 total) for Des Plaines – Central Ave from Wolf Rd to East River Rd Bicycle Facilities (TIP ID 03-08-0002).

IDOT – IL 394 at Sauk Trail (TIP ID 07-12-0001)

This project was originally approved for a total of \$108,000 federal CMAQ (\$135,000 total) for ROW in FFY 2012 (currently programmed and authorized in FFY 2013) and \$540,000 federal CMAQ (\$675,000 total) for construction in FFY 2013 (currently programmed in FFY 2014) for a project total of \$648,000 federal CMAQ (\$810,000 total).

The sponsor is requesting a cost increase for construction in the amount of \$932,000 federal CMAQ (\$1,165,000 total) for FFY 2014. \$542,560 federal CMAQ (\$682,000 total) was authorized by FHWA on June 24, 2014 in anticipation of an August 1, 2014 letting, however this letting schedule was unable to be met due to Special Waste plan requirements not being complete. A new final design construction estimate based on detailed quantity calculations and current bid tab pricing is now available. If the requested cost increase is granted the total programmed amount would increase to \$1,580,000 federal CMAQ (\$1,975,000 total). The current target letting is November 7, 2014.

A re-ranking was completed with the project ranking changing from 2nd to 14th among the 2012-2016 Intersection Improvement proposals. The ranking among GO TO 2040 supportive projects changed from 1st to 6th.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the requested cost increase of \$932,000 federal CMAQ (\$1,165,000 total) for construction for a project total of \$1,580,000 federal CMAQ (\$1,975,000 total) for IDOT – IL 394 at Sauk Trail (TIP ID 07-12-0001).

McHenry – IL 31 from McCullom Lake Rd to IL 120 (TIP ID 11-03-0007)

This project was originally approved for \$290,641 federal CMAQ (\$363,301 total) for phase I engineering in FFY 2007, \$494,400 federal CMAQ (\$618,000 total) for phase 2 engineering in FFY 2010, \$1,200,000 federal CMAQ (\$1,795,200 total) for ROW in FFY 2012, and \$554,959 federal CMAQ (\$693,699 total) for construction in FFY 2013, for a project total of \$2,540,000 federal CMAQ (\$7,350,000 total). This project also has STP-L, STP-E, state and local funds for elements outside the scope of the CMAQ project. A cost increase was approved in 2012 for \$2,785,241 federal CMAQ (\$3,481,551 total), after which ROW increased to \$1,795,200 federal CMAQ (\$2,244,000 total), and construction to \$3,299,959 federal CMAQ (\$4,124,949 total), for a project total of \$5,325,241 federal CMAQ (\$12,997,000 total).

The sponsor is requesting to transfer \$145,360 federal CMAQ (\$181,700 total) from Phase 1 engineering to ROW along with a cost increase of \$213,637 federal CMAQ (\$267,045 total) for ROW and \$500,000 federal CMAQ (\$625,000 total) for construction. The increase in ROW is being requested due to higher than anticipated land acquisition cost while the increase in construction cost is due to a high bid and a larger than anticipated amount of special waste disposal, encountered during construction, which began in early 2014. If the request is approved the total programmed amount would increase to \$6,038,000 federal CMAQ (\$13,450,000 total).

A re-ranking was completed with the project ranking changing from 2nd to 4th among all 2005 Intersection Improvement proposals.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the requested transfer of cost increase of \$145,360 federal CMAQ (\$181,700 total) from phase 1 engineering to ROW along with a cost increase of \$213,637 federal CMAQ (\$267,045 total) for ROW and \$500,000 federal CMAQ (\$625,000 total) for construction for a project total of \$6,038,000 federal CMAQ (\$13,450,000 total) for McHenry – IL 31 from McCullom Lake Rd to IL 120 (TIP ID 11-03-0007).

Administrative Modifications

Staff completed the following administrative modification:

Lake County DOT – Hart Rd at US 14/W Northwest Hwy (10-00-0129)

The sponsor requested to reprogram the ROW phase from FFY 2015 to 2014. The local agency agreement was sent to central office on June 30, 2014 for authorization. There are sufficient funds available in FY 2014 in the TIP, therefore staff undertook this change as an administrative modification.

CMAQ Cost Change Request Form

Project Identification

TIP ID	12-12-0004	Sponsor	Village of Frankfort
Project Location Description	St. Francis Road Multi-Use Trail		

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	2013	10	0			Local	<input checked="" type="checkbox"/>
ENG 2	2014	15	12	80	CMAQ	Local	<input type="checkbox"/>
ROW	n/a						<input type="checkbox"/>
CONST	2015	147	118	80	CMAQ	Local	<input type="checkbox"/>
CE	2015	15	12	80	CMAQ	Local	
Total		187	142	76			

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	2013	10	0	0		Local	
ENG 2	2014	15	0	0		Local	
ROW	n/a						
CONST	2015	235	188	80	CMAQ	Local	9/18/2015
CE	2015	15	0	0		Local	9/18/2015
Total		275	188	68			

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2	2014	0	-12	0	To CONST
ROW					
CONST	2015	+88	+70	80	From ENG 2 + CE
CE	2015	0	-12	0	
Total		+88	+46	68	

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

Reason for Request

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

The funding is being moved from the design phase (ENG 2) and construction engineering (CE) to construction because these costs for the multi-use trail will be done in conjunction with the St. Francis roadway improvement and will be funded through both STP and Local dollars. The additional construction cost increase (from \$147,000 to \$235,000 is due to the combined affects of a) additional embankment materials identified during the Phase I Study, b) additional restoration identified during the Phase I Study, and c) additional ADA compliance improvements.

State and Federal Project Information

Select One. (See note under "Additional Comments" below.)

- 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

A PPI Form and Local Agency Agreement have not yet been complete for this project because the Phase I & II Engineering are locally funded. Therefore, Job and Project numbers have not yet been obtained.

CMAQ Cost Change Request Form

Project Identification

TIP ID	08-12-0006	Sponsor	DuPage County Division of Transportation
Project Location Description	Fabyan Parkway/Washington St., @ IL Route 83 (Roosevelt Road)		

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	461	0	N/A	N/A	LGT	<input checked="" type="checkbox"/>
ENG 2	13	563	450	80%	CMAQ	MFT	<input type="checkbox"/>
ROW	14	1200	960	80%	CMAQ	MFT	<input type="checkbox"/>
CONST	15	8000	5600	70%	CMAQ	MFT	<input type="checkbox"/>
CE	15	1000	800	80%	CMAQ	MFT	
Total		11224	7810	70%			

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	N/A	461	0	N/A	N/A	LGT	
ENG 2	13	686	549	80%	CMAQ	MFT	
ROW	14	1200	960	80%	CMAQ	MFT	
CONST	15	9310	7448	80%	CMAQ	MFT	
CE	15	1000	800	80%	CMQ	MFT	
Total		12,657	9,757	77%			

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	N/A		N/A		
ENG 2	2013	123	99	80%	
ROW	2014	0	0		
CONST	15	1,310	1,848	80%	
CE	15	0	0		
Total		1,433	1,947		

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.

Increase request in Sept. of 2013 requested additional construction dollars at 70% instead of 80% in error; additional construction and design engineering dollars requested due to latest engineer's estimate (pre-final plans) based on current unit prices and final scope of work that includes relocation or adjustment of municipal utilities discovered in the design phase in conflict with the project, additional plats and legals to reflect final row-of-way requirements, and revisions to drainage design to reflect phased implementation of the project. IDOT is securing the right-of-way for this project and is targeting a November 2014 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			
ENG 2	D-91-145-13	CMM-4003(134)	
ROW	R-91-018-13	CMM-4003(135)	
CONST	C-91-145-13	CMM-4003(136)	
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	03-08-0002	Sponsor	City of Des Plaines
Project Location Description	Central Road Bike Shoulders (Wolf Road to East River Road)		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input checked="" type="checkbox"/>
ENG 2	2013	57	45.6	80	CMAQ	DP-CIP	<input checked="" type="checkbox"/>
ROW	N/A	---	---	---	---	---	<input type="checkbox"/>
CONST	2009	481.5	385.2	80	CMAQ	DP-CIP	<input type="checkbox"/>
CE	2009	53.5	42.8	80	CMAQ	DP-CIP	
Total	----	592	473.6	80	CMAQ	DP-CIP	

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	2008	85.5	0	0	N/A	DP-CIP	N/A
ENG 2	2013	57	45.6	80	CMAQ	DP-CIP	9/12/2013
ROW	N/A	---	---	---	---	---	---
CONST	2015	1158.7	927	80	CMAQ	DP-CIP	9/19/2014
CE	2015	150	120	80	CMAQ	DP-CIP	2015
Total	---	1451.2	1092.6	75	CMAQ	DP-CIP	---

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	2008	0	0	---	---
ENG 2	2013	0	0	---	---
ROW	N/A	---	---	---	---
CONST	2015	677.2	541.8	---	---
CE	2015	96.5	77.2		
Total	---	773.7	619.0		

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

Reason for Request

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

The reason for the request is a marked increase in the Engineer's estimate of cost between 2009 when the project plans were originally prepared and today. The limits and general scope of the project (construction of paved shoulders for use by bicycles along the planned Barrington-Wilmette Harbor Regional bikeway) remain the same.

By way of background, the City was awarded the CMAQ funds for Phase 2 Engineering and Construction of the bike shoulders project as part of the FY 2008 CMAQ program. In order to accelerate implementation, after award of the grant the City had determined to perform all of the design engineering using City funds and use grant funds only for the construction phase.

The City contracted with SPACECO, Inc. in September of 2008 for the design and permitting of the project. Design was completed and final IDOT approval of the design was secured in April of 2009. However, by that time the recession had hit and in the midst of multiple rounds of layoffs the City was no longer able to provide the local match to allow the project to proceed to construction.

In late 2011, with the economy and City budget stabilizing, the City was able to include the local match for construction of the Central Road bike shoulders in the City's 2012 budget. However, given the time that had passed, IDOT indicated that the design would need to be newly reviewed by IDOT and that the project would have to comply with regulations that had passed since the original design, including PESA regulations. In order to advance the project, the City entered into a limited contract with SPACECO, Inc. for the re-permitting of the design using City funding.

After an additional few months of design review and multiple meetings with IDOT, IDOT determined that significant additional design work would be needed in order to comply with current requirements, including resurveying and detailed cross-sectioning of the entire project limits at an estimated cost of

\$57,000. In order to accommodate the unbudgeted additional expense, the City applied to the CMAP CMAQ Project Selection Committee for a cost increase to cover the additional engineering. The request was approved at the July 12, 2012 meeting.

The design is now complete and Final Plans have been submitted to IDOT for a targeted September 19th letting. The changes in the plans since the 2009 design have resulted in a better facility for bicyclists with improved intersection treatments and better connections to adjacent facilities including a proposed Rectangular Rapid Flashing Beacon to provide a safer crossing and connection to the heavily-used Des Plaines River Trail toward the eastern end of the project. However, the Engineers Estimate of Construction Cost for the project has increased considerably due to a combination of higher unit prices and additional earthwork needed to ensure compliance with floodway/floodplain regulations, which is the reason for this current cost increase request.

In the several years since the inception of this project, based upon constituent requests for safer bicycle access along the east-west Central Road corridor, the Northwest Municipal Conference completed the update to the NWMC Regional Bike Plan which reinforced the demand for the Central Road Regional Bike Corridor (now named the Barrington-Wilmette Harbor Bikeway). In addition, the City of Des Plaines engaged in a year-long Active Transportation Planning process with the Active Transportation Alliance using federal stimulus funds. The planning process included multiple meetings with staff and students from the Oakton Community College as well as other public meetings which again reinforced the demand for the Central Road Bicycle Shoulders project. The Central Road project is included amongst the recommendations in the City's adopted Active Transportation Plan. Oakton Community College is currently building internal bicycle infrastructure in anticipation of and to connect to the paved bicycle shoulders construction.

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-91-034-13	CMM-4003(090)	
ROW	R-		
CONST	C-91-219-09	CMM_-9003(179)	
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	07-12-0001	Sponsor	IDOT – D1
Project Location Description		IL 394 at Sauk Trail	

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	135	108	80	CMAQ	State	<input type="checkbox"/>
CONST	FFY14	675	540	80	CMAQ	State	<input type="checkbox"/>
CE							
Total		810	648				

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	135	108	80	CMAQ	State	
CONST	FFY14	1840	1472	80	CMAQ	State	
CE							
Total		1975	1580				

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	
CONST	FFY14	1165	932	80	
CE					
Total		1165	932		

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 Prefinal 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-90-011-12		
CONST	C-91-304-12		
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	11-03-0007	Sponsor	City of McHenry
Project Location Description	IL 31 from McCullom Lake Rd to IL 120		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2007	363	291	80	CMAQ		<input checked="" type="checkbox"/>
ENG 2	2011	618	494	80	CMAQ		<input checked="" type="checkbox"/>
ROW	2012	2244	1795	80	CMAQ		<input checked="" type="checkbox"/>
CONST	2013	3063	2450	80	CMAQ	IDOT	<input checked="" type="checkbox"/>
CE	2013	369	295	80	CMAQ	IDOT	<input checked="" type="checkbox"/>
CONST	2013	3230	1500	46	STP-L	IDOT	<input checked="" type="checkbox"/>
CONST	2013	1025	495	48	STP-E	McHenry	<input checked="" type="checkbox"/>
CE	2013	56	45	80	STP-E	McHenry	<input checked="" type="checkbox"/>
CONST	2013	2314	0	0	Non-participating		<input checked="" type="checkbox"/>
Total		13282	7365	55			

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	2006	359	145	40	CMAQ	IDOT	2/27/2006
ENG 2	2010	617	494	80	CMAQ	IDOT	12/4/2009
ROW	2012	2693	2154	80	CMAQ	IDOT	1/31/2012
CONST	2013	3688	2950	80	CMAQ	IDOT	6/24/2013
CE	2013	369	295	80	CMAQ	IDOT	6/24/2013
ENG 2	2010	79	64	80	STP-E	McHenry	12/4/2009
CONST	2013	942	754	80	STP-E	McHenry	6/24/2013
CONST	2013	4282	1500	50	STP-L	IDOT	6/24/2013
CONST	2013	17	0	0	Non-participating		6/24/2013
CE	2013	55	44	80	STP-E	McHenry	6/24/2013
CE	2013	349	0	0	Non-participating		6/24/2013
Total		13450	8400	62			

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	2006	-4	-146	40	To ROW
ENG 2	2010	-1	0	80	
ROW	2012	4	146	80	From E1
ROW	2012	445	213	80	
CONST	2013	625	500	80	
CE	2013	0	0		
Total		1069	713		

Reason for Request

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

The project is an intersection improvement with the addition of turn lanes and 3 traffic signals; the project also includes widening of IL 31 north of the IL 120 intersection which is being funded with STP-L and State funds. The project is currently under construction and within the intersection limits, the quantity of non-special waste disposal is 2.5 times larger than testing had indicated at a cost of \$229,000 above the bid price, which was higher than the programmed funding, leading to a shortfall of \$1,739,000. Other fund sources will be used along with the request CMAQ increase to meet the shortfall.

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-	CMF-0336(033)	
ENG 2	D-	TE-CMF-0336(035)	
ROW	R-	CMF-0336(036)	
CONST	C-	TE-M-CMF-0336(100)	
ENG			
IMP			

Additional Comments

CMAQ Schedule Change Request Form

Project Identification

TIP ID	10-00-0129	Sponsor	Lake County
Project Location Description	Hart Road @ US Route 14		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	2016
CONST	2016

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW	2014	July 2014
CONST	2016	1/1/2016

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.

Land acquisition process has proceeded more quickly than anticipated.

Additional Comments



MEMORANDUM

To: Project Selection Committee

From: CMAP Staff

Date: July 2014

Re: CMAQ Process Evaluation and Transformation: Summary of Comments and Concerns

A summary of the concerns voiced from meetings held through June 12, 2014 was provided to committee members as a way to focus discussion on the areas that needed the most attention. Staff also met with several working committees and the Regional Coordinating Committee; comments from those meetings are also summarized. Based on feedback received, staff has proposed initial responses to some of the issues raised. In the text below, the **blue text** is staff's response. Issues related to the draft *CMAQ Programming and Management Policies* document appear first, followed by issues related to the methods used for the proposed CMAQ scoring process.

Based on the discussion at the July 17, 2014 PSC meeting, staff hopes consensus can be reached about the changes to be made to the *CMAQ Programming and Management Policies* document. From there, staff will modify the *Policies* document and email it to PSC members for final review the week of July 21, then post it on the Transportation Committee website on July 25 in advance of its August 1 meeting. The intent is to have the *Policies* document approved at the August Transportation Committee meeting and approved by the MPO Policy Committee in October.

Not all comments about the methods used for the proposed scoring process have been addressed in this document. Where a member still has concerns, staff would like to schedule a one-on-one meeting in July or August to address them. The intent is to have reasonable agreement on the scoring process to be used by mid-fall. The process should be in place prior to the anticipated call for projects in January 2015 so that sponsors have a chance to prepare their proposals.

I. Issues with the draft *CMAQ Programming and Management Policies*

1. Section A:2,d of the *Policies* should more explicitly state that staff will prepare air quality rankings and evaluate transportation impact criteria to develop a composite score for applications that would be presented to the focus groups for validation.

- a. Drawing on their professional judgment and experience as subject matter experts, the focus groups could elevate other issues and recommend adjustments to the program.
- b. Those adjustments would go back to staff, who would then present a recommended program to the committee for consideration for recommendation to the Transportation Committee.

The draft policies will be revised to indicate that the composite score for applications will be presented to the focus groups for feedback. Scores on individual criteria should not be changed by the focus groups since the scores are a product of factual measurements combined with pre-determined weights. For example, a focus group cannot change whether a project addresses a 5% location for safety. Instead, the focus group can supply any qualitative information about whether a project has “fatal flaws” or indicate if it has benefits that are not captured by the scoring system. The focus groups should concentrate on the technical aspects of the projects and will not be asked to adjust the program; this is the responsibility of the PSC. As a result of their experience with the upcoming (FFY 16-20) CMAQ cycle, the focus groups can provide recommendations about improvements to criteria to use in developing the following program.

2. The Policies should state that examples of other criteria that could factor into the programming recommendations are regional equity, project readiness, sponsor capacity and project mix.

The policies will be revised to indicate that regional equity, project readiness, sponsor capacity, project mix, and other judgment-based factors may be considered in program development. Most of these factors are currently referenced in the Project Application Information Booklet.

3. The service boards should provide the real cost and schedule for engineering activities for staff to determine an appropriate percentage of the engineering costs of a transit capital project that should be eligible for CMAQ funding to level the playing field with highway projects that cannot receive funding for phase I engineering.

CTA and Metra have done so, and based on this feedback the policies will indicate that 70% of engineering costs — those past the 30% benchmark — will be considered for CMAQ funding. Note that not all transit projects will require significant engineering.

4. Staff should develop a table, in cooperation with IDOT Local Roads staff, to better define “substantially complete” for phase 1 engineering, recognizing that final IDOT review time is beyond sponsor control and that different project types require different levels of phase 1 effort. The goals of the “substantially complete” requirement are to ensure an early local commitment to a project and to establish a full scope and cost estimate prior to requesting CMAQ funding.

No comments received. Given the goals expressed above, the CMAQ policy should be to have a final PDR completed for signatures by IDOT before the project is selected for funding. In some cases PDRs change significantly between preliminary and final versions, potentially causing delay, and there is no shortage of projects with Phase I Engineering substantially complete. CMAP staff would like to work with IDOT and other stakeholders to find ways to speed processing of these reports.

5. There should be a requirement that transit and bicycle facility projects be included in an adopted/approved planning document.

Several commenters disagreed with this requirement. Staff's intent with this requirement was to ensure that projects submitted for CMAQ funding emerge from a demonstrated local or agency prioritization process, which helps ensure the best projects are forwarded for funding and that there is a lasting commitment to advancing the project. Inclusion in a capital programming document is not required. In the FY 2013-14 Transportation Alternatives Program, bicycle facility projects were required to be featured in a planning document to be eligible. In fact, many good-quality plans have been developed in recent years that establish priority bicycle trail projects. Another good example is the use of the Central Area Plan by CDOT and CTA to identify station priorities and other projects for consideration of CMAQ funding. CMAP would like to see a similar link between planning and programming for highway, transit, and ideally direct emissions reduction projects (although private sector projects may emerge from a different type of planning process). Thus, staff is looking for feedback on planning documents that could fulfill this objective for different project types.

6. Soft match should be allowed for local match, in accordance with IDOT policies, and should be included in the Policies document.

Soft match, including Transportation Development Credits, can be considered on a case-by-case basis. Sponsors should be aware, however, that MAP-21 restricts the situations in which soft match can be used, and IDOT policies must also be followed. Since the use of soft match can affect the emissions cost/benefit ratio, proposals need to identify in advance if soft match is to be used. Commitment of any type of match is not a guarantee of project selection.

7. Privately funded direct emissions projects that involve only the marginal cost difference being eligible for funding should have a federal match level of 80% of the marginal cost difference and not 65%.

An 80% match for privately funded direct emissions reduction projects is acceptable if the funding is applied only to the marginal cost of the improved vehicle. In the case of a conventional direct emissions reduction project, an entire vehicle or engine is being purchased to replace a higher-emitting vehicle or engine. The operator is being encouraged to replace the vehicle or engine in situations where they might choose not to do so (i.e., the vehicle is not at the end of its useful life). For cases in which a private

entity is benefitting, a higher local match was deemed desirable. The 65% match was arrived at after some experimentation.

In the case of funding a marginal cost difference, the choice is between a lower-emitting version of a vehicle or engine (e.g., an electric or hybrid) versus a conventional one. The operator intends to replace the vehicle or engine, and is being encouraged to buy a better-performing one. In this case, the experience in other areas indicates that a higher match is needed to encourage purchase of the better-performing equipment. In fact, some states fund this type of project at 100%.

8. Sponsors requesting phase I engineering funds based on financial hardship, should only do so with the understanding that funds for additional phases are not guaranteed and will only be considered under a future call for projects.

The policies will be updated to indicate that when funds for Phase I Engineering are awarded based on hardship, CMAQ funding for future phases is dependent on successful competition in a future CMAQ program cycle.

9. Project applications should be ranked together based upon a composite score of the emissions benefits along with other criteria, including measures related to transportation impacts and regional priorities.

One commenter addressed this issue directly, suggesting that comparing different project types against one another is not appropriate because different criteria are used to evaluate different projects. While it is true that different transportation impact criteria are considered for different project types, the method is actually comparing how much the different transportation benefits of projects are *worth* to the region, and each project ("other" projects excepted) receives 30% of its overall score from these benefits. Multi-criteria analyses like this are quite common and have an extensive literature to support them. Although staff welcomes additional discussion of this issue to refine the scoring techniques, the *Policies* should continue to indicate that project applications will be ranked based upon a composite score of the emissions benefits along with other criteria.

10. Would like 3 weeks prior notice for the semi-annual updates. (B:2,d)

Currently the policies state that staff will provide the request at least two weeks prior to the due date. Staff will try and provide as much time as possible. Sometimes situations require staff to inquire under tight time frames so that the status of the program is known for the purpose of assessing obligation goals or accommodating projects moving into the current program years.

11. Reduce the number of times FTA processed projects are required to submit expenditure update information. (B:3)

The timing of the transit projects expenditure updates was done to correspond with either the RTA or FTA reporting requirements. The expenditure reports are required because transit projects can be obligated when the project is put into an FTA grant but

may not progress towards completion for many years. This provides the PSC and staff with an idea of how projects are progressing.

12. While it's correct not to advance Phase II and construction at the same time, how does this impact projects with ROW or implementation funds? (B:4,c)

This comment does not appear to relate to the identified section. Staff is seeking further clarification from the commenter.

13. FTA's TEAM system is being phased out and should be replaced with TrAMS. (B: 6.b)

Staff will change references to TEAM to include TrAMS but will leave in the TEAM name until it is fully phased out.

14. CDOT would like its own transit column to the Demonstrate Readiness chart since CDOT is not in the RTA program. (B: 6,b)

The "transit" column refers to transit agencies, not transit projects. CDOT is subject to the "locally executed IPA" as an indicator of readiness, regardless of the project type. Staff is seeking further clarification from the commenter.

15. There are concerns with the "demonstrate readiness" requirement for Transit non-capital projects. Official submittal in TEAM is usually not supposed to occur until funding is in place; possible replacement language is "Grant application in TEAM/TrAMS ready for FTA staff review." (B: 6,b)

This requirement is only for the purposes of demonstrating readiness for projects requesting to be brought off the deferred list. Currently the requirement is "FTA grant application submitted via TEAM" and does not require approval of the grant application. TEAM will be changed to TEAM/TrAMS.

16. The requirement of Inclusion in the RTA Program should not be used to demonstrate readiness for a phase of a Transit Capital Project. (B: 6, b)

This is not for new projects but for projects that are being brought off the deferred list and should already be in their agency's programs and therefore can be added to the RTA program.

II. Issues with the methods used for proposed CMAQ scoring process

1. The actual dollar per kilogram of pollutants eliminated should be documented for each project along with the Cost Effectiveness Score.

No comments received. Actual cost-effectiveness in \$/kg will also be reported in project rankings.

2. A single numeric score should be provided, rather than using a “yes/no” or “low/medium/high” rating.

As noted above, the policies will indicate that projects are ranked together based upon a composite score of the emissions benefits along with other criteria.

3. The transit supportive development score should consider the permitted density, not actual density. The intent is for sponsors to have made the land use decisions prior to applying for infrastructure funding.

Several comments were received on this issue. To clarify, the proposed scoring system considers permitted density, not existing density.

4. The commuter parking projects should be evaluated as transit facilities but a way to determine asset condition for facilities that do not currently exist that balances GO TO 2040's emphasis on modernizing the existing system with the desire to encourage Transit Oriented Development in the region by providing new stations is needed.

Although there is a perceived risk that new service and facilities will be at a disadvantage in the proposed system, note that new service and facilities tend to have higher ridership than projects which modernize existing facilities. Thus, they are expected to score higher on the ridership criterion. They may also score higher on air quality cost-effectiveness. Finally, note that not every project will score highly on every criterion no matter which criteria are chosen. Staff is seeking additional feedback on this issue.

5. The recommended program by staff will provide documentation for why a low ranking project should be funded or why a high ranking project should not. It should be up to the PSC to make the final recommendation. Examples of this might include:

- An innovative project that scores low but has characteristics which would lead to behavioral changes that cannot be captured in the point system may be recommended for funding
- Projects with strong sub-regional multi-jurisdictional support may be recommended for funding
- Projects with benefits reaching beyond their immediate location may be recommend for funding
- Projects which cannot demonstrate readiness may not be recommended for funding

No comments received. Staff anticipates providing written documentation for why a low ranking project should be funded or why a high ranking project should not.

6. Points should be awarded for projects located on the Congestion Management Process network.

A comment was received to the effect that average daily traffic (ADT) should be used to prioritize highways for funding in addition to the CMP network. However, one purpose of the National Highway System and the Strategic Regional Arterial system (the components of the CMP) is to identify priority roadways. If the CMP network does not perform as intended, then an update to the CMP should be considered rather than diluting the priorities it does establish. Lastly, note that the point value assigned to being on the CMP is quite small.

7. Points should be awarded for projects that address a safety problem, in addition to a congestion and/or air quality problem, at a location included in the IDOT "5% Report".

No comments received. The current scoring process awards points for projects that address a safety problem.

8. Projects should be awarded points for having a high transit accessibility index.

Several comments were received to the effect that transit projects should or should not be given priority based on their location's transit accessibility index. To clarify, the proposed scoring system gives points only to bicycle facilities based on the transit accessibility index where they are located.

III. Issues raised by Regional Coordinating and working committees

9. A member at the Regional Coordinating and Land Use Committee meetings brought up the potential for funding Phase I Engineering, particularly for municipalities, leading to discussion about the need for the CMAQ program to have well-defined projects versus the need for local governments to avoid paying for preliminary engineering.

Numerous discussions on this topic at the PSC and other committees have resulted in the decision to have projects fully scoped with accurate costs before they are considered for funding.

10. At both the Land Use and Environment and Natural Resources Committee meetings, members brought up the possibility of additional consideration being given to projects that have other environmental benefits, such as projects that include permeable pavement, bioswales, recycled materials, etc. The Environment Committee discussed evaluating the carbon reduction benefits of CMAQ projects, noting that GO TO 2040 includes greenhouse gas (GHG) emission reduction targets.

In the upcoming program, staff proposes to address such additional benefits as permeable pavement as a qualitative factor that could influence project selection. Staff also continues to explore quantifying GHG reduction as a benefit.

11. Members of the Economic Development Committee suggested that the program should consider economic impact and equity, but did not provide suggestions about how to do so.

As noted above, the CMAQ policies will be revised to indicate that equity may be taken into account in project selection. Staff is investigating the ability to estimate credibly the economic impacts of the fairly small projects included in the CMAQ program.

CMAQ Process Evaluation and Transformation Summary of Comments and Concerns

In an effort to move the work forward and preclude additional CMAQ PSC meetings, a summary of the concerns and comments from meetings held through June 12, 2014 to discuss the changes to the procedures used to evaluate and rank projects has been provided for your review. Staff also met with several working committees and the Regional Coordinating Committee; comments from those meetings are also summarized. As the conversation continues, the input of the PSC members is critical to develop an improved and workable process.

Please review these comments/concerns and the two documents provided at the June meeting. If you agree or disagree with a comment/concern or have a comment/concern to add, please indicate so on the document. If you would like to propose changes to the Policies Document or the Memo on the proposed ranking system, please provide a suggested change. All three documents have been provided in MS Word format. The process should be in place prior to the anticipated call for 2018 – 2020 projects in January 2015 so that sponsors have a chance to prepare their proposals.

1. Section A:2,d of the Policies should more explicitly state that staff will prepare air quality rankings and evaluate transportation impact criteria to develop a composite score for applications that would be presented to the focus groups for validation.
 - a. Drawing on their professional judgment and experience as subject matter experts, the focus groups could elevate other issues and recommend adjustments to the program.
 - b. Those adjustments would go back to staff, who would then present a recommended program to the committee for consideration for recommendation to the Transportation Committee.
2. The Policies should state that examples of other criteria that could factor into the programming recommendations are regional equity, project readiness, sponsor capacity and project mix.
3. The service boards should provide the real cost and schedule for engineering activities for staff to determine an appropriate percentage of the engineering costs of a transit capital project that should be eligible for CMAQ funding to level the playing field with highway projects that cannot receive funding for phase I engineering.
4. Staff should develop a table, in cooperation with IDOT Local Roads staff, to better define “substantially complete” for phase 1 engineering, recognizing that final IDOT review time is beyond sponsor control and that different project types require different levels of phase 1 effort. The goals of the “substantially complete” requirement are to ensure an early local commitment to a project and to establish a full scope and cost estimate prior to requesting CMAQ funding.

5. There should be a requirement that transit and bicycle facility projects be included in an adopted/approved planning document.
6. Soft match should be allowed for local match, in accordance with IDOT policies, and should be included in the Policies document.
7. Privately funded direct emissions projects that involve only the marginal cost difference being eligible for funding should have a federal match level of 80% of the marginal cost difference and not 65%.
8. Sponsors requesting phase I engineering funds based on financial hardship, should only do so with the understanding that funds for additional phases are not guaranteed and will only be considered under a future call for projects.
9. Project applications should be ranked together based upon a composite score of the emissions benefits along with other criteria, including measures related to transportation impacts and regional priorities.
10. The actual dollar per kilogram of pollutants eliminated should be documented for each project along with the Cost Effectiveness Score.
11. A single numeric score should be provided, rather than using a “yes/no” or “low/medium/high” rating.
12. The transit supportive development score should consider the permitted density, not actual density. The intent is for sponsors to have made the land use decisions prior to applying for infrastructure funding.
13. The commuter parking projects should be evaluated as transit facilities but a way to determine asset condition for facilities that do not currently exist that balances GO TO 2040's emphasis on modernizing the existing system with the desire to encourage Transit Oriented Development in the region by providing new stations is needed.
14. The recommended program by staff will provide documentation for why a low ranking project should be funded or why a high ranking project should not. It should be up to the PSC to make the final recommendation. Examples of this might include:
 - An innovative project that scores low but has characteristics which would lead to behavioral changes that cannot be captured in the point system may be recommended for funding
 - Projects with strong sub-regional multi-jurisdictional support may be recommended for funding
 - Projects with benefits reaching beyond their immediate location may be recommend for funding
 - Projects which cannot demonstrate readiness may not be recommended for funding

15. Points should be awarded for projects located on the Congestion Management Process network.
16. Points should be awarded for projects that address a safety problem, in addition to a congestion and/or air quality problem, at a location included in the IDOT "5% Report".
17. Projects should be awarded points for having a high transit accessibility index.

Meetings with working committees and the Regional Coordinating Committee in June yielded the following:

18. A member at the Regional Coordinating and Land Use Committee meetings brought up the potential for funding Phase I Engineering, particularly for municipalities, leading to discussion about the need for the CMAQ program to have well-defined projects versus the need for local governments to avoid paying for preliminary engineering.
19. At both the Land Use and Environment Committee meetings, members brought up the possibility of additional consideration being given to projects that have other environmental benefits, such as projects that include permeable pavement, bioswales, recycled materials, etc. The Environment Committee discussed evaluating the carbon reduction benefits of CMAQ projects, noting that GO TO 2040 includes greenhouse gas (GHG) emission reduction targets. Staff expects that carbon dioxide reduction will be linearly related to volatile organic compound and fine particulate matter reduction, so that while GHG reduction could be quantified and reported as a benefit of the program, it does not need to be used as an additional criterion for project selection.
20. Members of the Economic Development Committee suggested that the program should consider economic impact and equity, but did not provide suggestions about how to do so.



CMAQ PROGRAMMING AND MANAGEMENT POLICIES

DRAFT UPDATE

A: Programming of CMAQ Funds for New Projects

1) APPLICATION MATERIALS AND REQUIREMENTS

- a) The applicant is solely responsible for application completeness.
- b) Applications submitted without the following will be rejected:
 - i) Complete project financing & CMAQ funding request section;
 - ii) Input Module Worksheets for traffic flow improvement projects only;
 - ~~iii) Scoping Document for traffic flow improvements, commuter parking and pedestrian/bicycle projects only;~~
 - ~~iv) iii) Pedestrian/Parking Deck Supplements, if applicable;~~
 - ~~v) iv) Sign-off by the applicable Planning Liaison, for municipal sponsors only (see section A: 1, d).~~
- c) Project applications will need to meet the following screening criteria. Failure to meet the following screening criteria will result in the application being rejected:
 - i) Phase 1 Engineering is substantially complete. In order to show the requirement is met, a sponsor will either have to submit a final Project Development Report to IDOT for signatures by the date indicated in the application materials or show that Phase 1 design approval has already been received. CMAP staff then follows up with IDOT to make sure the final PDR was submitted. This screening criterion does not apply to projects that do not require Phase I Engineering.
 - (1) For transit capital projects that require engineering services, the sponsor should be able to demonstrate that preliminary engineering work is completed on the project to a similar status of highway phase I engineering. CMAP staff realizes that there may be no definitive indication for when this is accomplished. Staff will work with sponsors on insuring that the initial engineering work has been

completed to a sufficient point that accurate cost information is established and that the project scope is clear.

- ii) Project is found in an adopted/approved plan. This screening criterion would only be used for bicycle facilities and transit projects. A variety of planning documents would be acceptable, including comprehensive plans, subarea plans, plans by subregional councils, capital improvement or facilities plans, and agency strategic plans.
- iii) Milestone schedule is realistic and consistent with project accomplishment goals. Project sponsors submit a form indicating when they expect to meet certain project development milestones. These should be consistent with the ranges given in the Federal Aid Project Flowchart and they must allow sponsors to meet their accomplishment goals of completing each project phase within two years of the year the funds are programmed (three years total).
- iv) Project has an air quality benefit. Given the centrality of air quality to the CMAQ program, projects that do not provide an air quality benefit will not be ranked on any other criteria.

e)d) If an application is missing other information, only one attempt will be made to collect that information (notice will be via a “read receipt” e-mail). The deadline for submission of missing information is 30 days from the date of the emailed notification from CMAP. If the sponsor does not respond by the deadline, the application will be rejected.

e)e) Project applications submitted by municipal agencies (villages, cities, counties, park districts, school districts, forest preserve districts, townships, etc.) are required to be reviewed by their Council of Mayors Planning Liaison (PL).

- i) The individual PLs are responsible for reviewing applications and advising the sponsor of missing information.
- ii) The PL sign-off is incorporated into the application form.
- iii) The deadline for submission for PL review is two weeks in advance of the deadline for submission to CMAP. The deadline for submitting applications to the PLs will be included in the CMAQ program development schedule.

2) EVALUATION CRITERIA, RANKINGS, AND PROJECT SELECTION

- a) All applications meeting the screening criteria from section A:1,c will be analyzed for potential emissions benefits and transportation impacts.
- b) Projects will be ranked based upon the criteria and weighting system stipulated in pre-application materials posted on the CMAP website prior to the call for projects.

- c) The project applications will be ranked together based upon a composite score of the emissions benefits along with other criteria, including measures related to transportation impacts and regional priorities.
- d) CMAQ Staff will use the project rankings along with input from the four modal focus groups (Bicycle and Pedestrian Task Force, Regional Transportation Operations Coalition, Direct Emissions Reduction Focus Group and the Transit Focus Group) or other CMAP committees to develop a staff-recommended program of projects which would be presented to the Project Selection Committee for their consideration in developing the Proposed Program for the region.

2)3) PROGRAMMING THE FUNDS

- a) The CMAQ program mark for a given federal fiscal year will be the northeastern Illinois share of the State's federal apportionment adjusted by the CMAQ Project Selection Committee to account for programming balances.
- b) Phase I engineering will be the responsibility of the project sponsor to complete without CMAQ funding.
 - ~~i) Sponsors will be required to demonstrate that phase I engineering has been initiated prior to programming of CMAQ funding to a proposal. This can be demonstrated by:

 - ~~(1) The project has received design approval prior to release of the Project Selection Committee's programming recommendations.~~
 - ~~(2) The PDR document has been submitted to IDOT for approval prior to release of the Project Selection Committee's programming recommendations.~~~~
 - ii) i) A sponsor can request funding for phase I engineering based on financial hardship or if the proposal is directly identified by a GO TO 2040 Focused Programming group.
 - (1) Phases beyond phase I engineering will not be eligible for CMAQ funding until a sponsor has either submitted a final Project Development Report to IDOT for signatures by a certain the date specified in the application materials or has received Phase 1 design approval one of the two requirements from section A: 2, b, i are met.
 - (2) All remaining eligible phases will be programmed at a maximum level of 80% federal funding.
- c) ~~For projects that complete phase I engineering without CMAQ funding, the federal funding level for p~~Phase II engineering, right-of-way acquisition (ROW), construction

and implementation ~~are eligible for CMAQ funding at 80% federal participation will be at 100%~~, with the following exceptions. ~~[see note]~~[†]

- i) For transit proposals where phase I and phase II engineering are not clearly defined, 50% of the engineering costs will be eligible for CMAQ funding at an 80% federal participation with all of the costs of the remaining phases eligible up to for 100% CMAQ funding federal participation.
 - ii) For signal interconnect projects, phase II engineering costs will not be eligible for CMAQ funding ~~with the construction phase eligible for 100% funding~~.
 - ~~iii) For proposals that are not required to complete phase I engineering, 90% of the proposals' remaining phases will be eligible for CMAQ funding. Projects in this category include but are not limited to:~~
 - ~~(1) Bicycle Parking and Encouragement~~
 - ~~(2) Non-construction bicycle facility treatments~~
 - ~~(3) Sidewalks not involving ROW acquisition~~
 - ~~(4) Transit Service and Marketing~~
 - ~~(5) Transit Vehicles Procurement~~
 - ~~(6) Diesel Retrofits~~
 - ~~(7) Most "Other" category projects~~
 - ~~(8) Any project using a Categorical Exclusion 1(CE1)~~
 - ~~iv) iii)~~ For proposals involving private corporations, the funding levels will be addressed on a case by case up to a maximum 65% federal share.
- d) Proposals that are not selected for funding but are shown to have air quality benefits will be included in a "Vetted" project list that can be used to help meet the annual obligation goal described in further details under section B:4.
- e) All sponsors will be required to attend a mandatory project initiation meeting once CMAP has received the federal funding eligibility determinations from USDOT. The meeting will include distribution of necessary forms and information needed to initiate the projects and review of general project schedules and deadlines. Unless specific approval has been granted by CMAP, project consultants may not attend in the stead of project sponsors. Consultants are encouraged to accompany the project sponsors. Failure to attend will subject the project to removal from the program. This decision will be via recommendation of the CMAQ Project Selection Committee to the Transportation Committee and MPO Policy Committee.

B: Active Program Management of Projects

[†]Note: The recently passed federal transportation authorization legislation, Moving Ahead for Progress in the 21st Century (MAP 21), does not extend the authority to fund CMAQ projects at 100% federal in FFY 2013 and beyond. CMAQ funded phases will require a minimum of 20% local match.

1) EVERY PHASE OF AN APPROVED PROJECT WILL BE SUBJECT TO AN ACCOMPLISHMENT SUNSET. EACH PHASE WILL HAVE THE YEAR IN WHICH IT IS PROGRAMMED PLUS TWO ADDITIONAL YEARS (3 YEARS TOTAL) TO MEET THE ACCOMPLISHMENT GOAL FOR THE PHASE.

a) For FTA administered projects, accomplishment is FTA grant approval for the phase.

b) For those projects administered through the Federal Highway Administration, ~~the~~ accomplishment ~~goal~~ is defined as:

i) Phase I engineering - design approval

ii) Phase II engineering - Pre-final plans submitted to IDOT District 1

iii) ROW - ROW certified by IDOT District 1

iv) Construction - Has been let for bid

v) Implementation - Federal Authorization

c) If a phase is not accomplished in the year it is programmed plus two years, all remaining unobligated CMAQ funds for the phase and all subsequent phases (regardless of the sunset year of those phases) funding for the project will be removed from the guaranteed program and the project will be considered a deferred project. More information on deferred projects in section B:4,c,ii.

2) A REVIEW OF THE STATUS FOR ALL PROJECTS WITH PHASES IN THE ANNUAL ELEMENT WILL BE CONDUCTED ~~IN MAY AND OCTOBER~~ AT LEAST SEMI-ANNUALLY.

a) Due dates for semi-annual updates will be included in the CMAQ PSC meeting calendar which is approved prior to the start of each calendar year. Updates will generally be requested in late spring (May/June) and fall (October).

b) CMAP staff or the CMAQ PSC may request additional status updates at any time.

c) Semi-annual updates will be required for all project phases meeting any of the following conditions. All projects meeting these conditions that fail to provide a semi-annual status update will be subject to removal from the CMAQ program.

i) Deferred phases.

ii) Phases sunsetting at the end of the current federal fiscal year.

iii) Phases programmed in the current federal fiscal year, regardless of sunset date.

d) CMAP staff will provide a list of phases requiring status updates and instructions for completing the updates to Planning Liaisons (for locally sponsored projects) and other project sponsors (service boards, IDOT, counties, and CDOT) at least two weeks prior to the due date.

a)e) ~~Status updates may also be requested, or may be submitted without a request, for phases programmed in out years in order to assist with programming decisions for meeting the annual obligation goal. All projects that fail to provide status report during May or October will be subject to removal from the CMAQ program.~~

3) TRANSIT PROJECTS THAT HAVE BEEN OBLIGATED WILL BE REQUIRED TO SUBMIT AN EXPENDITURE UPDATE WITHIN 45 DAYS OF THE END OF EACH CALENDAR QUARTER UNTIL THE PROJECT IS 100% COMPLETE.

4) AN ANNUAL OBLIGATION GOAL WILL BE SET TO ENSURE THE REGION IS SPENDING ITS CMAQ APPORTIONMENT.

a) The goal will be set ~~three months~~ prior to the start of the federal fiscal year.

b) The goal will be based on the anticipated apportionment for the next federal fiscal year and the anticipated unobligated balance.

c) If the obligation goal cannot be met through implementation of projects incorporated in the CMAQ program through the regular selection process, then other projects (listed below in priority order) that have demonstrated readiness as defined in 3:6,b will be selected for contingency funding to accomplish the goal:

i) Out Year – projects programmed in the out years of the program will be moved into the annual element. This can occur at any time if funding is available ~~and the project demonstrates readiness.~~

ii) Deferred – projects that had their funding removed for failure to meet accomplishment sunset deadlines can have their funding ~~restored~~reinstated one phase at a time. This can occur at any time if funding is available ~~and the project demonstrates readiness.~~

iii) Vetted – ~~move projects into the annual element that~~ includes:

(1) Projects that were analyzed in a prior programming cycle and showed an air quality benefit but were not included in the program ~~and that have demonstrated readiness~~ or

(2) Partially funded CMAQ projects that have other funding ~~that~~for which CMAQ funds can be substituted ~~with CMAQ funds that have demonstrated readiness.~~

~~iv) Extraordinary – projects that are CMAQ eligible but which have not applied for CMAQ funding and have demonstrated readiness.~~

d) If the actual obligation amount is expected to be within \$5 million of the goal as determined by CMAP staff, then no action to implement other projects will be considered.

5) THE REVIEW PROCESS FOR DETERMINING IF THE OBLIGATION GOAL WILL BE MET, OR IF OTHER PROJECTS NEED TO BE SELECTED WILL BEGIN IN THE SPRING OF THAT FEDERAL FISCAL YEAR.

6) PROJECTS SELECTED FOR CONTINGENCY FUNDING MUST MEET THE FOLLOWING CONDITIONS:

a) Be ready to obligate within the federal fiscal year.

b) ~~demonstration of~~Demonstrate readiness as defined below.

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

e) eConstruction is the preferred phase for contingency funding

c) Vetted ~~and extraordinary~~ projects must meet the following phase funding minimum requirements.

i) \$1 million for phase II or ROW acquisition

ii) \$5 million for construction

(1) A combination bid ~~over \$5 million of connected or related projects which total~~
the above minimums is acceptable

iii) Limits do not apply to out year or deferred projects



MEMORANDUM

To: Project Selection Committee

From: CMAP Staff

Date: June 2014

Re: Documentation on methods used for proposed CMAQ scoring process

This spring, CMAP staff made an **initial proposal** for a new project ranking system to use in the Congestion Mitigation and Air Quality Improvement (CMAQ) program that is meant to enhance decision-making with project evaluation that integrates information on a wider range of benefits. In summary, the proposed approach ranks each project using a score from 0 to 100. Of the total, 30 percent of the score comes from “transportation impact criteria” that are specific to the type of project, while 10 percent is based on achieving certain regional priorities outlined in GO TO 2040. The lion’s share of the score, 60 percent, is based on the cost-effectiveness of the air emissions reduction associated with the project. Please note that a high or low ranking does not necessarily imply a project will be selected for funding since other considerations, such as project readiness or sponsor capacity, influence actual project selection.

This memo provides documentation on the proposed scoring process for committee and stakeholder feedback. A spreadsheet is also available on the PSC website that shows how projects considered in the FY14-18 CMAQ cycle would have scored using the new procedure.

Transportation Impact Criteria

The currently proposed transportation impact criteria and their weights are as follows:

Project type	Criteria and Weights		
Highway	Reliability 15	Safety 10	On CMP network 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	Benefits sensitive population 20	Annual health benefits 5	Improves public fleets 5

Highway Projects

Travel time reliability score

This is composed of a quantitative and a qualitative evaluation. The quantitative portion is based on the planning time index (95th percentile travel time divided by free flow travel time) and takes a maximum of 10. The Planning Time Index is calculated for the project footprint based on speed probe data for 2012 provided by the vendor Midwest Software Solutions (MS2) through an agreement with IDOT. (These data will be updated going forward and will likely be for 2012 and 2013 together in the FY16-20 program evaluation.) The score was calculated based on the percentile shown in the middle column in the table below. Points were assigned for each project as follows:

Maximum Approach PTI*	Percentile (weighted by distance)	Score
<= 1.40	0 - 50 th	2
1.41 to 1.81	51 st to 75 th	4
1.82 to 2.55	76 th to 90 th	6
2.56 to 3.35	91 st to 95 th	8
3.36 and greater	>95 th	10

* Maximum corridor PTI for signal interconnects and for bottleneck eliminations; maximum intersection leg PTI for intersection improvements.

The qualitative dimension of the score has a maximum of 5 and is developed by determining whether the project has any of the following characteristics or helps implement any of the following as part of a larger program:

<i>Systematic Improvements</i>	Score
Integrated Corridor Management	5
Workzone management (traveler information improvements)	5
Truck travel information systems	4
Strategies to improve transit on-time performance	4
Ramp metering	4
Road weather management systems	2
Special event management	3
Traffic signal interconnect	4
Adaptive signal control	5
<i>Spot improvements:</i>	
Highway-rail grade separation with more than 10K AADT and more than 10K annual minutes of delay lasting > 10 minutes	5
Implementation of effective crash reduction strategy (e.g., access management) as part of highway improvement	3
Highway-rail grade separation in ICC top 20 delay list	3
Highway-rail grade separation with more than 5K AADT and >5K	2

annual minutes of delays lasting > 10 minutes	
Other highway-rail grade separation	1
<i>Incident Detection:</i>	
Traffic Management Center (TMC) to TMC Communications	4
Computer-aided dispatch (911 call center) to (TMC) communications	4
Extension or improvement of real-time traffic surveillance on regional expressways and tollways, including video and detectors	3
Integration of real-time probe data into incident detection procedures	3
Establishment of detector health program	3
<i>Incident Response:</i>	
Expansion of response operations capabilities (e.g., minutemen)	5
Dispatch improvements, including center-to-operator and supervisor-to-operator communications (including supervisor-bus communications)	4
Response equipment (e.g., minuteman vehicles)	4
<i>Incident Recovery:</i>	
Expediting coroner's/medical examiner's accident investigation process	5
Dynamic message signs (DMS, multiple, including arterial DMS)	3
Incident-responsive ramp meters	3
Speed Management Systems	2
On-scene communication, coordination, and cooperation	2
Development and improvement of highway closure detour routes	2

Safety

Although CMAQ is not a safety program, the project development process will wind up addressing safety deficiencies if they exist. Other things being equal, then, it is more important to fund a project where safety problems are more severe. At its March 2014 meeting, RTOC suggested using the IDOT 5% report locations to score safety. At the time, these data had not been made available, but since then CMAP has acquired them. Thus, the score is simply **10** if the project addresses a 5% location and **0** if it does not.

Congestion Management Process highway system.

The regional Congestion Management Process (CMP) has identified a set of roadways on which it is particularly critical to minimize congestion. The CMP highway network consists of the National Highway System and the [Strategic Regional Arterial](#) system. The score is **5** if the project is on the CMP and **0** if not.

Direct Emissions Reduction Projects

Improving the condition of public fleets

Given the funding challenges of public agencies and the condition of public fleets, as a matter of policy a project improving public sector vehicles should be a higher priority than one benefitting the private sector. The score is 5 if the project improves publicly owned fleets and 0 if it does not.

Annual health benefits

Annual health benefits are calculated by US EPA's [Diesel Emissions Quantifier](#) at the county level and divided by annualized project costs. No points are given for a benefit/cost ratio less than \$1.00. One point is given for a cost/benefit ratio of \$1.00 and one point for each \$0.50 above that, with a maximum of 5 points.

Benefits to sensitive populations

Impacts from fine particulate matter emissions may be more pronounced in children and older adults, who are especially susceptible to illnesses caused or exacerbated by exposure to fine particulate matter. Minority and poverty status likely influence susceptibility as well. The sensitive population index shows the relative proportions of persons in a census tract who are over 65, under 5, minority, and low-income. For each of these categories, a tract was given a value from 0 – 4 based on the quintiles of that category in the region (e.g., a tract in the second quintile for population over 65 would receive a value of 2, while one in the fifth quintile would receive a value of 4). For income, a value of 4 was given if the tract median income was below half of the regional median income (\$31,140) and 0 if above that level. The data are from the 2010 decennial census.

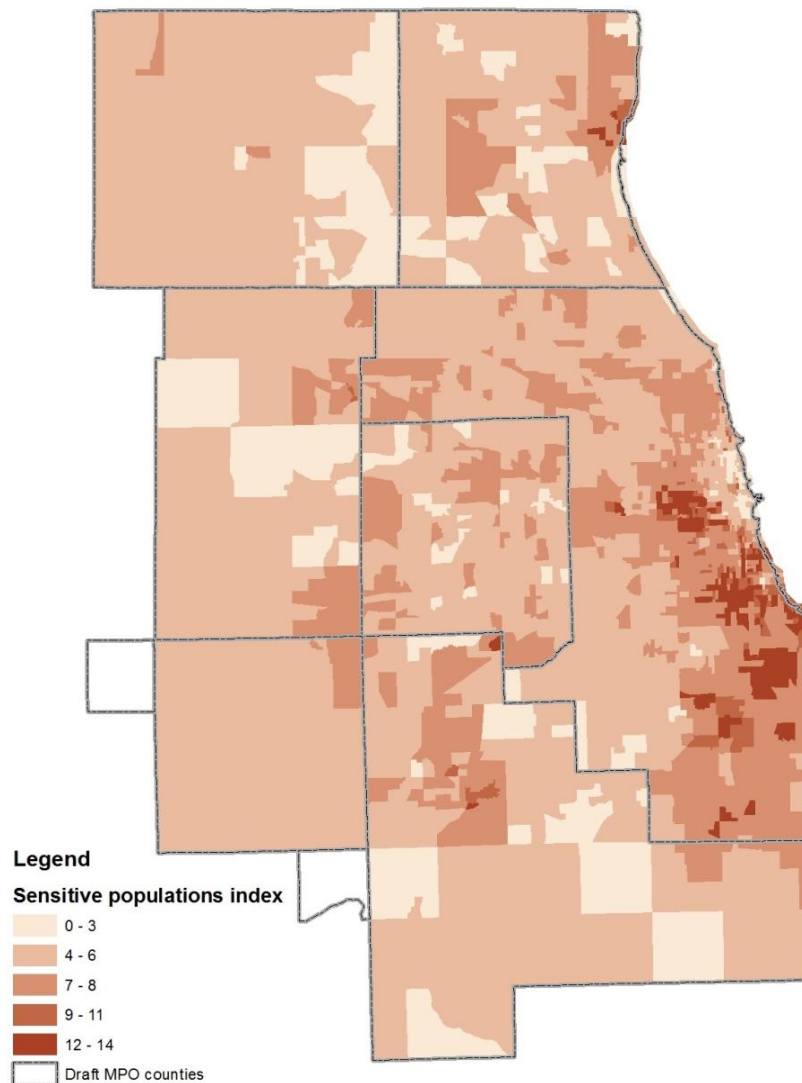
The index is shown in Figure 1. The breakpoints for the census tracts are shown in the table immediately below. Theoretically the maximum value this index could take is 16. However, the highest value actually observed in a census tract is 14.

Index value	0	1	2	3	4
Percent age over 65	0%	8%	12%	18%	26%
Percent age under 5	0%	4%	6%	7%	9%
Percent minority	0%	12%	23%	40%	66%
Income	4 if median tract income <\$31,140; otherwise 0				

To score a project, the sensitive population index is then multiplied by an estimate of the population benefiting from the project, the magnitude of the emissions reduction, and the time of exposure. For localized projects, the population within 0.5 miles of the project was used. For transit projects, the service population was used, as it was assumed that the service population would be the most affected by emissions reductions benefits, along with the population within 0.5 miles of the project. Service board customer demographics were compared to the breakpoints in the sensitive population index to derive an index for the transit agencies.

The final project score is assigned on a scale of 0 to 20. Any project where sensitive population index \times population benefitting \times magnitude of emissions reduction per operating hour \times time of exposure \div exposure buffer area is greater than 250 kg per square mile receives one point, with one point for each 250 beyond that, up to a maximum of 20. This planning-level approach provides a simple, reasonable assessment of the level of benefit of a project for sensitive populations in the region.

Figure 1. Sensitive populations index (2010)



Bicycle Facilities

Safety and attractiveness rating

The Bicycle and Pedestrian Task Force has developed a “**safety and attractiveness rating**” that scores the improvement in conditions for walking and biking that result from building a facility. A guide for scoring is shown in the table below. A project score is calculated as (safety and attractiveness rating after project – rating before project) \times weight. In this case the weight is 2 so

that the maximum score is 10. For example, building a protected bike lane along an arterial street with no accommodation currently would take the safety/attractiveness rating from 1 to 5 and earn a score of $(5 - 1) \times 2 = 8$. Ratings and their narrative descriptions are in the table below:

Narrative description	Rating
Impassable barrier for walking and bicycling	0
Arterial road with no bike/ped accommodation	1
Arterial road with some bike/ped accommodation, including marked shared lanes, and collector streets with no accommodation;	2
Low-speed, local streets with no bike/ped accommodation	3
Unprotected bike lane; local and collector streets with full accommodation	4
Trail or arterial sidepath, cycletrack, protected bike lane, buffered bike lane	5

Connectivity

At its March 2014 meeting, the Bicycle and Pedestrian Task Force suggested that a measure of connectivity be included in the bikeway project evaluations, and that this measure include either street network connectivity or connectivity to the bikeway system itself. The measure is the greater of either (a) the project’s street network connectivity rating, measured with the Pedestrian Environment Factor, or (b) the connectivity of bikeways resulting from the project. This includes all bikeways, not just Regional Greenways and Trails Plan projects. This maximum is then partially weighted by the CMAP land use diversity index, which helps emphasize locations likely to generate short trips between nearby land uses conducive to cycling, to arrive at a final score. The measure is designed to recognize project proposals with substantial connectivity benefits along the full spectrum of rural to urban locations. The score has a maximum value of 10. The following table shows the assignment of points related to improving bikeway connectivity:

Project’s Bikeway Connectivity Characteristics	Value Assigned
Project fills a gap between existing bikeways	10
Project intersects an existing bikeway	6
Project extends an existing bikeway	3
Project is a new isolated bikeway segment.	0

The procedures for calculating the Pedestrian Environment Factor and the Index of Land Use Diversity in the Chicago Region are described in documents linked to the CMAP [Performance Measurement](#) web pages. Below are samples of how this measure plays out under various scenarios:

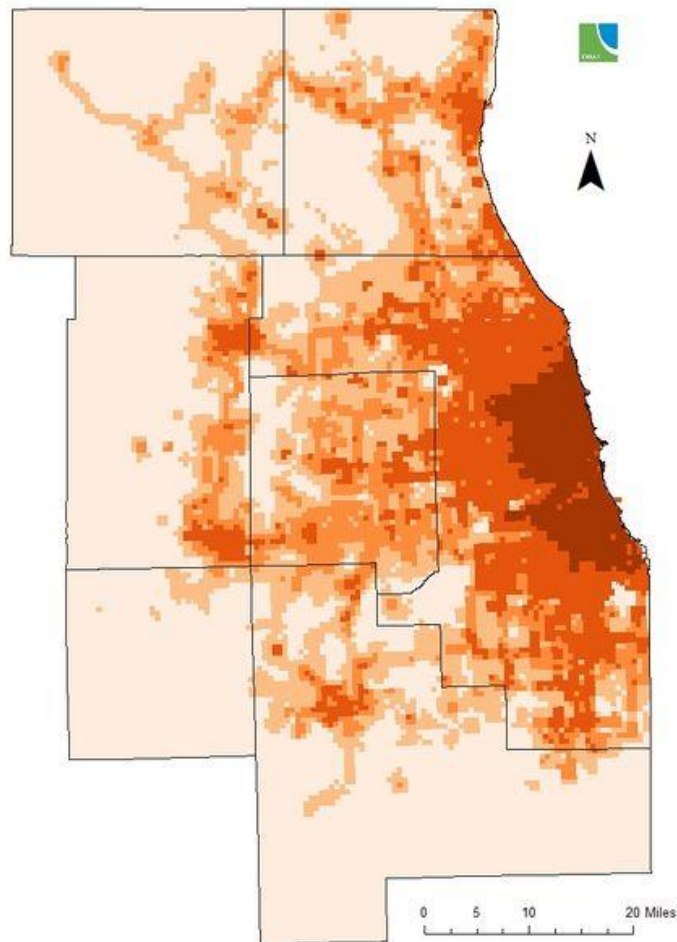
Column	A	B	C	D	E	F
Description	Bikeway Connectivity	PEF	Greater of PEF or Bikeway Connectivity	Half of Column C	Avg. Land Use Diversity	Score = $D \times (E + 1)$
Urban, Isolated Facility	0	9.67	9.67	4.84	0.58	7.64

Column	A	B	C	D	E	F
Urban, Connected Facility	6	7.41	7.41	3.70	0.61	5.99
Suburban or Rural, Isolated Facility	0	2.25	2.25	1.12	0.44	1.62
Suburban or Rural, Connected Facility	10	1.61	10	5	0.57	7.86

Transit accessibility index

Measuring transit accessibility helps ensure that a bicycle facility provides a realistic alternative to auto use by evaluating the potential to link bicycling with transit for longer trips. The measure was developed by CMAP for the GO TO 2040 update to provide a uniform measure of transit level of service available across the region during an average week (see map in Figure 2). The maximum score on this measure is 10. Since the transit accessibility index ranges from 1 – 5, the index is weighted by 2 to produce the score. Accessibility in all the subzones the project intersects is averaged to score the project. A full description of the calculation of the transit accessibility index will be posted in the [GO TO 2040 Update Appendices](#).

Figure 2. Transit accessibility index (2010).



Color Code	Index Value	Subzone count	Share of Regional Population	Share of Regional Employment	Transit Access Level
	1	8,850	7.3%	5.4%	Low
	2	3,242	20.1%	16.2%	Moderately Low
	3	1,874	16.3%	20.2%	Moderate
	4	1,851	29.7%	30.3%	Moderately High
	5	626	26.6%	28.0%	High

Transit Projects

Ridership increase

First-year ridership estimates from the FY10-14, FY12-16, and FY14-18 programs that were provided by applicants or calculated by staff were combined into one dataset. The quintiles were calculated and used to define the scoring system with a maximum score of 15.

Ridership	Percentile	Score
<254	0 – 20 th	3
255 - 436	21 - 40 th	6
437 - 1,002	41 – 60 th	9
1,002 - 1,829	61 – 80 th	12
>1,830	>80 th	15

Travel time reliability score

The travel time reliability score is composed of a quantitative measure of on-time performance (OTP) on the particular route with a qualitative evaluation of the project’s impact on reliability. The travel time reliability criterion only applies to transit service and equipment. It takes a maximum of 15, with 7.5 points coming from the quantitative measure. Only Pace has supplied system-wide on-time performance data so far. Staff anticipates asking for the route-level OTP on the CMAQ application form.

On-time performance	Score
< 60%	7.5
60% - 70%	6.0
70% - 80%	4.5
80% - 90%	3.0
>90%	0

The qualitative element of the score is based on the presence of the reliability-enhancing features in the table below. Projects can receive up to 7.5 points in this area. As with highway scoring, this qualitative method should be replaced as better technical tools for estimating changes to OTP are developed.

<i>Rail</i>	Score
New Vehicles	1.25
Upgraded Switches	1.25
Upgraded Power Supply	1.25
Positive Train Control	1.25
Station Consolidation	1.25
Track Improvements	2.50
Reduction of Freight/Vehicle/Pedestrian Interference	3.75
<i>Bus</i>	
New Vehicles	1.25
Queue Jump/Bypass Lanes	1.25
Off-board Fare Collection	1.25
Reduced Stops/Express Service	1.25
New Dispatching/Decision Support Systems	1.25
Passenger Vehicle Movement Restrictions	1.25
Transit signal priority	2.50
Multi-Door Boarding with Off-board Fare Collection	2.50
Bus-on-Shoulders	4.00
Managed Lanes	5.00
Dedicated Bus Way	7.50

For new service, an upgrade to conventional fixed route service will take a score based on the OTP of the local service on the route plus a qualitative score based on the reliability-enhancing features of the project. For example, a “basic” arterial rapid transit project along a route where the local service is 65% on-time would get a score of 6.0 based on OTP + 1.25 for reduced stops + 2.5 for transit signal priority = 9.75. New vehicle purchases for service anywhere in the system would receive a quantitative score based on the system average.

Existing asset condition

Other things being equal, it is more important to fund a transit facility or purchase new equipment where these assets are in worse condition. The Regional Transportation Authority’s data will be used to define asset condition. Condition is rated based on a 1 – 5 scale, and project sponsors will be asked to provide that rating on the CMAQ application. This criterion would only apply to transit facilities. Entirely new facilities will receive a score of 0. *For the purpose of rescoring the FY14-18 program, asset condition was rated based on staff judgment since the RTA asset condition data were not available.*

Narrative description	Rating
Excellent/Does not currently exist	0
Good	3.75
Adequate	7.50
Marginal	11.25
Poor	15

Other Projects

Some projects may not fit neatly into any of the categories above, and the CMAQ program at CMAP has an “Other Projects” submission form to accommodate these funding requests. For these projects, no transportation impact criteria would be used. Instead, the cost-effectiveness of emissions reduction would count for 90 points rather than 60. Project sponsors will be encouraged to discuss their proposals with CMAP staff before submission to ensure that they are best handled as “Other Projects.”

Air Quality Cost-Effectiveness

Air quality cost-effectiveness is measured as either the cost per kilogram of volatile organic compounds (VOC) reduced or the cost per kilogram of fine particulate matter (PM2.5) reduced. In order to compare the opportunity costs of projects that have unequal lifespans, cost-effectiveness values were annualized according to the formula:

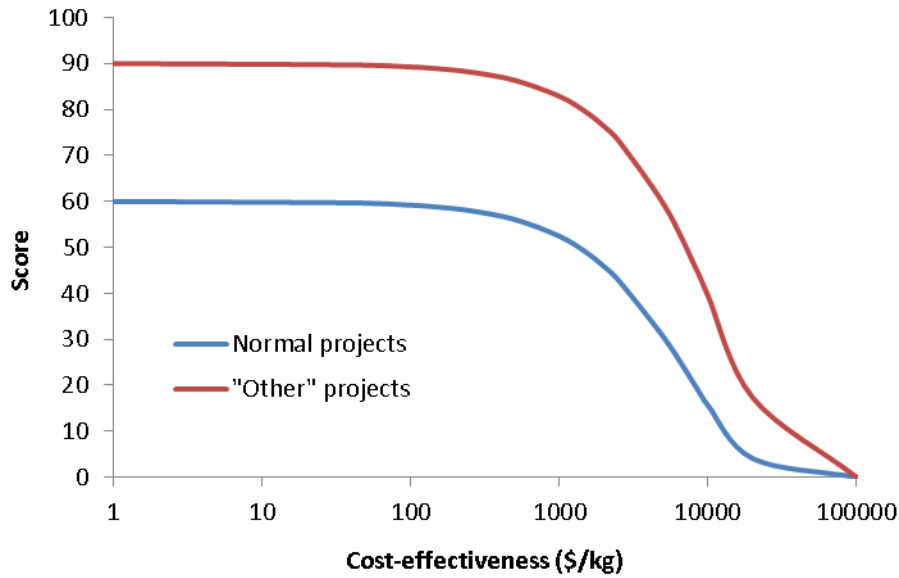
$$\text{Cost-effectiveness} = \frac{\text{Project cost} \times \frac{i}{1 - (1 + i)^{-n}}}{\text{Annual emissions reduction}}$$

The last term in the numerator is the capital recovery factor, where i = discount rate and n = the useful life of the project in years as reported by project sponsors. A discount rate of 3% was used, in line with typical U.S. Environmental Protection Agency practice.

After annualizing, cost-effectiveness was converted to a point value between 0 and 60 (except for projects classified as “other,” for which the range was 0 to 90 points). Because projects submitted for funding under CMAQ show a very wide range in cost-effectiveness values, the distribution of project cost-effectiveness is skewed well to the right. In the FY14-18 program, the median cost-effectiveness was \$5,150 per kilogram VOC reduced while the average was \$43,500. Cost-effectiveness ranged from \$40 to over \$1 million per kilogram VOC eliminated. Projects in the upper part of this range cannot realistically be considered to have air quality benefits. Given this skew and the need to have better separation between projects in the lower part of the range, it would not be appropriate to rescale the cost-effectiveness range linearly. Instead, a simple non-linear approach to rescaling was used in which:

$$\text{Project score} = \text{Maximum score} \times \exp(-k \times \text{cost-effectiveness})$$

The maximum score is 60 for most projects and 90 for “other” projects. The parameter k was set so that the middle score of 30 corresponds to the median cost-effectiveness in the FY 14-18 program. This scoring approach preserves variation in cost-effectiveness values while reflecting professional judgment about what constitutes a cost-effective project. It can be seen in the graph below that the score is most sensitive to changes in cost-effectiveness between about \$1,000 and \$10,000 /kg, which is in fact the range demarcating projects that perform reasonably well on cost and those that do not. Lastly, the same approach was used for direct emissions projects, only using the cost-effectiveness of PM2.5 removal.



Regional Priorities

Components of GO TO 2040 major capital projects

Projects that implement elements of GO TO 2040 major capital projects are given **10** points. In the FY 14 – 18 program, the following projects were eligible:

Intersection Improvement	II03143988	Elmhurst Rd and Touhy Av/IL 72
Intersection Improvement	II08143971	ElginO'Hare Expy/Thorndale Av and Park Blv Interchange, incl. Arlington Hts. Rd Interchange
Bottleneck Elimination	BE03143991	Touhy Av and UPRR
Transit Service and Equipment	TI13143920	I90 Corridor Transit Access Improvement Project
Transit Facility Improvement	TI01143897	Union Station Transportation Center
Intersection Improvement	II08143970	ElginO'Hare/Thorndale Av and I290 Interchange
Intersection Improvement	II08143977	ElginO'Hare/Thorndale Av and IL 83 Interchange
Intersection Improvement	II08143976	ElginO'Hare/Thorndale Av and Wood Dale Rd Interchange

Parking management, including parking pricing

Sponsors would submit this project via the "Other Projects" form. CMAQ projects that implement parking management strategies would be given **10** points. No projects were submitted in the FY 14-18 cycle that would fit this category.

Geographic targeting of funds

GO TO 2040 recommends establishing a geographically-targeted infrastructure funding source. CMAP is currently researching options for geographic targeting of infrastructure investment. This approach will not be ready in time for the upcoming FY 16 – 20 CMAQ cycle, and this category was not scored in the FY 14-18 reevaluation.

Transit-supportive land use

The viability of transit is closely connected to land use and neighborhood design, and so a major priority of GO TO 2040 is to encourage land use patterns that support transit. While the CMAQ program can fund a variety of transit improvements, not all potential work types have a particular nexus to land use. For example, transit vehicle improvements, signal priority systems, queue jumps, traveler information systems, and marketing initiatives are unlikely to have much impact on development, or vice versa. These are valuable enhancements that will increase ridership through improved speed and reliability of service, but have little bearing on land use.

Rather, the proposed scoring for transit-supportive land use is applicable to other GO TO 2040 priorities such as bus rapid transit (BRT) station improvements and rail station improvements; these work types hold the highest potential for supporting transit-oriented development. Major master-planned redevelopment projects conducted in tandem with transit improvements (past examples include Prairie Crossing in Grayslake and The Glen in Glenview) could also be considered regional priorities, although these projects should be evaluated on a case-by-case basis.

GO TO 2040 offers numerous recommendations to encourage local governments to better link transit, land use, and housing. As CMAP promotes the implementation of GO TO 2040, it is important to underscore the *adoption* of preferred policies. This scoring proposal is designed to reflect current zoning codes, serving as an incentive for local communities to implement transit-supportive land use policies and regulations. As such, it will require project sponsors to provide additional supporting information on adopted zoning codes in the project area.

The scoring system has three main components for transit-supportive land use, as identified in academic research:¹

- *Density* – Denser development in the vicinity of a transit stop supports higher ridership.
- *Diversity* – A mix of land allows transit to serve a larger variety of trip types across more periods of the day.
- *Design* – Stations and surrounding development should be integrated to allow convenient access to transit.

In addition, much research has highlighted the importance of distance to the transit station on ridership.² The proposed scoring system looks at measures of density, design, and diversity

¹ Robert Cervero and Kara Kockelman, 1997. Travel demand and the 3Ds: Density, diversity, and design. *Transportation Research Part D* 2 (3), 199-219.

within one-half mile of transit, consistent with planning practices at the Regional Transportation Authority.

Scoring is as follows:

	Max Score	Criteria																		
Density	5	<p>Up to 3 points will be awarded based on the permitted density for residential and non-residential land uses within one-half mile of the transit station. If more than one residential or non-residential classification is zoned within the station area, points will be assigned to the classification with the highest permitted density.</p> <p>Points will be assessed based on both residential <i>and</i> non-residential densities. If the two categories yield different point totals, the average of the two point totals will be awarded.</p> <p>Permitted Densities:</p> <table border="1"> <thead> <tr> <th>Residential (DU/buildable acre)</th> <th>Non-Residential (FAR)</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>< 6</td> <td>≤ 1.0</td> <td>0</td> </tr> <tr> <td>> 6 and ≤ 10</td> <td>> 1.0 and ≤ 2.0</td> <td>0.5</td> </tr> <tr> <td>> 10 and ≤ 16</td> <td>> 2.0 and ≤ 3.0</td> <td>1.0</td> </tr> <tr> <td>> 16 and ≤ 24</td> <td>> 3.0 and ≤ 4.0</td> <td>2.0</td> </tr> <tr> <td>> 24</td> <td>> 4.0</td> <td>3.0</td> </tr> </tbody> </table> <p style="text-align: center;">AND</p> <p>Up to 2 points will be awarded based on innovative parking requirements, which supports denser development by increasing space available for other uses (one point for each strategy implemented):</p> <ul style="list-style-type: none"> • Reduced minimum parking requirements • Enacted maximum parking requirements • Shared parking permitted • In-lieu parking fees permitted • Enacted bicycle parking requirements • Off-street parking is required behind or underneath buildings • Off-street parking is permitted off-site 	Residential (DU/buildable acre)	Non-Residential (FAR)	Points	< 6	≤ 1.0	0	> 6 and ≤ 10	> 1.0 and ≤ 2.0	0.5	> 10 and ≤ 16	> 2.0 and ≤ 3.0	1.0	> 16 and ≤ 24	> 3.0 and ≤ 4.0	2.0	> 24	> 4.0	3.0
Residential (DU/buildable acre)	Non-Residential (FAR)	Points																		
< 6	≤ 1.0	0																		
> 6 and ≤ 10	> 1.0 and ≤ 2.0	0.5																		
> 10 and ≤ 16	> 2.0 and ≤ 3.0	1.0																		
> 16 and ≤ 24	> 3.0 and ≤ 4.0	2.0																		
> 24	> 4.0	3.0																		
Diversity	2.5	<p>Up to 5 points will be awarded for the presence of mixed-use zoning within one-half mile of transit project (2.5 points for each strategy implemented):</p> <ul style="list-style-type: none"> • Zoning allows vertical mixing of uses (e.g., residential units above ground-level retail or office). 																		

² Reid Ewing and Robert Cervero, 2010. Travel and the Built Environment: A Meta-Analysis. *Journal of the American Planning Association* 76 (3), 265-294.

		<ul style="list-style-type: none"> • Zoning allows pedestrian-friendly diverse land uses (e.g., drugstores, groceries, dry cleaning, banks, restaurants, gyms, hardware stores, libraries, etc.). • Zoning excludes car-dependent land uses (e.g., drive-through stores, strip malls, etc.). <p>Communities that have implemented form-based codes may require additional qualitative analysis from CMAP staff to ensure their zoning meets the above standards.</p>
Design	2.5	<p>Up to 2.5 points will be awarded based on pedestrian-friendly designs currently implemented within one-half mile of transit station (one point for each strategy implemented):</p> <ul style="list-style-type: none"> • Continuous sidewalks on both sides of street • Short block lengths/high intersection density • Marked pedestrian crosswalks • ADA accessibility features (curb ramps, truncated dome mats, accessible pedestrian signals, etc.) • Enhanced pedestrian crossing strategies (in-road “Stop for Pedestrians” signs, pedestrian refuges, signals and timers, etc.) • Traffic calming strategies (bump-outs, road diets, speed bumps, neighborhood traffic circles, chicanes, etc.) • Lighting, street furniture, and streetscape beautification • Zoning requires building facades to be located close to sidewalks

In the rescored FY 14-18 program, the following transit facility projects receive points under this criterion:

Description	Density		Diversity	Design	Total
	Permitted Densities	Parking			
Monroe Station Reconstruction CTA Red Line	3.5	1.5	2.5	2.5	10
State/Lake Reconstruction - CTA Loop Elevated	3.5	1.5	2.5	2.5	10
Union Station Transportation Center*	N/A	N/A	N/A	N/A	N/A
Washington/Wabash Station on Loop Elevated to replace Randolph/Wabash and Madison/Wabash	3.5	1.5	2.5	2.5	10
Maywood Train Station Facility	1.5	0.5	1.0	1.5	5
Randall Rd Transit Infrastructure Improvements	0.5	0	0	0.5	1
Regionwide Transit Access Improvements	1.0	0.5	0.5	1.0	3
Pedestrian Infrastructure Improvements: Pace Bus Routes 350, 352, 364, 572, 529, 381, 395, 877, 888**	N/A	N/A	N/A	N/A	N/A

* Received priority as a component of a GO TO 2040 major capital project. ** Challenging to score because of multiple routes and jurisdictions; also unlikely to have major land use impacts.



MEMORANDUM

To: Project Selection Committee

From: CMAP Staff

Date: July 2014

Re: Project Type Changes for the CMAQ Program

During this year's process review of the Congestion Mitigation and Air Quality Improvement (CMAQ) program, a recurring theme has been the robustness of evaluation techniques and the effectiveness of various project types. The review has concentrated on whether a given project type is appropriate for federal funding, whether its benefits are properly measurable so that it can be compared against other project types, and the region's success with the projects. Three project subtypes suggest a need for further discussion with stakeholders:

- Travel demand management (TDM) marketing and outreach
- Pedestrian facilities
- Bicycle parking

This memo provides initial recommendations for changes in how these project types are handled in the CMAQ program.

Rethinking Marketing and Outreach Programs

At the February meeting of the Project Selection Committee, sponsors of TDM marketing and outreach projects were invited to present to the committee on the status of their projects. Prototypical projects in this category advertise a transit service, provide consumer-level information about government air quality programs, and produce general marketing materials (e.g., brochures, promotional items, etc.). Over \$15 million in CMAQ funds has been allocated to these marketing and outreach projects since 2004. A list of all the projects funded since 1993 are listed at the end of this document.

It is difficult to say what actual benefits the region has received for its investment thus far, since limited evaluation has been done of these projects' success. When the projects are analyzed for potential air quality benefits, the experiences of other programs in other regions are often used to estimate the benefits of the proposed project in the region. For existing projects that are seeking continued funding, however, the region could benefit from performance metrics that can be used to determine how well these programs meet their goals.

Furthermore, although many are regional in scope, they are often treated as independent ventures. A commute options program through the Regional Transportation Authority (RTA) was funded in 2012 and then the City of Chicago applied as part of the FFY 2014-2018 cycle for its own version. Both efforts similar in scope, and seemingly there is no need for two separate programs. The duplicate effort seems to indicate that the region lacks a coordinated vision for these regional TDM marketing/outreach efforts.

A possible consideration would be to fund a regional TDM vision plan with UWP funding. A plan would not only provide a means for coordinated marketing and outreach efforts but could help develop performance metrics that could be used to analyze these projects and provide accountability. At present, it appears that the Illinois Department of Transportation (IDOT) is taking leadership in this area and may fund a 5-year commute options program that will serve as a template for a statewide program. This program is still in the discussion phase and may change.

It is recommended that funding for new standalone TDM marketing/outreach efforts be discontinued until a coordinated regional strategy is put in place. Future TDM priorities and projects to fund through CMAQ could come from this regional strategy. Finally, note that this section is only addressing standalone TDM marketing/outreach activities. For example, if CMAQ funds a new bus service and the service operator would like to market that new service, such a cost item would be eligible.

Rethinking Pedestrian Facilities

As part of the FY 2014-2018 Call for Projects, the Project Selection Committee agreed to only consider pedestrian facilities projects which provide direct access to high ridership transit stops and stations. Even though this was stated in the application materials, several applications were submitted for neighborhood infill sidewalk projects.

To reduce confusion and develop a more coherent project type, the pedestrian facility project type should be eliminated and a new subcategory of transit improvements projects created which would deal specifically with transit access. A new subcategory which is being called access to transit would be part of the transit submittal. The access to transit category could consider other means to access transit beyond just pedestrian facilities, such as bicycle facilities and parking at a station or transfer location. The bicycle facilities project detailed here would be focused on addressing the areas directly around a transit facility.

Rethinking Bicycle Parking

One of the smaller project types eligible under the CMAQ program is the bicycle parking category. CMAQ has funded 17 bicycle parking projects at just over \$7 million since 1992, and more than half of the projects were less than \$42,000 federal. In fact, providing standard “U” racks is inexpensive and they are not especially difficult to install. Given the strings attached to the funding, using the region’s federal funds on projects of this size and magnitude may not be its most appropriate use.

Furthermore, the current analysis method used to develop the emissions benefits for bike parking projects is inadequate to properly measure the potential benefits of these projects. The analysis uses the population and work trips for the municipality requesting the funds in conjunction with fixed diversion rates and fixed trip lengths. The analysis does not account for the number of racks or the placement of them. A review of literature and other regions did not turn up any useful information on how bike parking projects could be better analyzed. If Committee members are aware of a method being used by others, they should contact staff with details.

Given the small size and scope of most bicycle parking projects and the difficulty of estimating emissions benefits, it is recommended that bicycle parking not be funded under CMAQ. Under the access to transit subcategory, bicycle parking at transit stations would still be eligible for funding.

Action Requested: Discussion

CMAQ Funded TDM Marketing and Outreach Programs – 1992-2014

TIP ID	Sponsor	Description	CMAQ Funds	Balance of Funds
		Southwest Rapid Transit Line	\$840,000	\$0
01-94-0187	CTA	Marketing		
13-95-0026	IEPA	Regional Ozone Info	\$880,000	\$0
16-96-0001	CTA	Green Line Corridor Marketing Prgm	\$1,000,000	\$0
16-99-0019	CTA	New Resident Marketing Program	\$455,200	\$0
		Regionwide Bicycle to Shopping	\$52,675	\$0
13-97-0001	CDOT	Promotion		
13-97-0002	IEPA	Partners for Clean Air Marketing	\$9,895,885	\$365,297
16-99-0018	CTA	Corporate Relocation Assistance	\$88,772	\$0
13-99-0005	Pace	Regional Rideshare Incentives Prgm	\$148,000	\$0
		New Resident/Student Bike Marketing	\$5,986,315	\$4,566,218
01-01-0011	CDOT	Program		
16-02-0011	CTA	Bus Circulator Marketing System	\$24,482	\$0
		Transportation Demand Management	\$79,959	\$0
03-04-0005	Schaumburg	Program		
16-04-0002	CTA	Cermak (Douglas) Corridor Marketing	\$480,000	\$0
		DuPage County Transit Service	\$480,000	\$480,000
08-05-0002	RTA	Marketing		
13-06-0003	RTA	Transit Use Campaign	\$1,000,000	\$0
		Walk Chicago-Pedestrian	\$160,000	\$160,000
01-06-0004	CDOT	Encouragement Program		
		TMA Lake-Cook Rideshare Commuter	\$36,317	\$0
10-06-0002	Lake County	Connection		
		Tri-State Tollway Construction	\$49,965	\$0
13-06-0010	Pace	Commute Alternatives		
		West Side/West Suburban Service Imp	\$640,000	\$544,240
16-06-0002	CTA	- Marketing		
13-09-0004	DuPage Co	Bike to Metra Marketing	\$84,000	\$0
13-10-0011	RTA	Clean Air Commuter Challenge	\$326,400	\$80,198
13-12-0004	RTA	Chicagoland Commute Options	\$1,112,184	\$1,050,309
03-12-0013	Schaumburg	Bike-to-Metra Guides: Round 2	\$76,800	\$0
17-12-0002	Pace	Regional Rideshare Program	\$1,150,000	\$1,070,240
			\$25,046,954	\$8,316,502