



Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee

Annotated Agenda

Thursday, August 21, 2014

1:00 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** 1:00 p.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – July 17, 2014**
ACTION REQUESTED: Approval
- 4.0 Program Monitoring**
- 4.1 Project Programming 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
- 5.0 Project Changes**
- 5.1 CDOT – Chicago Area Alternative Fuel Deployment Project, Phase 2 (TIP ID 01-12-0004)**
The sponsor is requesting a scope change to include additional vehicle types and increase the federal share of the incremental cost per vehicle. No additional CMAQ funds are being requested. A re-ranking was completed with the project ranking unchanged at 8th among the eight 2014-2018 Direct Emissions Reduction project proposals. The dollars per kg of VOC eliminated was reduced,

while the dollars per kg of PM eliminated increased.

ACTION REQUESTED: Approval of the requested scope change.

5.2 Metra - Grayland Station Parking - Milwaukee North Line (TIP ID 18-04-0561)

The sponsor is requesting a scope change that will provide fewer parking spaces in a different location than originally proposed. No additional CMAQ funds are being requested. A re-ranking was completed with the project ranking changing from 5th to 6th among 2006 proposed commuter parking projects.

ACTION REQUESTED: Approval of the requested scope change.

5.3 Administrative Modifications

Staff completed two administrative modifications, 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

Revisions to the CMAQ Programming and Management Policies document were made in response to the comments and concerns that were recorded by staff over the last several meetings.

ACTION REQUESTED: Recommendation to the Transportation Committee for approval

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

6.3 Update on CMAQ Scoring Process

The Project Selection Committee has previously discussed proposed changes to the CMAQ scoring process. The attached memo addresses known remaining concerns.

ACTION REQUESTED: Discussion

7.0 MAP-21

The attached Revised Interim Guidance on CMAQ Operating Assistance under MAP-21 was issued in July.

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 October 23, 2014 at 2:00 p.m.

11.0 Adjournment

CMAQ Project Selection Committee Members:

____ Ross Patronsky, Chair

____ Chris Schmidt

____ Luann Hamilton

____ Mark Pitstick

____ Mike Rogers

____ Jeffery Schielke

____ Chris Snyder



DRAFT MINUTES

CMAQ Project Selection Committee

Thursday, July 17, 2014 2:00 p.m.
CMAP Offices

Committee Members Present: Ross Patronsky, Chair (CMAQ), 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, Russell Pietrowiak

Others Present: Dhruv Alexander, Samantha Bingham, Bruce Carmitchel, Akram Chaudhry, Bruce Christensen, Michael Connelly, John Donovan, Jon Duddles (via phone), Peter Farenwald, Laura Fedak, Keith Privett, Tom Rickert, Jon Schmitt, Kyle Smith, Lorraine Snorden, Brian Stepp, David Tomzik, Mike Walczak, Tom Weaver, Sean Wiedel, Michael Weiser

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 – June 12, 2014

On a motion by Ms. Hamilton and a second by Mr. Pitstick, the minutes of the June 12, 2014 meeting were approved as presented.

4.0 Program Monitoring

4.1 Programming Project Status Sheets

Ms. Dobbs reported that the recurring reports on the programming status of active and deferred projects and the line item changes since the last meeting of the Project Selection Committee were included in the meeting packet.

4.2 Obligation Goal

Ms. Dobbs reported that the update on CMAQ obligations for federal fiscal year (FFY) 2014 was included in the meeting packet. She stated that there have been \$45.5 million in obligations this fiscal year, two CMAQ projects totaling \$17 million are targeting the September state letting, CDOT is working with IDOT to transfer \$55 million to FTA for the Washington/Wabash and Union Station projects and another \$2 million for non-construction phases have had agreements sent to IDOT Central Office in the last month. This will bring the total obligations up to \$119 million within the next few weeks, with one more state letting and several engineering phases expected to be authorized this fiscal year. Mr. Privett confirmed that CDOT met with IDOT staff earlier in the day regarding the FTA transfers. Ms. Dobbs noted that if all cost changes being considered later on the agenda are approved, there will be just under \$1 million available for programming in the TIP in fiscal years 14 and 15.

4.3 Transit Quarterly Updates

Mr. Pietrowiak reported that expenditure updates were requested from sponsors of transit projects for the first quarter of 2014. 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. Mr. Pitstick stated that the *DuPage County Transit Service Marketing* project has 2nd quarter expenditures and that the contract for the *Improvements at the 19 Transfer Locations* project is being executed now, with expenditures expected to start in the 3rd quarter. Mr. Connelly stated that CTA has two grants for their diesel particulate filters project and that they are expending all of the funds from the first grant prior to expending funds in the second grant. Mr. Weaver stated that Metra provided status of their projects with no expenditures to staff and noted that one of the projects is the cancelled Cary station project and another, the Grayland parking project, has a pending scope change.

5.0 Project Changes

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

Ms. Dobbs reviewed the requested transfer of funds and cost increase. In response to a question from Mr. Rickert, Mr. Pietrowiak explained that for the 2012-2016 project selection cycle, applications were ranked by air quality benefits and focus group support was also used as a project selection criterion. The re-ranking information provided indicates that the project's air quality rank changed from 4th to 8th and the rank changed from 6th to 7th among projects that were funded in that cycle. On a motion by Mr. Schmidt, seconded by Mr. Snyder the request 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) was approved.

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

Ms. Dobbs reviewed the requested transfer of funds and cost increase. Mr. Pitstick stated that it seems that construction costs for highway projects are going up by two to three times the programming amount recently. Mr. Rickert stated that the cost of bituminous materials has increased and new environmental regulations that weren't

in place when initial project estimates were provided are some of the reasons for increases. Mr. Carlson added that new Complete Streets regulations also contribute to escalating costs. Mr. Snyder added that in the case of the project being considered, the intersection is part of a larger improvement, and at the time of application, 1000 feet for each lane was assumed, but tying in to the drainage system became more complicated during design. On a motion by Mr. Schmidt, seconded by President Rodeghier, the request for 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 was approved.

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

Ms. Dobbs reviewed the requested cost increase and history of the project. On a motion by Mr. Snyder, seconded by Mr. Schmidt, the request for a cost increase for construction in the amount of \$516,508 federal CMAQ (\$731,085 total) was approved.

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

Ms. Dobbs reviewed the requested cost increase. In response to a question from Mr. Pitstick, Ms. Dobbs explained that funds for cost increases reduce the total amount of funding that will be available to program in future calls for projects. Mr. Snyder stated that the committee reviews cost increases, but never really sees decreases that occur due to actual costs. The committee requested that staff take a look at the cumulative impact of changes in cost prior to the next call for projects. Ms. Dobbs noted that it can take many years for final project costs to be determined. Information will be provided prior to the call. On a motion by President Rodeghier, seconded by Mr. Snyder, the request for a cost increase for construction in the amount of \$932,000 federal CMAQ (\$1,165,000 total) for FFY 2014 was approved.

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

Ms. Dobbs reviewed the requested transfer and cost increase and in response to a question from Mr. Patronsky noted that the project is being funded with STP-L and ITEP in addition to CMAQ. On a motion by Mr. Schmidt, seconded by Mr. Snyder, the request 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 was approved.

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

Mr. Patronsky reviewed the requested scope change and noted that staff has not yet received enough information about the request to re-evaluate the air quality benefits and therefore staff recommends considering the request at the August committee meeting. Ms. Bingham provided additional details about the request and noted that in order to be competitive nationally for having electric trucks be a part of fleets in the Chicago area, the request includes increasing the share of the incremental vehicle cost to 80% federal funds. She further clarified that class 2b trucks include vans and

heavy pickup trucks and that class 2b has the second highest negative impact on air quality, with class 8 trucks having the highest negative impact. In response to questions from Mr. Rickert and Mr. Snyder, she stated that incremental cost is determined by comparison of the same model truck sold as both traditional diesel and electric, or by comparing typical average costs for base model trucks of both types. Mr. Snyder stated that in some cases, it is cheaper to buy a new diesel truck and convert it to CNG, than to buy a new CNG truck.

5.7 Administrative Modifications

Ms. Dobbbs reported that staff completed one administrative modification.

6.0 CMAQ Program Process Evaluation and Transformation

6.1 Programming and Management Policies and Scoring Process

Mr. Elam reported that staff received a few comments on the summary of comments and concerns that was distributed to members following the June meeting and that staff had prepared responses to those concerns. He explained that staff would like to review the Programming and Management-related policies today, so that those policies could be considered by the Transportation Committee in August and the MPO Policy Committee in October. If time allows, he proposed considering the concerns related to the proposed scoring methods as well. In response to questions from Mr. Schmidt, Mr. Elam clarified that the policies need MPO Policy Committee approval, but that the scoring criteria can remain the purview of the Project Selection Committee. Mr. Snyder suggested that since the Transportation Committee also meets in September, a decision about providing policy change recommendations to them could be reserved to the end of today's meeting.

Mr. Elam summarized issue number one. In response to questions from the committee, Jesse clarified that the recommendations of the focus groups would be documented and used by staff to refine a recommended program for committee consideration. The consensus of the committee was that this approach would be acceptable, provided that the focus group deliberations and recommendations are forwarded to the Project Selection Committee in addition to staff recommendations.

With the deletion of the phrase "judgment based", the committee concurred that the language in the staff response to issue two was acceptable.

On issue three, there was significant discussion regarding how it would be determined that engineering for transit projects had reached 30% complete and whether or not the expenditure of 30% of the engineering cost resulted in 30% plans or 10% plans. Mr. Elam stated that regardless of the percentage of engineering that is complete or the eligible share of funding, we need to find an appropriate point where project scope and cost estimates are defined, prior to applications for CMAQ funds being accepted. Additional concerns were expressed about the impacts of this requirement on the schedule of engineering for transit projects. Mr. Elam suggested that staff will meet with the transit agencies and CDOT in the next week to discuss this issue further.

Mr. Snyder suggested that on item four, submission of a draft PDR to IDOT should qualify phase 1 engineering as "substantially complete" for highway projects due to the

potential for lengthy delays in review by IDOT. Mr. Elam asked if sponsors complete engineering continuously or in preparation for a call for projects. Mr. Snyder stated that the county does engineering to meet the schedule for the call for projects. Ms. Dobbs stated that there is substantial variance in the quality of draft phase 1 submittals and that staff wants to ensure that phase 1 is substantially complete, with stable project scope and cost estimates, before considering applications. Mr. Patronsky suggested that IDOT could weigh in with their opinion of whether or not a submittal represented substantially complete engineering. The consensus of the committee was that IDOT feedback would be appropriate if sufficient capacity exists for such a review.

On issue five, Mr. Weaver stated that the distinction between the stated requirement for transit and bicycle projects to be included in an adopted plan and the criteria for transit capital projects to be included in the RTA program is not clear. Staff explained that new projects are not required to be included in the RTA capital program. In response to additional questions from Mr. Weaver, Mr. Patronsky and Mr. Elam explained that for new transit projects applying for funding, regardless of the project sponsor, those projects should be included in a local plan, meaning any plan that is not state or federal. Those plans could be municipal, service board, RTA, or council plans. In response to a question from Mr. Rickert, Mr. Weaver stated that Metra staff prepares CMAQ applications and only takes those that are selected for funding to the Metra Board for approval. Mr. Tomzik stated that Pace uses the same procedure and acknowledged that locally sponsored transit projects may be different. Mr. Elam asked if the projects submitted are included in Vision 2020 and Mr. Tomzik stated that typically they are, but not to the specific location detail. Mr. Rickert stated that on the highway and bike/ped side, projects are included in planning documents. Mr. Pitstick stated that this should not be applied to all project types and that the requirement should not be used as a screening criterion.

Mr. Schmidt stated that he is concerned that the policies being discussed are not going to be ready for the next call for projects. Mr. Patronsky suggested that the Transportation Committee should be informed in August that discussions are continuing. Mr. Donovan concurred that presenting policy changes to the Transportation Committee in September and expecting a recommendation for the MPO Policy Committee to consider in October would be unreasonable without advance discussion at the August meeting. In response to a concern from Mr. Snyder that implementers and the planning liaisons need to know what is being discussed, Ms. Berry stated that the planning liaisons have been kept informed and are closely following the discussions.

6.2 Project Type Changes for the CMAQ Program

Due to the length of the meeting, this item was postponed to the August meeting.

7.0 MAP-21

Mr. Donovan stated that there is no new information related to MAP-21 and changes to the CMAQ program.

8.0 Other Business

None.

9.0 Public Comment

None.

10.0 Next Meeting

Mr. Patronskey stated that EMD has offered to host a meeting and conduct a tour of their facility in August. However, the committee felt that given the importance of continuing today's discussions, the next meeting should be held at CMAP. Based on member availability in August, and the anticipated need for additional time, the Committee's next meeting was rescheduled for Thursday, August 21, 2014 at 1:00 p.m. at CMAP.

11.0 Adjournment

On a motion by Ms. Hamilton, and a second by Mr. Schmidt, the meeting adjourned at 3:45 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
09-14-0002	Aurora	Station Blv Extension to IL 59 Commuter Parking Lot	ENG2	\$100,000			\$96,288 O	\$3,712
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
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			\$409,600 O	\$400
			<i>ENG2</i>	<i>\$410,000</i>				<i>\$410,000</i>
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
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
01-94-0045	CDOT	Bike Parking	ENG	\$480,000	\$257,523 T		\$387,845 O	\$349,678

*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
01-94-0092	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
08-12-0011	DuPage County DOT	DuPage Co Central Signal System - Phase I	ENG2	\$80,000	\$80,000 T		\$80,000 O	\$80,000
08-12-0012	DuPage County DOT	DuPage Co Central Signal System - Phase II	ENG2	\$80,000		\$80,000 X		\$0
08-12-0012	DuPage County DOT	DuPage Co Central Signal System - Phase II	CONST	\$596,800		\$596,800 X		\$0
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
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 T		\$0
			<i>ENG2</i>	<i>\$12,000</i>				<i>\$12,000</i>
08-14-0003	Glen Ellyn	Glen Ellyn Signalized Pedestrian Crossing Improvements	CONST	\$150,700				\$150,700
10-14-0003	Highland Park	Robert McClory Bike Path from Roger Williams Av to Roger Williams Av	ENG2	\$9,600				\$9,600
10-14-0003	Highland Park	Robert McClory Bike Path from Roger Williams Av to Roger Williams Av	CONST	\$77,800				\$77,800
12-12-0002	Homer Glen	Homer Glen Community Trail - South Extension	ENG2	\$31,000			\$31,168 O	(\$168)
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd and Pfingsten Rd	ROW	\$96,000	\$160,000 T			\$256,000

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

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8/13/2014 3:39:29 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
02-12-0005	IDOT	IL 68/Dundee Rd at Pfungsten 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 O	\$0
			<i>ROW</i>	<i>\$80,000</i>				<i>\$80,000</i>
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
03-12-0007	IDOT	IL 68/Dundee Rd at North Wilke Rd	ROW	\$64,000		\$64,000 X		\$0
03-12-0008	IDOT	IL 68/Dundee Rd at Kennicott Av and N. Wilke Rd.	ROW	\$56,000	\$64,000 T		\$120,000 O	\$0
			<i>ROW</i>	<i>\$56,000</i>	<i>\$64,000</i>			<i>\$120,000</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
03-12-0015	IDOT	IL 68/Dundee Rd at IL 83	ROW	\$160,000		\$160,000 X		\$0
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	ROW	\$80,000				\$80,000
06-12-0004	IDOT	Pulaski Rd at 115th St	ROW	\$160,000			\$80,000 O	\$80,000
			<i>ROW</i>	<i>\$160,000</i>				<i>\$160,000</i>
06-12-0005	IDOT	IL 43/Harlem Av at 151st St	ROW	\$160,000	\$200,000 C		\$160,000 O	\$200,000
07-12-0001	IDOT	IL 394 at Sauk Trail	CONST	\$540,000	\$932,000 C		\$542,560 O	\$929,440
			<i>CONST</i>	<i>\$540,000</i>			<i>\$542,560</i>	<i>(\$2,560)</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

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

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8/13/2014 3:39:31 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
09-12-0003	IDOT	IL 47/72/Higgins Rd at US 20	CONST	\$1,400,000	\$2,360,000 C		\$2,632,000 O	\$1,128,000
			<i>CONST</i>	<i>\$1,400,000</i>	<i>\$2,360,000</i>			<i>\$3,760,000</i>
09-12-0007	IDOT	IL 47/72 at US 20	CONST	\$1,000,000	\$2,040,000 C		\$1,595,200 O	\$1,444,800
			<i>CONST</i>	<i>\$1,000,000</i>	<i>\$2,040,000</i>			<i>\$3,040,000</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			\$359,005 O	\$496,915
			<i>CONST</i>	<i>\$855,920</i>			<i>\$198,000</i>	<i>\$657,920</i>
13-10-0005	IEPA	Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project	IMP	\$3,380,000	\$12,324,000 C		\$15,704,000 O	\$0
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$1,000,000	\$2,000,000 T		\$3,000,000 O	\$0
09-08-0002	Kane County DOT	Kirk Rd at Douglas Rd	CONST	\$720,000			\$719,772 O	\$228
09-12-0006	Kane County DOT	Fabyan Pkwy/CH 8 at Kaneville Rd/CH 84	ENG2	\$112,000			\$112,000 O	\$0
			<i>ENG2</i>	<i>\$112,000</i>	<i>\$0</i>			<i>\$112,000</i>
09-12-0010	Kane County DOT	Kane County Bike Rack Program	IMP	\$67,200			\$67,000 O	\$200
			<i>IMP</i>	<i>\$67,200</i>				<i>\$67,200</i>
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
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	ROW	\$659,000			\$267,468 O	\$391,532
			<i>ROW</i>	<i>\$659,000</i>				<i>\$659,000</i>
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
10-14-0005	Lake County DOT	Cedar Lake Rd from Rollins Rd to Hart Rd	CONST	\$800,000			\$488,258 O	\$311,742

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

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8/13/2014 3:39:33 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
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)
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	ENG2	\$20,000				\$20,000
04-13-0015	Oak Park	Chicago Av at Lombard Av HAWK Signal	ENG2	\$10,000			\$9,556 O	\$444
09-12-0008	Oswego	Mill Rd Multi-use Path	CONST	\$190,400	\$73,479 C		\$204,733 O	\$59,146
			<i>CONST</i>	<i>\$190,400</i>	<i>\$73,479</i>		<i>\$264,000</i>	<i>(\$121)</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

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8/13/2014 3:39:35 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
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
87 line items in 2014 totalling:				\$140,128,608	\$21,978,839	\$12,228,853	\$38,144,269	\$111,734,325
2015								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	CONST	\$2,600,000		\$90,000 T		\$2,510,000
09-14-0002	Aurora	Station Blv Extension to IL 59 Commuter Parking Lot	CONST	\$1,506,000				\$1,506,000
01-01-0009	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	CONST	\$7,200,000				\$7,200,000
01-05-0002	CDOT	41st St Bicycle-Pedestrian Bridge	CONST	\$187,771		\$187,771 T		\$0
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

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8/13/2014 3:39:38 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
03-96-0021	DuPage County DOT	Elgin-O'Hare/Thorndale Av and I-290 Interchange	CONST	\$34,000,000				\$34,000,000
<i>Previously programmed in FFY 2014</i>			<i>CONST</i>	<i>\$34,000,000</i>				<i>\$34,000,000</i>
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
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
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	\$70,000	T		\$188,000
			<i>CONST</i>	<i>\$118,000</i>	<i>\$12,000</i>			<i>\$130,000</i>
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

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8/13/2014 3:39:40 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
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
06-12-0005	IDOT	IL 43/Harlem Av at 151st St	CONST	\$640,000	\$128,000	C		\$768,000
08-12-0002	IDOT	IL 38/Roosevelt Rd at Ardmore Av	CONST	\$400,000	\$296,000	C		\$696,000
08-12-0007	IDOT	IL 59 at IL 38 (north & south ramps)	CONST	\$320,000		\$320,000	T	\$0
08-12-0013	IDOT	IL 59 at IL 38 (north ramps)	CONST	\$560,000	\$320,000	T		\$880,000
09-10-0016	IDOT	IL 47 at Plato Rd	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
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

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8/13/2014 3:39:42 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	ENG2	\$88,000				\$88,000
04-14-0002	Maywood	Maywood Train Station Facility	CONST	\$990,000	\$232,000		T	\$1,222,000
11-96-0007	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	CONST	\$419,200				\$419,200
18-14-0003	Metra	Install engine/generator set for hotel power	IMP	\$4,000,000				\$4,000,000
08-13-0015	Naperville	Washington St Corridor Centralized Traffic Management System; Washington St from Warrenville Rd to Royce Rd	CONST	\$127,000				\$127,000
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
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
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

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8/13/2014 3:39:44 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
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
78 line items in 2015 totalling:				\$155,094,382	\$7,232,690	\$3,855,154		\$158,471,918
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

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8/13/2014 3:39:46 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
01-12-0004	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 2	IMP	\$10,400,000				\$10,400,000
02-97-0006	Cook County DOTH	Old Orchard Rd from Harms to Skokie Blvd (new limits E of I-94/Edens Expy to W of IL 41/Skokie Blvd)	CONST	\$800,000				\$800,000
03-11-0020	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 Pfungsten Rd	CONST	\$480,000	\$640,000	T		\$1,120,000
02-12-0005	IDOT	IL 68/Dundee Rd at Pfungsten Rd	CONST	\$640,000		\$640,000	X	\$0
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	CONST	\$2,800,000				\$2,800,000
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

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8/13/2014 3:39:49 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$7,342,392				\$7,342,392
09-12-0006	Kane County DOT	Fabyan Pkwy/CH 8 at Kaneville Rd/CH 84	CONST	\$1,083,100				\$1,083,100
09-12-0011	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	CONST	\$3,846,000				\$3,846,000
09-14-0004	Kane County DOT	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	CONST	\$80,000				\$80,000
09-14-0004	Kane County DOT	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	IMP	\$750,700				\$750,700
09-14-0005	Kane County DOT	Randall Rd Transit Infrastructure Improvements	CONST	\$1,240,000				\$1,240,000
09-96-0017	Kane County DOT	Longmeadow Pkwy at Randall Rd	CONST	\$767,600				\$767,600
10-14-0008	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

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8/13/2014 3:39:51 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
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
03-96-0021	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								

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8/13/2014 3:39:53 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
03-96-0021	Cook County DOTD	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
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
225 line items in 2014 - 2018 totalling:				\$483,508,562	\$30,059,529	\$23,555,707	\$38,144,269	\$451,868,115

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

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

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CMAQ Program Summary - Deferred Projects

Includes obligations through August 10, 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	\$0
01-97-0086	CDOT	CDOT-Near West Side Signal Interconnect	ENG	\$0	Sub. Phase Def.		\$0	\$0
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	ENG1	\$189,618	Sub. Phase Def.	\$174,160 M	\$15,458	\$0
10-02-0007	Lake Zurich	Lake Zurich-US 12/Rand Road at Ela Road	ENG1	\$42,617	Sub. Phase Def.	\$42,721 M	(\$104)	\$0
4 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)	\$0
01-01-0013	CDOT	CDOT-Bike Transit Connection	ENG2	\$159,461	Sub. Phase Def.	\$159,461 M	\$0	\$0
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	ENG1	\$57,550	Sub. Phase Def.	\$57,750 M	(\$200)	\$0
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	\$0
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	\$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
1 line items in 2006 totalling:				\$829,322		\$829,322	\$0	\$0
2007								
01-02-0027	CDOT	Cicero Ave Smart Corridor	ENG2	\$0	Sub. Phase Def.		\$0	\$0
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
5 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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
12-08-0003	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
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

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8/13/2014 4:00:17 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
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.	\$775,136 F	\$35,776	\$0
			<i>IMP</i>	<i>\$810,912</i>	<i>Sub. Phase Def.</i>	<i>\$796,000</i>	<i>\$14,912</i>	<i>\$0</i>
01-01-0013	CDOT	CDOT-Bike Transit Connection	IMP	\$0	Reinstated		\$0	\$0
01-02-0027	CDOT	Cicero Ave Smart Corridor	ENG	\$733,000	Sub. Phase Def.	\$497,228 M	\$235,772	\$0
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG2	\$292,000	Sub. Phase Def.	\$298,400 O	(\$6,400)	\$0
01-05-0001	CDOT	Safe Routes to School Program - Citywide	IMP	\$0	Sub. Phase Def.		\$0	\$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
01-08-0003	CDOT	Signal Controller Upgrade and Timing Program	ENG2	\$0	Sub. Phase Def.		\$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
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	ENG2	\$135,960	Sub. Phase Def.	\$135,960 O	\$0	\$0

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8/13/2014 4:00:19 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
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	ROW	\$0	Sub. Phase Def.		\$0	\$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
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
22 line items in 2012 totalling:				\$4,214,068		\$3,686,860	\$327,208	\$200,000
2013								
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$1,186,315	Reinstated	\$1,006,372 O	\$179,943	\$0
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$0	Sub. Phase Def.		\$0	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG2	\$649,637	Sub. Phase Def.	\$649,637 M	\$0	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	CONST	\$7,261,042	Reinstated	\$8,656,819 O	(\$1,395,777)	\$0
01-08-0007	CDOT	79th St from IL 50/Cicero Ave to Ashland Ave	ENG2	\$440,000	Sub. Phase Def.	\$68,636 M	\$371,364	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
07-01-0004	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	\$549,000	Sub. Phase Def.	\$447,000 O	\$102,000	\$0
			<i>ENG2</i>	<i>\$427,000</i>	<i>Sub. Phase Def.</i>	<i>\$447,000</i>	<i>(\$20,000)</i>	<i>\$0</i>
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
09-10-0002	Sleepy Hollow	Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuary Trail Head	ENG2	\$9,600	Sub. Phase Def.	\$9,600 M	\$0	\$0
09-10-0002	Sleepy Hollow	Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuary Trail Head	CONST	\$105,600	Reinstated	\$105,600 M	\$0	\$0
07-06-0002	University Park	Cicero Ave Shared Use Path	ENG1	\$60,000	Reinstated	\$60,000 O	\$0	\$0

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8/13/2014 4:00:22 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	ENG2	\$0	Sub. Phase Def.		\$0	\$0
20 line items in 2013 totalling:				\$15,880,794		\$15,756,660	\$124,134	\$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	\$1,739,000	Deferred		\$0	\$1,739,000
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$672,800	Deferred		\$0	\$672,800
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$1,118,000	Deferred		\$0	\$1,118,000
01-09-0002	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
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	IMP	\$0	Sub. Phase Def.		\$0	\$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.	\$960,000 M	\$0	\$0
			<i>ROW</i>	<i>\$960,000</i>	<i>Sub. Phase Def.</i>	<i>\$200,000</i>	<i>\$760,000</i>	<i>\$0</i>

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	CONST	\$418,000	Reinstated	\$380,672 O	\$37,328	\$0
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	ENG2	\$239,000	Reinstated	\$230,290 O	\$8,710	\$0
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$3,402,000	Deferred		\$0	\$3,402,000
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$2,390,000	Deferred		\$0	\$2,390,000
07-08-0002	Hazel Crest	New Commuter Parking Lot on the NW corner of 171st St at Park Ave.	ROW	\$0	Sub. Phase Def.		\$0	\$0
07-08-0002	Hazel Crest	New Commuter Parking Lot on the NW corner of 171st St at Park Ave.	ENG2	\$0	Sub. Phase Def.		\$0	\$0
07-08-0002	Hazel Crest	New Commuter Parking Lot on the NW corner of 171st St at Park Ave.	CONST	\$0	Sub. Phase Def.		\$0	\$0
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	Reinstated		\$109,600	\$0
			<i>ENG2</i>	<i>\$109,600</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$109,600</i>

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG1	\$17,795	Sub. Phase Def.	\$17,796 O	(\$1)	\$0
			<i>ENG1</i>	<i>\$17,795</i>	<i>Sub. Phase Def.</i>		<i>\$17,795</i>	<i>\$0</i>
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	\$138,000	Reinstated	\$108,000 O	\$30,000	\$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
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
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	CONST	\$0	Sub. Phase Def.		\$0	\$0
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG1	\$165,140	Sub. Phase Def.		\$165,140	\$0
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	CONST	\$0	Sub. Phase Def.		\$0	\$0
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	ENG2	\$14,400	Sub. Phase Def.	\$10,879 O	\$3,521	\$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
41 line items in 2014 totalling:				\$38,697,802		\$14,656,476	\$7,992,298	\$16,049,028
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
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

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8/13/2014 4:00:28 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	CONST	\$1,670,000	Deferred		\$0	\$1,670,000
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	CONST	\$1,338,000	Deferred		\$0	\$1,338,000
01-03-0019	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	\$8,248,000	Deferred		\$0	\$8,248,000
			<i>CONST</i>	<i>\$6,400,000</i>	<i>Deferred</i>		<i>\$800,000</i>	<i>\$5,600,000</i>
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
04-11-0009	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	ROW	\$640,000	Sub. Phase Def.		\$640,000	\$0
04-11-0009	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	CONST	\$452,000	Deferred		\$0	\$452,000
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.

8/13/2014 4:00:30 PM

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

*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
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	CONST	\$3,153,600	Deferred		\$0	\$3,153,600
44 line items in 2015 totalling:				\$44,814,099		\$0	\$6,912,840	\$37,901,259
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

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

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8/13/2014 4:00:33 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	CONST	\$2,301,182	Deferred		\$0	\$2,301,182
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
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
07-08-0001	Hazel Crest	S Kedzie Ave from 167th St to 172nd St	CONST	\$0	Sub. Phase Def.		\$0	\$0
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
26 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

*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
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
190 line items totalling:				\$145,939,116		\$43,844,447	\$15,693,856	\$86,400,813

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	\$ 131,028,218	\$ 144,368,288	\$ (13,340,070)	\$ 16,049,028	\$ (29,389,098)	\$ 138,600,323	\$ 51,652,195	\$ 86,948,128
2015	\$ 105,413,338	\$ 158,471,918	\$ (53,058,580)	\$ 35,253,259	\$ (88,311,839)	\$ 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		
	\$ 552,681,570	\$ 484,502,078	\$ 68,179,492	\$ 83,552,813	\$ (15,373,321)	\$ 430,577,051	\$ 51,652,195	\$ 378,924,856

Current as of 8/10/14

- 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.
- Current FFY Obligations to Obligations Needed to** Obligations (Federal Authorizations) through the "current as of" date. Projects in advanced construction are included as obligations. Source: Obligation Goal less Current FFY Obligations to Date.

Current Year Unobligated Balance Calculations:

FFY 2014 Federal Apportionment	\$ 105,413,338
Prior Years' Unobligated Balance	\$ 161,822,522 (+)
	\$ 267,235,860
Advanced Construction (All Years)	\$ 136,207,642 (-)
	\$ 131,028,218

**MEMORANDUM**

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: August 14, 2014
Re: CMAQ Project Change Requests for consideration on August 21

Two projects have submitted scope change requests for committee consideration and two administrative modifications were completed. The sponsors' requests are attached. The change requests do not have a financial effect on the overall program.

For Committee Consideration:**CDOT - Chicago Area Alternative Fuel Deployment Project, Phase 2 (TIP ID 01-12-0004)**

The sponsor is requesting the three scope changes discussed at the July meeting:

1. To broaden the scope of the project by changing the fleet mix from electric vehicles (EV) only to hybrid electric vehicles (HEV), natural gas vehicles (NGV) and electric vehicles (EV);
2. To include Class 2b trucks as part of the Drive Clean Truck Program; and
3. To increase the voucher amount per vehicle to fund a more significant portion, from about 60% of the incremental cost for electric trucks to 80% of the incremental cost.

The sponsor has stated that hybrid-electric trucks are equally as important to incentivize to reduce fleet emissions and to support full vehicle electrification. They have also stated that if the sales volume of Class 2b hybrids were to increase significantly, that could lead supply chain providers to offer full electric systems. Finally, the sponsor indicated that an increase in the voucher amount per vehicle would increase participation in this program.

At this time a cost increase is not being sought. If the request is approved the proposed fleet mix would change from 847 EV to 600 NGV, 42 EV, and 330 HEV for a net increase of 131 vehicles.

Due to the nature of the scope change request a re-ranking was completed with the project ranking unchanged at 8th among the eight 2014-2018 Direct Emissions Reduction project proposals. The dollars per kg of VOC eliminated was reduced, while the dollars per kg of PM eliminated increased.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the requested scope change to include NGV, EV and HEV, to include Class 2b trucks and to increase the voucher percentage from 60% to 80% of the incremental cost for CDOT - Chicago Area Alternative Fuel Deployment Project, Phase 2 (TIP ID 01-12-0004).

Metra -Grayland Station Parking - Milwaukee North Line (TIP ID 18-04-0561)

The sponsor is requesting a scope change for this project. Originally the sponsor was going to acquire land and construct a parking lot at the Metra Grayland station for up to 130 spaces. The sponsor has stated that they will not be able to acquire the parcels to build the lot as originally planned. The sponsor is now requesting to construct a 75 space parking lot on land already owned by Metra that recently became available.

The project was programmed in 2006 for \$1,008,000 federal CMAQ (\$1,260,000 total). An FTA grant agreement was entered into in FFY 2011. The sponsor is not seeking a cost increase; however, the full budget is expected to be required. Although no land is to be acquired, the construction cost will be higher since the available land is an embankment along the tracks that will be partially removed.

A re-ranking was completed with the project ranking changing from 5th to 6th among 2006 proposed commuter parking projects.

When the project was initially proposed, the occupancy at this location was high – 50 out of 53 spaces at the station were occupied. The most recent parking utilization data indicate that 10 out of 21 spaces are occupied. This occupancy rate falls below the usual threshold for considering expansion of a commuter parking facility. Metra has explained that most of the spaces counted in the utilization study are in fact unregulated on-street parking, and Metra cannot insure their availability.

The treatment of commuter parking spaces, particularly in urban areas, merits consideration – with high-density residential areas nearby and good transit access, the need for parking should be less. In addition, the fees charged (the spaces in question are free) should strike a balance between recovering operating costs and encouraging balanced access (e.g., driving versus transit access, and considering the availability of on-street parking).

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the requested scope change to construct a 75 space parking lot on land already owned by Metra for Metra -Grayland Station Parking - Milwaukee North Line (TIP ID 18-04-0561).

Administrative Modifications

Staff completed the following administrative modifications:

Hillside – Butterfield Rd from Wolf Rd to Mannheim Rd (TIP ID 04-11-0009)

The sponsor requested voluntary deferral of the construction phase of the project, which is currently programmed in FFY15 with a 2015 sunset, based on the current project schedule. ROW is also

programmed in FFY15 with a 2015 sunset, and is expected to be obligated within FFY15. Staff completed the voluntary deferral and withdrew funds programmed for the Construction phase as an administrative modification.

Melrose Park – North Ave Commuter Bicycle Path from Mannheim Rd to Riverwoods Dr (TIP ID 04-08-0001)

The sponsor requested reinstatement of deferred Phase 2 Engineering funds in the amount of \$109,600 federal CMAQ (\$137,000 total) in FFY14. The locally executed agreement was transmitted to IDOT Central Office on August 5, 2014. Construction funds remain deferred. Staff completed the reinstatement as an administrative modification.

CMAQ Scope Change Request Form

Project Identification

TIP ID	01-12-0004	Sponsor	Chicago DOT
Project Location Description	"Chicago Area Alternative Fuel Deployment Project, Phase 2" (Regionwide)		

Revised Project Scope

CDOT wishes to broaden the program through the inclusion of hybrid electric trucks and Class 2b trucks as part of the Drive Clean Truck Program. We also wish to increase the incentive amount per electric truck. No additional CMAQ funds are requested.

1. Eligibility of Hybrids

We request making hybrid-electric trucks eligible for incentives as part of the Drive Clean Truck program. While the initial scope aggressively prioritized zero-emissions electric trucks, CDOT believes hybrid-electric trucks are equally as important to incentivize to reduce fleet emissions and to support full vehicle electrification. The inclusion of hybrid trucks will help develop the market for all electronic vehicles while still generating high air quality benefits, accelerating battery deployment, and supplying fleets with innovative vehicle technologies.

Fleets are requesting the inclusion of hybrid electric trucks as part of the Drive Clean Truck Program because hybrids are perceived by fleets as carrying less risk and an incremental step to help transition fleets to EVs. Hybrids can cover more duty cycles and applications in fleets at this time due to their longer range compared to EVs, and hybrid vehicles do not face the same challenges EV's face in regards to battery operation during the winter. Given that fleets want to start greening immediately, hybrids can be deployed in greater numbers and quicker than EVs today. More hybrids now will increase all-electric adoption in the future.

2. Eligibility of Class 2b vehicles

Class 2b (8,501–10,000 lb) has the most vehicles in any class, and totals the most miles travelled. Only Class 8 trucks have a greater environmental impact than Class 2b. Significant sales volumes of Class 2b hybrids could lead supply chain providers over the stepping stones to other full electric systems.

3. Funding Rate per voucher

CDOT would like to increase the voucher amount per vehicle to fund a more significant portion, from about 60% of the incremental cost for electric trucks to 80% (or 100% if eligible with the base cost of the vehicle considered match)

The voucher amount is not just an issue in Illinois. In a May 23, 2014 report, the California Air Resources Board (CARB) stated their dissatisfaction in E-truck adoption rates and recommended significantly increasing the E-truck incentive from approximately 50% of incremental costs to approach full vehicle incremental cost in 2014-2015.

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Changes to Location/Limits (if applicable)

Map Attached

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

Changes to Emissions Benefit Analysis

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

Cost/Schedule Changes

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

Additional Comments

CDOT estimates that if we include hybrid-electric trucks to the Drive Clean Truck program and cover the full incremental cost of E-trucks this could result in 329 hybrids and 35 all-electric vehicles participating in our initial round of funding. Under the current program parameters, CDOT estimated 220 all-electric trucks. CDOT could actually fund more vehicles under the revised program because the incremental cost of hybrids is not as significant as all-electric trucks.

EXHIBIT A
Chicago Area Alternative Fuels Deployment Project, Phase 2
City of Chicago Department of Transportation
8.5.14

Program Budget Per IDOT/CDOT IGA

Federal CMAQ Funds	\$15,000,000	80%
Local Cost Share	<u>\$3,750,000</u>	20%
	\$18,750,000	100%

IGA Budget Summary

Budget Item	Total Cost
Item 1: Drive Clean Taxi	\$1,275,000
Item 2: Drive Clean Truck	\$15,050,000
Item 3: Drive Clean Station	\$1,425,000
Item 4: Administrator	\$1,000,000
Total	\$18,750,000

Budget Details

Item 1: Drive Clean Taxi Program Budget and Estimated Number of Vehicles Purchased/Converted

Budget Category	CMAQ Funding	Average per Vehicle Cost	CMAQ Funding per Vehicle	Average Vehicle Cost Share	Estimated # of Vehicles	Estimated Total Program Cost Share	Estimated Total Program Cost
Green Taxi Program	\$ 1,275,000	\$ 36,750	\$ 10,000	\$ 26,750	127.5	\$ 3,410,625	\$ 4,685,625

Item 2: Drive Clean Truck Program Budget and Estimated Number of Vehicles Purchased/Converted

Budget Category	CMAQ Funding	Average per Vehicle Cost	CMAQ Funding per Vehicle	Average Vehicle Cost Share	Estimated # of Vehicles	Estimated Total Program Cost Share	Estimated Total Program Cost
E-Truck Program	\$ 11,309,041	See Exhibit B	See Exhibit B	See Exhibit B	342	\$ 15,610,483	\$ 26,919,524

Item 3: Drive Clean Station Program Budget and Estimated Number of Stations Developed

Budget Category	CMAQ Funding	Type of Station	Estimated Cost per Station	CMAQ Funding per Station (30%)	Estimated per Station Cost Share	Estimated # of Stations	Estimated Program Cost Share	Estimated Total Program Cost
Alt Fuel Station Program	\$ 1,425,000	CNG/LNG	\$ 900,000	\$ 270,000	\$ 630,000	4	\$ 2,520,000	\$ 4,778,000
		DC Fast Charge	\$ 70,000	\$ 21,000	\$ 49,000	17	\$ 833,000	

Item 4: Administrator

Budget Category	CMAQ Funding	Cost Share	Term of Agreement
Project Administrator	\$ 990,959	\$ -	2013 - 6.30.2018

EXHIBIT B
Drive Clean Truck: Exemplary Program Costs

E-Trucks										
OEM	VEHICLE	VEHICLE COST	CONVENTIONAL	INCREMENTAL *	INCENTIVE **	# of trucks	CMAQ Cost	Cost Share	Total Cost	
AMP Trucks, Inc.	E-100 Workhorse Electric Walk In Van with 100 kWh	\$133,000	\$58,000	\$75,000	\$60,000	12	\$720,000	\$876,000	\$1,596,000	
Boulder Electric Vehicle	PS-500, Zero Emission MD Personal Shuttle with 72 kWh Lithium Battery	\$155,000	\$60,000	\$95,000	\$76,000		\$0	\$0	\$0	
Boulder Electric Vehicle	DV-500, Zero Emission MD Delivery Van with 72 kWh Lithium Battery	\$130,000	\$50,000	\$80,000	\$64,000	7	\$448,000	\$462,000	\$910,000	
Boulder Electric Vehicle	SB-500, Zero Emission MD Service Body Vehicle with 72 kWh Lithium Battery	\$134,000	\$60,000	\$74,000	\$59,200		\$0	\$0	\$0	
Boulder Electric Vehicle	FB-500, Zero Emission MD Flatbed Vehicle with 72 kWh Lithium Battery	\$130,000	\$60,000	\$70,000	\$56,000		\$0	\$0	\$0	
BYD Motors Inc.	BYD K9M Bus	\$850,000	\$422,000	\$428,000	\$150,000		\$0	\$0	\$0	
Electric Vehicle International	Zero Emissions Walk In Van with 99 kWh Lithium Battery	\$185,000	\$58,000	\$127,000	\$101,600	6	\$609,600	\$500,400	\$1,110,000	
Electric Vehicle International	Zero Emissions Walk In Van	\$185,000	\$58,000	\$127,000	\$101,600		\$0	\$0	\$0	
Electric Vehicle International	Medium Duty Zero Emissions Truck with 99 kWh Lithium Battery	\$185,000	\$67,000	\$118,000	\$94,400		\$0	\$0	\$0	
Electric Vehicle International	Medium Duty Zero Emissions Truck	\$185,000	\$67,000	\$118,000	\$94,400		\$0	\$0	\$0	
Orange EV	Electric Terminal Truck	Conversion		\$200,000	\$150,000	10	\$1,500,000	\$500,000	\$2,000,000	
Proterra Inc.	Proterra BE35 All-Electric Bus	\$950,000	\$385,705	\$564,295	\$150,000		\$0	\$0	\$0	
Smith Electric Vehicles	Smith Newton (60 kWh)	\$136,442	\$64,651	\$71,791	\$57,433		\$0	\$0	\$0	
Smith Electric Vehicles	Smith Newton (80 kWh)	\$151,442	\$64,651	\$86,791	\$69,433		\$0	\$0	\$0	
Smith Electric Vehicles	Smith Newton (100 kWh)	\$166,442	\$64,651	\$101,791	\$81,433	6	\$488,597	\$510,055	\$998,652	
Smith Electric Vehicles	Smith Newton (120 kWh)	\$181,442	\$64,651	\$116,791	\$93,433		\$0	\$0	\$0	
VIA Motors	Extended Range Electric Vehicle	\$85,000	\$35,000	\$50,000	\$40,000	25	\$1,000,000	\$1,125,000	\$2,125,000	
						E-Truck Total	66	\$4,766,197	\$3,973,455	\$8,739,652

* Difference in Cost between EV and Conventional

** 80% of Incremental Cost and Not to Exceed \$150,000

Hybrids										
OEM	VEHICLE	VEHICLE COST	CONVENTIONAL	INCREMENTAL *	INCENTIVE **	# of trucks	CMAQ Cost	Cost Share	Total Cost	
Crosspoint Kinetics	Coach and Equipment Phoenix w/ Crosspoint Kinetics S-3000 Hybrid System	\$117,396	\$72,027	\$45,369	\$36,295	80	\$2,903,616	\$6,488,028	\$9,391,644	
Hino Truck	Hino 195h and Hino 195h - DC	\$71,000	\$53,000	\$18,000	\$14,400	80	\$1,152,000	\$4,528,000	\$5,680,000	
Odyne	Hybrid with 14 kWh battery pack	Conversions		\$49,000	\$39,200	15	\$588,000	\$147,000	\$735,000	
Odyne	Hybrid with 28 kWh battery pack			\$64,000	\$51,200	15	\$768,000	\$192,000	\$960,000	
Parker	Class 4-5			\$60,000	\$48,000		\$0	\$0	\$0	
Parker	Class 6-7			\$75,000	\$60,000		\$0	\$0	\$0	
Parker	Class 8			\$120,000	\$96,000	5	\$480,000	\$120,000	\$600,000	
XL	Class 2b			\$10,000	\$8,000	81	\$648,000	\$162,000	\$810,000	
						Hybrid Total	276	\$6,539,616	\$11,637,028	\$18,176,644
* Difference in Cost between Hybrid and Conventional										
** 80% of Incremental Cost and Not to Exceed \$100,000										
						Grand Total	342	\$11,305,813	\$15,610,483	\$26,916,296

Cost Share Methodology for Drive Clean Truck:

- For OEM products, the cost share identified is the total cost of the vehicles less the incentive amount.
- For vehicle conversions, the cost shared identified is the total cost of the conversion less the incentive amount.

Chicago Metropolitan Agency for Planning CMAQ Cost Increase Analysis

TIP ID: **01-12-0004**

Description: **CDOT - Chicago Area Alternative Fuel Deployment Project, Phase 2**

Ranking Computation

	2014-2018	2014 Scope Change
Kilos VOC eliminated	30,079.9780	31,742.0300
Cost	\$ 114,818,000	\$ 80,793,400
\$/Kilo VOC eliminated	\$ 3,817	\$ 2,545
Rank	8	8

Project Expenses

	Federal Share	Total	Fed %	Basis
2012-2016	\$ 35,800,000	\$114,818,000	31.2%	Approved Projects
2014 Increase	\$ 35,800,000	\$ 80,793,400	44.3%	Letter from Sponsor
Increase Amount	\$ -	\$ (34,024,600)		

# of Vehicles			Natural Gas (NG) Vehicle	Liquefied Petroleum Gas (LPG) Vehicle	Hydrogen (H2) Fuel Cell Vehicle (FCV)	Electric Vehicle (EV)	Gasoline/Diesel Hybrid Electric Vehicle (HEV)	Gasoline/Diesel Plug-in Hybrid Electric Vehicle (PHEV)	Biodiesel Vehicle
Application	Light Duty Vehicle	0	0	0	0	0	0	0	0
Application	Medium/Heavy Duty Vehicle	0	0	0	0	847	0	0	0
	Sub Total	0	0	0	0	847	0	0	0
Scope Change Request	Light Duty Vehicle	0	606	0	0	1	0	0	0
Scope Change Request	Medium/Heavy Duty Vehicle	0	0	0	0	66	276	0	0
	Sub total	0	606	0	0	67	276	0	0
Net Change		0	606	0	0	(780)	276	0	0
Change in total vehicles		102							

FY 2014-2018 CMAQ Program							
CMAQ ID	Sponsor	Facility to be Improved	Project Total	Application Federal	\$ Per Kilo VOC Eliminated	Proposed Program	\$ Per Kilo PM Eliminated
DR13143945	Metra	Purchase Components to Repower F40PH/F40PHM Locomotives	\$11,000,000	\$8,800,000	\$38	\$8,800,000	\$206
DR13143938	Metra	Repower F40PHM Locomotives on BNSF Service	\$5,000,000	\$4,000,000	\$95	\$4,000,000	\$515
DR13143934	Metra	Install engine/generator set for hotel power	\$5,000,000	\$4,000,000	\$220	\$4,000,000	\$656
DR13143925	IEPA	Chicago Area Green Fleet Grant Program	\$20,000,000	\$10,000,000	\$296	\$3,000,000	\$1,022
DR13143957	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	\$59,154,000	\$38,450,000		\$34,258,108	\$1,076
DR07143954	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	\$5,271,000	\$4,176,000	\$1,969	\$4,176,000	\$3,273
DR13144027	Pace	Diesel Emission reduction - Regional Pace System	\$2,016,000	\$1,612,800	\$5,291	\$1,612,800	\$7,937
DR01143928	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 3	\$114,818,000	\$41,553,000	\$3,817	\$20,800,000	\$11,194
		Revised Rank	\$80,793,400		\$2,545		\$21,521



May 7, 2014

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

SUBJECT: TIPID #18-04-0561, Metra Project CL3877&FP3877: Grayland Station Parking, MWD-N

Dear Mr. Patronsky:

Metra requests the concurrence of the CMAQ Project Selection Committee in the change of scope for the above-referenced project. The project is currently funded by fiscal year (FY) 2004 and 2011 CMAQ funds. However, both of those awards were only for land acquisition. After several years of negotiations with the land owner, it has become clear that Metra will not be able to acquire the parcels on which Metra intended to construct a parking lot of up to 130 spaces. Instead, Metra is proposing to change the scope to use the funds for construction of a 75-space parking lot on land already owned by Metra.

The proposed parking lot would be constructed on Metra-owned right of way on the west side of the Milwaukee District North Line embankment from Milwaukee Avenue southward along Kilbourn Avenue toward Patterson Avenue. This location only became available this year after Metra decided to move a maintenance-of-way access road to a different location. It is anticipated that design of the proposed parking lot would take place in calendar year 2014, and the parking lot would be constructed in calendar year 2015.

The project is funded through two separate awards of CMAQ funds. In Federal Transit Administration (FTA) grant IL-90-X475, Metra intends to revise the budget to move funds from the land acquisition line item to the appropriate construction line items. In FTA grant IL-95-X021, Metra will need to submit a technical amendment to add the appropriate line items to the grant because the grant only included the land acquisition line item.

Attached is the required CMAQ Scope Change Request Form. Please contact me at (312) 322-6639 or Thomas Weaver at (312) 322-6649 with any questions or if you need any further information.

Sincerely,

A handwritten signature in black ink that reads "Lawrence H. Bubel". The signature is written in a cursive style.

Lawrence H. Bubel
Senior Director, Grant Management & Accounting

Attachment: CMAQ Scope Change Request Form

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CMAQ Scope Change Request Form

Project Identification

TIP ID	18-04-0561	Sponsor	Metra
Project Location Description:	Grayland Station, Milwaukee District North Line: 3750 N. Kilbourn Ave.		

Revised Project Scope

The current scope includes land acquisition, only, for a future commuter parking lot of up to 130 spaces. This land is no longer available. Instead, Metra proposes to use Metra-owned right of way along the west side of the railroad embankment at the Grayland station to construct 75 commuter parking .spaces. The proposed parking lot would consist of perpendicular parking spaces starting at Milwaukee Avenue and going southward along Kilbourn Avenue towards Patterson Avenue. The revised scope will directly fund and complete the construction of the parking spaces.

Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved New parking lot, Grayland Station, MWD-North Line	Marked Route #	
North/West Reference Point/Cross St/Intersection Intersection of Kilbourn Avenue and Milwaukee Avenue	Marked Route #	Municipality & County Chicago
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information		

Changes to Emissions Benefit Analysis

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

Cost/Schedule Changes

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

Additional Comments

Please see the attached letter for further details concerning the proposed scope revision.

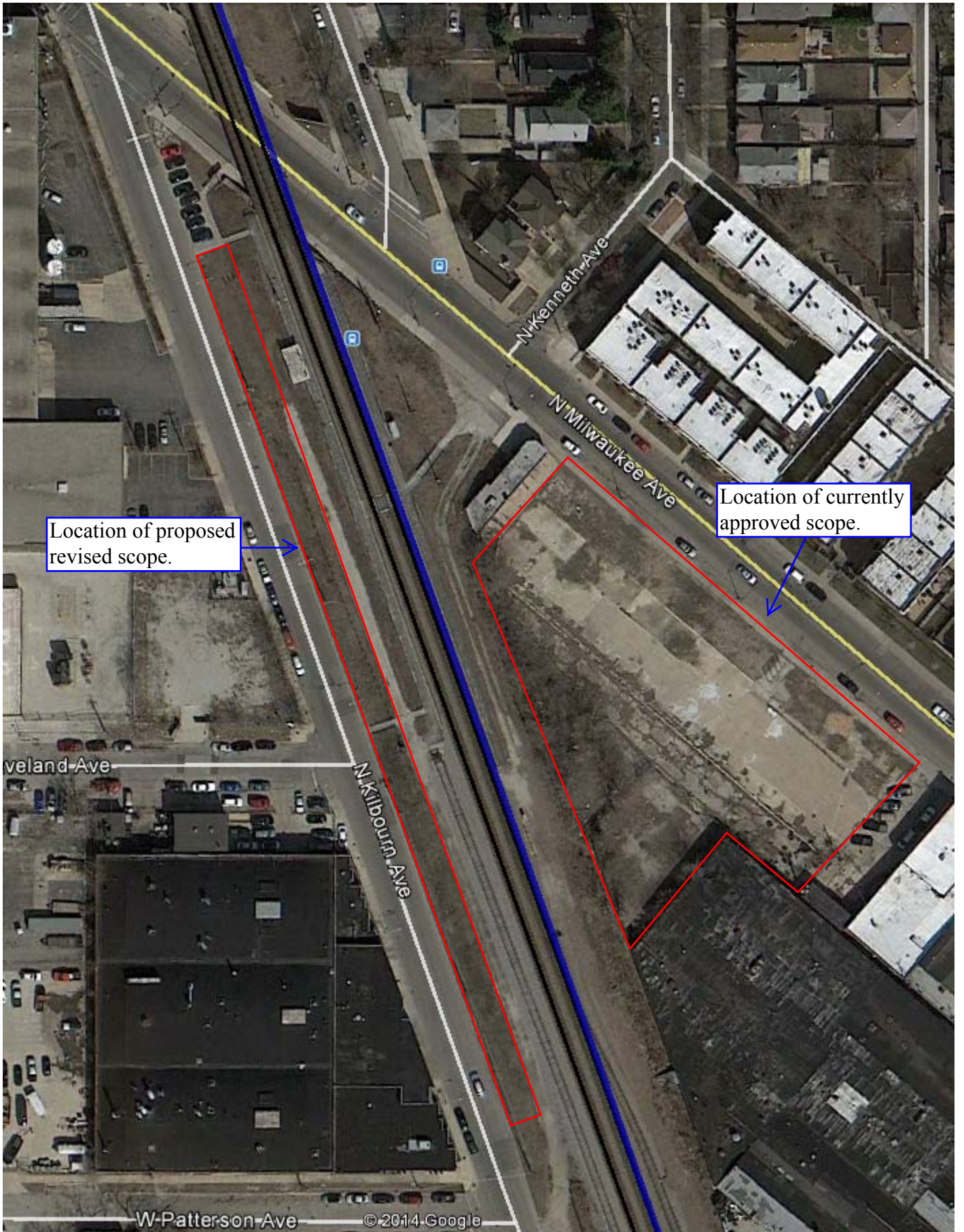
Changes to Emissions Benefit Analysis – Bike/Ped and Commuter Parking

BICYCLE AND PEDESTRIAN FACILITIES
Miles of existing bicycle/pedestrian facilities intersecting the proposed facility: _____ Identify intersecting facilities:
Trip attractors linked directly to the proposed facility. For a pedestrian facility, identify transit service to which direct access is provided.
Indicate safety and attractiveness improvements
Off-Street Bicycle Facility - Provide traffic volumes, speeds and percent trucks on adjacent roadway.

BICYCLE PARKING & ENCOURAGEMENT
Number of New Bicycle Spaces Racks: _____ Lockers: _____ Other: _____

COMMUTER PARKING
Project Location: <input checked="" type="checkbox"/> City Of Chicago <input type="checkbox"/> Suburban
Net Number Of New Vehicle Spaces: <u>75</u> Net Number Of New Bicycle Spaces: <u>0</u>
Utilization Rate: <input checked="" type="checkbox"/> New Lot <input type="checkbox"/> Existing Lot (Indicate Actual Utilization): _____ Percent
Existing Parking Spaces And Price:
<u>21</u> SPACES at \$ <u>0.00</u> PER <u>Day</u> (hr/day/mo) _____ SPACES at \$ _____ PER _____ (hr/day/mo) _____ SPACES at \$ _____ PER _____ (hr/day/mo) _____ SPACES at \$ _____ PER _____ (hr/day/mo)
Line-Haul Trip Length (One-Way Miles to the Nearest Tenth): <u>8.2</u> Miles
If line haul trip length is not a milepost figure, provide basis for value provided:
COMMUTER PARKING STRUCTURES
NET GAIN IN SPACES AVAILABLE TO TRANSIT USERS – deduct spaces removed within 1,800 feet of project site from gain
PROPOSED DAILY FEE TO BE CHARGED
WALKING DISTANCE TO STATION PLATFORM – distance in feet from center of parking facility site to nearest edge of transit staging area.
BUS SERVICE AVAILABILITY – number of bus routes currently serving the transit facility.
BICYCLE PARKING AVAILABILITY – number of bicycle parking spaces built in conjunction with the parking facility, separated by racks vs. lockers or spaces within the parking structure.

GRAYLAND STATION PARKING, MWD
TIP ID: 18-04-0561



Location of proposed revised scope.

Location of currently approved scope.





August 1, 2014

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

SUBJECT: TIPID #18-04-0561, Metra Project CL3877&FP3877: Grayland Station Parking, MWD-N
Revised Scope Justification

Dear Mr. Patronsky:

I am writing in response to CMAP's request for further justification of the proposed scope revision to the above referenced project. After carefully considering CMAP's comments, Metra believes the proposed scope is an effective use of the CMAQ funds awarded to Metra by the FTA for several reasons, including:

Current Parking Utilization:

According to Metra's latest parking map, which is attached, there are a total of 21 available parking spaces at the Grayland station. Eight of the spaces are in a paved parking lot adjacent to the inbound platform on the west side of the embankment along Kilbourn Avenue. All eight of those spaces are used on a regular basis, which was confirmed by CMAP's site visit on July 21, 2014. The other 13 spaces are not in a designed parking lot, but rather are simply an on-street area along the west side of Kilbourn Avenue north of Milwaukee Avenue where there are no residential permit restrictions. Use of these spaces varies because the spaces are not reliably available to commuters.

Commuter Parking Preferences:

Commuters prefer dedicated parking spaces that are reliably available for commuter use. An example of this is the consistent use of the eight off-street parking spaces at the Grayland station. On-street parking is unreliable due to several variables, such as street cleaning restrictions, tree trimming or utility work restrictions, use of the spaces by local residents or by employees of local businesses, and unplowed snow in the winter. The result is that the other 13 spaces at Grayland are not regularly used by commuters.

Fare Zone B Parking:

Metra measures our parking supply not just by station, but also within an entire fare zone. The Grayland station is in fare zone B, along with the Healy and Mayfair stations. The Mayfair station does not have any parking spaces and the Healy station has only 13 spaces, which are consistently used. This is a very limited supply of parking for stations that serve both traditional and reverse commuters. Additional parking at the Grayland station would serve all commuters who board trains in fare zone B.

Upcoming Station Rehabilitations:

Metra has programmed State of Illinois "Illinois Jobs Now" Bond funds for rehabilitation of Grayland, Mayfair, and Healy stations. The grant award of those funds is expected within the next few weeks, and construction is expected to begin in calendar year 2015. Improvements to the Grayland station are anticipated to include new stairways, new platforms, new shelters and benches, and improved lighting. Similar improvements are anticipated at the other two stations. Metra expects ridership to increase at this station after the rehabilitation is completed. The ridership growth in this zone would be served by increasing

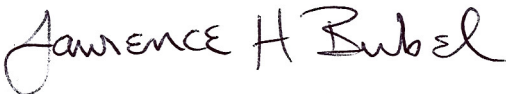
Mr. Ross Patronsky, Chair
CMAQ Project Selection Committee
Chicago Metropolitan Agency for Planning
August 1, 2014
Page 2 of 2

the parking supply at the Grayland station.

Based on the above listed reasons, Metra believes that the proposed scope of work is necessary to serve both existing riders at the Grayland station, and current and future ridership at all three stations within fare zone B. The proposed scope would take advantage of right-of-way already owned by Metra, and would directly result in the construction of new parking spaces; whereas the currently approved scope would only fund land acquisition. An increased supply of commuter parking, serving both traditional and reverse commuters, will take cars off of the road, thereby reducing congestion and improving air quality.

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

Sincerely,

A handwritten signature in black ink that reads "Lawrence H. Bubel". The signature is written in a cursive style with a large initial 'L'.

Lawrence H. Bubel
Senior Director, Grant Management & Accounting

Attachment: Grayland Station Parking Map

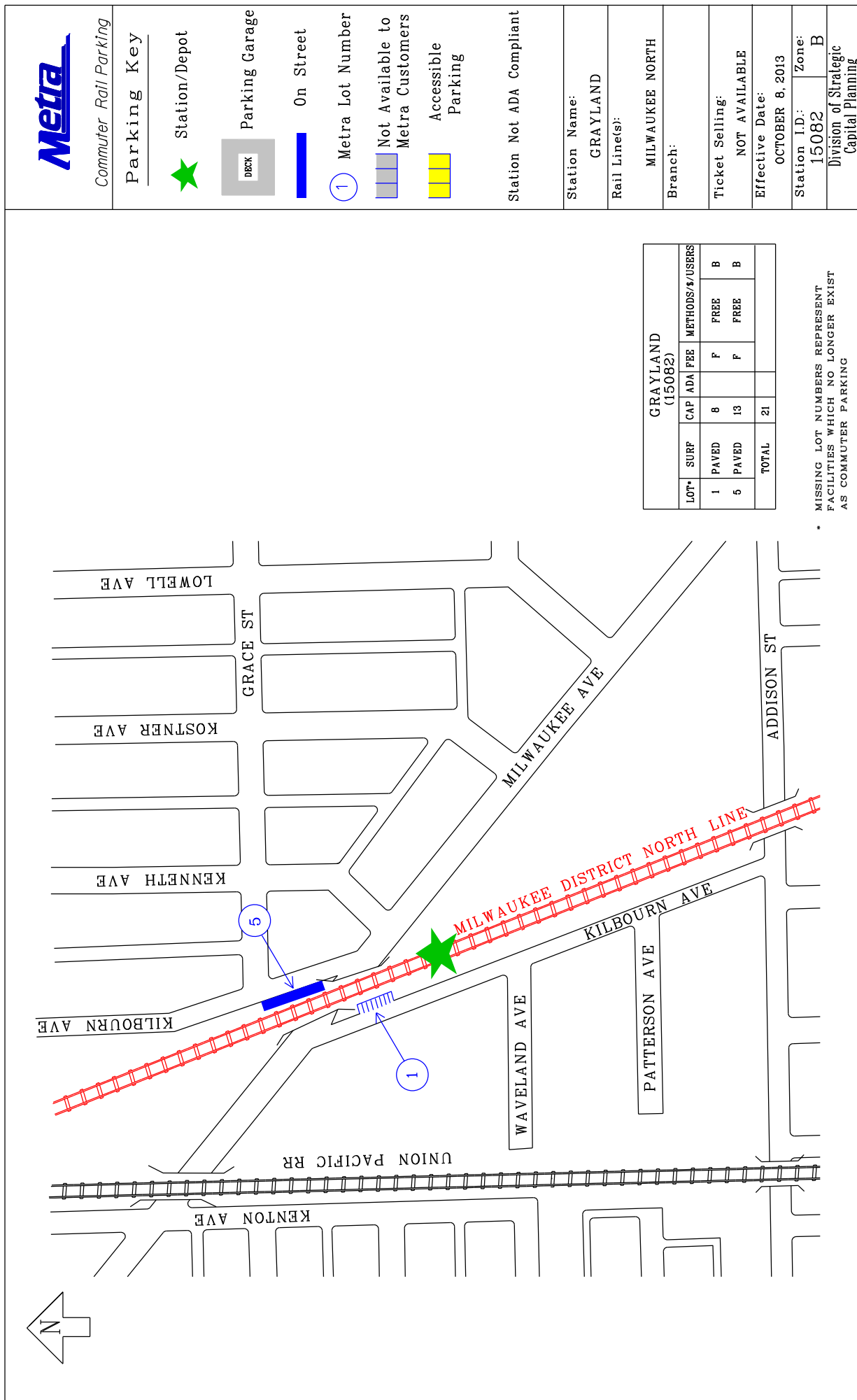
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KEY: SURF - Parking Lot Surface
CAP - Adjusted Lot Capacity
ADA - Disabled Parking

FEE (Method of Payment) METHOD/\$ (Payment Amt/Time Frame)
(C)oin (F)ree (R)esident
(D)aily (M)eter (N)on-resident
(P)ermit (E)lectronic (B)oth

Metra
Commuter Rail Parking
Parking Key
★ Station/Depot
PARKING GARAGE
On Street
Metra Lot Number
Not Available to Metra Customers
Accessible Parking

Station Name: GRAYLAND
Rail Lines(s): MILWAUKEE NORTH
Branch:
Ticket Selling: NOT AVAILABLE
Effective Date: OCTOBER 8, 2013
Station I.D.: 15082
Zone: B
Division of Strategic Capital Planning



FY 2006 CMAQ Program

CMAQ ID	Council	Facility to be Improved	Application Total	Application Federal	\$ Per Ton VOC Eliminated
CP10062533	Lake	Round Lake-Round Lake Commuter Parking W of Cedar Lake Rd - MND	\$625,000	\$500,000	\$122,742
CP10062539	Lake	Round Lake-Long Lake Commuter Station Parking Lot - MND	\$2,100,000	\$1,680,000	\$287,248
CP01062535	Chicago	Metra-111th St Commuter Parking Lot - RID-BB	\$756,000	\$605,000	\$331,124
CP05062542	Central	Western Springs-Western Springs Station Commuter Parking - BNSF	\$563,463	\$450,770	\$1,056,181
CP01062537	Chicago	CDOT-Grayland Station Parking - MND	\$510,000	\$408,000	\$1,336,377
CP10062541	Lake	Highland Park-Braeside Commuter Parking - UPN	\$640,000	\$512,000	\$1,383,879
Revised Rank					\$1,417,801
CP01062536	Chicago	Metra-107th St Commuter Station Parking Lot - RID-BB	\$1,700,000	\$1,360,000	No Benefit



MEMORANDUM

To: Project Selection Committee

From: CMAP Staff

Date: August 2014

Re: Draft changes to *CMAQ Programming and Management Policies*

The *CMAQ Programming and Management Policies (Policies)* set out basic guidance for the CMAQ program and were last approved by the CMAP Board and MPO Policy Committee in 2012. Over the past year, CMAP has been reviewing various aspects of the program, during which time staff have had extensive discussions with the Project Selection Committee (PSC). At its June and July 2014 meetings, the PSC considered draft changes to the *Policies*. Comments received at those meetings and in individual discussions with stakeholders have been addressed in the present draft. The draft *Policies* are being presented to the PSC for review and for recommendation to the Transportation Committee for approval.

The most significant changes to the 2012 *Policies* are as follows:

- Project readiness requirements have been clarified to indicate that design approval, submission of a final Project Development Report (PDR), or submission of a preliminary PDR (if IDOT indicates that cost and scope are adequately defined) will be taken to show that Phase I Engineering is substantially complete.
- Bicycle projects are now required to be identified in a state, local, regional, or subregional plan. Other types of projects are not required to be found in planning documents.
- The *Policies* now provide guidance on how to score projects, indicating that rankings will take into account the cost-effectiveness of emissions reduction, transportation impact, and regional priorities, as previously discussed with the PSC. Project selection is to take into account the rankings, focus group input, and various other factors. It is anticipated that discussions on the details of the scoring process will continue through the fall.
- The portion of engineering costs for transit projects that is eligible for CMAQ funding has been revised from 50% to 70%.
- Policies related to match have been clarified, including the use of soft match and the match percentage allowed for private entities proposing to use CMAQ funds for

purchase of lower-emitting vehicles or engines. References to 100% CMAQ funding have been eliminated based on current federal law.

- The class of “extraordinary” projects has been eliminated as an option for meeting the annual obligation goal.
- Additional detail on semi-annual update requirements has been provided.

These changes have been highlighted in the current draft of the Policies, attached below. Numerous other small edits and text reorganizations make it impractical to show tracked changes. However, a document with tracked changes is also available for review on the committee website.

Action requested: Recommend approval to Transportation Committee



CMAQ PROGRAMMING AND MANAGEMENT POLICIES

DRAFT UPDATE FOR AUGUST 21, 2014 MEETING

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) Pedestrian/Parking Deck Supplements, if applicable;
 - iv) Sign-off by the applicable Planning Liaison (PL), for municipal agency sponsors only (see section A:1e)).
- c) Applications must meet the following screening criteria:
 - i) For projects requiring Phase 1 Engineering, that phase must be substantially complete. Projects for which design approval has been received by the date indicated in the application materials meet this requirement. This requirement may also be met by IDOT certifying that a final Project Development Report has been submitted for signatures by the date indicated in the application materials or that a preliminary Project Development Report has been received by the same date with an accurate cost and clear scope established.
 - ii) For transit projects that require engineering, the sponsor must demonstrate that sufficient work has been completed to establish accurate cost information and a clear scope.
 - iii) Bicycle facility projects must be featured in at least one formally adopted or approved bike plan, comprehensive plan, or other plan by a local government, subregional council, CMAP, or the State of Illinois.

- iv) Milestone schedules must be realistic and consistent with project phase accomplishment goals. Each project phase will have the federal fiscal year in which it is programmed, plus two additional years (three years total) in which to meet the phase accomplishment goal.
- v) All projects must have an air quality benefit. Projects without air quality benefits are not eligible and will not be ranked on any other criteria.
- 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) 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 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) Projects will be ranked based on the criteria and weighting system stipulated in application materials posted on the CMAP website prior to the call for projects.
- b) Project applications will be ranked based on a composite score of the emissions and other criteria, including measures related to transportation impacts and regional priorities. Raw data for each criterion will be available for inspection.
- c) 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 will be solicited during development of the draft program. Focus group input on a project or group of projects will be a qualitative description of challenges and benefits not captured by the rankings. Project rankings will not be adjusted. Focus group deliberations will be documented and made available to the Project Selection Committee.

- d) Project rankings and focus group input -- together with regional equity, project readiness, sponsor capacity, project mix, and other factors -- will be used to develop a recommended program for Project Selection Committee consideration. Reasons for elevating a low ranking project or projects and/or not funding a high ranking project or projects will be documented.

3) PROGRAMMING THE FUNDS

- a) The CMAQ program mark for a given federal fiscal year will be the State's federal apportionment adjusted by the 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) A sponsor can request funding for phase I engineering based on financial hardship.
 - (1) 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.
 - (2) All remaining eligible phases will be programmed at a maximum level of 80% federal funding.
- c) Phase II engineering, right-of-way acquisition (ROW), construction and implementation are eligible for CMAQ funding at 80% federal participation, with the following exceptions:
 - i) For transit proposals where phase I and phase II engineering are not clearly defined, 70% of the engineering costs will be eligible for CMAQ funding at an 80% federal participation rate with all of the costs of the remaining phases eligible for up to 80% federal participation.
 - ii) For signal interconnect projects, phase II engineering costs will not be eligible for CMAQ funding.
 - iii) For proposals involving private corporations in which an entire vehicle or engine is being purchased to replace a higher-emitting vehicle or engine, the funding levels will be addressed on a case-by-case basis up to a maximum 65% federal share. For proposals involving private corporations in which only the cost difference between a lower-emitting version of a vehicle/engine and a conventional one is being funded, an 80% federal share is acceptable.

- iv) Projects which qualify for a higher federal participation rate under federal guidelines will be considered on a case by case basis.
- d) Soft match, including Transportation Development Credits, will be considered on a case-by-case basis. Federal requirements may restrict the situations in which soft match can be used, and IDOT policies must be followed. Sponsors must identify on the application form if soft match is requested.
- e) 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).
- f) All sponsors will be required to attend a project initiation meeting. The meeting will include distribution of necessary forms and information needed to initiate the project(s) 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 Project Selection Committee to the Transportation Committee and MPO Policy Committee.

B: Active Program Management of Projects

1) EVERY PHASE OF AN APPROVED PROJECT WILL BE SUBJECT TO AN ACCOMPLISHMENT SUNSET. EACH PHASE WILL HAVE THE FEDERAL FISCAL 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, accomplishment 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) will be removed from the guaranteed program and the

project will be considered a deferred project. More information on deferred projects is available in section B:4)c)ii).

2) A REVIEW OF THE STATUS FOR ALL PROJECTS WITH PHASES IN THE CURRENT FEDERAL FISCAL YEAR WILL BE CONDUCTED AT LEAST SEMI-ANNUALLY.

- a) Due dates for semi-annual updates will be included in the Project Selection Committee 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 Project Selection Committee 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) Every effort will be made to provide a list of phases requiring status updates and instructions for completing the updates to PLs (for municipal agency sponsored projects) and other project sponsors (service boards, RTA, IDOT, and IEPA) at least three weeks prior to the due date, but a shorter lead time may be needed in some cases.
- 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.

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 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 B: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.
 - ii) Deferred – projects that had their funding removed for failure to meet accomplishment sunset deadlines can have their funding reinstated one phase at a time. This can occur at any time if funding is available.
 - iii) Vetted – includes:
 - (1) Projects that were analyzed in a prior programming cycle and showed an air quality benefit but were not included in the program, or
 - (2) Partially funded CMAQ projects that have other funding for which CMAQ funds can be substituted.
- 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) Demonstrate readiness as defined below.

	Local Projects	CDOT	Transit Capital Projects	Transit Non-Capital or CDOT 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	Submitted draft TEAM/TrAMS application for review	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	Submitted draft TEAM/TrAMS application for review	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	Submitted draft TEAM/TrAMS application for review	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	Submitted draft TEAM/TrAMS application for review	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	Submitted draft TEAM/TrAMS application for review	n/a

c) Construction is the preferred phase for contingency funding.

d) Vetted 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 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: 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



MEMORANDUM

To: Project Selection Committee

From: CMAP Staff

Date: August 2014

Re: Remaining issues with the methods used for proposed CMAQ scoring process

For several months the Project Selection Committee has discussed proposed changes to the *CMAQ Programming and Management Policies* as well as the CMAQ scoring process. Comments related to the *Policies* are being addressed in a fresh draft to be considered at the August PSC meeting. As for the scoring process, staff has directly discussed details with individual stakeholders and made changes where appropriate. This memo tries to address known remaining concerns.

1. **New versus existing transit facilities.** Although there is a perceived risk that new service and facilities will be at a disadvantage in the proposed system, note that new facilities tend to score better on air quality cost-effectiveness than projects that modernize existing facilities. Over the last three CMAQ cycles, new transit facilities had an average cost-effectiveness of \$1,858/kg (47 points out of 60 on the proposed scale) while projects modernizing existing facilities had an average cost-effectiveness of \$5,365/kg (29 points). Thus, the use of asset condition actually tends to offset somewhat the advantage that new facilities have.

One commenter suggested that projects that add facilities where they do not exist should be awarded priority equal to projects addressing assets in poor condition. Alternatively, it was suggested that a more nuanced approach could be patterned after the travel time reliability score, which considers both the existing reliability and the ability of the proposed project to improve the reliability. For asset condition the improvement is expected to always be to a new or “excellent” condition, so the analogy with the way reliability was handled may not hold. Staff is still seeking an approach that balances competing needs on the transit system.

2. **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 (5 points) assigned to the CMP is quite small.

3. **Priority based on 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.
4. **On-time performance and speed improvement.** One commenter suggested that, with transit travel time reliability, the proposal should consider not only current on-time performance but the optimal speed if improvements were made. However, a simple way of measuring travel time reliability and reliability improvements is needed that could be used for any transit service project by any service board. To CMAP staff, OTP seems like the best measure, but staff is open to another approach if it is fairly simple and widely applicable. Transit speed improvement might also be an appropriate measure, but it is not clear that proper estimates will be available at the time the application is made.
5. **Use of passenger miles traveled.** Some stakeholders suggested that, from their perspective, ridership is not as good a measure as PMT. For example, route enhancements might decrease ridership (unlinked trips) by eliminating a transfer point while increasing PMT. Comparing the transit projects submitted in the last three CMAQ cycles, the 10th, 20th, 30th... 95th percentile values are closely correlated for both ridership and PMT. Since the ridership points are assigned based on percentiles, it does not appear that using PMT would alter project priorities.
6. **Composite scoring.** One commenter suggested 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 are common and have an extensive literature to support them.
7. **Other factors.** The Land Use and Environment and Natural Resources Committees suggested prioritizing projects that have other environmental benefits, such as projects that include permeable pavement, bioswales, recycled materials, etc. The Environment Committee discussed evaluating carbon reduction benefits, noting that GO TO 2040 includes greenhouse gas (GHG) emission reduction targets. Staff proposes to address such additional benefits as a qualitative factor that could influence project selection. Staff also continues to explore quantifying GHG reduction as a benefit. The Economic Development Committee suggested that the program should consider economic impact and equity. The draft *Policies* 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.

Action requested: Discussion



Air Quality

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

MAP-21 - Moving Ahead for Progress in the 21st Century

Revised Interim Guidance on CMAQ Operating Assistance under MAP-21

July 2014

Section 125 of the Consolidated Appropriations Act, 2014 (Public Law 113-76) (2014 Appropriations Act), modified 23 U.S.C. 149(m) to eliminate any time limitation on the use of CMAQ funds for operating assistance for certain activities. This Revised Interim Guidance updates and supersedes Interim Guidance on CMAQ Operating Assistance issued in June 2013.

There are several general conditions for operating assistance eligibility under the CMAQ program (see the November 2013 CMAQ Program Interim Guidance for a complete discussion on CMAQ project eligibility requirements):

- a. Operating assistance is limited to start up operating costs for new transportation services or the incremental costs of expanding such services, including transit, commuter and intercity passenger rail services, intermodal facilities, and travel demand management strategies, including traffic operation centers.
- b. In using CMAQ funds for operating assistance, the intent is to help start up viable new transportation services that can demonstrate air quality benefits and eventually cover costs as much as possible. Other funding sources should supplement and ultimately replace CMAQ funds for operating assistance, as these projects no longer represent additional, net air quality benefits but have become part of the baseline transportation network. The provisions in 23 U.S.C. 116 place responsibilities for maintenance of transportation facilities on the States. Since facility maintenance is akin to operations, a time-limited period of CMAQ assistance provides adequate incentive and flexibility while not creating a pattern of excessive or even perpetual support.
- c. Operating assistance includes all costs of providing new transportation services, including, but not limited to, labor, fuel, administrative costs, and maintenance.
- d. When CMAQ funds are used for operating assistance, non-Federal share requirements still apply.
- e. With the focus on start-up, and recognizing the importance of flexibility in the timing of financial assistance, the 3 years of operating assistance allowable under the CMAQ program may now be spread over a longer period, for a total of up to 5 sequential years of support. Grantees who propose to use CMAQ funding for operating support may spread the third year amount (an amount not to exceed the greater of year 1 or 2) across an additional 2 years (i.e. years 4 and 5). This approach will provide an incremental, taper-down approach, while other funding is used for a higher proportion of the operating costs as needed. See Table 3 for examples of possible funding allocations. At the conclusion of the 5-year period, operating costs would have to be maintained with non-CMAQ funding. It is anticipated that this approach may enable a transition to more independent system operation. The amounts which apply to years 1 and/or 2 are established at the discretion of the State or local sponsor.

Table 3 - Example Allocations of CMAQ Funds for Operating Assistance

Example	Year 1	Year 2	Year 3	Year 4	Year 5	Total
A	\$300	\$300	\$200	\$50	\$50	\$900
B	300	300	100	100	100	900
C	100	400	200	100	100	900

Except as noted in paragraph (f) below, activities that already have received 3 years of operating assistance under prior authorizations of the CMAQ program are not considered to be in a start-up phase and are not eligible for new CMAQ operating assistance or the expanded assistance period.

- f. Section 125 of the 2014 Appropriations Act included changes to the Operating Assistance Section of the CMAQ program (23 USC 149(m)). The changes added new language that specifically prohibits the imposition of a time limitation for operating assistance eligibility on a system "for which CMAQ funding was made available, obligated or expended in fiscal year 2012." The phrase "made available" applies to projects designated for CMAQ operating assistance in statute, or to any commitment by the party that by law selects projects for operating assistance funding so long as it occurred during FY2012. There must be official documentation demonstrating that there was a specific commitment in FY 2012 to provide CMAQ funding for operating assistance for a particular project or service. Such official documentation could include a TIP or STIP, or other State or MPO official records. The specific project or service for which the CMAQ funds are being sought for operating assistance without a time limitation must be clearly identified in this documentation. Transportation services expressly eligible for CMAQ funding under SAFETEA-LU sections 1808(g)-(k) and certain provisions in previous appropriations acts are eligible to use CMAQ funds for operating assistance without time limitations. Consistent with Section IX of the CMAQ Program Interim Guidance, States retain the discretion to decide whether or not to fund the operating assistance.
- g. Elements of operating assistance prohibited by statute or regulation are not eligible for CMAQ participation, regardless of their emissions or congestion reduction potential.

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