



Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee

Annotated Agenda

Thursday, October 23, 2014

2:00 p.m.

Teleconference # 800-747-5150, Access Code 3867454

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

- 1.0 Call to Order** 2:00 p.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – August 21, 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. Staff will provide a report on the effects of FFY 2014 obligations on the FFY 2015 obligation goal.
ACTION REQUESTED: Information and discussion
- 4.3 October Status Updates**
Status updates are due on October 21, 2014. Staff will provide an overview of responses received, with a more detailed analysis to be presented at the committee's next meeting.
ACTION REQUESTED: Information
- 5.0 Project Changes**

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

The sponsor is requesting a cost increase for ROW in the amount of \$177,000 federal CMAQ (\$221,000 total). The cost of this project has increased as a result of increased land acquisition cost. If the request is approved, the total programmed amount would increase to \$9,934,000 federal CMAQ (\$12,878,000 total). Construction is targeting the November 7, 2014 state letting, pending ROW certification and authorization of federal funds.

ACTION REQUESTED: Approval of the requested cost increase.

5.2 Village of Skokie – Main Street Bike Lanes (TIP ID 02-14-0002)

The sponsor is requesting to transfer \$32,000 federal CMAQ (\$40,000 total) from phase 2 engineering in FFY 2014 to Construction in FFY 2015. Phase 2 engineering will be paid for with local funds.

Construction costs have increased related to spot locations of patching/resurfacing to correct deteriorating pavement (pot holes, longitudinal cracks, etc.). If the request is approved, the federal CMAQ portion would remain unchanged at \$456,000 while the total project cost would increase by \$40,000 to \$615,000.

ACTION REQUESTED: Approval of the requested transfer.

5.3 IDOT - Pulaski Rd at 115th St (TIP ID 06-12-0004)

The sponsor is requesting a cost increase of \$200,000 federal CMAQ (\$250,000 total) in FFY 2015 for Construction due to the availability of 95% design cost estimates using detailed quantities and current bid tab pricing. If the request is approved, the total programmed amount would increase to \$1,040,000 federal CMAQ (\$1,300,000 total).

ACTION REQUESTED: Approval of the requested cost increase.

5.4 Metra – Great Lakes Station Parking (TIP ID 18-03-0577)

The sponsor is requesting a cost increase of \$48,000 federal CMAQ (\$60,000 total) for construction, which is complete; however traffic signal improvements are required in order to open the lot for use. If the request is approved, the total programmed amount would increase to \$328,000 federal CMAQ (\$410,000 total).

ACTION REQUESTED: Approval of the requested cost increase.

5.5 LaGrange – LaGrange Stone Ave Metra Station Area Pedestrian Access Improvements (TIP ID 05-14-0001)

The sponsor is requesting a scope, schedule and cost change. The scope change is to construct additional bicycle racks on the north side of the station, install a shelter over the existing bicycle rack facility on the south side of the station and relocate newspaper boxes located on the south side of the station near the existing bicycle rack facility. In addition to the scope change the sponsor is requesting a cost increase of \$215,900 federal CMAQ (\$269,890 total). The requested increase

consists of \$60,000 federal CMAQ (\$75,000 total) for phase 2 engineering in FFY 2015 and \$155,900 federal CMAQ (\$194,900 total) for Construction in FFY 2016. If the request is approved, the total programmed amount would increase to \$524,000 federal CMAQ (\$703,000 total).

ACTION REQUESTED: Approval of the requested scope, schedule and cost changes.

5.6 Administrative Modifications

Staff completed three administrative modifications, as described in the attached CMAQ Project Change Requests memo.

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

The sponsor requested reinstatement of \$8,248,000 federal CMAQ funds for construction in FFY14. The final PS&E was submitted on August 18, 2014 and the project is on schedule for the November 7, 2014 state letting. Staff approved the reinstatement as an administrative modification.

FPD of Cook County – North Branch Bicycle Trail Extension (East Segment) (TIP ID 01-08-0001)

The sponsor requested reinstatement of \$5,792,000 federal CMAQ funds for construction in FFY15. Pre-final plans were submitted to IDOT on August 22, 2014 and the project is on schedule for the January 16, 2015 state letting. Staff approved the reinstatement as an administrative modification.

Metra – LaFox New Station on UP West Line (TIP ID 18-03-0578)

The sponsor requested to withdraw \$48,000 federal CMAQ (\$60,000 total) in unused funds. The project is completed and closed out. Staff completed the withdrawal as an administrative modification.

ACTION REQUESTED: Information

6.0 Travel Demand Management (TDM)

An update will be provided on the status of TDM coordination and implementation efforts in the region.

ACTION REQUESTED: Information

7.0 MAP-21

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

ACTION REQUESTED: Information

8.0 Other Business

9.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

10.0 Next Meeting

The committee's next meeting is scheduled for December 18, 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, August 21, 2014 2:00 p.m.
CMAP Offices

**Committee Members
Present:**

Mike Rogers, Chair (IEPA), Doug Ferguson (CMAQ),
Luann Hamilton (CDOT), Mark Pitstick (RTA), William
Rodeghier (Council of Mayors), Chris Schmidt (IDOT), Chris
Snyder (Counties)

Staff Present:

Alex Beata, Patricia Berry, Randy Blankenhorn, Kama Dobbs,
Jesse Elam, Jill Leary, Russell Pietrowiak

Others Present:

Mike Albin, Samantha Bingham, Brian Carlson, Bruce
Christensen, John Donovan, Peter Fahrenwald, Tony Greep,
Terry Heffron, Tom Rickert, Kyle Smith, Brian Stepp, Susan
Stitt, David Tomzik, Brian Urbaszewski, Tom Weaver, Michael
Weiser, Tammy Wierciak (via phone)

1.0 Call to Order

Committee Chairman Rogers called the meeting to order at 1:05 p.m.

2.0 Agenda Changes and Announcements

None

3.0 Approval of Minutes – July 17, 2014

On a motion by President Rodeghier 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 \$51.6 million in obligations this fiscal year. Since the report was printed, another \$18 million has been obligated, and an FTA grant for \$4 million was executed. Several engineering agreements have been sent to IDOT Central Office for signature and FTA transfer requests are in for Union Station, which is awaiting FHWA approval, and Washington/Wabash. Additionally, three or four local projects are on target for the November state letting, which will seek federal authorization in September. Approximately \$1 million in deferred projects are also ready to go. Therefore of the \$105 million still programmed in FFY 14, about \$15 million will not be authorized within the fiscal year, but we know with reasonable certainty that \$88 million will be, which is just over the \$86.9 million needed to meet the obligation goal. Ms. Dobbs also reported that this is the time of year to consider the obligation goal for FFY 2015. Based on our ability to meet the FFY14 goal, and the total currently programmed in FFY 2015, staff suggests that the goal of \$145,988,364 remain unchanged for FFY 2015.

5.0 Project Changes

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

Ms. Dobbs reported that as discussed in detail at the July meeting, the sponsor is requesting a scope change to modify the fleet mix and increase vouchers from 60 to 80% of the incremental cost. Due to the nature of the 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. Staff recommends approval of the requested scope change. Samantha Bingham is here for those that missed the meeting or have additional questions. In response to questions from Mr. Snyder, Ms. Bingham reported that the differential cost is determined in two ways. For the purchase of a new vehicle, the differential is the difference between the cost of an equivalent standard gasoline vehicle and the alternative fuel vehicle. For retrofits, the differential is the entire cost of the conversion. She stated that the program targets public, private and non-profit fleets through the Chicago Clean Cities initiative. At the beginning of the program, public fleets were targeted, but as the price of gas has increased more private and non-profit fleets are participating. She stated that incentive programs could be stacked, for example a participant in this program could also apply under the State's rebate program, however the Chicago program provides a point of sale voucher, which reduces the cost of the vehicle that would be eligible for a rebated in the State program. She stated that the increase from 60% to 80% of the differential cost is in part due to the recognition that battery operations are more costly in the harsh winter climate. Vehicles purchased through the program are required to be domiciled within the region and must operate at least 70% of the time within the region. Mr. Snyder asked if the change in voucher percentage would lead to a policy shift for private railroad projects that are currently matched at 65%. Ms. Hamilton stated that the policy is 65% of the incremental cost for purchase of a whole new locomotive and 80% for retrofits. On a motion by Mr.

Pitstick, seconded by President Rodeghier, the requested scope change was approved.

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

Ms. Dobbs reported that the sponsor is requesting a scope change for this project that was initially programmed in 2004. The original project was to acquire land and additional funds were programmed in 2006 to construct a new 130 space parking lot at the Metra Grayland station. The sponsor has stated that they will not be able to acquire the parcels to build the lot as originally planned and would like to construct a 75 space parking lot on land they already own. While there will be no land acquisition, the construction will involve removing part of an existing embankment, therefore the entire programmed funding will be utilized. As noted in the memo, 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. However Metra has noted that most of the spaces counted in the utilization study are in fact unregulated on-street parking, and Metra cannot insure their availability. A re-ranking was completed with the project ranking changing from 5th to 6th among 2006 proposed commuter parking projects. Staff recommends approval of the scope change. It should also be noted as described in the memo, that the treatment of commuter parking spaces should be considered, particularly in urban areas where the need for parking should be less. Fees charged should strike a balance between recovering operating costs and encouraging balanced access. Parking at the proposed lot is proposed to be free. In response to a question from Mr. Ferguson, Mr. Weaver explained that the on-street spaces would remain free, but there will be a fee for parking in the lot. Ms. Hamilton added that the project was initially a CDOT project that would have provided a buffer between residential and industrial uses. CDOT continues to work with Metra and supports the change to the project scope. In response to a question from Mr. Snyder, Ms. Dobbs noted that at the time of the initial application there was a gravel lot along the tracks that is no longer used for parking, which is why there is a change from 53 available spaces in 2006 and 21 available spaces now. In response to a question from President Rodeghier, Mr. Weaver noted that about half of the passengers boarding at this station are inbound and about half are reverse commuting outbound. On a motion by Ms. Hamilton, seconded by Mr. Snyder, the requested scope change was approved.

5.3 Administrative Modifications

Ms. Dobbs reported that staff completed two administrative modifications. The first was the voluntary deferral of construction funds for a project in Hillside and the second was reinstatement of deferred Phase 2 Engineering funds for a project in Melrose Park.

6.0 CMAQ Program Process Evaluation and Transformation

6.1 Programming and Management Policies

Mr. Elam reported that there have been ongoing conversations, including several at the last few meetings, on the policies and procedures for selecting CMAQ projects resulting

from the process review. Current policies were approved by the MPO Policy Committee in June 2012. Mr. Elam reviewed the most significant changes being proposed. He noted that project readiness requirements have been clarified, and bicycle projects must be included in a planning document. The policies have standardized the use of other criteria that were pioneered by the focus groups. Mr. Schmidt distributed a letter to the committee on process (attached). Mr. Rogers said an overriding concern is prioritizing all project categories under a single score. He noted that at a past meeting, Mr. Privett had suggested presenting the dollars per kilogram ranking by project category separately from transportation impact criteria factors. As Mr. Elam had suggested, Mr. Rogers reviewed the re-ranking spreadsheet and acknowledged that it shows that 90% of the same projects would have been included in the program the last round, but he said concerns remain. Ranking projects within categories and by traditional air quality cost per kilogram, with the information on transportation impacts, etc. listed next to the air quality benefit is preferable at this point.

Mr. Elam thanked Mr. Rogers and continued his review of the proposed policy changes, pointing out that the eligible portion of engineering costs for transit projects was being raised from 50% to 70%. There are two issues here: project readiness and the engineering costs that are eligible for CMAQ funding. Because there is no clear definition for when a transit project is "ready", a case by case determination is needed. Policies related to match have also been clarified. Mr. Rogers said the policies should indicate that emissions scores will be separate from transportation impact criteria scores, which should be secondary and that projects should still be ranked within separate categories. Mr. Pitstick stated that he appreciates the adjustments on the transit related issues. He stated that the CMAQ program should balance air quality benefits and congestion mitigation but that we've gone beyond this to include asset condition, safety, etc. He stated that FHWA and FTA are currently working to develop performance measures and questioned to what extent CMAQ funding should address those other criteria. He further questioned whether we are trying to use CMAQ to address too much. He supports a side-by-side presentation of emissions benefits and other scores and thinks the comfort level will increase for a future transition from a cost-benefit ranking to a composite score. Ms. Hamilton stated that historically the CMAQ program has been able to address quick hits as well as projects that produce long term behavioral changes. She expressed concern that a 100 point scale would cause those longer term projects to fall out of the program. It seems that we are quantifying for the sake of quantifying instead of getting a better program. She noted that MAP-21 calls for performance measures to first be developed at the federal level, followed by states and MPOs, with 2016 as the target for MPOs and wondered if we are getting too far ahead of this process.

At Mr. Rogers's request, Mr. Elam confirmed that policy changes need to go to the Transportation Committee for consideration in September. Mr. Rogers asked if the Project Selection Committee would be willing to adopt the policies with the following changes: change section A: 2) b) to read "Project applications will be initially evaluated on the cost effectiveness of emission reduction basis with projects ranked within each project eligibility category. Secondly projects will be evaluated and scored on other criteria including measures related to transportation impacts and regional priorities. Raw data for each criterion will be available for inspection." In response to a question from Mr. Rickert, Mr. Ferguson noted that the project categories are not listed in the

policies and would be discussed later in the agenda. Mr. Rogers stated that his intent is for the types to remain the same as in the past. In response to a question from Mr. Snyder, Mr. Rogers stated that scores would be provided for cost effectiveness and transportation impacts and other factors. Mr. Snyder said it seems as if 2) b) is the only policy needing adjustment and that he is comfortable with that. Mr. Weaver stated he agrees with the two tier scoring but remains concerned that policy 6) b) ties the definition of readiness for a transit project to inclusion in the RTA capital program. Mr. Ferguson clarified that the referenced policy is contained in the Active Program Management section of the policies and only applies to the readiness of projects which have had their funding deferred. Mr. Pitstick added that this criterion for deferred projects is okay.

Mr. Rickert stated that with Phase 1 engineering not eligible for CMAQ, highway projects receive about 40% of the total engineering costs, while transit is proposed to receive 70%. He noted that perhaps the phase 1/phase 2 aspect of highway projects should be revisited in the future. Ms. Hamilton noted that sponsors of transit projects are required to spend 30% of the engineering costs up front and noted that Chicago can choose to use STP funds for engineering, but that other municipalities have to compete for STP funds at the Council level. Mr. Rickert stated there has been an increase in the percentage of municipalities that are not participating in the CMAQ program and that he understands the reasons, but finds it sad that 80-90% of municipalities don't participate. Mr. Elam noted that most Councils choose not to fund phase 1 engineering with STP funds. Mr. Snyder stated that on the highway side there is a commitment made to projects that may or may not get funded and documentation must be submitted. On the transit side, a similar commitment, with proof of readiness and an initial invest is needed. Mr. Elam noted there is no bright line to define "ready" for transit projects. Mr. Weaver added that on commuter parking, for example, going from 0% to 100% engineering, the cost may change, but the scope doesn't and at the end, the project goes, doesn't go, or changes completely, such as the case with the Grayland parking project.

Ms. Hamilton stated that with transit station projects, there is no clear phase 1, but the NEPA process must be fulfilled and once that happens, a project can move forward. Mr. Snyder stated that phase 1 is simply a streamlined NEPA process and asked when a station project would request funding. Ms. Hamilton stated that in the past, funds were used for the NEPA process, but in the future they will have to use local funds to get to NEPA approval. Mr. Greep noted that different projects get to different levels of design before receiving NEPA approval, which takes time during which changes can occur. It is a good principle to have NEPA work completed but it may not be a good hard and fast rule. He added that the phrase "sufficient work" stood out in the proposed policy and that the benefit of this language is that it allows judgment of how far along a project is rather than a hard line. Mr. Snyder noted that state agencies should confirm that submittals are credible documents. Mr. Donovan stated that staff has historically done a good job at the time of applications with bringing projects forward for discussion if there are questions.

Mr. Rickert requested assurance that the committee will see the criteria and weighting system before being posted as referenced in policy 2)a). Mr. Elam stated that traditionally the committee releases the call for projects. Mr. Rogers and Ms. Hamilton requested that the application book be available for review by the PSC prior to posting as

the scoring system to be employed is a significant departure from tradition. Mr. Snyder stated that given the proposed changes to item 2)b), the words “rank” should be replaced by the word “score” throughout the policies. Based on discussion to date, the PSC would expect to see a spreadsheet showing the traditional air quality ranking by project category with the transportation impact criteria score and other information in an adjacent column with no combined score. He asked if there was a definition of “hardship” relative to applying for phase 1 funding during the last call, which Mr. Elam stated there was not.

Ms. Hamilton made a motion, seconded by Mr. Snyder, to recommend the CMAQ Programming and Management Policies, as revised with Mr. Rogers’ proposed language, to the Transportation Committee. The motion carried.

6.2 Project Type Changes for the CMAQ Program

Mr. Ferguson provided an overview of work done to review the effectiveness of select project types. The review concentrated on the appropriateness of projects for federal funding, whether benefits are measurable and the region’s success with these project types. It is recommended that funding for new standalone TDM marketing/outreach efforts be discontinued until a coordinated regional strategy is put in place and clear performance measures are established. In response to questions from Mr. Weaver and Mr. Schmidt, Mr. Ferguson stated that the proposed moratorium on TDM projects is for CMAQ funding only and projects currently in progress would continue and are included in the table at the end of the memo. Mr. Tomzik noted that the figures in the table for the Regional Rideshare program don’t match Pace’s records and he would work with staff to determine why. He also noted that about \$1 million per year is small in comparison to a program that is \$100 million per year and wondered if it makes sense to stop considering these projects with IDOT pursuing a regional strategy for TDM. Mr. Schmidt stated that based on the MPC white paper, IDOT, MPC, CDOT and the RTA have come to an agreement to pursue a regional strategy and IDOT has advertised for consulting services. The idea is to move towards a coordinated effort in the region and to work with the collar counties to develop a program that would be applied on a statewide level. He also stated that he agrees that the number of projects and the funding received historically does not place a burden on the region’s CMAQ program.

Mr. Elam noted that the IDOT project includes developing methods for prioritization and asked if it would be worth waiting on those before developing criteria of our own. Mr. Ferguson suggested taking a break for this programming cycle so that criteria can be developed. Ms. Hamilton stated that it is okay to take a break, but the decision may need to be revisited in order to assist with the IDOT effort. Mr. Elam stated the intention is to shift away from marketing and outreach efforts, not all TDM. In response to a question from Mr. Pitstick, Mr. Elam stated that programs like ridesharing are more operational in nature. Mr. Tomzik pointed out that we program five years of funding each cycle. Mr. Ferguson noted that every two years we extend the five year period. Mr. Snyder stated that with such a small number of projects over the history of the program, he would be surprised if there are a bunch of applications and doesn’t think it is necessary to remove the category.

Mr. Ferguson moved on to recommend that the pedestrian facility project type be eliminated and that pedestrian projects that connect to transit facilities should be

considered as part of a new project subtype called Access to Transit. This subtype would be for projects that remove barriers and improve connections for bicycles and pedestrians with existing transit facilities provide bicycle parking and provide commuter parking at transit stations. Ms. Hamilton noted that Chicago is developing a major project that would provide a soft surface walking trail that would not qualify for CMAQ under this revised policy, nor for TAP, is for bicycle projects only. Mr. Pitstick and Mr. Weaver expressed support for the Access to Transit category. In response to a question from Mr. Smith of CNT, Mr. Ferguson stated that applications within this category would not be limited to projects that resulted from the RTA's community planning program, but that those projects could certainly apply for implementation funding within this category.

Mr. Ferguson recommended that the bicycle parking project type be eliminated due to the relatively small size of the projects and the inadequacy of the current analysis methods used to develop emissions benefits for these projects. Ms. Hamilton stated that Chicago objects to the elimination of this project type and noted that CDOT has received funding since the beginning of the CMAQ program for bicycle parking projects. She suggested that instead of eliminating the project type, a minimum project size should be set and that perhaps smaller communities could apply together to meet the minimum. Mr. Ferguson noted that one previous multi-community project failed and the funds ended up being transferred to Chicago.

Ms. Hamilton suggested that the recommended changes to eliminate pedestrian as a project type and to create the Access to Transit project type be accepted, but that the TDM and bicycle parking projects types should be kept. Mr. Elam clarified that the recommendation was not to eliminate TDM marketing, but to hold off on funding these projects this cycle. Ms. Hamilton suggested that it doesn't hurt to accept applications prior to making the decisions.

6.3 Update on CMAQ Scoring Process

Mr. Elam provided an overview of known remaining concerns with the proposed scoring process. Staff is still seeking an approach to the treatment of new versus existing transit facilities. The Congestion Management Process network is the result of planning documents that identifies priority roadways. Responding to questions about adding an ADT threshold, Mr. Elam suggested that if the CMP network isn't representative of the region's priorities, the CMP should be updated. Mr. Snyder requested a map of the CMP network be sent to committee members and Mr. Elam agreed to do so. Mr. Elam continued, reviewing the remaining concerns as described in the memo.

7.0 MAP-21

Mr. Donovan reported that Revised Interim Guidance on CMAQ Operating Assistance under MAP-21 was issued in July to clarify that projects funded or obligated in 2012 are not subject to a time limitation for eligibility. He reported that a Notice of Proposed Rule Making was also issued that would pro-rate the required 25% spending for PM_{2.5} reductions to the amount of population within a PM_{2.5} non-attainment area versus an ozone non-attainment area. In the Chicago area, the populations are the same, so the entire program is subject to the 25% requirement. In response to a question from Mr. Snyder, Mr. Donovan stated that there are no definitions for the types of projects that reduce PM_{2.5} emissions.

8.0 Other Business

None.

9.0 Public Comment

Mr. Brian Urbaszewski of the Respiratory Health Association stated that he had concerns, but is relieved about where the committee is heading with project rankings. Direct emissions reduction and congestion relief projects result in hundreds of thousands of dollars being invested in projects that reduce lung disease. He was concerned that only 60% of project scoring was proposed to be allocated for emissions reduction and supports the use of dollars per kilogram as the main ranking criteria as in past cycles. Regarding particulate matter, it is responsible for about ten times as many deaths as ozone. He thanked the committee for their work and for spending funds efficiently in a way that benefits the public.

Mr. Michael Weiser of Commuter Cars stated that one winter he was driving from Buffalo Grove to Chicago during a snow storm. When he arrived in Chicago he was incensed to see two CTA buses completely empty...the roads were being utilized to transport empty seats. On further reflection, he realized that he also transported empty seats in his vehicle and thought that narrower cars would be a solution. He stated there is a company in Seattle that manufactures a narrow car called the Tango. He stated the use of Tango cars could significantly reduce congestion by allowing more cars to travel within the same space and they could also be used to plow bike paths.

10.0 Next Meeting

The committee's next meeting is scheduled for October 23, 2014 at 2:00 p.m.

11.0 Adjournment

On a motion by Mr. Schmidt, and a second by Ms. Hamilton, the meeting adjourned at 2:55 p.m.



Illinois Department of Transportation

Office of Planning and Programming
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 20, 2014

CMAQ Project Selection Committee
Chicago Metropolitan Agency of Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Project Selection Committee:

The Illinois Department of Transportation (IDOT) upon review of the staff recommended changes to the Chicago Metropolitan Agency for Planning's Congestion Mitigation and Air Quality (CMAQ) Project Evaluation Process respectfully disagrees with the staff's recommendation as set forth in the June 2014 memorandum entitled, [Documentation on methods used for proposed CMAQ scoring process](#). IDOT's position relies exclusively on the guidance given by Federal Highway Administration (FHWA). IDOT sees these funds (roughly 100 million in FY13) as the only transportation federal set aside exclusively used for the reduction of mobile emissions and congestion. Any deviation from the U.S. Department of Transportation's (USDOT) mission objective would seriously dilute the fund's cost-effectiveness in reducing greenhouse gasses and congestion. According to, [The Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program Under the Moving Ahead for Progress in the 21st Century Act Interim Program Guidance](#):

"The CMAQ program supports two important goals of the U.S. Department of Transportation (Department): improving air quality and relieving congestion. While these goals are not new elements of the program, they were strengthened in the SAFETEA-LU and further bolstered in provisions added to the MAP-21."

In July 2014 the US DOT released "Chicago, Illinois TMA Certification Review". This review gave praise to the current performance-based selection process of the CMAQ Program for the NE Illinois non-attainment area.

"The Congestion Mitigation and Air Quality (CMAQ) Program in particular has enacted policies that reduce project delay that ensures the timely advancement of air quality improvements and also assists in spending down a high unobligated balance of Federal funds....The CMAQ program successfully reflects the concepts of performance based programming and is commended for enacting and implementing policies that challenge entrenched but inefficient programming practices."

The idea of scoring any part of a CMAQ projects to meet goals outside of air pollutant reduction or congestion relief is in IDOT's opinion a departure from a cost-effective project selection outlined by the MAP-21 Interim Guidance. As the transportation community awaits the official MAP-21 rulemaking on performance measures from the US DOT, the American Association of State Highway and Transportation Officials (AASHTO) Standing Committee on Performance Management (SCOPM) released its suggested performance measures for CMAQ Funds. According to the SCOPM Task Force Findings on MAP-21 Performance Measure Target-Setting, "Criteria Pollutant Emissions and Annual Hours of Delay (AHD)," are the only two that should be considered for inclusion in the final MAP-21 guidance on performance measures. This again is consistent with the US DOT mission to reduce congestions and improve air quality through the CMAQ Fund.

Further given the timeframe for the next call for projects it is IDOT's recommendation that these changes are at the very least excluded from use in this call for projects and time is given to the federal government to finalize its rulemaking on performance measures before enacting such fundamental changes to the meaning of the program.

Sincerely,

A handwritten signature in blue ink that reads "Christopher D. Schmidt". The signature is written in a cursive style with a large initial "C" and "S".

Christopher D. Schmidt
Air Quality Manager



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		\$367,082 M	\$63,318
			<i>CONST</i>	<i>\$419,200</i>	<i>\$11,200</i>		<i>\$419,200</i>	<i>\$11,200</i>
08-10-0018	Burr Ridge	Madison St at 79th St	ENG2	\$132,800		\$132,800 S		\$0
01-01-0009	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	ENG2	\$410,000			\$409,600 O	\$400
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 O	\$0
			<i>CONST</i>	<i>\$15,788,000</i>				<i>\$15,788,000</i>
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 O	\$0
			<i>CONST</i>	<i>\$39,273,000</i>				<i>\$39,273,000</i>
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.

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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 O	\$0
			<i>IMP</i>	<i>\$4,056,000</i>				<i>\$4,056,000</i>
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		\$30,905 O	\$6,095
			<i>ENG2</i>	<i>\$20,000</i>	<i>\$17,000</i>			<i>\$37,000</i>
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
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

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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
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
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 M	\$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
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
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
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
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
10-12-0005	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	ROW	\$160,000				\$160,000

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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		\$2,317,234 M	(\$1,171,234)
			<i>CONST</i>	<i>\$800,000</i>	<i>\$346,000</i>		<i>\$792,000</i>	<i>\$354,000</i>
17-14-0002	IDOT	Regional Bus on Shoulders, I-55 from Kedzie to Lake Shore Dr	ENG2	\$80,000		\$80,000 S		\$0
			<i>ENG2</i>	<i>\$80,000</i>				<i>\$80,000</i>
17-14-0002	IDOT	Regional Bus on Shoulders, I-55 from Kedzie to Lake Shore Dr	CONST	\$855,920			\$359,005 O	\$496,915
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
09-12-0010	Kane County DOT	Kane County Bike Rack Program	IMP	\$67,200			\$67,000 O	\$200
09-12-0014	Kane County DOT	Stearns Rd/CH 37 from Randall Rd to Kane/DuPage County Line	CONST	\$1,628,600			\$1,594,800 O	\$33,800
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	ROW	\$659,000			\$267,468 O	\$391,532
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			\$416,658 M	\$383,342
			<i>CONST</i>	<i>\$800,000</i>			<i>\$488,258</i>	<i>\$311,742</i>
10-14-0006	Lake County DOT	IL 137/Sheridan Rd from IL 173/21st St to Grand Av	CONST	\$2,955,000			\$1,898,024 O	\$1,056,976
			<i>CONST</i>	<i>\$2,955,000</i>				<i>\$2,955,000</i>
10-14-0007	Lake County DOT	IL 83 from IL 173 to Millstone Dr	CONST	\$1,498,000			\$798,408 O	\$699,592
			<i>CONST</i>	<i>\$1,498,000</i>				<i>\$1,498,000</i>
10-14-0010	Lake County DOT	Lake Cook/Braeside Shuttle Bug Service	IMP	\$212,000			\$212,000 O	\$0

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
10-12-0002	Lake Forest	Bicycle Parking Facility adjacent to Lake Forest Train Station	ENG1	\$2,080		\$2,080 S		\$0
10-12-0002	Lake Forest	Bicycle Parking Facility adjacent to Lake Forest Train Station	CONST	\$41,600			\$41,600 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
17-12-0002	Pace	Regional Rideshare Program	IMP	\$400,000				\$400,000
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$2,280,000				\$2,280,000
17-12-0004	Pace	I-55 Corridor Market Enhancement	IMP	\$719,250				\$719,250
06-14-0001	Palos Heights	Palos Heights sidewalks to Pace Buses	ENG2	\$73,500				\$73,500
07-14-0009	Park Forest	Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	ENG2	\$8,586				\$8,586
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$2,505,000				\$2,505,000
03-14-0005	Rolling Meadows	Golf Rd (IL 58) from IL 53/I-290 to New Wilke Rd Transit Access Improvements	ENG2	\$120,000			\$119,763 O	\$237
			<i>ENG2</i>	<i>\$120,000</i>				<i>\$120,000</i>
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

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10/16/2014 9:02:14 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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	\$12,308,853	\$101,509,885	\$48,288,709
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
03-96-0021	DuPage County DOT	Elgin-O'Hare/Thorndale Av and I-290 Interchange	CONST	\$34,000,000				\$34,000,000

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10/16/2014 9:02:16 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	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
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
03-12-0008	IDOT	IL 68/Dundee Rd at Kennicott Av and N. Wilke 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

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10/16/2014 9:02:18 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
03-12-0014	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd and IL 83/Elmhurst Rd	CONST	\$800,000	\$680,000	T		\$1,480,000
03-12-0015	IDOT	IL 68/Dundee Rd at IL 83	CONST	\$680,000		\$680,000	X	\$0
06-12-0002	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
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

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10/16/2014 9:02:21 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
17-14-0001	Pace	Pedestrian Infrastructure Improvements along Pace Bus Routes	CONST	\$1,200,000				\$1,200,000

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10/16/2014 9:02:23 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
01-12-0004	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 2	IMP	\$10,400,000				\$10,400,000

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

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

10/16/2014 9:02:24 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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 Pfingsten Rd	CONST	\$480,000	\$640,000	T		\$1,120,000
02-12-0005	IDOT	IL 68/Dundee Rd at Pfingsten Rd	CONST	\$640,000		\$640,000	X	\$0
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	CONST	\$2,800,000				\$2,800,000
09-10-0016	IDOT	IL 47 at Plato Rd	CONST	\$2,400,000				\$2,400,000
10-12-0005	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	CONST	\$2,000,000				\$2,000,000
10-14-0004	IDOT	IL 120 at Hainesville Rd	CONST	\$320,000	\$208,000	C		\$528,000
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$1,000,000		\$1,000,000	T	\$0
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$7,342,392				\$7,342,392

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

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10/16/2014 9:02:27 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
09-12-0006	Kane County DOT	Fabyan Pkwy/CH 8 at Kaneville Rd/CH 84	CONST	\$1,083,100				\$1,083,100
09-12-0011	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	CONST	\$3,846,000				\$3,846,000
09-14-0004	Kane County DOT	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	CONST	\$80,000				\$80,000
09-14-0004	Kane County DOT	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	IMP	\$750,700				\$750,700
09-14-0005	Kane County DOT	Randall Rd Transit Infrastructure Improvements	CONST	\$1,240,000				\$1,240,000
09-96-0017	Kane County DOT	Longmeadow Pkwy at Randall Rd	CONST	\$767,600				\$767,600
10-14-0008	Lake County DOT	IL 120/Belvidere Rd from IL 134/Main St to US 45	CONST	\$1,837,000				\$1,837,000
07-03-0012	Lan-Oak Park District	Lansing Greenway Connection from Grand Illinois Trail to Thorn Creek Trail	CONST	\$323,014				\$323,014
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	CONST	\$1,256,000				\$1,256,000
18-14-0001	Metra	Purchase Components to Repower F40PH/F40PHM Locomotives	IMP	\$8,800,000				\$8,800,000
08-13-0014	Naperville	Washington St from Warrenville Rd to Royce Rd Adaptive Signal Control	CONST	\$102,000				\$102,000
17-12-0002	Pace	Regional Rideshare Program	IMP	\$400,000				\$400,000
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$1,132,800				\$1,132,800
17-14-0001	Pace	Pedestrian Infrastructure Improvements along Pace Bus Routes	CONST	\$1,200,000				\$1,200,000
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ROW	\$40,000				\$40,000
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$1,823,000				\$1,823,000
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$405,000				\$405,000
02-06-0035	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	ENG2	\$32,000				\$32,000

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

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10/16/2014 9:02:29 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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								
03-96-0021	Cook County DOTH	Touhy Av and UPRR	CONST	\$23,289,000				\$23,289,000

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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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	\$23,635,707	\$101,509,885	\$388,422,499

Increase Codes

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

Withdrawal Codes

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

Obligation Codes

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

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

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CMAQ Program Summary - Deferred Projects

Includes obligations through September 25, 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

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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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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	\$0	Reinstated		\$0	\$0
01-01-0013	CDOT	CDOT-Bike Transit Connection	IMP	\$810,912	Sub. Phase Def.	\$775,136 F	\$35,776	\$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
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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed	
10-00-0128	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
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
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	ENG2	\$0	Sub. Phase Def.		\$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
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 O	\$0	\$0
			<i>ENG2</i>	<i>\$190,400</i>	<i>Reinstated</i>		<i>\$190,400</i>	<i>\$0</i>
01-06-0002	CDOT	43rd St Bicycle-Pedestrian Bridge	ENG2	\$868,578	Reinstated	\$687,823 O	\$104,177	\$76,578
			<i>ENG2</i>	<i>\$868,578</i>	<i>Reinstated</i>		<i>\$792,000</i>	<i>\$76,578</i>
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	\$1,118,000	Deferred		\$0	\$1,118,000
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$672,800	Deferred		\$0	\$672,800
01-09-0002	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

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

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

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	ROW	\$960,000	Sub. Phase Def.	\$960,000 M	\$0	\$0
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	CONST	\$8,248,000	Reinstated		\$8,248,000	\$0
		<i>Previously programmed in FFY 2015</i>	<i>CONST</i>	<i>\$8,248,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$8,248,000</i>
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	\$2,390,000	Reinstated		\$2,390,000	\$0
			<i>CONST</i>	<i>\$2,390,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$2,390,000</i>
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$3,402,000	Reinstated		\$3,402,000	\$0
			<i>CONST</i>	<i>\$3,402,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$3,402,000</i>
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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
02-10-0002	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
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG1	\$17,795	Sub. Phase Def.	\$17,796 O	(\$1)	\$0
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	ENG2	\$140,000	Deferred		\$0	\$140,000
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	ENG2	\$57,200	Deferred		\$0	\$57,200
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ENG2	\$440,000	Reinstated	\$439,901 O	\$99	\$0
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$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 O	\$0	\$0
			<i>ENG2</i>	<i>\$144,000</i>	<i>Sub. Phase Def.</i>		<i>\$144,000</i>	<i>\$0</i>

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

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

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	CONST	\$0	Sub. Phase Def.		\$0	\$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
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
42 line items in 2014 totalling:				\$46,945,802		\$15,678,699	\$21,010,075	\$10,257,028
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	\$629,600	Deferred		\$0	\$629,600
01-05-0001	CDOT	Safe Routes to School Program - Citywide	CONST	\$692,000	Deferred		\$0	\$692,000
01-06-0005	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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-12-0005	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
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
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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
09-09-0010	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
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	\$812,000	Deferred		\$0	\$812,000
12-10-0001	Romeoville	135th St Metra Parking Lot	CONST	\$2,840,000	Deferred		\$0	\$2,840,000
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

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

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
07-06-0002	University Park	Cicero Ave Shared Use Path	ENG2	\$14,000	Deferred		\$0	\$14,000
07-06-0002	University Park	Cicero Ave Shared Use Path	CONST	\$184,800	Deferred		\$0	\$184,800
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG2	\$84,800	Deferred		\$0	\$84,800
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	CONST	\$129,760	Deferred		\$0	\$129,760
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	CONST	\$3,153,600	Deferred		\$0	\$3,153,600
43 line items in 2015 totalling:				\$36,566,099		\$0	\$6,912,840	\$29,653,259
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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-12-0007	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	IMP	\$806,000	Deferred		\$0	\$806,000
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave	CONST	\$3,460,000	Deferred		\$0	\$3,460,000
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave	CONST	\$4,360,000	Deferred		\$0	\$4,360,000
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	CONST	\$2,301,182	Deferred		\$0	\$2,301,182
11-09-0006	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings	CONST	\$938,000	Deferred		\$0	\$938,000
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	CONST	\$2,397,000	Deferred		\$0	\$2,397,000
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

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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
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
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		\$44,866,670	\$28,711,633	\$72,360,813

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	\$ 64,809,913	\$ 93,715,244	\$ (28,905,331)	\$ 10,257,028	\$ (39,162,359)	\$ 138,600,323	\$ 116,040,034	\$ 22,560,289
2015	\$ 105,413,338	\$ 158,471,918	\$ (53,058,580)	\$ 29,653,259	\$ (82,711,839)	\$ 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		
	\$ 486,463,265	\$ 433,849,034	\$ 52,614,231	\$ 72,160,813	\$ (19,546,582)	\$ 430,577,051	\$ 116,040,034	\$ 314,537,017

Current as of 9/25/2014

*There were four projects, totaling \$26,145,700 targeting the November state letting that did not receive federal authorization prior to the close of the FFY. Had these projects been authorized, the FFY 2014 Obligation Goal would have been exceeded by over \$3.5 million.

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

Current Year Unobligated Balance Calculations:

FFY 2014 Federal Apportionment	\$ 105,413,338
Prior Years' Unobligated Balance	\$ 75,754,825 (+)
	\$ 181,168,163
Advanced Construction (All Years)	\$ 116,358,250 (-)
	\$ 64,809,913



MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: October 16, 2014
Re: CMAQ Project Change Requests for consideration on October 23rd

Six projects have submitted scope and/or cost change requests for committee consideration and three administrative modifications were completed. The sponsors' requests are attached.

	2015	2016	2017	2018
Current Program*	\$158,471,918	\$69,208,806	\$76,286,316	\$36,166,750
Unprogrammed Balance**	\$11,751,333	\$36,204,532	\$29,127,022	\$69,246,588
02-14-0002	\$32,000			
06-12-0004	\$200,000			
05-14-0001	\$60,000	\$464,000		
Sum of requested changes	\$292,000	\$464,000	\$0	\$0
Revised Program	\$158,763,918	\$69,672,806	\$76,286,316	\$36,166,750
Rev. Unprogrammed Balance	\$11,459,333	\$35,740,532	\$29,127,022	\$69,246,588

* Source: CMAQ Programming Summary and Obligation Goals table. Includes Administrative Modifications. Does not include re-programming of FFY14 line items that were not authorized. The disposition of those line items will be determined following completion of October Status updates.

**Assumes carryover of unexpended FFY14 funds.

For Committee Consideration:

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

This project was originally approved for \$525,000 federal CMAQ (\$750,000 total) for phase 2 engineering in FFY 2013, \$200,000 federal CMAQ (\$250,000 total) for ROW in FFY 2014, and \$5,600,000 federal CMAQ (\$8,000,000 total) for construction/CE in FFY 2014 for a project total of \$6,325,000 federal CMAQ (\$9,000,000 total). This project has been granted several cost increases totaling \$3,432,000 federal CMAQ (\$4,290,000 total), resulting in a current programmed amount of \$549,000 federal CMAQ (\$686,000) for phase 2 engineering (authorized in FFY 2013), \$960,000 federal CMAQ (\$1,200,000 total) for ROW (authorized in FFY 2014), and \$8,248,000 federal

CMAQ (\$10,310,000 total) for construction/CE in FFY 2014 for a project total of \$9,757,000 federal CMAQ (\$12,657,000 total).

The sponsor is now requesting a cost increase for ROW in the amount of \$177,000 federal CMAQ (\$221,000 total). The cost of this project has increased as a result of increased land acquisition cost. If the request is approved, the total programmed amount would increase to \$9,934,000 federal CMAQ (\$12,878,000 total). Construction is targeting the November 7, 2014 state letting, pending ROW certification and authorization of federal funds.

A re-ranking was completed with the project ranking changing from 68th to 72nd among all 2012-2016 Intersection Improvement proposals. The ranking among funded projects changed from 33rd to 34th.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the requested cost increase of \$177,000 federal CMAQ (\$221,000 total) for ROW for a project total of \$9,934,000 federal CMAQ (\$12,878,000 total) for DuPage County – Fabyan Pkwy/Washington St at Roosevelt Rd (TIP ID 08-12-0006).

Village of Skokie – Main Street Bike Lanes (TIP ID 02-14-0002)

This project was originally approved for \$0 federal (\$5,000 total) for phase 1 engineering, \$32,000 federal CMAQ (\$40,000 total) for phase 2 engineering in FFY 2014 and \$424,000 federal CMAQ (\$530,000 total) for construction in FFY 2015 for a project total of \$456,000 federal CMAQ (\$575,000 total).

The sponsor is requesting to transfer \$32,000 federal CMAQ (\$40,000 total) from phase 2 engineering in FFY 2014 to Construction in FFY 2015. Phase 2 engineering will be paid for with local funds. Construction costs have increased related to spot locations of patching/resurfacing to correct deteriorating pavement (pot holes, longitudinal cracks, etc.). If the request is approved, the federal CMAQ portion would remain unchanged at \$456,000 while the total project cost would increase by \$40,000 to \$615,000.

A re-ranking was completed with the project ranking unchanged at 7th among all 2014-2018 Bicycle Facility proposals. The ranking among funded projects remained 5th.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the request to transfer \$32,000 federal CMAQ (\$40,000 total) from phase 2 engineering to Construction for a project total of \$456,000 federal CMAQ (\$615,000 total) for Village of Skokie – Main Street Bike Lanes (TIP ID 02-14-0002).

IDOT - Pulaski Rd at 115th St (TIP ID 06-12-0004)

This project was originally approved for \$160,000 federal CMAQ (\$200,000 total) for ROW in FFY 2014 and \$680,000 federal CMAQ (\$850,000 total) for construction in FFY 2015 for a project total of \$840,000 federal CMAQ (\$1,050,000 total).

The sponsor is requesting a cost increase of \$200,000 federal CMAQ (\$250,000 total) in FFY 2015 for Construction due to the availability of 95% design cost estimates using detailed quantities and current bid tab pricing. If the request is approved, the total programmed amount would increase to \$1,040,000 federal CMAQ (\$1,300,000 total).

A re-ranking was completed with the project ranking changed from 48th to 51st among all 2014-2018 Intersection Improvement proposals. The ranking among funded projects changed from 25th to 26th.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the requested cost increase of \$200,000 federal CMAQ (\$250,000 total) for Construction for a project total of \$1,040,000 federal CMAQ (\$1,300,000 total) for IDOT - Pulaski Rd at 115th St (TIP ID 06-12-0004).

Metra – Great Lakes Station Parking (TIP ID 18-03-0577)

This project was programmed for \$280,000 federal CMAQ (\$350,000 total) in FFY 2003.

The sponsor is requesting a cost increase of \$48,000 federal CMAQ (\$60,000 total) for construction, which is complete; however traffic signal improvements are required in order to open the lot for use. If the request is approved, the total programmed amount would increase to \$328,000 federal CMAQ (\$410,000 total).

Staff re-evaluated the emissions benefit based on the increased cost with the ranking remaining unchanged at 5th among 2003 commuter parking projects.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the requested cost increase of \$48,000 federal CMAQ (\$60,000 total) for Construction for a project total of \$328,000 federal CMAQ (\$410,000 total) for Metra – Great Lakes Station Parking (TIP ID 18-03-0577).

LaGrange – LaGrange Stone Ave Metra Station Area Pedestrian Access Improvements (TIP ID 05-14-0001)

This project was approved for \$308,101 federal CMAQ (433,110 total) for construction in FFY 2014. This project was originally part of a group of projects that comprised RTA's Regionwide Transit Access Improvements project that was funded in the 2014-2018 CMAQ program. In 2014 the Village of LaGrange took over sponsorship of this project from the RTA.

The sponsor is now requesting a scope, schedule and cost change. The scope change is to construct additional bicycle racks on the north side of the station, install a shelter over the existing bicycle rack facility on the south side of the station and relocate newspaper boxes located on the south side of the station near the existing bicycle rack facility. In addition to the scope change the sponsor is requesting a cost increase of \$215,900 federal CMAQ (\$269,890 total). The requested increase consists of \$60,000 federal CMAQ (\$75,000 total) for phase 2 engineering in FFY 2015 and \$155,900 federal CMAQ (\$194,900 total) for Construction in FFY 2016. If the request is approved, the total programmed amount would increase to \$524,000 federal CMAQ (\$703,000 total).

A re-ranking of the RTA's Regionwide Transit Access Improvements project that this project was a part of was completed with the project ranking changing from 6th to 7th among all 2014-2018 Transit Facility Improvement proposals.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the requested scope and schedule changes and of the cost change in the amount of \$215,900 federal CMAQ (\$269,890 total) for a project total of \$524,000 federal CMAQ (\$703,000 total) for LaGrange – LaGrange Stone Ave Metra Station Area Pedestrian Access Improvements (TIP ID 05-14-0001).

Administrative Modifications

Staff completed the following administrative modifications:

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

The sponsor requested reinstatement of \$8,248,000 federal CMAQ funds for construction in FFY14. The final PS&E was submitted on August 18, 2014 and the project is on schedule for the November 7, 2014 state letting. Staff approved the reinstatement as an administrative modification.

FPD of Cook County – North Branch Bicycle Trail Extension (East Segment) (TIP ID 01-08-0001)

The sponsor requested reinstatement of \$5,792,000 federal CMAQ funds for construction in FFY15. Pre-final plans were submitted to IDOT on August 22, 2014 and the project is on schedule for the January 16, 2015 state letting. Staff approved the reinstatement as an administrative modification.

Metra – LaFox New Station on UP West Line (TIP ID 18-03-0578)

The sponsor requested to withdraw \$48,000 federal CMAQ (\$60,000 total) in unused funds. The project is completed and closed out. Staff completed the withdrawal as an administrative modification.

CMAQ Cost Change Request Form

Project Identification

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

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	N/A	461	0	N/A	N/A	LGT	<input checked="" type="checkbox"/>
ENG 2	13	686	549	80%	CMAQ	MFT	<input checked="" type="checkbox"/>
ROW	14	1200	960	80%	CMAQ	MFT	<input type="checkbox"/>
CONST	14	9310	7448	80%	CMAQ	MFT	<input type="checkbox"/>
CE	14	1000	800	80%	CMAQ	MFT	
Total		12,657	9,757	77%			

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	N/A	461	0	N/A	N/A	LGT	
ENG 2	13	686	549	80%	CMAQ	MFT	
ROW	14	1421	1137	80%	CMAQ	MFT	
CONST	14	9310	7448	80%	CMAQ	MFT	
CE	14	1000	800	80%	CMAQ	MFT	
Total		12,878	9,934	77%			

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW	2014	221	177	80%	n/a
CONST					
CE					
Total		221	177	80%	

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

Reason for Request

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

IDOT is securing the right-of-way for this project and is targeting a November 7, 2014 IDOT letting. IDOT has informed the County that land acquisition costs have increased by \$221,000 (\$177,000 federal) to \$1,421,000.00.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1			
ENG 2	D-91-145-13	CMM-4003(134)	
ROW	R-91-018-13	CMM-4003(135)	
CONST	C-91-145-13	CMM-4003(136)	
ENG			
IMP			

Additional Comments

FY 2012-2016 CMAQ Program

CMAQ ID	Facility to be Improved	Project Total	Application Federal	\$ Per Kilo VOC	
				Eliminated	Proposed Program
II09123455	IL 31 at Silver Glen Rd	\$1,120,000	\$800,000	\$406	\$0
II07123506	IL 394 at Sauk Trail	\$911,250	\$648,000	\$478	\$648,000
II02123509	Golf Rd at Harms Rd	\$810,000	\$576,000	\$487	\$0
II06123492	US 45/96th Av at 123rd St	\$810,000	\$576,000	\$510	\$0
II03123493	IL 68/Dundee Rd at Kennicott Av	\$472,500	\$336,000	\$700	\$336,000
II11123494	IL 47/Irving Av at Judd St	\$472,500	\$336,000	\$741	\$0
II10123508	IL 176 at Roberts Rd	\$675,000	\$480,000	\$764	\$0
II09123501	IL 56 at Hart Rd/Mitchell Rd	\$810,000	\$576,000	\$800	\$0
II02123502	Willow Rd at Pfingsten Rd	\$70	\$576,000	\$849	\$0
II03123498	IL 59 at W Bartlett Rd	\$810,000	\$576,000	\$865	\$576,000
II03123490	IL 19/Irving Park Rd at IL 59	\$472,500	\$336,000	\$866	\$336,000
II08123491	IL 59 at IL 38 (north ramps)	\$905,000	\$640,000	\$902	\$640,000
II03123448	IL 59/Sutton Rd at Stearns Rd	\$1,925,000	\$1,360,000	\$919	\$1,360,000
II09123486	IL 68/Penny Av at JF Kennedy Dr	\$1,120,000	\$800,000	\$992	\$0
II06123485	IL 43/Harlem Av at 143rd St	\$775,000	\$560,000	\$1,063	\$560,000
II06123487	IL 43/Harlem Av at 151st St	\$1,120,000	\$800,000	\$1,186	\$800,000
II12123466	IL 129/Washington St at Strip Mine Rd	\$1,062,500	\$760,000	\$1,193	\$0
II03123512	IL 68/Dundee Rd at IL 83	\$1,177,500	\$840,000	\$1,257	\$840,000
II08123820	75th St. at Cass Av and Plainfield Rd	\$15,045,000	\$10,100,000	\$1,275	\$10,100,000
II06123465	IL 7/Southwest Hwy at 111th St	\$1,465,000	\$1,040,000	\$1,286	\$0
II03123453	IL 68/Dundee Rd at Buffalo Grove Rd	\$3,075,000	\$2,160,000	\$1,302	\$2,160,000
II03123497	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd	\$1,350,000	\$960,000	\$1,331	\$960,000
II09123762	Eola Rd from 83rd St/Montgomery Rd to 87th St	\$5,800,000	\$4,080,000	\$1,981	\$0
II10123462	US 12 at IL 120	\$2,845,000	\$2,000,000	\$1,992	\$0
II03123449	IL 68/Dundee Rd at North Wilke Rd	\$540,000	\$384,000	\$2,105	\$384,000
II03123503	Barrington Rd at Bode Rd	\$540,000	\$384,000	\$2,171	\$384,000
II12123489	US 30/Lincoln Hwy at I-55 Ramps	\$1,052,500	\$800,000	\$2,266	\$800,000
II06123657	Pulaski Rd. at 99th St.	\$410,000	\$328,000	\$2,450	\$0
II09123478	IL 47/72 at US 20	\$1,637,500	\$1,160,000	\$2,579	\$1,160,000
II08123496	IL 59/Neltnor Blv at Batavia Rd	\$947,500	\$680,000	\$2,748	\$0
II10123738	IL 134 and Fairfield Rd	\$211,000	\$156,800	\$3,119	\$0
II03123505	IL 68/E Dundee Rd at S Barrington Rd	\$810,000	\$576,000	\$3,335	\$576,000
II12123488	US 6/Southwest Hwy at Gougar Rd	\$1,350,000	\$960,000	\$3,605	\$960,000
II03123469	IL 62/Algonquin Rd at Barrington Rd	\$675,000	\$480,000	\$3,631	\$480,000
II09123507	IL 31 at Big Timber Rd	\$1,350,000	\$960,000	\$3,917	\$0
II07123471	Crawford Av at 167th St	\$1,120,000	\$800,000	\$4,258	\$0
II12123794	Bell Rd/CH 16 at 143rd St/CH 37	\$30,160,000	\$10,384,000	\$4,263	\$10,384,000
II07123457	183rd St at Central Av	\$3,650,000	\$2,560,000	\$4,457	\$0
II02123454	IL 68/Dundee Rd at Landwehr Rd	\$810,000	\$576,000	\$4,662	\$576,000
II08123642	IL 56/Butterfield Rd at York St	\$1,879,800	\$1,503,840	\$4,870	\$1,503,840
II10123495	IL 60/83 at Midlothian Rd	\$1,350,000	\$960,000	\$4,900	\$0
II10123806	Green Bay Rd at Vine Av	\$1,096,000	\$756,000	\$4,974	\$0
II08123450	IL 59 at IL 38 (south ramps)	\$460,000	\$320,000	\$5,451	\$320,000
II02123777	Gross Point Rd at IL 58/Golf Rd	\$1,496,000	\$951,000	\$5,597	\$0
II05123752	34th St at Oak Park Av	\$359,000	\$286,000	\$6,136	\$0
II08123475	IL 38/Roosevelt Rd at Ardmore Av	\$775,000	\$560,000	\$6,504	\$560,000
II10123499	US 12 Southbound Ramp at IL 176	\$540,000	\$384,000	\$6,755	\$0
II06123451	Pulaski Rd at 115th St	\$1,177,500	\$840,000	\$6,852	\$840,000
II11123747	Crystal Lake Rd at Silver Lake Rd	\$1,980,000	\$1,584,000	\$7,708	\$0
II09123468	IL47/72/Higgins Rd at US 20	\$2,212,500	\$1,560,000	\$7,830	\$1,560,000
II05123753	IL 171/1st Av at Forest Av/Ridgewood Rd	\$2,325,000	\$1,860,000	\$7,949	\$0
II10123447	IL59/Fox Lake Rd at IL 132/Grand Av	\$472,500	\$336,000	\$8,118	\$0
II09123472	IL 47 at Jericho Rd	\$1,350,000	\$960,000	\$8,557	\$0
II02123470	IL68/Dundee Rd at Pfingsten Rd	\$1,120,000	\$800,000	\$8,654	\$800,000
II02123841	US 41/Skokie Blv at Hibbard Rd	\$2,330,000	\$1,865,000	\$9,179	\$0
II09123773	L W Besinger Dr from Maple Av to IL 25/JFK Memorial Dr	\$2,277,000	\$1,577,600	\$11,422	\$0
II10123764	Lake Cook Rd at IL 83/McHenry Rd	\$5,099,000	\$2,974,000	\$11,615	\$2,974,000
II07123758	Vollmer Rd at Kedzie Av	\$2,880,000	\$2,304,000	\$12,289	\$0
II10123504	US 45 at IL 173/Rosecrans Rd	\$810,000	\$576,000	\$12,419	\$0
II09123782	Fabyan Pkwy/CH 8 at Kaneville Rd/CH 84	\$1,603,800	\$1,283,100	\$13,434	\$1,283,100
II03123757	Touhy Av at Harts Rd/Gross Point Rd	\$1,193,600	\$201,600	\$13,549	\$0
II09123464	IL 72/Higgins Rd at Big Timber Rd	\$3,776,500	\$2,648,000	\$13,975	\$0
II02123789	Waukegan Rd at Chestnut Av	\$4,969,319	\$2,400,000	\$14,607	\$0
II10123814	Hart Rd at US 14/W Northwest Hwy	\$9,531,200	\$3,465,000	\$15,796	\$3,465,000
II10123765	Lake Cook Rd at Weiland Rd	\$6,752,000	\$4,185,000	\$16,075	\$4,185,000

FY 2012-2016 CMAQ Program

II08123821	55th St at Main St	\$1,780,000	\$1,424,000	\$16,476	\$1,424,000
II10123768	Ela Rd at Long Grove Rd	\$2,410,000	\$1,921,000	\$16,807	\$0
II08123813	Fabyan Pky/Washington St at Roosevelt Rd	\$9,360,000	\$6,325,000	\$17,877	\$6,325,000
II06123793	Ravinia Av and 153rd St	\$501,800	\$401,450	\$20,183	\$0
II10123783	Lake Cook Rd at Buffalo Grove Rd	\$8,453,000	\$5,113,000	\$21,104	\$5,113,000
Revised Rank				\$21,437	
II12123785	Exchange St/CH 49 at Old Monee Rd/CH 48	\$2,865,000	\$2,286,000	\$22,704	\$0
Revised Rank 2				\$24,173	
II10123817	Weiland Rd/CH W17 at Aptakisic Rd/CH A44	\$4,655,000	\$2,978,000	\$24,498	\$0
Revised Rank 3				\$24,596	
II09123781	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	\$5,958,400	\$4,767,000	\$25,252	\$4,767,000
II09123778	S McLean Blv at Spartan Dr	\$208,000	\$168,000	\$29,137	\$0
II12123667	Division St at Briggs St	\$185,000	\$148,000	\$29,284	\$0
II09123480	IL 56/Butterfield Rd at Raddant Rd	\$1,120,000	\$800,000	\$30,569	\$0
II11123737	Cary-Algonquin Rd at Silver Lake Rd	\$690,000	\$552,000	\$32,227	\$0
II09123809	Galligan Rd at Freeman Rd, Galligan Rd at Binnie Rd	\$1,481,000	\$1,185,000	\$38,437	\$0
II09123811	Main St at Wenmoth Rd	\$2,244,100	\$1,795,300	\$43,574	\$0
II08123808	IL 56/Butterfield Rd at Commonwealth Ln	\$1,963,000	\$377,180	\$53,291	\$377,180
II10123763	Fairfield Rd at Monaville Rd	\$2,689,000	\$2,151,000	\$60,679	\$0
II10123790	North Av/CH A2 at Deep Lake Rd/CH V67	\$2,437,000	\$1,949,000	\$86,307	\$0
II11123459	IL 173 at Wilmot Rd	\$3,650,000	\$2,560,000	\$96,951	\$0
II05123754	Cermak Rd at 49th Av and 50th Av	\$1,217,900	\$830,328	\$105,563	\$0
II09123824	Huntley Rd at Binnie Rd	\$254,400	\$203,500	\$117,640	\$0
II12123665	Division St at Gougar Rd	\$75,000	\$60,000	\$135,712	\$0
II09123810	Bowes Rd at Corron Rd	\$2,234,100	\$1,787,300	\$158,588	\$0
II06123816	Ravinia Av and 147th St	\$822,840	\$658,200	\$171,635	\$0
II12123460	US 6/Southwest Hwy at Parker Rd	\$3,650,000	\$2,560,000	\$285,003	\$2,560,000
II09123461	IL 47 at Plato Rd	\$3,650,000	\$2,560,000	\$490,755	\$2,560,000
II10123771	IL 43/Waukegan Rd at Westleigh Rd	\$2,180,000	\$1,744,000	\$509,803	\$0
II08123822	55th St at Fairview Av	\$1,175,000	\$940,000	No Benefit	\$0
II03123510	US 20 at Oak Av	\$810,000	\$576,000	No Benefit	\$0
II03123511	US 20 at Bartlett Rd	\$810,000	\$576,000	No Benefit	\$0
II09123812	Fabyan Pwy at Wenmoth Rd	\$2,422,800	\$1,938,200	No Benefit	\$0
II02123756	West Lake Rd at Shermer Rd	\$365,000	\$292,000	No Benefit	\$0
II02123804	Pratt Av at Carpenter Av/Central Av	\$770,000	\$616,000	No Benefit	\$0
II03123696	IL 62/Algonquin Rd from Meacham Rd to Thoreau Dr	\$1,664,400	\$1,259,520	No Benefit	\$0
II03123787	North Commuter Parking Lot Access Dr and US 14	\$1,017,500	\$286,000	No Benefit	\$0
II03123807	US12/Rand Rd at IL 83/Elmhurst Rd and Kensington Rd	\$4,157,700	\$147,700	Questionable Eligibility	\$0
II06123474	US 6 at 167th St	\$472,500	\$336,000	No Benefit	\$0
II06123477	IL 43/Harlem Av at 111th St	\$810,000	\$576,000	No Benefit	\$0
II06123815	West Av and 151st St	\$997,900	\$798,330	No Benefit	\$0
II07123759	Pulaski Rd at 183rd St	\$5,125,300	\$3,612,000	No Benefit	\$0
II09123766	Main St at Deerpath Rd	\$2,827,000	\$2,262,000	No Benefit	\$0
II09123770	Wilson St at Prairie St	\$3,086,000	\$2,468,600	No Benefit	\$0
II09123776	Kirk Rd at Giese Rd	\$1,335,900	\$1,068,700	No Benefit	\$0
II09123780	IL 25/Dundee Av at Congdon Av	\$1,006,000	\$804,800	No Benefit	0
II10123476	IL 60 at Wilson Rd	\$1,120,000	\$800,000	No Benefit	0
II10123769	IL 43/Waukegan Rd at Everett Rd	\$1,158,000	\$926,400	No Benefit	0
II10123792	Wadsworth Rd/CH A9 at Kilbourne Rd/CH W26	\$1,680,000	\$1,343,000	No Benefit	0
II12123479	I-80 Westbound Ramp at Briggs St	\$1,235,000	\$880,000	No Benefit	0
II12123656	151 St at Parker Rd	\$1,121,000	\$844,800	No Benefit	0
II12123710	IL 131 and Will Rd	\$275,736	\$200,000	No Benefit	0
II12123749	Gaylord Rd at Division St	\$2,235,000	\$1,788,000	No Benefit	0
II09123779	Longcommon Pkwy at US 20	\$423,000	\$338,000	Questionable Eligibility	0
II03123750	IL 68/Dundee Rd at Community Blv	\$3,780,000	\$3,024,000	Questionable Eligibility	0
II03123803	Rand Rd. at Mt. Prospect Rd., Rand Rd. at Central Rd, Central Rd. at Mt. Prospect Rd.	\$1,895,000	\$72,000	No Benefit	0

CMAQ Cost Change Request Form

Project Identification

TIP ID	02-14-0002	Sponsor	Village of Skokie
Project Location Description	Main Street Bike Lanes		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2013	5	0	0		Village	<input checked="" type="checkbox"/>
ENG 2	2014	40	32	80	CMAQ	Village	<input type="checkbox"/>
ROW	N/A						<input type="checkbox"/>
CONST	2015	530	424	80	CMAQ	Village	<input type="checkbox"/>
CE							
Total		575	456				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2013	5	0	0		Village	
ENG 2	2014	40	0	0	-	Village	
ROW							
CONST	2015	570	456	80	CMAQ	Village	04/2015
CE							
Total		615	456				

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2	2014	0	-32	0	ENG 2/CONST
ROW					ENG 2/CONST
CONST	2015	40	32	80	
CE					
Total		40	0		

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

Reason for Request

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

The additional construction cost is related to spot locations of patching/resurfacing to correct deteriorating pavement (pot holes, longitudinal cracks, etc.) within the project limits. These need to be addressed to reduce vehicle/bike conflicts due to swerving around or hitting these areas.

State and Federal Project Information

Select One.

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

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

Additional Comments

FY 2012-2016 CMAQ Program

CMAQ ID	Sponsor	Facility to be Improved	Project Total	Application Federal	\$ Per Kilo VOC Eliminated	Proposed Program
BP08144021	Lombard	Lilac Bikeway - Sunset Av to Finley Rd and 22nd St to Vista Av	\$87,000	\$62,400	\$127	-
BP04143877	Oak Park	Ridgeland Av from North Av to Roosevelt Rd	\$301,000	\$236,000	\$246	-
BP10144009	Highland Park	Robert McClory Bike Path from Roger Williams Av to Roger Williams Av	\$109,200	\$87,400	\$323	\$87,400
BP07144029	Park Forest	Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	\$138,800	\$108,040	\$570	\$108,040
BP04144020	Oak Park	Chicago Av at Lombard Av HAWK Signal	\$188,000	\$146,000	\$575	\$146,000
BP02144001	Evanston	Dodge Av Protected Bike Lane from Church St to Howard St	\$675,000	\$480,000	\$931	\$480,000
BP02143943	Skokie	Main St from Lincoln Av to McCormick Blv	\$575,000	\$456,000	\$942	\$456,000
Revised Rank					\$1,008	
BP02144040	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	\$595,000	\$472,000	\$1,052	\$472,000
BP01143894	CDOT	Streets for Cycling Chicago - 2016-2017 Series	\$20,000,000	\$16,000,000	\$1,072	\$8,000,000
		Old Deerfield Rd Bike Path from UP Freight Line to Old Skokie				
BP10144018	Highland Park	Valley Rd Pedestrian Bridge	\$106,300	\$78,600	\$1,234	-
BP10144024	Lake County DOT	Washington St from Hainesville Rd to Haryan Way	\$483,000	\$330,000	\$2,389	-
BP02144010	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	\$702,000	\$478,000	\$2,586	\$478,000
		Great Western Trail Lighting from W end of Village Limits at I-355 to E end of Village Limits at 3rd Ave (where Lombard abuts Villa Park)				
BP08144023	Lombard	Cal-Sag Trail East - Dolton Leg	\$1,189,000	\$880,000	\$2,641	-
BP07144038	Dolton	Cal-Sag Trail East - Dolton Leg	\$4,407,000	\$2,573,000	\$2,771	-
BP02143984	Glenview	Waukegan Rd/Overlook Dr Multi-use Path	\$394,000	\$294,000	\$2,904	-
	DuPage Forest Preserve District	West Branch Regional Trail-Winfield Mounds to West DuPage Woods	\$2,735,755	\$2,050,924	\$3,118	\$2,050,924
BP06143947	Blue Island	Cal-Sag Trail East-East Blue Island Segment	\$3,092,000	\$1,521,000	\$3,740	\$1,521,000
BP06143949	Blue Island	Cal-Sag Trail East-West Blue Island Segment	\$3,519,000	\$1,863,000	\$3,784	\$1,863,000
BP10143878	Lake Forest	Robert McClory Bike Path	\$1,030,000	\$764,000	\$4,534	-
BP02143990	Wilmette	Skokie Valley Trail from Lake Cook Rd to Dempster St	\$10,976,000	\$394,000	\$4,832	-
BP06143946	Alsip Park District	Cal-Sag Trail East-Alsip Segment	\$4,183,000	\$2,394,000	\$5,278	-
BP06143875	Bridgeview	Bridgeview Community Multi-Use Path	\$2,150,000	\$1,600,000	\$5,647	-
BP09144031	Kane County DOT Forest Preserve District of Cook County	Longmeadow Road Bike Path Extensions	\$558,100	\$381,400	\$5,693	-
BP06143968	County	Centennial Trail Completion	\$7,932,000	\$6,158,000	\$6,623	-
BP01143895	CDOT	Weber Spur Trail	\$26,395,000	\$17,996,000	\$9,498	-
BP01143886	CDOT	71st St Road Diet Bike Lane	\$4,730,000	\$2,784,000	\$11,976	-
BP01143994	CDOT	North Branch Trail/Riverwalk - Addison Underbridge Connection	\$10,483,000	\$5,520,000	\$12,656	-
BP12144003	Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	\$1,627,000	\$1,301,600	\$20,350	-
		Sauk Trail and Pfeiffer Rd Trail from Old Plank Rd Trail to Harlem Av				
BP12144006	Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	\$1,440,000	\$1,024,000	\$24,374	-
BP10144026	Lake County DOT	Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River	\$1,766,000	\$284,000	\$25,069	-
BP03144005	Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Bartlett Rd	\$7,995,000	\$960,000	\$26,450	-
BP10144015	Lake County DOT	Deerfield Rd from Thornmeadow Rd to Saunders Rd	\$2,300,000	\$1,728,000	\$29,797	-
BP10144017	Lake County DOT	Quentin Rd from Main St to White Pine Rd	\$5,227,000	\$2,583,000	\$42,748	-
	Lake County Forest Preserves	Wilson Rd Underpass from .1 M S of Levi Waite Rd to .3 M North of Litchfield Dr	\$2,562,000	\$1,810,000	\$56,662	-
BP10144025	Preserves	Wilson Rd Underpass from .1 M S of Levi Waite Rd to .3 M North of Litchfield Dr	\$2,562,000	\$1,810,000	\$56,662	-
BP01143889	CDOT	43rd St Bike-Ped Access Bridge to Lakefront Trail	\$26,405,000	\$19,204,000	\$121,403	-
BP01144004	CDOT	Commuter Bike Parking and Promotion, 2017-2018 Series	\$1,400,000	\$1,120,000	\$4,603	-

CMAQ Cost Change Request Form

Project Identification

TIP ID	06-12-0004	Sponsor	IDOT – D1
Project Location Description		115 th Street at Pulaski	

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	In-House						<input checked="" type="checkbox"/>
ENG 2	In-House						<input type="checkbox"/>
ROW	FFY15	200	160	80	CMAQ	State	<input type="checkbox"/>
CONST	FFY15	850	680	80	CMAQ	State	<input type="checkbox"/>
CE							
Total		1050	840				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	In-House						
ENG 2	In-House						
ROW	FFY15	200	160	80	CMAQ	State	
CONST	FFY15	1,100	880	80	CMAQ	State	
CE							
Total		1,300	1,040				

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	In-House				
ENG 2	In-House				
ROW	FFY15	0	0	80	
CONST	FFY15	250	200	80	
CE					
Total		250	200		

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

Reason for Request

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

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

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-90-009-14		
CONST	C-91-576-12		
ENG			
IMP			

Additional Comments

FY 2012-2016 CMAQ Program

CMAQ ID	Sponsor	Facility to be Improved	Project Total	Application Federal	Proposed Program	\$ Per Kilo VOC Eliminated
II09123455	06-12-0005	IL 31 at Silver Glen Rd	\$1,120,000	\$800,000	\$0	\$406
II07123506	IL 43/Harlem Ave at 151st St	IL 394 at Sauk Trail	\$911,250	\$648,000	\$648,000	\$478
II02123509	IDOT	Golf Rd at Harms Rd	\$810,000	\$576,000	\$0	\$487
II06123492	IDOT	US 45/96th Av at 123rd St	\$810,000	\$576,000	\$0	\$510
II03123493	IDOT	IL 68/Dundee Rd at Kennicott Av	\$472,500	\$336,000	\$336,000	\$700
II11123494	IDOT	IL 47/Irving Av at Judd St	\$472,500	\$336,000	\$0	\$741
II10123508	IDOT	IL 176 at Roberts Rd	\$675,000	\$480,000	\$0	\$764
II09123501	IDOT	IL 56 at Hart Rd/Mitchell Rd	\$810,000	\$576,000	\$0	\$800
II02123502	IDOT	Willow Rd at Pfingsten Rd	\$810,000	\$576,000	\$0	\$849
II03123498	IDOT	IL 59 at W Bartlett Rd	\$810,000	\$576,000	\$576,000	\$865
II03123490	IDOT	IL 19/Irving Park Rd at IL 59	\$472,500	\$336,000	\$336,000	\$866
II08123491	IDOT	IL 59 at IL 38 (north ramps)	\$905,000	\$640,000	\$640,000	\$902
II03123448	IDOT	IL 59/Sutton Rd at Stearns Rd	\$1,925,000	\$1,360,000	\$1,360,000	\$919
II09123486	IDOT	IL 68/Penny Av at JF Kennedy Dr	\$1,120,000	\$800,000	\$0	\$992
II06123485	IDOT	IL 43/Harlem Av at 143rd St	\$775,000	\$560,000	\$560,000	\$1,063
II06123487	IDOT	IL 43/Harlem Av at 151st St	\$1,120,000	\$800,000	\$800,000	\$1,186
II12123466	IDOT	IL 129/Washington St at Strip Mine Rd	\$1,062,500	\$760,000	\$0	\$1,193
II03123512	IDOT	IL 68/Dundee Rd at IL 83	\$1,177,500	\$840,000	\$840,000	\$1,257
II08123820	DuPage County DOT	75th St. at Cass Av and Plainfield Rd	\$15,045,000	\$10,100,000	\$10,100,000	\$1,275
II06123465	IDOT	IL 7/Southwest Hwy at 111th St	\$1,465,000	\$1,040,000	\$0	\$1,286
II03123453	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	\$3,075,000	\$2,160,000	\$2,160,000	\$1,302
II03123497	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd	\$1,350,000	\$960,000	\$960,000	\$1,331
II09123762	Aurora	Eola Rd from 83rd St/Montgomery Rd to 87th St	\$5,800,000	\$4,080,000	\$0	\$1,981
II10123462	IDOT	US 12 at IL 120	\$2,845,000	\$2,000,000	\$0	\$1,992
II03123449	IDOT	IL 68/Dundee Rd at North Wilke Rd	\$540,000	\$384,000	\$384,000	\$2,105
II03123503	IDOT	Barrington Rd at Bode Rd	\$540,000	\$384,000	\$384,000	\$2,171
II12123489	IDOT	US 30/Lincoln Hwy at I-55 Ramps	\$1,052,500	\$800,000	\$800,000	\$2,266
II06123657	Evergreen Park	Pulaski Rd. at 99th St.	\$410,000	\$328,000	\$0	\$2,450
II09123478	IDOT	IL 47/72 at US 20	\$1,637,500	\$1,160,000	\$1,160,000	\$2,579
II08123496	IDOT	IL 59/Neltnor Blv at Batavia Rd	\$947,500	\$680,000	\$0	\$2,748
II10123738	Lake County DOT	IL 134 and Fairfield Rd	\$211,000	\$156,800	\$0	\$3,119
II03123505	IDOT	IL 68/E Dundee Rd at S Barrington Rd	\$810,000	\$576,000	\$576,000	\$3,335
II12123488	IDOT	US 6/Southwest Hwy at Gougar Rd	\$1,350,000	\$960,000	\$960,000	\$3,605
II03123469	IDOT	IL 62/Algonquin Rd at Barrington Rd	\$675,000	\$480,000	\$480,000	\$3,631
II09123507	IDOT	IL 31 at Big Timber Rd	\$1,350,000	\$960,000	\$0	\$3,917
II07123471	IDOT	Crawford Av at 167th St	\$1,120,000	\$800,000	\$0	\$4,258
II12123794	Will County Department of Highways	Bell Rd/CH 16 at 143rd St/CH 37	\$30,160,000	\$10,384,000	\$10,384,000	\$4,263
II07123457	IDOT	183rd St at Central Av	\$3,650,000	\$2,560,000	\$0	\$4,457
II02123454	IDOT	IL 68/Dundee Rd at Landwehr Rd	\$810,000	\$576,000	\$576,000	\$4,662
II08123642	Elmhurst	IL 56/Butterfield Rd at York St	\$1,879,800	\$1,503,840	\$1,503,840	\$4,870
II10123495	IDOT	IL 60/83 at Midlothian Rd	\$1,350,000	\$960,000	\$0	\$4,900
II10123806	Highland Park	Green Bay Rd at Vine Av	\$1,096,000	\$756,000	\$0	\$4,974
II08123450	IDOT	IL 59 at IL 38 (south ramps)	\$460,000	\$320,000	\$320,000	\$5,451
II02123777	Skokie	Gross Point Rd at IL 58/Golf Rd	\$1,496,000	\$951,000	\$0	\$5,597
II05123752	Berwyn	34th St at Oak Park Av	\$359,000	\$286,000	\$0	\$6,136
II08123475	IDOT	IL 38/Roosevelt Rd at Ardmore Av	\$775,000	\$560,000	\$560,000	\$6,504
II10123499	IDOT	US 12 Southbound Ramp at IL 176	\$540,000	\$384,000	\$0	\$6,755
II06123451	IDOT	Pulaski Rd at 115th St	\$1,177,500	\$840,000	\$840,000	\$6,852
II11123747	Algonquin Township	Crystal Lake Rd at Silver Lake Rd	\$1,980,000	\$1,584,000	\$0	\$7,708
II09123468	IDOT	IL47/72/Higgins Rd at US 20	\$2,212,500	\$1,560,000	\$1,560,000	\$7,830
II05123753	Riverside	IL 171/1st Av at Forest Av/Ridgewood Rd	\$2,325,000	\$1,860,000	\$0	\$7,949
II10123447	IDOT	IL59/Fox Lake Rd at IL 132/Grand Av	\$472,500	\$336,000	\$0	\$8,118
Revised Rank			\$8,307			
II09123472	IDOT	IL 47 at Jericho Rd	\$1,350,000	\$960,000	\$0	\$8,557
II02123470	IDOT	IL68/Dundee Rd at Pfingsten Rd	\$1,120,000	\$800,000	\$800,000	\$8,654
II02123841	Wilmette	US 41/Skokie Blv at Hibbard Rd	\$2,330,000	\$1,865,000	\$0	\$9,179
II09123773	Carpentersville	L W Besinger Dr from Maple Av to IL 25/JFK Memorial Dr	\$2,277,000	\$1,577,600	\$0	\$11,422
II10123764	Cook County Highway Department	Lake Cook Rd at IL 83/McHenry Rd	\$5,099,000	\$2,974,000	\$2,974,000	\$11,615

FY 2012-2016 CMAQ Program

II07123758	Olympia Fields	Vollmer Rd at Kedzie Av	\$2,880,000	\$2,304,000	\$0	\$12,289
II10123504	IDOT	US 45 at IL 173/Rosecrans Rd	\$810,000	\$576,000	\$0	\$12,419
II09123782	Kane County DOT	Fabyan Pkwy/CH 8 at Kaneville Rd/CH 84	\$1,603,800	\$1,283,100	\$1,283,100	\$13,434
II03123757	Niles	Touhy Av at Harts Rd/Gross Point Rd	\$1,193,600	\$201,600	\$0	\$13,549
II09123464	IDOT	IL 72/Higgins Rd at Big Timber Rd	\$3,776,500	\$2,648,000	\$0	\$13,975
II02123789	Glenview	Waukegan Rd at Chestnut Av	\$4,969,319	\$2,400,000	\$0	\$14,607
II10123814	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	\$9,531,200	\$3,465,000	\$3,465,000	\$15,796
II10123765	Cook County Highway Department	Lake Cook Rd at Weiland Rd	\$6,752,000	\$4,185,000	\$4,185,000	\$16,075
II08123821	DuPage County DOT	55th St at Main St	\$1,780,000	\$1,424,000	\$1,424,000	\$16,476
II10123768	Lake County DOT	Ela Rd at Long Grove Rd	\$2,410,000	\$1,921,000	\$0	\$16,807
II08123813	DuPage County DOT	Fabyan Pky/Washington St at Roosevelt Rd	\$9,360,000	\$6,325,000	\$6,325,000	\$17,877
II06123793	Orland Park	Ravinia Av and 153rd St	\$501,800	\$401,450	\$0	\$20,183
II10123783	Cook County Highway Department	Lake Cook Rd at Buffalo Grove Rd	\$8,453,000	\$5,113,000	\$5,113,000	\$21,104
II12123785	Will County Department of Highways	Exchange St/CH 49 at Old Monee Rd/CH 48	\$2,865,000	\$2,286,000	\$0	\$22,704
II10123817	Buffalo Grove	Weiland Rd/CH W17 at Aptakisic Rd/CH A44	\$4,655,000	\$2,978,000	\$0	\$24,498
II09123781	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	\$5,958,400	\$4,767,000	\$4,767,000	\$25,252
II09123778	Elgin	S McLean Blv at Spartan Dr	\$208,000	\$168,000	\$0	\$29,137
II12123667	Lockport	Division St at Briggs St	\$185,000	\$148,000	\$0	\$29,284
II09123480	IDOT	IL 56/Butterfield Rd at Raddant Rd	\$1,120,000	\$800,000	\$0	\$30,569
II11123737	Cary	Cary-Algonquin Rd at Silver Lake Rd	\$690,000	\$552,000	\$0	\$32,227
II09123809	Kane County DOT	Galligan Rd at Freeman Rd, Galligan Rd at Binnie Rd	\$1,481,000	\$1,185,000	\$0	\$38,437
II09123811	Kane County DOT	Main St at Wenmoth Rd	\$2,244,100	\$1,795,300	\$0	\$43,574
II08123808	Elmhurst	IL 56/Butterfield Rd at Commonwealth Ln	\$1,963,000	\$377,180	\$377,180	\$53,291
II10123763	Lake County DOT	Fairfield Rd at Monaville Rd	\$2,689,000	\$2,151,000	\$0	\$60,679
II10123790	Lake County DOT	North Av/CH A2 at Deep Lake Rd/CH V67	\$2,437,000	\$1,949,000	\$0	\$86,307
II11123459	IDOT	IL 173 at Wilmot Rd	\$3,650,000	\$2,560,000	\$0	\$96,951
II05123754	Cicero	Cermak Rd at 49th Av and 50th Av	\$1,217,900	\$830,328	\$0	\$105,563
II09123824	Kane County DOT	Huntley Rd at Binnie Rd	\$254,400	\$203,500	\$0	\$117,640
II12123665	Lockport	Division St at Gougar Rd	\$75,000	\$60,000	\$0	\$135,712
II09123810	Kane County DOT	Bowes Rd at Corron Rd	\$2,234,100	\$1,787,300	\$0	\$158,588
II06123816	Orland Park	Ravinia Av and 147th St	\$822,840	\$658,200	\$0	\$171,635
II12123460	IDOT	US 6/Southwest Hwy at Parker Rd	\$3,650,000	\$2,560,000	\$2,560,000	\$285,003
II09123461	IDOT	IL 47 at Plato Rd	\$3,650,000	\$2,560,000	\$2,560,000	\$490,755
II10123771	Lake Forest	IL 43/Waukegan Rd at Westleigh Rd	\$2,180,000	\$1,744,000	\$0	\$509,803
II08123822	DuPage County DOT	55th St at Fairview Av	\$1,175,000	\$940,000	\$0	No Benefit
II03123510	IDOT	US 20 at Oak Av	\$810,000	\$576,000	\$0	No Benefit
II03123511	IDOT	US 20 at Bartlett Rd	\$810,000	\$576,000	\$0	No Benefit
II09123812	Kane County DOT	Fabyan Pwy at Wenmoth Rd	\$2,422,800	\$1,938,200	\$0	No Benefit
II02123756	Glenview	West Lake Rd at Shermer Rd	\$365,000	\$292,000	\$0	No Benefit
II02123804	Lincolnwood	Pratt Av at Carpenter Av/Central Av	\$770,000	\$616,000	\$0	No Benefit
II03123696	Schaumburg	IL 62/Algonquin Rd from Meacham Rd to Thoreau Dr	\$1,664,400	\$1,259,520	\$0	No Benefit
II03123787	Barrington	North Commuter Parking Lot Access Dr and US 14	\$1,017,500	\$286,000	\$0	No Benefit
II03123807	Mount Prospect	US12/Rand Rd at IL 83/Elmhurst Rd and Kensington Rd	\$4,157,700	\$147,700	\$0	Eligibility
II06123474	IDOT	US 6 at 167th St	\$472,500	\$336,000	\$0	No Benefit
II06123477	IDOT	IL 43/Harlem Av at 111th St	\$810,000	\$576,000	\$0	No Benefit
II06123815	Orland Park	West Av and 151st St	\$997,900	\$798,330	\$0	No Benefit
II07123759	Country Club Hills	Pulaski Rd at 183rd St	\$5,125,300	\$3,612,000	\$0	No Benefit
II09123766	Batavia	Main St at Deerpath Rd	\$2,827,000	\$2,262,000	\$0	No Benefit
II09123770	Batavia	Wilson St at Prairie St	\$3,086,000	\$2,468,600	\$0	No Benefit
II09123776	Kane County DOT	Kirk Rd at Giese Rd	\$1,335,900	\$1,068,700	\$0	No Benefit
II09123780	Elgin	IL 25/Dundee Av at Congdon Av	\$1,006,000	\$804,800	\$0	No Benefit
II10123476	IDOT	IL 60 at Wilson Rd	\$1,120,000	\$800,000	\$0	No Benefit
II10123769	Lake Forest	IL 43/Waukegan Rd at Everett Rd	\$1,158,000	\$926,400	\$0	No Benefit
II10123792	Lake County DOT	Wadsworth Rd/CH A9 at Kilbourne Rd/CH W26	\$1,680,000	\$1,343,000	\$0	No Benefit
II12123479	IDOT	I-80 Westbound Ramp at Briggs St	\$1,235,000	\$880,000	\$0	No Benefit
II12123656	Homer Glen	151 St at Parker Rd	\$1,121,000	\$844,800	\$0	No Benefit
II12123710	Diamond	IL 131 and Will Rd	\$275,736	\$200,000	\$0	No Benefit
II12123749	Crest Hill	Gaylord Rd at Division St	\$2,235,000	\$1,788,000	\$0	No Benefit
II09123779	Elgin	Longcommon Pkwy at US 20	\$423,000	\$338,000	\$0	Questionable Eligibility

CMAQ Cost Change Request Form

Project Identification

TIP ID	18-03-0577	Sponsor	Metra
Project Location Description	Great Lakes Station Parking, Union Pacific North Line		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST							<input type="checkbox"/>
CE							
Total							

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP	2003	350	280	80%	FTA	IDOT	<input type="checkbox"/>
Total		350	280	80%			

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP	2003	410	328	80%	FTA	IDOT/Metra	
Total		410	328	80%			

Requested Cost Changes (+/-)

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

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP	2003	60	48	80%	
Total		60	48	80%	

Reason for Request

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

Metra is nearing completion of the construction of the Great Lakes station parking project, but needs additional funds to complete required traffic signal improvements. To fund this work, Metra would like to transfer unexpended funds from the La Fox station parking project, which was funded through the same FTA grant. Please see the letter addressed to Mr. Ross Patronsky dated October 7, 2014 for further details.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-		
ENG			
IMP			IL-90-X443

Additional Comments

The transferred \$48,000 of CMAQ funds will be matched by Metra funds, due to expired IDOT grant. Please see letter addressed to Mr. Ross Patronsky dated October 7, 2014 for further details.

FY 2003 CMAQ Program

ID	Sponsor	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc
CP0303008	Roselle	Roselle Station Parking	\$280,000	\$224,000	\$12,624
CP1003011	Winthrop Harbor	Winthrop Harbor Station Parking	\$194,700	\$155,760	\$13,709
CP1003010	Fox Lake	Fox Lake Station Parking	\$400,000	\$320,000	\$16,696
CP0903015	Oswego	Oswego Orchard Park & Ride Commuter Parking	\$1,786,400	\$1,411,200	\$22,062
CP1003009	North Chicago	Great Lakes Station Parking	\$350,000	\$280,000	\$24,183
Revised Rank					\$28,329
CP1003006	Vernon Hills	Vernon Hills Station Parking Expansion	\$380,000	\$304,000	\$36,766
CP0603004	Oak Lawn	Oak Lawn Station Parking	\$400,000	\$320,000	\$39,327
CP0703007	Tinley Park	Tinley Park/80th Ave. Station Parking & Access	\$1,085,000	\$868,000	\$43,557
CP0103012	Metra	Washington Heights/103rd St. Station Parking	\$60,000	\$48,000	\$61,523
CP0703014	Riverdale	Riverdale Station Parking	\$116,000	\$93,000	\$67,397
CP0803005	West Chicago	West Chicago Station Parking	\$600,000	\$480,000	\$68,370
CP0503002	LaGrange	Stone Ave Station Parking	\$285,000	\$228,000	\$90,201
CP0903003	Aurora	Aurora Station Parking Expansion & Access	\$600,000	\$480,000	No benefit
CP1003013	Libertyville	Prairie Crossing Station Parking Expansion	\$270,000	\$216,000	No benefit

CMAQ Cost Change Request Form

Project Identification

TIP ID	05-14-0001	Sponsor	Village of La Grange
Project Location Description	Stone Avenue Metra Station		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2014	385.1	308.1	80	CMAQ	RTA	<input type="checkbox"/>
CE							
Total		385.1	308.1				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2014	48	0	0	0	Village	
ENG 2	2015	75	60	80	CMAQ	RTA	June 2015
ROW							
CONST	2016	515	412	80	CMAQ	RTA	Sept 16, 2016
CE	2016	65	52	80	CMAQ	RTA	Sept 2016
Total		703	524				

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1		48	0		
ENG 2	2015	75	60	80	
ROW					
CONST	2016	129.9	103.9	80	
CE	2016	65	52	80	
Total		317.9	215.9		

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

Reason for Request

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

In 2005, the Village of La Grange completed and adopted a Comprehensive Plan which includes a BNSF Railway Corridor Subarea Plan. The Plan provides for a variety of improvements in order to enhance pedestrian mobility and traffic circulation at the Stone Avenue Train Station. As a part of a planned renovation of the Stone Avenue Train Station, the Village worked with the RTA and other transportations agencies including the BNSF Railway, CMAP, Metra, ATA and the ICC to identify and recommend potential pedestrian access improvements. The result was a detailed report which identified general mobility improvements around the Station area. The plans improve mobility for all modes of travel including pedestrian, bicycle and vehicular, by creating accessible pathways to and from the Metra platforms on both sides of the railroad tracks; safe and well-marked street crossings on North Stone Avenue, Brainard Avenue, Burlington Avenue and Hillgrove Avenue; improved accessibility to commuter parking both on-street and in the commuter parking lot; improved bicycle parking on both sides of the railroad tracks; and improved drop-off areas on Hillgrove Avenue and in front of the Train Station off Burlington Avenue. The improvements also will enhance safety for commuters crossing the railroad tracks at Brainard Avenue by providing pedestrian fencing to divert pedestrians and commuters to controlled intersections, widening pedestrian sidewalks, and providing enhanced roadway markings and signage to the commuter parking lot.

To implement the reports mobility improvements, thus realizing the full vision of the Comprehensive Plan, the Regional Transportation Authority (RTA), functioning as project sponsor and party responsible for the local match funding, in cooperation with the Village of La Grange and Metra, secured \$308,100 in CMAQ funding for Bicycle and Pedestrian Facilities as part of the FY 2014 – 2018 CMAP Project Application Cycle. The report was an attachment to the CMAQ Application.

After the CMAQ funds were awarded, the RTA informed the Village they could no longer fulfill their project sponsor obligations. With the RTA's local match funding still available to the project, the Village has accepted project sponsor responsibilities so the CMAQ funding is not rescinded. With the Village functioning as project sponsor, funding administration has been transferred to IDOT. Preliminary (Phase I) Engineering is underway, is being funded by the Village at 100% and Phase I Approval is anticipated in

Late Winter 2015.

Securing additional CMAQ funds for Preliminary (Phase II) Engineering, Phase III Construction (to construct additional bicycle racks on the north side of the station, install a shelter over the existing bicycle rack facility on the south side of the station and relocate newspaper boxes located on the south side of the station near the existing bicycle rack facility) and Construction Engineering (RTA was to fulfill all federal funding administrator responsibilities – now IDOT is the funding administrator, a responsible party must fulfill this obligation and the Village has decided to use a qualified consultant as the Village does not have the applicable internal resources) will allow the Village to complete the identified mobility improvements without additional Village funds. Finally, these additional CMAQ funds will allow the Village, as the new project sponsor, to comply with the CMAQ applications sunset clause requiring the project to be bid prior to September 30, 2016.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-91-238-14	CMM-4003(290)	IL-05-1440-42
ENG			
IMP			

Additional Comments

Securing additional CMAQ funding will allow the Village to realize the full vision of the 2005 Comprehensive Plan.

Kama Dobbs

From: Kama Dobbs
Sent: Friday, September 05, 2014 9:46 AM
To: 'Mike Albin'
Cc: Agnes Dolan (Agnes.Dolan@dupageco.org); Chris Snyder; Loper, John; Chad Riddle (charles.riddle@illinois.gov)
Subject: RE: Request to Reinstate Deferred Project - DuPage County-Fabyan Pkwy Intersection Improvement

Mike,

CMAQ staff has reviewed the request to reinstate \$8,248,000 federal CMAQ funds that were deferred for the Construction phase of the subject project (08-12-0006) and found that the project meets readiness criteria and funds are available in the TIP in FFY14. Please make a TIP change prior to Wednesday, September 10 moving the construction funds from MYB to FFY14 and removing "deferred (tgt 2015)" from the line item note.

If you have any questions, please let me know.

Thanks,

Kama

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

From: Mike Albin [<mailto:MAlbin@dmmc-cog.org>]
Sent: Thursday, September 04, 2014 2:10 PM
To: Kama Dobbs
Cc: Agnes Dolan (Agnes.Dolan@dupageco.org); Chris Snyder; Loper, John
Subject: Request to Reinstate Deferred Project - DuPage County-Fabyan Pkwy Intersection Improvement

Good afternoon Kama,

I am requesting reinstatement of DuPage County's Fabyan Parkway Intersection Improvement Project (08-12-0006, 11-00210-04-CH) from being deferred. The pre-final plans were submitted to IDOT District 1 August 27, 2013 (yes, 2013). Please let me know if you need anything further from either me or the County. Thank you for your assistance and have a great day.

Thanks,

Mike Albin

Transportation Project Manager

DuPage Mayors and Managers Conference
1220 Oak Brook Road
Oak Brook, Illinois 60523
www.dmmc-cog.org

P: (630) 571-0480, ext. 226
F: (630) 571-0484

From: Landeweer, David [<mailto:david.landeweer@urs.com>]
Sent: Wednesday, September 03, 2014 4:02 PM
To: Kama Dobbs
Cc: Sielski, Pam (pamela.sielski@cookcountyil.gov)
Subject: North Branch Bicycle Trail Extension, TIP 01-08-0001

Good Afternoon,

The Cook County Forest Preserve is requesting that the CMAQ funds, totaling \$5,792,000, for the construction of the North Branch Bicycle Trail Extension (TIP 01-08-0001) be reinstated. The project is scheduled for a January, 2015 Letting by IDOT. The Pre-Final plans were submitted to IDOT on August 22, 2014. If you have any questions, please let me know.

Thanks,
Dave

URS Corporation

David Landeweer, PE
100 S. Wacker Drive
Suite 500
Chicago, IL 60606
312-577-6479

David.landeweer@urs.com

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CMAQ Cost Change Request Form

Project Identification

TIP ID	18-03-0578	Sponsor	Metra
Project Location Description	La Fox Station Parking, Union Pacific West Line		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST							<input type="checkbox"/>
CE							
Total							

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP	2003	1,483.782	771.566	52%	FTA	IDOT	<input type="checkbox"/>
Total		1,483.782	771.566	52%			

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP	2003	1,391.473	723.566	52%	FTA	IDOT	
Total		1,391.473	723.566	52%			

Requested Cost Changes (+/-)

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

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP	2003	(92.309)	(48)	52%	
Total		(92.309)	(48)	52%	

Reason for Request

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

The construction of the La Fox station parking lot was completed in 2006, and was completed under budget. Metra would like to use unexpended funds for the Great Lakes station parking project, which was funded through the same FTA grant. Please see the letter addressed to Mr. Ross Patronskey dated October 7, 2014 for further details.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-		
ENG			
IMP			IL-90-X443

Additional Comments

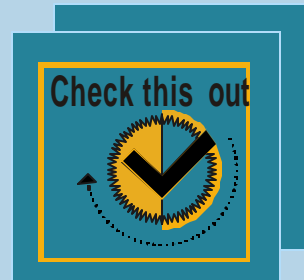
Please see letter addressed to Mr. Ross Patronskey dated October 7, 2014 for further details.

Professional Transportation Bulletin

PTB 173

August 7, 2014

Statements of Interest are due before 12:00 p.m.
on August 28 2014
Selection Date: October 22, 2014



Illinois Department of Transportation
2300 South Dirksen Parkway, Springfield, Illinois 62764

37. **Job No. P-30-003-15 Northeastern Illinois Travel Demand Management Pilot Program, Office of Planning and Programming.**

This project requires 15% DBE participation.

The **Complexity Factor** for this project is **0**.

The Consultant selected for this project, and all subconsultants the prime Consultant will be using are required to attend a negotiation meeting on **October 29, 2014 at 1:00 P.M.** at the James R. Thompson Center Building, 100 W Randolph St. Chicago, IL 60601.

Engineering services are required from Consultants experienced in transportation demand management (TDM) program administration, performance analysis and stakeholder facilitation. The primary objectives of this project are to establish, operate and monitor a five-year Transportation Demand Management pilot program in the seven-county Northeastern Illinois region (Cook, DuPage, Kane, Lake, McHenry, Will and Kendall). The Consultant will be expected to work with the region's transportation providers, Transportation Management Associations, local businesses, and program funders to coordinate the program.

TDM programs, as defined by the Federal Highway Administration (FHWA) in their Travel Demand Management Toolbox, are programs that promote alternative transportation options to the single-occupant vehicle with the goal of reducing transportation congestion, expanding mobility options, improving air quality, and using resources more efficiently. The regional transportation authority and the City of Chicago DOT are all partners to this effort.

The Consultant will be responsible for the timely delivery of the following anticipated program products:

- **Commuter Options Brand/Strategic Marketing Plan-** the consultant will be responsible for developing a TDM program brand that includes, but is not limited to, a logo, taglines, promotional materials, advertising across various forms of media, and a detailed plan of phased approach for five (5) years. To avoid duplication this plan should be coordinated with all other marketing plans in the region.
- **Resource Website-** the Consultant will be responsible for developing and maintaining a program website that provides commuters, employers and the general public with information related to using various modes of transportation in the region including links to the websites of existing programs, services and travel information applications (i.e. RTA Trip Planner, RideScout, Transit) The website domain name, licensing, maintenance, and updates will be fully integrated in overall cost. All information and webhosting rights will be retained by the Illinois Department of Transportation.
- **Regional Guaranteed Ride Home (GRH)** – the Consultant will be responsible for establishing and operating a regional guaranteed ride home program for commuters that use modes other than SOVs. The program must be coordinated with Pace's existing guaranteed ride home program for its Traditional Vanpool and Metra Feeders riders, as well as other guaranteed ride home programs in the region. The contractor will be responsible for developing the qualifications for GRH, record keeping, and logistical coordination between ride service and the end-user.

- **Incentive and Reward Program-** the Consultant will be responsible for developing and administering a program, or programs, that incentivize and/or reward commuters to switch from single-occupancy vehicle commuting to other modes of transportation. The program(s) must track participants' progress and calculate reductions in vehicle miles traveled (VMT), and carbon emissions, as well as other performance metrics. All data will be exportable to MS Excel 2010, and be proprietary to IDOT.
- **Comprehensive Performance Analysis-** the Consultant will be responsible for monitoring and analyzing the performance of the region's TDM program. The Consultant will be responsible for providing the Steering Committee and IDOT quarterly reports related to VMT and carbon reductions, as well as other performance indicators to be determined by IDOT. All mathematical calculations will be itemized and reviewed by IDOT prior to the release of the first quarterly report. The mathematical calculations will show steps on how data was compiled and developed. This document will be provided separately to the department.

The above elements are considered to be the minimum requirements for the Northeastern Illinois TDM program. The Consultant will be expected propose innovative program elements that are designed support a successful implementation and performance of this TDM program.

The completion date for this contract will be 60 months after authorization to proceed.

Key personnel listed on **Exhibit A** for this project must include:

- The person who will assume the duties of Program Manager for all aspects of the work documents (must be an Illinois Licensed Professional Engineer).
- Person(s) who will be directly in charge of the following projects and programs: Commuter Options Brand/Strategic Marketing Plan, Resource Website, Regional Guaranteed Ride Home, Incentive & Reward and the Comprehensive Performance Analysis.
- The person who will perform the QC/QA review work of all milestone submittal documents (must be an Illinois Licensed Professional Engineer with adequate experience in this work

Statements of interest must also include the following:

- **Understanding of Project Objectives** - List of principal partners; a brief discussion demonstrating the respondent's understanding of the services to be provided.
- **Technical and Management Approach** - This section should reflect the respondent's knowledge of the involved agencies and the role they will play in the process and should demonstrate a knowledge of related projects/initiatives and their potential relationship to the delivery of the services of this pilot program. Respondents must provide the names and positions of all staff proposed and organization chart that clearly establishes principal team member firms and major sub-consultants. Respondents should also identify any specialty sub-consultants which may not necessarily be part of the core team, but would

be available on an as-needed basis for specialty support. In addition, the qualifications should briefly address how the efforts of each of the team members will be coordinated.

- **Capabilities and Experience** – Respondents must state the qualifications and experience of the qualified team, emphasizing the specific qualifications and experience acquired while providing services similar to those being sought by the department. Also, background and experience related to activities and services being sought after in this advertisement will need to be clearly outlined, including which staff has participated in which activities.
- **References-** Consultant(s) will be required to submit no less than two (2) and no more than four (4) references from past clients who received similar services from said Consultant(s). These references must include detailed description of work completed and current contact information for the given client.

The prime firm must be prequalified in the **Transportation Studies (Mass Transit)** category to be considered for this item.

Statements of Interest, including resumes of the key people noted above, must be submitted electronically to the Central Bureau of Design and Environment through the Engineering and Prequalification Agreement System (EPAS).

Presentations may be required the week of October 20, 2014