



Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee

Annotated Agenda

Thursday, December 18, 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 – October 23, 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) 2015 is attached.
ACTION REQUESTED: Information
- 4.3 Transit Quarterly Updates**
A summary of progress on the implementation of transit projects is attached.
ACTION REQUESTED: Information
- 5.0 Project Changes**
- 5.1 McHenry County DOT – Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect (TIP ID 11-03-0018)**
The sponsor is requesting a scope change from a Continuous Flow Intersection (CFI) to a conventional intersection. The scope change resulted in an increase in the total cost of construction of \$0 federal

(\$842,000 total) in FFY 2017, bringing the total cost of the project to \$10,583,000 federal (\$25,495,000 total).

ACTION REQUESTED: Approval of the requested scope change.

5.2 Skokie – Skokie Valley Trail from Oakton St. to Village Limits (TIP ID 02-12-0002)

The sponsor is requesting a cost increase of \$67,000 federal (\$110,000 total) for construction/CE in FFY 2014 based on the low bid received August 1, 2014 and discovery of a needed drainage improvement.

ACTION REQUESTED: Approval of the requested cost increase.

5.3 Chicago Heights - Old Plank Road Trail Extension from Western to Euclid (TIP ID 07-01-0004)

The sponsor is requesting a cost increase of \$439,000 federal (\$548,000 total) for construction/CE and in FFY 2015 due to additional costs identified during phase 2. The project is targeting the March 2015 state letting.

ACTION REQUESTED: Approval of the requested cost increase.

5.4 Aurora - Station Blv Extension to IL 59 Commuter Parking Lot (TIP ID 09-14-0002)

The sponsor is requesting a scope change to address comments from BNSF, Metra and Pace received during phase 2 engineering. The requested scope change has resulted in the sponsor requesting an additional \$1,481,000 federal (\$1,635,000 total) for the construction phase, which is programmed in FFY 2015 and is targeting the April 2015 state letting.

ACTION REQUESTED: Table the requested scope change and cost increase.

5.5 IEPA – Norfolk Southern (TIP ID 13-10-0005)

The sponsor is requesting a cost increase and in the amount of \$3,400,000 federal (\$5,230,000 total) in FFY 2014 as a result of increased cost associated with the 12 cylinder Tier 3 710ECO repower kits, in lieu of 8 cylinder 710 ECO USEPA Tier 2 emissions retrofit kits which have been discontinued.

ACTION REQUESTED: Approval of the requested cost increase.

5.6 McHenry County – Miller Rd. (TIP ID 11-06-0032)

The sponsor is requesting a cost increase in the amount of \$9,746,000 federal (\$10,888,000 total) for construction in FFY 2015. The project was combined with other projects into one large project, with a portion constructed in FFY 2012 utilizing federal HPP funds that were initially included in the current project limits. The project has been authorized for letting in January 2015; additional funds are being

requested to spend down the region's unused CMAQ funding balance.

ACTION REQUESTED: Disapproval of the requested cost increase.

5.7 CDOT – Union Station Transportation Center (TIP ID 01-09-0004)

The sponsor is requesting a cost increase in the amount of \$0 federal (\$522,000 total) for phase 1 engineering and \$3,400,000 federal (\$4,250,000 total) for ROW in FFY 2015. The increase is the result of meditation with the property owner and has been approved by a judge and the FTA.

ACTION REQUESTED: Approval of the requested cost increase.

5.8 IDOT – IL 59/Sutton Rd at Stearns Rd (TIP ID 03-12-0004)

The sponsor is requesting a cost increase of \$1,392,000 federal (\$1,740,000 total) for ROW in FFY 2015 and \$1,040,000 federal (\$1,300,000 total) for construction/CE in FFY 2016 and scope change to dual left turn lanes on all legs and right turn lanes on the east, west, and north legs.

ACTION REQUESTED: Approval of the requested cost increase and scope change.

5.9 IDOT – IL 59 at W. Bartlett Rd (TIP ID 03-12-0002)

The sponsor is requesting a cost increase of \$320,000 federal (\$400,000 total) for construction/CE in FFY 2015 and is the result of the availability of 75% design updated cost estimate based on detailed quantity calculations and current bid tab pricing. Construction funds are currently deferred and the project is targeting the April 2015 state letting.

ACTION REQUESTED: Table the requested cost increase and reinstatement of deferred funds.

5.10 Metra – Installation of GenSets on Two Metra Switch Engines (TIP ID 13-10-0007)

The sponsor is requesting a scope change to procure two Tier III repowered switch engine locomotives instead of retrofitting with GenSets due to the age of the existing locomotives and recommendations from several vendors.

ACTION REQUESTED: Approval of the requested scope change.

5.11 Administrative Modifications

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

Lake County DOT – Cedar Lake Rd. at Monaville Rd. (TIP ID 10-00-0113)

The sponsor requested to transfer unused funds from Phase 1 (FFY 2008) and Phase 2 (FFY 2012) Engineering to ROW (FFY 2011) in the

amount of \$83,000 CMAQ (\$103,000 total) and to release surplus funds from Phase 2 Engineering (FFY 2012) and Construction (FFY 2013) in the amount of \$3,201,000 CMAQ (\$3,845,000 total). Staff completed the transfer and release of funding as an administrative modification.

CDOT – City of Chicago Bicycle Fleet Program (TIP ID 01-08-0004)

In their October Status Update, the sponsor indicated that the scope of this project was largely replaced by the Divvy program and therefore requested that CMAP withdraw the \$80,000 CMAQ (\$100,000 total) for Implementation, which had been previously deferred. Staff completed the withdrawal of funding and closed out the project.

IDOT – IL 19/Irving Park Rd at IL 59 (TIP ID 03-12-0009)

The sponsor requested withdrawal of the project from the CMAQ program due to increasing costs and greater property impacts than originally estimated. \$56,000 federal (\$70,000 total) for ROW in FFY15 and \$280,000 federal (\$350,000 total) for Construction in FFY15 has been withdrawn by staff as an administrative modification.

Chicago Heights - Old Plank Road Trail Extension from Western to Euclid (TIP ID 07-01-0004)

The sponsor requested reinstatement of \$849,450 federal (\$1,143,000 total) for Construction/CE. Readiness was demonstrated with the submittal of pre-final plans on October 17, 2014. The project is targeting the March 2015 state letting. Staff completed the reinstatement as an administrative modification. The sponsor also requested a cost increase of \$439,000 federal (\$548,000 total) for committee approval.

ACTION REQUESTED: Information

6.0 FFY 2016-2020 CMAQ/FFY 2015-2016 TAP Application Booklet

The application booklet for the next call for projects has been provided for committee review. Staff will review comments and questions received from committee members.

ACTION REQUESTED: Discussion

7.0 2015 CMAQ Meeting Schedule

The proposed meeting schedule for 2015 and associated deadlines for CMAQ revisions are:

CMAQ PSC	Change Requests Due
2-19-15	2-05-15
3-26-15	3-12-15
6-25-15	6-11-15
9-3-15	8-20-15
11-5-15	10-22-15

ACTION REQUESTED: Approval of 2015 CMAQ meeting schedule

8.0 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

9.0 Other Business

US EPA announced a [proposal](#) to update the air quality standard for ground-level ozone.

ACTION REQUESTED: Information

10.0 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.

11.0 Next Meeting

The committee's next meeting is proposed to be held on February 19, 2015 at 2:00 p.m.

12.0 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, October 23, 2014 2:00 p.m.
CMAQ Offices

Committee Members Present: Chris Snyder, Chair (Counties), Doug Ferguson (CMAQ), Mark Pitstick (RTA), Keith Privett (CDOT), William Rodeghier (Council of Mayors), Mike Rogers (IEPA – via phone), Chris Schmidt (IDOT)

Staff Present: Alex Beata, Patricia Berry, Kama Dobbs, Jesse Elam, Russell Pietrowiak

Others Present: Len Cannata, Bruce Carmitchel, John Donovan, Ashley Lucas, Brian Pigeon, Andrianna Peterson (via phone), Michael Plant (via phone), Tom Rickert, Tom Slattery (via phone), Lorraine Snorden (via phone), Tom Weaver, Michael Weiser, Tammy Wierciak

1.0 Call to Order

Committee Chairman Snyder called the meeting to order at 2:03 p.m.

2.0 Agenda Changes and Announcements

None

3.0 Approval of Minutes – July 17, 2014

On a motion by Mr. Ferguson and a second by President Rodeghier, the minutes of the August 21, 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. Since the report was printed, an additional \$6 million has been authorized. A few projects that were scheduled did not get authorized in time for the November letting, so we fell short of our FFY 2014 obligation goal by about \$16 million.

The region started the year with an unobligated balance of \$189 million. There were \$216 million programmed on active and deferred projects in FFY 2014 at the beginning of the year. \$122 million was authorized; \$106 million on active projects and \$16 million on deferred line items.

The region spent \$17 million over the allotment for the year, reducing the outstanding unobligated balance by that amount. The unobligated balance from FFY 14 will be carried to FFY 15, resulting in a draft programming mark of approximately \$172 million. Taking preliminary status update results into consideration, approximately \$160 million is programmed on active projects and over \$40 million is programmed on deferred line items targeting 2015.

Staff suggests adding the \$16 million that didn't quite make it to obligation in FFY 14 to the obligation goal for FFY 15, making that goal \$162 million. \$20 million has already been authorized in FFY 15, and an additional \$50 million, including \$34 million for the Elgin-O'Hare project, is targeting the January state letting, getting the region off to a good start. Mr. Schmidt made a motion, seconded by Mr. Pitstick to set the region's obligation goal for FFY 2015 to \$162 million. All ayes, the motion carried.

4.3 October Status Updates

Ms. Dobbs reported that the response rate on status updates due October 21 was a 100%. Staff follow-up was required on approximately a dozen reports. Preliminary results indicate that approximately \$34 million would be reprogrammed from FFY 2014 mostly in FFY 2015. Approximately \$13 million will be reprogrammed from FFY 2015 to FFY 2016. A more comprehensive summary of results is planned for the December meeting.

5.0 Project Changes

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

Ms. Dobbs described the sponsor's request for a cost increase for ROW in the amount of \$177,000 federal CMAQ (\$221,000 total). Mr. Snyder added that the project was ready for the November letting however title was needed for two parcels, which has delayed the letting to January. Mr. Schmidt made a motion, seconded by President Rodeghier, to approve the requested cost increase. The motion carried.

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

Ms. Dobbs described the sponsor's request to transfer \$32,000 federal CMAQ (\$40,000 total) from phase 2 engineering in FFY 2014 to Construction in FFY 2015. Mr. Privett

made a motion, seconded by President Rodeghier, to approve the requested transfer. The motion carried.

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

Ms. Dobbs described the sponsor's request for a cost increase of \$200,000 federal CMAQ (\$250,000 total) in FFY 2015 for Construction. Mr. Privett made a motion, seconded by President Rodeghier, to approve the requested cost increase. The motion carried.

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

Ms. Dobbs described the sponsor's request for a cost increase of \$48,000 federal CMAQ (\$60,000 total) for construction, which is complete; however traffic signal improvements were required in order to open the lot for use and can be charged to the grant. The project is included in the same FTA grant as the LaFox Station project, which is also complete. Ms. Berry said that investigation into methods for identifying unexpended CMAQ funds in FTA grants continues. CMAP has requested FTA assistance in identifying these funds; since currently CMAP currently has no way to know what funds are available for reprogramming. The LaFox Station project had an unexpended balance of \$48,000 which staff withdrew as an administrative modification upon notification by Metra. Mr. Schmidt made a motion, seconded by Mr. Privett, to approve the requested cost increase. The motion carried.

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

Ms. Dobbs described the sponsor's request for a scope, schedule and cost change. This project was approved for construction funding in FFY 2014 as part of a group of projects that comprised the RTA's Regionwide Transit Access Improvements project. Following program development sponsorship of the projects was transferred to local agencies, with RTA entering into agreements with the locals to pay the local match for the initial programmed amount. Per that agreement, additional local match for this or any future increases is the responsibility of the sponsor. Mr. Pitstick made a motion, seconded by Mr. Schmidt, to approve the requested scope, schedule and cost change. The motion carried.

5.6 Administrative Modifications

Ms. Dobbs described administrative modifications included in the packet that were completed by staff.

6.0 Travel Demand Management (TDM)

Mr. Schmidt reported that earlier in the year the Metropolitan Planning Council (MPC) released a white paper in coordination with the RTA regarding TDM in the region. IDOT took interest in the paper and dedicated state planning funds for consultant services to take the lead in coordinating TDM within the state. A five-year pilot project for the seven-county Northeastern Illinois was advertised in the August 7 Professional Transportation Bulletin.

The scope of the advertisement was developed in cooperation with the service boards, RTA and CDOT. The program products will include a TDM program brand and marketing plan, a resource website, establishing and operating a regional Guaranteed

Ride Home (GRH) program, an incentive program and a comprehensive performance analysis.

Three firms bid on the project: URS, TranSystems and Parsons Brinkerhoff. The selection committee, which included RTA and CDOT participation, selected TranSystems, which will be announced in a press release today. The TranSystems proposal provides for a steering group which will begin meeting with the consultant soon after the contract award. In response to questions from Mr. Snyder, Mr. Schmidt stated that the MPC paper made clear that coordination of services was needed. The pilot program will not be a pot of funding for locals to take part in, the team will actually staff a call center and the GRH will be an "on the ground" TDM program.

Locals will be engaged through coordinated outreach to municipalities and employers in the region, working with the transit providers and stakeholder group to be formed. Although the project is a high priority, it is complex and is estimated to begin in 210 days. Mr. Pitstick added that this is implementation, not a study and that qualifications-based selection will take more time to negotiate for intergovernmental agreements.

7.0 MAP-21

Mr. Donovan stated there was nothing to report.

8.0 Other Business

In response to a question from Mr. Rickert, Mr. Elam stated that the application book for the next call for projects would be available at the committee's December meeting. Mr. Snyder asked if it could be distributed any earlier and if there would be more discussion on weighting. He stated that at the last meeting, the committee had asked to see the final scoring criteria before the application packet.

Mr. Elam noted that there have been no changes since the criteria were last discussed but if the committee still has a level of discomfort, the criteria could be provided to the committee again three weeks before the December 18 meeting. Mr. Pitstick agreed with Mr. Snyder that the committee hadn't come to closure. Mr. Snyder expressed concern that if there was significant discussion in December there would not be time to meet deadlines around the holidays.

In response to a question from Mr. Weaver, Mr. Ferguson stated that the call would be issued in late January, early February, with application due in late February or early March. Mr. Schmidt stated that receiving the application book three weeks ahead of the next meeting should be okay, and if there were significant issues, the call could be pushed back.

Mr. Snyder asked for confirmation that staff would provide the scoring criteria memo and responses to comments three weeks ahead of the next meeting. Mr. Elam stated that there were no outstanding issues, and staff was not planning to update the memo. Scoring criteria are being incorporated into the application booklet. Mr. Snyder and Mr. Pitstick stated they believe there were still unresolved issues on the scores as discussed at the last meeting. Mr. Elam clarified that at the last meeting policies were discussed, not scores. Mr. Snyder stated that the committee should concur prior to the application booklet being

released. Mr. Rickert suggested that the committee should review the scoring memo, meeting notes, etc. and let staff know of any outstanding concerns.

Mr. Elam indicated there have been no comments on the weights and no changes since July. Mr. Pitstick requested that the scoring memo be changed and sent for committee review. Mr. Privett suggested a red line version of the memo be distributed so members could determine if there were outstanding issues. Mr. Schmidt asked if the committee would approve the application book. Mr. Rickert stated that if the memo were provided three weeks prior to the meeting, corrections could be made before the meeting.

Mr. Elam committed to provide the memo by December 1 and requested that committee members submit written comments to be addressed and presented for release at the December meeting. In response to a question from Mr. Weaver, Mr. Schmidt stated that IDOT's concerns regarding providing separate air quality and transportation impact criteria scores were addressed with the policy changes adopted at the last meeting. Mr. Weaver stated the committee had not seen the policy changes with Mr. Rogers' language. Mr. Snyder stated that the changes were made and sent to the Transportation Committee, as reflected in their minutes and the memo sent to the MPO Policy Committee and CMAP Board. The MPO Policy Committee and CMAP Board adopted the Programming and Management policies at their meetings in October. Mr. Schmidt and Mr. Privett noted they hadn't seen the adopted policies. Ms. Berry stated the updated policies were included in the Transportation, MPO Policy committee and CMAP Board meeting materials and are posted on the CMAQ web page.

Mr. Elam reiterated that the draft application book would be provided to the committee by December 1. Mr. Snyder stated he thought a red line version of the scoring memo was to be provided. Mr. Ferguson clarified that the scoring criteria are a part of the application book. Mr. Rickert stated that having the application book by December 1 would be good, but it would be better to have the memo showing any outstanding issues so that staff could address those issues prior to completing the application book. Mr. Rickert encouraged members to provide timely comments to staff so that final action could be taken at the December 18 meeting. Mr. Elam agreed that the red line version of the scoring memo would be sent in early November and the draft application book by December 1.

Mr. Snyder reminded the committee of the upcoming John Noel Public Transit Conference to be held on October 24 at 8:00 a.m. at Cantigny in Winfield.

9.0 Public Comment

None.

10.0 Next Meeting

The committee's next meeting is scheduled for December 18, 2014 at 2:00 p.m.

11.0 Adjournment

On a motion by Mr. Schmidt, and a second by Mr. Ferguson, the meeting adjourned at 3:02 p.m.



TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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	\$70,400	T		\$7,270,400
			<i>CONST</i>	<i>\$7,200,000</i>				<i>\$7,200,000</i>
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	ENG1	\$188,000				\$188,000
		<i>Previously programmed in FFY 2014</i>	<i>ENG1</i>	<i>\$188,000</i>				<i>\$188,000</i>
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG2	\$372,000				\$372,000
01-94-0045	CDOT	Bike Parking	IMP	\$1,520,000	\$441,890	T		\$1,961,890
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$23,360,000	\$77,315	T	\$10,000,000	\$13,437,315
		<i>Previously programmed in FFY 2014</i>	<i>IMP</i>	<i>\$23,360,000</i>	<i>\$77,315</i>	<i>\$10,000,000</i>		<i>\$13,437,315</i>
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ROW	\$40,000		\$13,300	T	\$156,000 O (\$129,300)
			<i>ROW</i>	<i>\$40,000</i>		<i>\$13,300</i>		<i>\$26,700</i>
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			\$29,428,800	O \$4,571,200
			<i>CONST</i>	<i>\$34,000,000</i>				<i>\$34,000,000</i>

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

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

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
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	ENG2	\$189,200				\$189,200
<i>Previously programmed in FFY 2014</i>			<i>ENG2</i>	<i>\$189,200</i>				<i>\$189,200</i>
08-14-0003	Glen Ellyn	Glen Ellyn Signalized Pedestrian Crossing Improvements	CONST	\$150,700				\$150,700
<i>Previously programmed in FFY 2014</i>			<i>CONST</i>	<i>\$150,700</i>				<i>\$150,700</i>
10-14-0003	Highland Park	Robert McClory Bike Path from Roger Williams Av to Roger Williams Av	CONST	\$77,800			\$87,400	O (\$9,600)
<i>Previously programmed in FFY 2014</i>			<i>CONST</i>	<i>\$77,800</i>				<i>\$77,800</i>
12-12-0002	Homer Glen	Homer Glen Community Trail - South Extension	CONST	\$360,000				\$360,000
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd and Pfingsten Rd	ROW	\$96,000	\$160,000	T	\$160,000	O \$96,000
<i>Previously programmed in FFY 2014</i>			<i>ROW</i>	<i>\$96,000</i>	<i>\$160,000</i>			<i>\$256,000</i>
03-12-0001	IDOT	IL 68/E Dundee Rd at S Barrington 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	ROW	\$160,000				\$160,000
<i>Previously programmed in FFY 2014</i>			<i>ROW</i>	<i>\$160,000</i>				<i>\$160,000</i>
03-12-0007	IDOT	IL 68/Dundee Rd at North Wilke Rd	CONST	\$320,000		\$320,000	X	\$0

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

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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
03-12-0008	IDOT	IL 68/Dundee Rd at Kennicott Av and N. Wilke Rd.	CONST	\$280,000	\$1,040,000	T		\$1,320,000
03-12-0014	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd and IL 83/Elmhurst Rd	CONST	\$800,000	\$680,000	T		\$1,480,000
03-12-0015	IDOT	IL 68/Dundee Rd at IL 83	CONST	\$680,000		\$680,000	X	\$0
06-12-0002	IDOT	IL 43/Harlem Av at 143rd St	CONST	\$400,000	\$364,000	C	\$534,400 O	\$229,600
			<i>CONST</i>	<i>\$400,000</i>	<i>\$364,000</i>			<i>\$764,000</i>
06-12-0004	IDOT	Pulaski Rd at 115th St	CONST	\$680,000	\$200,000	C		\$880,000
			<i>CONST</i>	<i>\$680,000</i>				<i>\$680,000</i>
06-12-0005	IDOT	IL 43/Harlem Av at 151st St	CONST	\$640,000	\$128,000	C		\$768,000
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
10-12-0005	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	ROW	\$160,000			\$160,000 O	\$0
		<i>Previously programmed in FFY 2014</i>	<i>ROW</i>	<i>\$160,000</i>				<i>\$160,000</i>
12-12-0005	IDOT	US 6/Southwest Hwy at Gougar Rd	ROW	\$160,000			\$157,600 O	\$2,400
		<i>Previously programmed in FFY 2014</i>	<i>ROW</i>	<i>\$160,000</i>				<i>\$160,000</i>
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 U	\$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

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

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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
09-14-0005	Kane County DOT	Randall Rd Transit Infrastructure Improvements	ENG2	\$95,300				\$95,300
10-08-0031	Lake County DOT	Washington St/CH A22 at CN/Metra Crossing	CONST	\$16,939,000			\$16,939,000 O	\$0
<i>Previously programmed in FFY 2014</i>			<i>CONST</i>	<i>\$16,939,000</i>				<i>\$16,939,000</i>
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
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
17-12-0002	Pace	Regional Rideshare Program	IMP	\$400,000				\$400,000
<i>Previously programmed in FFY 2014</i>			<i>IMP</i>	<i>\$400,000</i>				<i>\$400,000</i>
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$480,000				\$480,000
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$2,280,000				\$2,280,000
<i>Previously programmed in FFY 2014</i>			<i>IMP</i>	<i>\$2,280,000</i>				<i>\$2,280,000</i>
17-12-0004	Pace	I-55 Corridor Market Enhancement	IMP	\$719,250				\$719,250
<i>Previously programmed in FFY 2014</i>			<i>IMP</i>	<i>\$719,250</i>				<i>\$719,250</i>
17-14-0001	Pace	Pedestrian Infrastructure Improvements along Pace Bus Routes	CONST	\$1,200,000				\$1,200,000
17-14-0003	Pace	Milwaukee Av Arterial Rapid Transit Project	ENG1	\$409,745				\$409,745
17-14-0003	Pace	Milwaukee Av Arterial Rapid Transit Project	IMP	\$9,178,288				\$9,178,288

*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
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$1,521,000				\$1,521,000
06-14-0001	Palos Heights	Palos Heights sidewalks to Pace Buses	ENG2	\$73,500				\$73,500
<i>Previously programmed in FFY 2014</i>			<i>ENG2</i>	<i>\$73,500</i>				<i>\$73,500</i>
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 S		\$0
<i>Previously programmed in FFY 2014</i>			<i>ENG2</i>	<i>\$8,586</i>				<i>\$8,586</i>
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
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$2,505,000			\$2,505,000 O	\$0
<i>Previously programmed in FFY 2014</i>			<i>IMP</i>	<i>\$2,505,000</i>				<i>\$2,505,000</i>
03-14-0005	Rolling Meadows	Golf Rd (IL 58) from IL 53/I-290 to New Wilke Rd Transit Access Improvements	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	\$32,000 T			\$456,000
			<i>CONST</i>	<i>\$424,000</i>				<i>\$424,000</i>
12-12-0003	Will County Department of Highways	Bell Rd/CH 16 at 143rd St/CH 37	CONST	\$10,384,000				\$10,384,000
70 line items in 2015 totalling:				\$170,442,094	\$6,794,405	\$13,627,657	\$50,128,200	\$113,480,642
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

*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
01-12-0004	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	ENG	\$2,400,000				\$2,400,000
<i>Previously programmed in FFY 2015</i>			<i>ENG</i>	<i>\$2,400,000</i>				<i>\$2,400,000</i>
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	ENG	\$3,466,000				\$3,466,000
<i>Previously programmed in FFY 2015</i>			<i>ENG</i>	<i>\$3,466,000</i>				<i>\$3,466,000</i>
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$8,000,000				\$8,000,000
<i>Previously programmed in FFY 2015</i>			<i>IMP</i>	<i>\$8,000,000</i>				<i>\$8,000,000</i>
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
08-14-0002	FPD of DuPage County	Winfield Mounds Segment - West Branch Regional Trail	CONST	\$1,861,724				\$1,861,724
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$1,861,724</i>				<i>\$1,861,724</i>
12-12-0004	Frankfort	St Francis Rd Multi-Use Trail	CONST	\$118,000	\$70,000 T			\$188,000
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$118,000</i>	<i>\$70,000</i>			<i>\$188,000</i>
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd and Pfungsten Rd	CONST	\$480,000	\$640,000 T			\$1,120,000
02-12-0005	IDOT	IL 68/Dundee Rd at Pfungsten Rd	CONST	\$640,000		\$640,000 X		\$0

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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
03-12-0004	IDOT	IL 59/Sutton Rd at Stearns Rd	CONST	\$1,200,000				\$1,200,000
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$1,200,000</i>				<i>\$1,200,000</i>
03-12-0009	IDOT	IL 19/Irving Park Rd at IL 59	ROW	\$56,000		\$56,000	S	\$0
<i>Previously programmed in FFY 2014</i>			<i>ROW</i>	<i>\$56,000</i>				<i>\$56,000</i>
03-12-0009	IDOT	IL 19/Irving Park Rd at IL 59	CONST	\$280,000		\$280,000	S	\$0
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$280,000</i>				<i>\$280,000</i>
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	ROW	\$80,000				\$80,000
<i>Previously programmed in FFY 2014</i>			<i>ROW</i>	<i>\$80,000</i>				<i>\$80,000</i>
08-12-0002	IDOT	IL 38/Roosevelt Rd at Ardmore Av	CONST	\$400,000	\$296,000	C		\$696,000
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$400,000</i>	<i>\$296,000</i>			<i>\$696,000</i>
09-10-0016	IDOT	IL 47 at Plato Rd	CONST	\$2,400,000				\$2,400,000
10-12-0005	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	CONST	\$2,000,000				\$2,000,000
10-14-0004	IDOT	IL 120 at Hainesville Rd	ROW	\$64,000	\$212,000	C		\$276,000
<i>Previously programmed in FFY 2015</i>			<i>ROW</i>	<i>\$64,000</i>	<i>\$212,000</i>			<i>\$276,000</i>
12-12-0005	IDOT	US 6/Southwest Hwy at Gougar Rd	CONST	\$800,000	\$400,000	C		\$1,200,000
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$800,000</i>	<i>\$400,000</i>			<i>\$1,200,000</i>
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$1,000,000		\$1,000,000	T	\$0
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$7,342,392				\$7,342,392
09-12-0006	Kane County DOT	Fabyan Pkwy/CH 8 at Kaneville Rd/CH 84	CONST	\$1,083,100				\$1,083,100
09-12-0011	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	CONST	\$3,846,000				\$3,846,000

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
05-14-0001	LaGrange	LaGrange Stone Av Metra Station Area Pedestrian Access Improvements	CONST	\$308,100	\$215,900	C		\$524,000
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$308,100</i>				<i>\$308,100</i>
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
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
08-13-0015	Naperville	Washington St Corridor Centralized Traffic Management System; Washington St from Warrenville Rd to Royce Rd	CONST	\$127,000				\$127,000
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$127,000</i>				<i>\$127,000</i>
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
06-14-0001	Palos Heights	Palos Heights sidewalks to Pace Buses	CONST	\$422,700				\$422,700
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$422,700</i>				<i>\$422,700</i>

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
07-14-0009	Park Forest	Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	IMP	\$5,000				\$5,000
<i>Previously programmed in FFY 2015</i>			<i>IMP</i>	<i>\$5,000</i>				<i>\$5,000</i>
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
53 line items in 2016 totalling:				\$89,903,830	\$1,833,900	\$7,807,700		\$83,930,030
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
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	CONST	\$2,800,000				\$2,800,000
<i>Previously programmed in FFY 2016</i>			<i>CONST</i>	<i>\$2,800,000</i>				<i>\$2,800,000</i>
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

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$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
15 line items in 2017 totalling:				\$79,086,316				\$79,086,316
2018								
03-96-0021	Cook County DOTD	Touhy Av and UPRR	CONST	\$23,289,000				\$23,289,000
10-14-0004	IDOT	IL 120 at Hainesville Rd	CONST	\$320,000	\$208,000	C		\$528,000
<i>Previously programmed in FFY 2016</i>			<i>CONST</i>	<i>\$320,000</i>	<i>\$208,000</i>			<i>\$528,000</i>
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
6 line items in 2018 totalling:				\$36,486,750	\$208,000			\$36,694,750
144 line items in 2015 - 2018 totalling:				\$375,918,990	\$8,836,305	\$21,435,357	\$50,128,200	\$313,191,738

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

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

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CMAQ Program Summary - Deferred Projects

Includes obligations through December 4, 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	\$111,249	Sub. Phase Def.	\$111,249 F	\$0	\$0
			<i>ENG1</i>	<i>\$150,400</i>	<i>Sub. Phase Def.</i>	<i>\$111,249</i>	<i>\$39,151</i>	<i>\$0</i>
1 line items in 2005 totalling:				\$111,249		\$111,249	\$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
2006								
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG1	\$829,322	Sub. Phase Def.	\$829,322 M	\$0	\$0
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
10-06-0003	Deerfield	Deerfield Rd Sidewalk	ENG2	\$15,485	Sub. Phase Def.	\$33,744 M	(\$18,259)	\$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 M	\$0	\$0
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG2	\$88,000	Sub. Phase Def.	\$88,000 O	\$0	\$0
6 line items in 2007 totalling:				\$1,136,747		\$1,152,056	(\$15,309)	\$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.	M	\$47,178	\$0
			<i>ENG1</i>	<i>\$47,178</i>	<i>Sub. Phase Def.</i>	<i>\$47,178</i>	<i>\$0</i>	<i>\$0</i>
10-00-0128	Lake County DOT	Roberts Rd at River Rd	ENG1	\$218,000	Sub. Phase Def.	\$217,300 M	\$700	\$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	
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	ENG2	\$295,800	Sub. Phase Def.	\$273,176 M	\$22,624	\$0	
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Riverwoods Dr	ENG1	\$55,835	Sub. Phase Def.	\$55,835 O	\$0	\$0	
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ENG1	\$680,000	Sub. Phase Def.	\$488,494 M	\$191,506	\$0	
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	ENG1	\$120,000	Sub. Phase Def.	\$120,000 O	\$0	\$0	
9 line items in 2008 totalling:				\$2,188,013		\$1,918,992	\$269,021	\$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	

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
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.	\$55,834 F	\$166	\$0
			<i>ENG1</i>	<i>\$56,000</i>	<i>Sub. Phase Def.</i>	<i>\$55,941</i>	<i>\$59</i>	<i>\$0</i>
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	ENG1	\$56,000	Sub. Phase Def.	\$56,000 M	\$0	\$0
2 line items in 2011 totalling:				\$112,000		\$111,834	\$166	\$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	\$331,151	Sub. Phase Def.	\$298,400 O	\$32,751	\$0
			<i>ENG2</i>	<i>\$292,000</i>	<i>Sub. Phase Def.</i>	<i>\$298,400</i>	<i>(\$6,400)</i>	<i>\$0</i>
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	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
10-06-0003	Deerfield	Deerfield Rd Sidewalk	ROW	\$84,172	Sub. Phase Def.	\$84,172 M	\$0	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
07-06-0058	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.	M	\$20,880	\$0
			<i>ENG1</i>	<i>\$20,880</i>	<i>Sub. Phase Def.</i>		<i>\$0</i>	<i>\$0</i>
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
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
23 line items in 2012 totalling:				\$4,337,391		\$3,750,152	\$387,239	\$200,000

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
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
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.	\$545,268 M	\$3,732	\$0
			<i>ENG2</i>	<i>\$549,000</i>	<i>Sub. Phase Def.</i>	<i>\$447,000</i>	<i>\$102,000</i>	<i>\$0</i>
07-06-0058	FPD of Cook County	Thorn Creek Bicycle Trail Completion	CONST	\$4,922,400	Reinstated	\$4,793,527 M	\$128,873	\$0
			<i>CONST</i>	<i>\$4,922,400</i>	<i>Reinstated</i>	<i>\$4,074,327</i>	<i>\$848,073</i>	<i>\$0</i>
12-12-0001	FPD of Will County	DuPage River Trail - Segment 5	ENG1	\$72,000	Sub. Phase Def.	\$71,833 O	\$167	\$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
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	ENG2	\$742,083	Sub. Phase Def.	\$742,083 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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	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
03-12-0012	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	ENG1	\$8,000	Sub. Phase Def.	\$7,996 O	\$4	\$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
23 line items in 2013 totalling:				\$16,702,877		\$17,396,040	(\$693,163)	\$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
01-06-0002	CDOT	43rd St Bicycle-Pedestrian Bridge	ENG2	\$868,578	Reinstated	\$687,823 O	\$104,177	\$76,578

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	ENG1	\$2,880,000	Reinstated	\$2,661,614 O	\$218,386	\$0
			<i>ENG1</i>	<i>\$1,307,000</i>	<i>Reinstated</i>	<i>\$2,661,614</i>	<i>(\$1,354,614)</i>	<i>\$0</i>
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	ENG2	\$0	Reinstated		\$0	\$0
			<i>ENG2</i>	<i>\$1,573,000</i>	<i>Reinstated</i>		<i>\$1,573,000</i>	<i>\$0</i>
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	IMP	\$0	Sub. Phase Def.		\$0	\$0
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	ROW	\$1,137,000	Sub. Phase Def.	\$960,000 M	\$177,000	\$0
			<i>ROW</i>	<i>\$960,000</i>	<i>Sub. Phase Def.</i>	<i>\$960,000</i>	<i>\$0</i>	<i>\$0</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
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
03-12-0002	IDOT	IL 59 at W Bartlett Rd	ROW	\$96,000	Sub. Phase Def.	\$96,000 O	\$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
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	ROW	\$659,000	Sub. Phase Def.	\$267,468 O	\$391,532	\$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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	ENG1	\$141,520	Sub. Phase Def.	\$135,357 O	\$6,163	\$0
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG1	\$17,795	Sub. Phase Def.	\$17,796 O	(\$1)	\$0
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	ENG2	\$57,200	Deferred		\$0	\$57,200
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	\$0	Sub. Phase Def.		\$0	\$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	\$40,000	Sub. Phase Def.	\$39,996 O	\$4	\$0
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
07-10-0001	Tinley Park	183rd St at Oak Park Ave	ENG2	\$144,000	Sub. Phase Def.	\$144,000 O	\$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
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	CONST	\$0	Sub. Phase Def.		\$0	\$0
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	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
30 line items in 2014 totalling:				\$22,164,372		\$16,217,520	\$2,429,074	\$3,517,778

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
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	\$0	Sub. Phase Def.		\$0	\$0
			<i>CONST</i>	<i>\$629,600</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$629,600</i>
01-05-0001	CDOT	Safe Routes to School Program - Citywide	CONST	\$1,321,600	Deferred		\$0	\$1,321,600
			<i>CONST</i>	<i>\$692,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$692,000</i>
01-06-0004	CDOT	Walk Chicago-Pedestrian Encouragement Program	IMP	\$160,000	Deferred		\$0	\$160,000
		<i>Previously programmed in FFY 2014</i>	<i>IMP</i>	<i>\$160,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$160,000</i>
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$528,000	Deferred		\$0	\$528,000
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$672,800	Deferred		\$0	\$672,800
		<i>Previously programmed in FFY 2014</i>	<i>IMP</i>	<i>\$672,800</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$672,800</i>
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$1,118,000	Deferred		\$0	\$1,118,000
		<i>Previously programmed in FFY 2014</i>	<i>IMP</i>	<i>\$1,118,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$1,118,000</i>
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$1,739,000	Deferred		\$0	\$1,739,000
		<i>Previously programmed in FFY 2014</i>	<i>IMP</i>	<i>\$1,739,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$1,739,000</i>
01-08-0003	CDOT	Signal Controller Upgrade and Timing Program	IMP	\$1,920,000	Reinstated		\$1,920,000	\$0
01-12-0002	CDOT	Arterial VMS Traveler Information System, Phase I	ENG	\$172,000	Deferred		\$0	\$172,000

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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
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
<i>Previously programmed in FFY 2014</i>			<i>CONST</i>	<i>\$849,450</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$849,450</i>
01-05-0005	Chicago Park District	Jackson Park/59th St Bicycle Path	CONST	\$578,000	Deferred		\$0	\$578,000
05-09-0002	Cicero	Cicero Rail Yard Switch Engine Retrofit	IMP	\$1,820,000	Deferred		\$0	\$1,820,000
<i>Previously programmed in FFY 2014</i>			<i>IMP</i>	<i>\$1,820,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$1,820,000</i>
03-12-0011	Des Plaines	Des Plaines - Pedestrian Refuge Medians	CONST	\$71,386	Deferred		\$0	\$71,386
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	CONST	\$8,248,000	Reinstated	\$8,248,000 O	\$0	\$0
<i>Previously programmed in FFY 2014</i>			<i>CONST</i>	<i>\$8,248,000</i>	<i>Reinstated</i>		<i>\$8,248,000</i>	<i>\$0</i>
09-12-0009	Elgin	Elgin CBD Bike Racks Program	ENG2	\$8,000	Sub. Phase Def.		\$8,000	\$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>Previously programmed in FFY 2014</i>			<i>CONST</i>	<i>\$2,390,000</i>	<i>Reinstated</i>		<i>\$2,390,000</i>	<i>\$0</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>Previously programmed in FFY 2014</i>			<i>CONST</i>	<i>\$3,402,000</i>	<i>Reinstated</i>		<i>\$3,402,000</i>	<i>\$0</i>

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
12-12-0001	FPD of Will County	DuPage River Trail - Segment 5	ENG2	\$68,000	Deferred		\$0	\$68,000
12-12-0001	FPD of Will County	DuPage River Trail - Segment 5	CONST	\$1,232,000	Deferred		\$0	\$1,232,000
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
03-12-0002	IDOT	IL 59 at W Bartlett Rd	CONST	\$480,000	Deferred		\$0	\$480,000
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	CONST	\$1,120,000	Reinstated		\$1,120,000	\$0
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	CONST	\$1,058,840	Reinstated		\$1,058,840	\$0
10-02-0007	Lake Zurich	Lake Zurich-US 12/Rand Road at Ela Road	CONST	\$275,400	Deferred		\$0	\$275,400
10-02-0007	Lake Zurich	Lake Zurich-US 12/Rand Road at Ela Road	CONST	\$323,783	Deferred		\$0	\$323,783
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	CONST	\$764,000	Reinstated		\$764,000	\$0
<i>Previously programmed in FFY 2014</i>			<i>CONST</i>	<i>\$764,000</i>	<i>Reinstated</i>		<i>\$764,000</i>	<i>\$0</i>
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	CONST	\$808,000	Reinstated		\$808,000	\$0
<i>Previously programmed in FFY 2014</i>			<i>CONST</i>	<i>\$808,000</i>	<i>Reinstated</i>		<i>\$808,000</i>	<i>\$0</i>
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	ENG2	\$88,000	Deferred		\$0	\$88,000
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	CONST	\$1,556,440	Reinstated	\$1,556,200 O	\$240	\$0
<i>Previously programmed in FFY 2014</i>			<i>CONST</i>	<i>\$1,556,440</i>	<i>Reinstated</i>		<i>\$1,556,440</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
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Riverwoods Dr	ENG2	\$109,600	Reinstated	\$109,314 O	\$286	\$0
<i>Previously programmed in FFY 2014</i>			<i>ENG2</i>	<i>\$109,600</i>	<i>Reinstated</i>		<i>\$109,600</i>	<i>\$0</i>
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
03-12-0012	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	CONST	\$94,000	Deferred		\$0	\$94,000
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG2	\$27,031	Deferred		\$0	\$27,031
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	ENG2	\$140,000	Reinstated		\$140,000	\$0
<i>Previously programmed in FFY 2014</i>			<i>ENG2</i>	<i>\$140,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$140,000</i>
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	CONST	\$629,600	Deferred		\$0	\$629,600
04-12-0001	Oak Park	Madison St from Home Av to Lombard Av	ENG1	\$52,000	Deferred		\$0	\$52,000
			<i>ENG1</i>	<i>\$52,000</i>	<i>Deferred</i>		<i>(\$13,000)</i>	<i>\$65,000</i>
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	CONST	\$0	Sub. Phase Def.		\$0	\$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	CONST	\$228,000	Deferred		\$0	\$228,000
07-08-0010	Riverdale	CSXT Barr Rail Yard Switch Engine Retrofit	IMP	\$1,712,520	Reinstated		\$1,712,520	\$0
<i>Previously programmed in FFY 2014</i>			<i>IMP</i>	<i>\$1,712,520</i>	<i>Reinstated</i>		<i>\$1,712,520</i>	<i>\$0</i>
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
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

*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
07-10-0001	Tinley Park	183rd St at Oak Park Ave	ROW	\$240,000	Deferred		\$0	\$240,000
<i>Previously programmed in FFY 2014</i>			<i>ROW</i>	<i>\$240,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$240,000</i>
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	ENG1	\$165,140	Sub. Phase Def.		\$165,140	\$0
<i>Previously programmed in FFY 2014</i>			<i>ENG1</i>	<i>\$165,140</i>	<i>Sub. Phase Def.</i>		<i>\$165,140</i>	<i>\$0</i>
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
56 line items in 2015 totalling:				\$52,598,790		\$9,913,514	\$16,316,026	\$26,369,250
2016								
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
01-12-0002	CDOT	Arterial VMS Traveler Information System, Phase I	IMP	\$1,141,200	Deferred		\$0	\$1,141,200

*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
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
01-12-0006	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S)	IMP	\$820,000	Deferred		\$0	\$820,000
01-12-0007	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	IMP	\$806,000	Deferred		\$0	\$806,000
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	CONST	\$1,670,000	Deferred		\$0	\$1,670,000
		<i>Previously programmed in FFY 2015</i>	<i>CONST</i>	<i>\$1,670,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$1,670,000</i>
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	CONST	\$1,338,000	Deferred		\$0	\$1,338,000
		<i>Previously programmed in FFY 2015</i>	<i>CONST</i>	<i>\$1,338,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$1,338,000</i>
01-97-0092	CDOT	IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave	CONST	\$8,108,000	Deferred		\$0	\$8,108,000
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
01-03-0019	Chicago Park District	Lakefront Trail Expansion, Ardmore Ave to Sheridan Rd	ENG1	\$300,000	Deferred		\$0	\$300,000
		<i>Previously programmed in FFY 2015</i>	<i>ENG1</i>	<i>\$300,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$300,000</i>

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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
11-09-0006	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings	CONST	\$938,000	Deferred		\$0	\$938,000
10-06-0003	Deerfield	Deerfield Rd Sidewalk	CONST	\$302,492	Deferred		\$0	\$302,492
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	ENG2	\$143,801	Deferred		\$0	\$143,801
		<i>Previously programmed in FFY 2015</i>	<i>ENG2</i>	<i>\$143,801</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$143,801</i>
09-12-0009	Elgin	Elgin CBD Bike Racks Program	CONST	\$68,800	Deferred		\$0	\$68,800
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	ENG2	\$7,618	Deferred		\$0	\$7,618
		<i>Previously programmed in FFY 2015</i>	<i>ENG2</i>	<i>\$7,618</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$7,618</i>
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
04-11-0009	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	CONST	\$452,000	Deferred		\$0	\$452,000
		<i>Previously programmed in FFY 2015</i>	<i>CONST</i>	<i>\$452,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$452,000</i>
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	CONST	\$2,063,917	Deferred		\$0	\$2,063,917
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	CONST	\$1,256,000	Deferred		\$0	\$1,256,000
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

*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
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	CONST	\$249,040	Deferred		\$0	\$249,040
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$249,040</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$249,040</i>
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	CONST	\$1,693,000	Deferred		\$0	\$1,693,000
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$1,693,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$1,693,000</i>
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	IMP	\$910,000	Deferred		\$0	\$910,000
<i>Previously programmed in FFY 2015</i>			<i>IMP</i>	<i>\$910,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$910,000</i>
04-12-0001	Oak Park	Madison St from Home Av to Lombard Av	ENG2	\$32,000	Deferred		\$0	\$32,000
12-10-0001	Romeoville	135th St Metra Parking Lot	CONST	\$2,840,000	Deferred		\$0	\$2,840,000
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$2,840,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$2,840,000</i>
04-00-0010	Schiller Park	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	CONST	\$320,000	Deferred		\$0	\$320,000
07-10-0001	Tinley Park	183rd St at Oak Park Ave	CONST	\$2,464,000	Deferred		\$0	\$2,464,000
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$2,464,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$2,464,000</i>
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG2	\$84,800	Deferred		\$0	\$84,800
<i>Previously programmed in FFY 2015</i>			<i>ENG2</i>	<i>\$84,800</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$84,800</i>
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	CONST	\$365,744	Deferred		\$0	\$365,744
41 line items in 2016 totalling:				\$50,430,474		\$0	\$0	\$50,430,474
2017								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	CONST	\$2,636,800	Deferred		\$0	\$2,636,800
<i>Previously programmed in FFY 2016</i>			<i>CONST</i>	<i>\$2,636,800</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$2,636,800</i>
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	CONST	\$2,397,000	Deferred		\$0	\$2,397,000
<i>Previously programmed in FFY 2016</i>			<i>CONST</i>	<i>\$2,397,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$2,397,000</i>

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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	CONST	\$272,000	Deferred		\$0	\$272,000
04-12-0001	Oak Park	Madison St from Home Av to Lombard Av	CONST	\$372,000	Deferred		\$0	\$372,000
		<i>Previously programmed in FFY 2016</i>	<i>CONST</i>	<i>\$372,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$372,000</i>
4 line items in 2017 totalling:				\$5,677,800		\$0	\$0	\$5,677,800
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
214 line items totalling:				\$163,204,785		\$57,008,136	\$18,766,427	\$87,430,222

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
2015	\$ 109,001,411	\$ 157,445,616	\$ (48,444,205)	\$ 26,396,250	\$ (74,840,455)	\$ 162,000,000	\$ 63,760,914	\$ 98,239,086
2016	\$ 105,471,000	\$ 83,066,030	\$ 22,404,970	\$ 50,430,474	\$ (28,025,504)	\$ 145,988,364		
2017	\$ 105,471,000	\$ 79,086,316	\$ 26,384,684	\$ 5,677,800	\$ 20,706,884	TBD		
2018	\$ 105,471,000	\$ 36,694,750	\$ 68,776,250	\$ 1,234,920	\$ 67,541,330	TBD		
2019	\$ 105,471,000	\$ -	\$ 105,471,000	\$ -	\$ 105,471,000	TBD		
	\$ 530,885,411	\$ 356,292,712	\$ 174,592,699	\$ 83,739,444	\$ 90,853,255	\$ 307,988,364	\$ 63,760,914	\$ 244,227,450

Current as of 12/4/2014

- Federal Unobligated or Apportionment:** Amount apportioned to the state based on CMAQ distribution formula and Congressional appropriation. Northeastern Illinois is allocated 95.21% of the state apportionment; however the full apportionment is used for a programming mark. FFY 2015 includes the unobligated balance from prior years, with funds currently in Advanced Construction considered to be obligated. FFY 2016-2019 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 2015 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 2015 includes funds deferred from prior years. Source: CMAQ database
- Unprogrammed Balance:** For current year, unobligated less currently programmed, excluding deferred line items; for future years, apportionment less currently programmed. This balance represents the funds that are available to program as of the current date.
- Unprogrammed Balance Minus Deferrals:** For current year, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed, including deferred line items.
- Obligation Goal:** Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years. Source: October 23, 2014 CMAQ Project Selection Committee meeting.
- Current FFY Obligations to Date:** Obligations (Federal Authorizations) through the "current as of" date. Projects in advanced construction are included as obligations. Source: CMAQ database
- Obligations Needed to Meet Goal:** Obligation Goal less Current FFY Obligations to Date.

Current Year Unobligated Balance Calculations:

FFY 2014 Federal Apportionment	\$ 105,471,000
Prior Years' Unobligated Balance	\$ 183,469,516 (+)
	\$ 288,940,516
Advanced Construction (All Years)	\$ 179,939,106 (-)
	\$ 109,001,411



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: December 18, 2014
Re: CMAQ Transit Project Expenditure Updates – Thru September 30, 2014

Staff conducted the Quarterly Transit Project Expenditure Update. This effort is intended to track transit project expenditures after each project has been obligated. Of the 47 transit projects reported on this quarter, 12 are complete, but not closed out. 5 projects have not expended any CMAQ funds yet. The table below summarizes the agencies' responses and provides federal dollars expended, unexpended balances, and the percent of obligated CMAQ funds expended on each agency's projects (excluding completed projects) to show the degree to which active projects are yet to be undertaken.

Agency	# of Projects	# of new "close outs"	# of completed projects (but not closed)	# of Active Projects w/ zero expenditures	Combined % expended on incomplete projects	Federal Dollars expended on incomplete projects	Remaining Balance on incomplete Projects (Federal Dollars)
RTA	8	0	1	0	12%	5,005,6040	42,292,980
CTA	11	1	3	2	52%	15,475,452	29,872,774
Metra	13	0	5	3	29%	11,043,282	37,628,406
Pace	7	0	1	0	33%	11,963,738	36,807,432
CDOT	8	0	2	0	33%	60,681,201	184,963,799
Totals	47	1	12	5	-	149,219,713	301,693,421



MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: December 11, 2014
Re: CMAQ Project Change Requests for consideration on December 18th

Ten projects have submitted scope and/or cost change requests for committee consideration and four administrative modifications were completed. The sponsors’ requests are attached; re-ranking analyses are available upon request.

A summary of the impacts of the requested cost changes on the fiscal constraint of the Transportation Improvement Program (TIP) is shown below.

All Requested Changes	2015	2016	2017	2018	2019
Current Program*	\$168,482,450	\$88,881,000	\$83,086,000	\$36,695,000	\$0
Unprogrammed Balance*	\$5,261,550	\$16,590,000	\$22,385,000	\$68,776,000	\$105,470,000
02-12-0002	Impacts FFY14				
07-01-0004 (increase)	\$467,000				
09-14-0002	\$1,481,000				
03-12-0004	\$1,392,000	\$1,040,000			
03-12-0002 (increase)	\$320,000				
03-12-0002 (reinstate)	\$480,000				
13-10-0005	Impacts FFY14				
11-06-0032	\$9,746,069				
01-09-0004	\$3,400,000				
Sum of requested changes	\$17,286,069	\$1,040,000	\$0	\$0	\$0
Revised Program	\$185,768,519	\$87,841,000	\$83,086,000	\$36,695,000	\$0
Rev. Unprogrammed Balance	-\$12,024,519	\$15,550,000	\$22,385,000	\$68,776,000	\$105,470,000

* Source: FFY 2014-2019 TIP. Includes administrative modifications.

Based on the projected \$12 million shortfall, staff is recommending that consideration of approval of increases for projects targeting the April 2015 state letting be tabled to the next committee meeting. Staff is also recommending disapproval of McHenry County’s request for a \$9,746,069 cost increase for project 11-06-0032. A summary of the impacts of the staff recommendations on the fiscal constraint of the TIP is shown below.

Staff Recommendation	2015	2016	2017	2018	2019
Current Program*	\$168,482,450	\$88,881,000	\$83,086,000	\$36,695,000	\$0
Unprogrammed Balance*	\$5,261,550	\$16,590,000	\$22,385,000	\$68,776,000	\$105,470,000
02-12-0002	Impacts FFY14				
07-01-0004 (increase)	\$467,000				
09-14-0002	Table				
03-12-0004	\$1,392,000	\$1,040,000			
03-12-0002 (increase)	Table				
03-12-0002 (reinstate)	Table				
13-10-0005	Impacts FFY14				
11-06-0032	Not Approve				
01-09-0004	\$3,400,000				
Sum of requested changes	\$5,259,000	\$1,040,000	\$0	\$0	\$0
Revised Program	\$173,741,450	\$87,841,000	\$83,086,000	\$36,695,000	\$0
Rev. Unprogrammed Balance	\$2,550	\$15,550,000	\$22,385,000	\$68,776,000	\$105,470,000

* Source: FFY 2014-2019 TIP. Includes administrative modifications.

For Committee Consideration:

McHenry County DOT – Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect (TIP ID 11-03-0018)

This project was originally approved as a Continuous Flow Intersection (CFI) for \$10,583,000 federal (\$13,229,000 total) for construction in FFY 2017 and a project total of \$10,583,000 federal (\$24,653,000 total).

The sponsor is requesting a scope change from a Continuous Flow Intersection (CFI) design to a conventional intersection design. The sponsor reevaluated the intersection with updated traffic projections. They determined that a conventional intersection design provides similar operational benefits to the original CFI design. Therefore, the conventional intersection is the sponsor's new preferred alternative. As a result of the scope change, the total cost of the project has increased in the amount of \$0 federal (\$842,000 total), bringing the total project cost to \$10,583,000 federal (\$25,495,000 total).

Due to the nature of the scope change the emission benefits were recalculated and a re-ranking of the project was done with the project ranking changing from 6th to 11th among all 2014-2018 Intersection Improvement proposals. The ranking among funded projects changed from 3rd to 7th, ahead of one other funded intersection improvement project.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the scope change to a conventional intersection design for McHenry County DOT – Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect (TIP ID 11-03-0018).

Staff notes that in many respects the revised scope results in a different project than the one approved by the MPO Policy Committee and CMAP Board. However, the revised project addressed the same problem at the same location, and so is within the more general scope of what was approved. Cases in which a sponsor requests to move a project to a different location, or to undertake a different activity, will continue to receive greater scrutiny.

Skokie – Skokie Valley Trail from Oakton St. to Village Limits (TIP ID 02-12-0002)

This project was originally approved for \$544,000 federal (\$680,000 total) for construction/CE in FFY 2012. A cost increase was approved in February 2013 for \$251,630 federal (\$314,537). The currently approved total project cost is \$795,630 federal (\$994,537 total).

The sponsor is requesting a cost increase of \$67,000 federal (\$110,000 total) for construction/CE in FFY 2014 based on the low bid (\$71,200 total) received in August 2014 and discovery of a needed drainage improvement (\$12,200 total) during construction. The cost of phase 2 engineering also increased by \$0 federal (\$27,000 total). If the cost increase is granted the total project cost would increase to \$862,000 federal (\$1,227,000 total).

A re-ranking was completed with the project ranking changing from 6th to 9th among all 2012-2016 Bicycle Facilities proposals. The ranking among funded projects changed from 3rd to 7th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested cost increase of \$67,000 federal CMAQ (\$110,000 total) for construction in FFY 2014 for a project total of \$862,000 federal (\$1,227,000 total) for Skokie – Skokie Valley Trail from Oakton St to Village Limits (TIP ID 02-12-0002).

Chicago Heights – Old Plank Rd Trail Ext. from Western to Euclid (TIP ID 07-01-0004).

This project was originally approved for \$57,550 federal CMAQ (\$71,938 total) for phase 1 engineering in FFY 2003, \$65,000 federal CMAQ (\$81,250 total) for phase 2 engineering in FFY 2013, and \$849,450 federal CMAQ (\$1,061,813 total) for construction/CE in FFY 2015 for a project total of \$972,000 federal CMAQ (\$1,215,001 total). Construction funds were deferred in October 2012 due to lack of progress on phase 2 engineering. Those funds were reinstated by staff as described in the Administrative Modifications portion of this memo.

The sponsor is requesting a cost increase for construction/CE in the amount of \$439,000 federal (\$548,000 total). The cost increase is the result of additional costs identified during phase 2 engineering which were not anticipated by the City. Funding will cover additional earthwork to provide adequate drainage and lighting for the trail parking lot. If the cost increase is granted the total project cost would increase to \$1,411,000 federal (\$1,763,000 total).

A re-ranking was completed with the project ranking changing 16th to 18th among 2001 Bike Facility projects. This project was the lowest ranked selected project, with the cost increase it would drop below 2 projects that were not selected for funding. The project is targeting the March 2015 state letting.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends consideration of the requested cost increase of \$439,000 federal CMAQ (\$548,000 total) for construction in FFY 2015 for a project total of \$1,411,000 federal (\$1,763,000 total) for Chicago Heights – Old Plank Rd Trail Ext. from Western to Euclid (TIP ID 07-01-0004).

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

This project was originally approved for \$100,000 federal (\$125,000 total) for phase 2 engineering in FFY 2014 and \$1,506,000 federal (\$1,883,000 total) for construction/CE in FFY 2015 for a project total of \$1,606,000 federal (\$2,008,000 total).

The sponsor is requesting a cost increase and a scope change. The requested cost increase is for construction/CE in the amount of \$1,186,000 federal (\$1,635,000 total). The scope change is the result of final engineering design and discussions between BNSF, Metra, Pace and City of Aurora staff. The revised plan provides for a variety of improvements to enhance mobility and traffic circulation and will result in an additional 420 parking spaces, which is an increase of 13 parking spaces from the initial application. If the cost increase is granted the total project cost would increase to \$2,792,000 federal (\$3,643,000 total). The project is targeting the April 2015 state letting.

A re-ranking was completed. Since this was the only commuter parking project selected in the FFY 14-18 program the project ranking did not change. The cost per Kg VOC eliminated increased from \$116 to \$200.

Recommendation to the CMAQ Project Selection Committee:

Due to fiscal constraint in the TIP at this time, staff recommends tabling approval of the scope change and cost increase of \$1,186,000 federal (\$1,635,000 total) for construction/CE for a total project cost of \$2,792,000 federal (\$3,643,000 total) for Aurora – Station Blvd Ext. to IL 59 Commuter Parking Lot (TIP ID 09-14-0002). Consideration is recommended at the proposed February 19th, 2015 meeting.

IEPA – Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project (TIP ID 13-10-0005)

This project was originally approved for \$3,380,000 federal (\$5,200,000 total) for implementation. This project received a cost increase of \$0 federal (\$1,700,000 total) in February 2013 and another cost increase of \$12,324,000 federal (\$17,260,000 total) in April 2013. This project also had a scope change approved in February 2013 that changed the engine type from a Tier II switcher locomotive to a Tier III line-haul locomotive.

The sponsor is requesting a cost increase in the amount of \$3,400,000 federal (\$5,230,000 total) as a result of the cost associated with the 12 cylinder Tier 3 710ECO repower kits. An 8 cylinder 710 ECO USEPA Tier 2 emissions retrofit kit was originally going to be used but has since been discontinued.

If the cost increase is granted the total project cost would increase to \$19,104,000 federal (\$29,390,000 total). The project was reanalyzed and the cost per kilogram of PM eliminated increased from \$308 to \$375 and the ranking changed from 3rd to 5th among 2010 Direct

Emissions Reduction projects. The first locomotive is assembled and expected to be released in January, 2015. One locomotive per month will be released until June or July, when two locomotives per month are expected. Slug locomotives will be released in April, May and June.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested cost increase of \$3,400,000 federal (\$5,230,000 total) for a total project cost of \$19,104,000 federal (\$29,390,000 total) for IEPA – Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project (TIP ID 13-10-0005).

McHenry – Miller Rd/Bull Valley Rd at N. Front St and Green St (TIP 11-06-0032)

This project was originally approved for \$89,360 federal (\$111,700 total) in FFY 2007 for phase 1 engineering, \$295,800 federal (\$369,750 total) in FFY 2008 for phase 2 engineering, and \$1,556,440 (\$1,945,550 total) in FFY 2009 for construction/CE for a project total of \$1,941,600 federal (\$12,295,000 total). This project also has other federal funds and non-matching local funds.

The sponsor is requesting a cost increase in the amount of \$9,746,000 federal (\$10,888,000 total) for construction in FFY 2015. The project was combined with other projects into one large project, with a portion constructed in FFY 2012 utilizing federal HPP funds that were initially included in the current project limits. Now that the project is ready for letting in January 2015, additional funds are being requested to spend down the region's unused CMAQ funding balance. If the cost increase is granted the total project cost would increase to \$11,688,000 federal CMAQ (\$23,183,000 total).

A re-ranking was completed with the project ranking changing from 3rd to 4th among all FFY 2007 intersection improvement projects.

Recommendation to the CMAQ Project Selection Committee:

Staff does not recommend approval. The initial application indicated the County's commitment of HPP funds to this project. Thus, the requested increase is largely due to the use of those funds on other work outside of the project limits, rather than a changed scope or higher costs. The Project Selection Committee agreed to a small number of similar "fund swaps" in past years to help address the large unobligated balance, but the unobligated balance is much smaller now and continues to shrink through obligations of funds as programmed. Approving this cost increase would result in the CMAQ program exceeding fiscal constraint. To accommodate it, other projects would need to be moved into out years of the program. Accomplishing these other projects now rather than in later years will be of more benefit to the region's air quality than increasing the funding to the subject project.

CDOT – Union Station Transportation Center (TIP ID 01-09-0004)

This project was originally approved for \$412,000 federal (\$515,000 total) for phase 1 engineering in FFY 2009, \$412,000 federal (\$515,000 total) for phase 2 engineering in FFY 2012, and \$4,720,000 federal (\$5,900,000 total) for ROW in FFY 2009 for a project total of \$5,544,000 federal (\$12,085,000 total). In December, 2012 a cost increase for \$1,600,000 federal (\$2,000,000 total) for ROW was approved. As part of the FFY 2014-18 program an additional \$15,788,000 federal (\$27,035,000 total) was approved for construction which brought the project total to \$22,932,000 federal (\$35,965,000 total). In addition to CMAQ funds there is also \$5,800,000 in FTA section 5309 funds programmed.

The sponsor is requesting a cost increase in the amount of \$0 federal (\$522,000 total) for phase 1 engineering and \$3,400,000 federal (\$4,250,000 total) for ROW. The increase is the result of mediation with the property owner and has been approved by a judge and the FTA. If the cost increase is granted the total project cost would increase to \$26,332,000 federal (\$40,737,000 total).

A re-ranking was completed with the project ranking unchanged in both the FFY 2009 and FFY 2014-2018 programs.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the cost increase of \$0 federal (\$522,000 total) for phase 1 engineering and \$3,400,000 federal (\$4,250,000 total) for ROW for a total project cost of \$26,332,000 federal (\$40,737,000 total) for CDOT – Union Station Transportation Center (TIP ID 01-09-0004).

IDOT – IL 59/Sutton Rd at Stearns Rd (TIP ID 03-12-0004)

This project was originally approved for dual left turn lanes on the north and south legs and right turn lanes on the north and west leg for \$0 federal (\$225,000 total) for phase 1 and 2 engineering in FFY 2012, \$160,000 federal (\$200,000 total) for ROW in FFY 2015, and \$1,200,000 federal (\$1,500,000 total) for construction/CE in FFY 2016 for a project total of \$1,360,000 federal (\$1,925,000 total).

The sponsor is requesting a cost increase and a scope change. The requested cost increase is \$1,392,000 federal (\$1,740,000 total) for ROW in FFY 15 and \$1,040,000 federal (\$1,300,000 total) for construction/CE in FFY 16 for a total increase of \$2,432,000 federal (\$3,040,000 total). The cost increase is due to the requested scope change to construct dual left turn lanes on all legs and right turn lanes on the east, west, and north legs. If the cost increase is granted the total project cost would increase to \$3,792,000 federal (\$4,965,000 total). The construction phase is targeting the January 2016 letting.

A re-ranking was completed with the project ranking changing from 11th to 21st among all 2012-2016 Intersection Improvement proposals. The ranking among funded projects changed from 5th to 12th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the scope change to construct dual left turn lanes on all legs and right turn lanes on the east, west, and north legs and a cost increase of \$1,392,000 federal (\$1,740,000 total) for ROW in FFY 15 and \$1,040,000 federal (\$1,300,000 total) for construction/CE in FFY 16 for a total increase of \$2,432,000 federal (\$3,040,000 total) and a project total of \$3,792,000 federal (\$4,965,000 total) for IDOT – IL 59/Sutton Rd at Stearns Rd (TIP ID 03-12-0004).

IDOT – IL 59 at W. Bartlett Rd (TIP ID 03-12-0002)

This project was originally approved for \$0 federal (\$90,000 total) for phase 1 and 2 engineering in FFY 2012, \$96,000 federal (\$120,000 total) for ROW in FFY 2012, and \$480,000 federal (\$600,000 total) for construction/CE in FFY 2013 for a project total of \$576,000 federal (\$810,000 total). Construction funds are currently deferred.

The sponsor is requesting a cost increase of \$320,000 federal (\$400,000 total) for construction/CE and is the result of the availability of 75% design updated cost estimate based on detailed quantity calculations and current bid tab pricing. If the cost increase is granted the total project cost would increase to \$896,000 federal (\$1,210,000 total). The project is targeting the April 2015 state letting.

A re-ranking was completed with the project ranking changing from 8th to 19th among all 2012-2016 Intersection Improvement proposals. The ranking among funded projects changed from 2nd to 10th.

Recommendation to the CMAQ Project Selection Committee:

Due to fiscal constraint in the TIP at this time, staff recommends tabling approval of the cost increase of \$320,000 federal (\$400,000 total) for construction/CE and the reinstatement of deferred funds for IDOT – IL 59 at W. Bartlett Rd (TIP ID 03-12-0002). Consideration is recommended at the proposed February 19th, 2015 meeting.

Metra – Installation of GenSets on Two Metra Switch Engines (TIP ID 13-10-0007)

This project was originally approved for \$2,800,000 federal (\$3,500,000 total) in FFY 2010 for implementation to retrofit two existing switch engine locomotives with GenSets.

The sponsor is requesting a scope change to procure two Tier III repowered switch engine locomotives instead of retrofitting with GenSets due to the age of the existing locomotives and recommendations from several vendors. The sponsor is not requesting a cost change.

Due to the nature of the scope change the emission benefits were recalculated and a re-ranking was completed with the project ranking unchanged at 13th among projects in the FFY 2010 program.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested scope change to Tier III repowered switch engine locomotives for Metra – Installation of GenSets on Two Metra Switch Engines (TIP ID 13-10-0007).

Administrative Modifications

Staff completed the following administrative modifications:

Lake County DOT – Cedar Lake Rd. at Monaville Rd. (TIP ID 10-00-0113)

The sponsor requested to transfer unused funds from Phase 1 (FFY 2008) and Phase 2 (FFY 2012) Engineering to ROW (FFY 2011) in the amount of \$83,000 CMAQ (\$103,000 total) and to release surplus funds from Phase 2 Engineering (FFY 2012) and Construction (FFY 2013) in the amount of \$3,201,000 CMAQ (\$3,845,000 total). Staff completed the transfer and release of funding as an administrative modification.

CDOT – City of Chicago Bicycle Fleet Program (TIP ID 01-08-0004)

In their October Status Update, the sponsor indicated that the scope of this project was largely replaced by the Divvy program and therefore requested that CMAP withdraw the \$80,000 CMAQ (\$100,000 total) for Implementation, which had been previously deferred. Staff completed the withdrawal of funding.

IDOT – IL 19/Irving Park Rd at IL 59 (TIP ID 03-12-0009)

The sponsor requested withdrawal of the project from the CMAQ program due to increasing costs and greater property impacts than originally estimated. \$56,000 federal (\$70,000 total) for ROW in FFY15 and \$280,000 federal (\$350,000 total) for Construction in FFY15 has been withdrawn by staff as an administrative modification.

Chicago Heights - Old Plank Road Trail Extension from Western to Euclid (TIP ID 07-01-0004)

The sponsor requested reinstatement of \$849,450 federal (\$1,143,000 total) for Construction/CE. Readiness was demonstrated with the submittal of pre-final plans on October 17, 2014. The project is targeting the March 2015 state letting. Staff completed the reinstatement as an administrative modification. The sponsor also requested a cost increase of \$439,000 federal (\$548,000 total) for committee approval.

###

CMAQ Cost Change Request Form

Project Identification

TIP ID	11-03-0018	Sponsor	McHenry County Division of Transportation
Project Location Description	Randall Road and Algonquin 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	2006	2,900	-				<input checked="" type="checkbox"/>
ENG 2	2013	1,082	-				<input type="checkbox"/>
ROW	2014	7,442	-				<input type="checkbox"/>
CONST	2016	12,026	9,621	80	CMAQ	LOCAL	<input type="checkbox"/>
CE	2016	1,203	962	80	CMAQ	LOCAL	
Total		24,653	10,583				

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	2006	754	-				
ENG 2	2014	2,451	-				
ROW	2014	8,900	-				
CONST	2017	12,172	9,621	79	CMAQ	LOCAL	Jan. 2017
CE	2017	1,217	962	79	CMAQ	LOCAL	Jan. 2017
Total		25,495	10,583				

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					
CONST					
CE					
Total					

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

Reason for Request

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

State and Federal Project Information

Select One.

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

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

Additional Comments

Engineering costs have been prorated accordingly for the intersection improvement limits.

CMAQ Scope Change Request Form

Project Identification

TIP ID	11-03-0018	Sponsor	McHenry County Division of Transportation
Project Location Description	Randall Road at Algonquin Road Intersection		

Revised Project Scope

A reevaluation of the intersection with updated traffic projections determined that a Conventional Intersection design provides similar operational benefits as the original Continuous Flow Intersection (CFI) design.

The Conventional Intersection is the new preferred alternative (see Exhibit A). The project limits and cost have not changed. The project has support from the RTOC committee and that the scope change does not change the overall importance of this project to the Randall Road corridor in conjunction with the other Randall Road projects approved under the 2012 CMAQ call for projects.

Randall Road will have three through lanes, a fourth outside auxiliary lane, traditional dual left turn lanes, and dedicated right turn lanes at Algonquin Road. Algonquin Road will have two through lanes, a third outside eastbound auxiliary lane along the east leg, triple left turn lanes, and dedicated right turn lanes at Randall Road. Triple lefts were used to accommodate left turn queues at Randall Road, while allowing left in access to anchor businesses.

Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved Randall Road and Algonquin Road	Marked Route # FAP 336 & FAP 339	
North/West Reference Point/Cross St/Intersection 600 feet south of Acorn Lane / Polaris Drive	Marked Route # FAU 4091	Municipality & County Lake in the Hills / McHenry County
South/East Reference Point/Cross St/Intersection 1000 feet north of Bunker Hill Drive / Huntington Road	Marked Route # FAU 4013	Municipality & County Algonquin / McHenry
Other Project Location Information Randall Road at Algonquin Road Intersection and Signal Interconnect Improvements		

Changes to Emissions Benefit Analysis

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

Cost/Schedule Changes

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

Additional Comments

The project was remodeled using the updated GOTO 2040 numbers and the analysis demonstrates that the conventional improvements (both opening day and design year) operates very closely to the original CFI design. Modeling for the CFI using the updated GOTO 2040 numbers can be provided upon request.

VISSIM and Synchro models are available if this would aid CMAP's review of the project benefits. Please call and/or meet with the County's consultant directly with any traffic and emission benefit analysis questions. Contact information has been provided below.

Ryan Jacox PE, PTOE
TranSystems
312-669-5826
rpjacox@transystems.com

Changes to Emissions Benefit Analysis – Interconnects, Traffic Flow & Transit

SIGNAL INTERCONNECTS	
Project Length (miles):	
Distance between the last two signals at both ends of the project (miles):	North/West End:
Show the location of all signals on the map	South/East End:
Posted Speed (miles per hour – for each segment):	
Current Traffic Volume (ADT – Indicate year for each segment):	
If project is part of a transit signal priority (TSP) corridor, give name:	

TRAFFIC FLOW IMPROVEMENTS	
Attach updated “After Improvement” Input Module Worksheets	
Type of Project (Check One) <input checked="" type="checkbox"/> Intersection Improvement <input type="checkbox"/> Bottleneck Elimination	
Project Length (Miles – Bottleneck Elimination and Multiple Intersections Only): NA	
Posted Speeds (Miles Per Hour For Each Street): <u>NB/SB Randall Road 45 mph; EB Algonquin Road 45 mph before intersection and 40 mph after intersection; WB Algonquin Road 40 mph</u>	
Current Traffic Volume For Each Street (ADT – Indicate Year): <u>2014</u> <u>Randall Road (south leg - 58,000) (north leg - 52,000); Algonquin Road (west leg - 32,200) (east leg - 34,500)</u>	
Are pedestrian or bicycle facilities to be added as part of this project? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If “Yes” is checked, and the scope change involves these facilities, complete the section on pedestrian/bicycle facilities.	
Do queues currently clear on the major street at signalized intersections in the pm peak period? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

CMAQ Cost Change Request Form

Project Identification

TIP ID	02-12-0002	Sponsor	Village of Skokie
Project Location Description	Skokie Valley Trail Multi Use Path Oakton Street to Lincoln Avenue		

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	n/a	n/a	n/a	n/a	n/a	X
ENG 2	2011	122	0	0	n/a	Local	X
ROW	n/a	n/a	n/a	n/a	n/a	n/a	X
CONST	2015	995	796	80%	CMAQ	Local	X
CE							
Total		1117	796	71%			

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							
ENG 2	2011	149	0	0	n/a	Local	6/1/11
ROW							
CONST	2015	1078	862	80%	CMAQ	Local	7/23/14
CE							
Total		1227	862	70%			

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		27	0	0	
ROW					
CONST	2015	83	66	80	
CE					
Total		110	67		

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 low bidder was \$71, 209.58 greater than the total cost of the approved Agreement (BLR 05310) and in laying out the project in the construction phase; a needed drainage improvement of \$12,200.00 presented itself.

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-91-470-12	CMM-4003 (051)	
ENG			
IMP			

Additional Comments

Enclosed is a copy of the Joint Agreement, the PPI, the construction award memo and the memo identifying the drainage improvement.

CMAQ Cost Change Request Form

Project Identification

TIP ID	07-01-0004	Sponsor	City of Chicago Heights
Project Location Description	Old Plank Road Trail Extension from Western to Euclid		

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	2003	72	58	80	CMAQ	City	<input checked="" type="checkbox"/>
ENG 2	2013	81	65	80	CMAQ	IDNR	<input checked="" type="checkbox"/>
ROW	n/a	n/a	n/a	n/a	n/a	n/a	<input type="checkbox"/>
CONST	MYB	994	739	74	CMAQ	IDNR	<input type="checkbox"/>
CE	n/a	149	110	74	CMAQ	IDNR	
Total		1296	972	80			

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	2011	72	58	80	CMAQ	City	
ENG 2	2013	81	65	80	CMAQ	IDNR	10/24/2012
ROW	n/a	n/a	n/a	n/a	n/a	n/a	n/a
CONST	2015	1400	1120	80	CMAQ	IDNR	03/06/2015
CE	2015	210	168	80	CMAQ	IDNR	03/06/2015
Total		1763	1411	80	CMAQ		

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		0	0		
ENG 2		0	0		
ROW		n/a	n/a	n/a	
CONST	2015	406	363	80	
CE	2015	61	58	80	
Total		467	439	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.

Additional costs were identified during Phase 2 Engineering which were not anticipated by the City. Funding will cover additional earthwork to provide adequate drainage and lighting for the trail parking lot.

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-519-01	CMM-8003(144)	
ENG 2	D-91-519-01	CMM-9003(851)	
ROW	R-		
CONST	C-91-519-01	CMM-9003(852)	
ENG			
IMP			

Additional Comments

The sponsor requests reinstatement of funding for construction, which is currently deferred. . The phase is ready and has met the necessary accomplishment goal: Pre-final plans were submitted to IDOT District 1 on October 17, 2014.

CMAQ Cost Change Request Form

Project Identification

TIP ID	09-14-0002	Sponsor	City of Aurora
Project Location Description	Station Blvd Extension to IL. 59 commuter Parking Lot		

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		100	0	0	NA	City of Aurora	<input checked="" type="checkbox"/>
ENG 2	2014	125	100	80	CMAQ-STA	City of Aurora	<input type="checkbox"/>
ROW	NA	NA	NA	NA	NA	NA	<input type="checkbox"/>
CONST	2015	1,712	1,370	80	CMAQ-STA	City of Aurora	<input type="checkbox"/>
CE	2015	171	136	80	CMAQ-STA	City of Aurora	
Total		2,108	1,606	76			

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		136	0	0	NA	City of Aurora	2014
ENG 2	2014	143	100	70	CMAQ-STA	City of Aurora	3/6/2015
ROW	NA	NA	NA	NA	NA	NA	NA
CONST	2015	3,182	2,546	80	CMAQ-STA	City of Aurora	4/24/2015
CE	2015	182	146	80	CMAQ-STA	City of Aurora	4/24/2015
Total		3,643	2,792	77			

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	0	36	0	NA	NA
ENG 2	0	18	0	70	NA
ROW	0	0	0	NA	NA
CONST	2015	1,470	1,176	80	NA
CE	2015	11	10	80	NA
Total		1,535	1,186	77	NA

Reason for Request

Check here if the reason is a scope change and complete a Scope Change Request form.

The original concept design submitted with the City's grant application has changed, resulting in a change in project scope and construction cost. The revised plan provides for a variety of improvements in order to enhance vehicle/pedestrian mobility, safety and traffic circulation. CMAQ funds are being ask to fund this increase.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-232-14	CMM-4003 (286)	
ROW	R-		
CONST	C-91-232-14	CMM-4003 (287)	
ENG			
IMP			

Additional Comments

The City of Aurora has elected to provide local funds for professional engineering services associated with these scope changes and applied for Army Corp of Engineers (ACOE) and Illinois Department of Natural Resources (IDNR) permits to try to stay on schedule. There was a cost increase of \$36,000 during phase I engineering, which included additional surveying, several revisions to the concept plan, prepared documents for permit application to IDNR and ACOE and Pace area design. There was an increase of \$18,000 during phase 2, which included landscape design, watermain design and soil borings.

CMAQ Scope Change Request Form

Project Identification

TIP ID	09-14-0002	Sponsor	City of Aurora
Project Location Description	Station Blvd. Extension to IL. 59 Commuter Parking Lot		

Revised Project Scope

As the City moved into final engineering design phase and had discussions with BNSF, Metra, Pace and City Staff, the original concept design submitted with the City's grant application has changed, which resulted in a change in project scope and cost. The revised plan provides for a variety of improvements to enhance mobility and traffic circulation and will: 1. Address and incorporate BNSF, Metra and Pace comments, 2. Provide safer pedestrian walkway with improve flow of traffic from one mode of transit to another, 3. Reduce pedestrian/auto/bus conflict with the relocation of Pace staging area and provide higher level of service for buses departing from the parking lot, 4. Add 420 parking spaces which increased the total additional by 13 as compared to the initial application (407 additional parking spaces; existing 2,248, proposed 2,668)

Below is a brief summary of our proposed scope changes. Please also reference the attach exhibit 1 which is the original concept plan provided in the initial application and exhibit 2, which is the current design.

1. The driveway aisles have been changed to run north to south to provide safer pedestrian route. Instead of angled parking, the parking is now perpendicular (90) to the drive aisle.
2. A new sidewalk was added to connect the existing sidewalk to existing west side of the platform. This will allow for better pedestrian access as well as safer condition during snow removal operations on the platform.
3. Existing Pace staging/drop off area will be relocated to the east parking lot. At the current drop off area, pedestrian movements are through the drop off area, which is a safety concern. In addition, the Pace buses are currently experiencing congestion during peak hour demands. A traffic control device will be installed at the Pace access drive and will be interconnected to the Traffic Signal at Station Blvd and Meridian Lakes Drive to provide Pace and the City Trolley priority. This will allow much faster and easier departures then existing conditions and we would hope this will result in increased Pace ridership. The proposed drop off platform can accommodate 8 buses and currently there are 5 Pace bus routes.
4. Additional driveways have been added from the parking lot to Meridian Lakes Dr. to increase exiting capacity during peak hours. This included a full access main driveway centered on the western half of the parking lot and aligned with an existing full access.
5. Due to the fact that some of the parking lot lights are over 20 years old and the isle orientation is being rotated, the existing parking lot lighting will be replaced. Relocating and reusing the existing lights is not recommended because of their condition, warranty and safety concerns. The City is planning to use LED fixtures.

The change in scope and design resulted in changes in construction costs. The City is respectfully requesting a cost increase in CMAQ funds and a Change is Cost Request Form is also being submitted for consideration.

Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved Station Blvd. Extension to IL. 59 Commuter Parking Lot	Marked Route # NA	
North/West Reference Point/Cross St/Intersection Meridian Lake Drive	Marked Route # NA	Municipality & County Aurora
South/East Reference Point/Cross St/Intersection Station Blvd. & Meridian Lake Drive	Marked Route # NA	Municipality & County Aurora
Other Project Location Information Station Blvd. Extension to IL. 59 Commuter Parking Lot		

Changes to Emissions Benefit Analysis

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

Cost/Schedule Changes

- The scope change will result in a cost change. A Cost Change Request form was submitted.
 The scope change will result in a schedule change. A Schedule Change Request form was submitted.

Additional Comments

As part of the completion of the south leg of Station Blvd at the intersection of Station Blvd and Meridian Lakes Dr. local funds were expended to install conduits, hand holes, pavers, sidewalk, and traffic signal foundation in anticipation of the full intersection improvements.

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

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

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

COMMUTER PARKING
Project Location: <input type="checkbox"/> City Of Chicago <input checked="" type="checkbox"/> Suburban
Net Number Of New Vehicle Spaces: <u>420</u> Net Number Of New Bicycle Spaces: _____
Utilization Rate: <input type="checkbox"/> New Lot <input checked="" type="checkbox"/> Existing Lot (Indicate Actual Utilization): <u>100</u> Percent
Existing Parking Spaces And Price:
<u>1540</u> SPACES at \$ <u>2</u> PER <u>day</u> (hr/day/mo) _____ SPACES at \$_____ PER _____ (hr/day/mo)
<u>708</u> SPACES at \$ <u>40</u> PER <u>month</u> (hr/day/mo) _____ SPACES at \$_____ PER _____ (hr/day/mo)
Line-Haul Trip Length (One-Way Miles to the Nearest Tenth): 9,680
If line haul trip length is not a milepost figure, provide basis for value provided:
COMMUTER PARKING STRUCTURES
NET GAIN IN SPACES AVAILABLE TO TRANSIT USERS – deduct spaces removed within 1,800 feet of project site from gain
PROPOSED DAILY FEE TO BE CHARGED
WALKING DISTANCE TO STATION PLATFORM – distance in feet from center of parking facility site to nearest edge of transit staging area.
BUS SERVICE AVAILABILITY – number of bus routes currently serving the transit facility.
BICYCLE PARKING AVAILABILITY – number of bicycle parking spaces built in conjunction with the parking facility, separated by racks vs. lockers or spaces within the parking structure.

CMAQ Cost Change Request Form

Project Identification

TIP ID	13-10-0005	Sponsor	Illinois Environmental Protection Agency
Project Location Description	Norfolk Southern Corporation's Chicago Area Rail Yards		

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	2014	24,160	15,704	65	CMAQ	Norfolk Southern	<input type="checkbox"/>
Total	2014	24,160	15,704	65	CMAQ	Norfolk Southern	

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	2014	29,390	19,104	65	CMAQ	Norfolk Southern	3/4/2014
Total	2014	29,390	19,104	65	CMAQ	Norfolk Southern	3/4/2014

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	2014	5,230	3,400	65	
Total					

Reason for Request

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

During the contract period, the Electro-Motive Division (EMD) 8 cylinder 710 ECO USEPA Tier 2 emissions retrofit kit was discontinued in favor of the 12 cylinder Tier 3 710ECO repower kit. EMD increased the cost of the kit by almost \$300,000. In addition, Norfolk Southern's labor rate increased from an average of \$25.20 an hour to \$30 an hour through collective bargaining, resulting in an increase in costs for installing the retrofit kits. Additional cost per locomotive is now \$348,686 for a total project increase of \$5,230,290.

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	C-97-731-10	CMM-9003(692)	

Additional Comments

NS Chicago Yard Repower Cost Increase Explanation

- Original Grant Awarded for four gensets built to US EPA Tier 2 Standards
 - Total project cost of \$5,200,000 with a grant award of \$3,380,000
- During contract negotiation, NS gained some experience with its existing fleet of gensets and determined they did not meet the reliability and performance expectations
- Instead of gensets, NS requested to use the grant awards to buy 3 710ECO, US EPA Tier 2 mother locomotives and 3 slugs.
 - Even though the total number of engined locomotives was reduced from 4 to 3, the slugs cost increased, Norfolk Southern's share above 35%, since it was estimated the 3 mother slug sets would have a total cost around \$5,800,000 – NS would cover the additional \$600,000
- An additional 12 repowers were awarded to convert the entire NS yard and local locomotive fleet to emissions friendlier locomotives
 - Originally intended for the 710ECO 8-cylinder Tier 2 package.
- During the contract period, the EMD 8 cylinder 710ECO US EPA Tier 2 emissions retrofit solution was discontinued in favor of the 12 Cylinder Tier 3 710ECO Repower kit
 - EMD increased the cost of the kit by almost \$300,000
 - In addition, NS' labor rate increased from an average of \$25.20 an hour to \$30 an hour through collective bargaining, resulting in an increase costs for installing the retrofit kits.
- The additional horsepower of the 12 cylinder kit will also ensure that as the loads increase in the Chicago yards, the amount of extra locomotives will NOT be needed; thus saving emissions.
- Additional cost per locomotive is now \$348,686 for a total project increase of \$5,230,290
 - NS is requesting the 65% cost share of \$3,399,688

Current Program Status and Future Scheduling

- The first locomotive is assembled, and in line for painting and testing.
 - Expected release from the Juniata Locomotive Shop is in January, 2015
 - The first locomotive that goes through a program usually takes a little longer for assembly and testing.
 - The Thanksgiving and Christmas holidays have slowed up production at the shop.
- Starting January, one locomotive per month will be released until June or July when two locomotives per month are expected
 - The Shop schedule is more amenable to ramping up production in the summer
 - Winter is usually hard on locomotives, NS must keep its mainline locomotives running in the winter
- The first slug locomotive will be released early April
 - Slugs 2 and 3 will be released in May and June, respectively

CMAQ Cost Change Request Form

Project Identification

TIP ID	11-06-0032	Sponsor	City of McHenry/McHenry County
Project Location Description	Miller Road/Bull Valley Road at N. Front St and Green St.		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2007	112	89	80	CMAQ		<input checked="" type="checkbox"/>
ENG 2	2010	370	296	80	CMAQ		<input checked="" type="checkbox"/>
ROW							<input checked="" type="checkbox"/>
CONST	2015	1,945	1,556	80	CMAQ		<input type="checkbox"/>
CMAQ Subtotal		2,427	1,942	80			
ENG1		483		Per original application, non-CMAQ eligible items would be funded with HPP, STP and HSIP			
ENG2		310					
ROW		1,500					
CONST		6,555					
CE		1,020					
E1, E2, R, C			6,364			HPP	
CONST			1,530		STP & HSIP		
Non-CMAQ Subtotal		9,868	7,894	80			
Total		12,295	9,836	CMAQ: 16% of total cost			

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2007	111	89	80	CMAQ	Local	1/11/2010
ENG2	2010	370	296	80	CMAQ	Local	9/30/2013
CONST	2015	14,140	11,312	80	CMAQ	Local	12/4/2014
CMAQ Subtotal		14,621	11,697	80			
ENG1	2007	766	612	80	HPP	Local	
ENG2	2010	865	671	78	TCSP	Local	
ROW	2015	2,100	0	0	n/a	Local	
CONST	2015	2,523	1,500	60	STP-L	Local	
CONST	2015	443	354	80	TAP-S	Local	
CE	2015	1,865	0	0	n/a	Local	
Non-CMAQ Subtotal		8,562	3,137	37		Local	
Total		23,183	14,834	CMAQ: 50% of total cost			
CONST ¹	2012	18,562	5,288	29	HPP	Local	

1 – These funds spent on the same TIP ID, but outside the limits of the CMAQ project. The HPP funds originally part of the original CMAQ project limits were diverted to this line item. ENG1 and ENG2 appears to have included both the limits of CMAQ project and extended limits. ROW was included within the original application limits, it is unknown if the final ROW cost was wholly for the CMAQ-eligible project.

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	2010	282	0		
ENG 2	2013	555	0		
ROW	2015	600	0		
CONST	2015	8,606	9,746		
CE	2015	845	0		
Total		10,888	9,746		

Reason for Request

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

Project was combined with other projects into one large project. Now that project is ready for letting, additional funds are being requested to spend down the regions unused CMAQ funding balance.

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-91-425-12	CMM-M-4003(020)	
ENG			
IMP			

Additional Comments



McHenry County

Division of Transportation

Joseph R. Korpalski, Jr., P.E.
Director of Transportation/County Engineer

2015 Congestion Mitigation Air Quality Funding Increase Request
Miller Road/Bull Valley Road at N. Front St and Green Street – TIP ID 11-06-0032

December 4, 2014

Ms. Kama Dobbs
Chicago Metropolitan Agency for Planning
Willis Tower
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Ms. Dobbs:

On behalf of McHenry County I would like to thank you for the opportunity to request additional funding for the 2015 Congestion Mitigation Air Quality program. McHenry County, the City of McHenry, and IDOT has been working since 2006 to bring this project to a close, and we are excited that it is in a position to be completed. Given the recent concerns about the lack of spending down the current unobligated CMAQ funds and this projects readiness with it being on the January 2015 letting, we feel this project is in excellent position to assist with that concern.

This project was originally combined into one large project that extended from River Road on the east to Illinois Route 31 on the west. In order to take advantage of right-of-way acquisition already completed and the need to use \$6.34 million in HPP funding in danger of being rescinded, it was broken up into two separate contracts. Contract 1 was completed in 2013 and involved the construction of a new bridge over the Fox River to add one lane in each direction to Charles Miller Road. The remainder of the project, Contract 2, has been cleared for the IDOT January 16, 2015 letting, and is being funded with remaining CMAQ dollars, STP-Local funding, ITEP funding, and with the current project shortfall (approximately 80%) being made up by the local agencies involved in the project (County, City of McHenry, and IDOT).

Since Contract 2 is ready for the January 2015 letting, McHenry County is requesting an additional \$9,746,069 of CMAQ funds. This would cover 61% of the federally eligible construction costs for Contract 2. While this is a rather large amount of CMAQ funding we are requesting, based on the spend down need, this project is ready now to help CMAP and the region use these valuable funds. In return, applying the spent down CMAQ funding available would allow local funds to target other roadway projects in McHenry County.

If you have any questions or comments please do not hesitate to contact Design Manager Wally Dittrich at (815) 334-4980.

Very Truly Yours,

A handwritten signature in blue ink that reads "Joseph R. Korpalski Jr." with a stylized flourish at the end.

Joseph R. Korpalski, Jr., P.E.
Director of Transportation/County Engineer

Enclosures (1)

c: Joseph Gottemoller, Chairman - McHenry County Board
Carolyn Schofield – McHenry County Board and CMAP Board Representative
Chris Snyder – CMAQ Committee, County Representative
John Fortmann – IDOT Deputy Director of Highways/Region One Engineer

CMAQ Cost Change Request Form

Project Identification

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

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*
ENG 1	2012	515	412	80	CMAQ	City (TIF)	<input checked="" type="checkbox"/>
ENG 2	2012	515	412	80	CMAQ	City (TIF)	<input checked="" type="checkbox"/>
ROW	2012	7,900	6,320	80	CMAQ	City (TIF)	<input checked="" type="checkbox"/>
CONST	2014	16,970	13,576	80	CMAQ	City (TIF)	<input type="checkbox"/>
	2013	6500	5,200	80	FTA 5309		
CE	2014	2,765	2,212	80	CMAQ	City (TIF)	
	2013	800	640	80	FTA 5309		
Total		35965	28,772				

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	2012	515	412	80	CMAQ	City (TIF)	
ENG 2	2012	1037	412	40	CMAQ	City (TIF)	
ROW	2013	12,150	9,720	80	CMAQ	City (TIF)	
CONST	2014	16,970	13,576	80	CMAQ	City (TIF)	
	2014	6500	5,200	80	FTA 5309		
CE	2014	2,765	2,212	80	CMAQ	City (TIF)	
	2014	800	640	80	FTA 5309		
Total		40,737	32,172				

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	2012	522		40	
ROW	2014	4,250	3,400	80	
CONST					
CE					
Total		4,762	3,400	80	

Reason for Request

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

The current funding reflected ROW costs at time of FTA-approved appraisal based offer. The property owners responded with higher appraisals (which could have driven the ROW budget to \$15,000,000).

The acquisition then went to court for condemnation, where judge advised mediation. This request is based on the valuations that resulted from this mediation - which have already been approved by the judge in the condemnation hearing and by FTA (FTA letters attached) - as well as a revision of the acquisition services budget to \$300,000 due to the extended litigation process.

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-		IL-95-X013-00
ENG 2	D-		IL-95-X013-00
ROW	R-		IL-95-X013-01 and -02
CONST	C-		IL-95-X013-02

Additional Comments

Due to the court deadlines, payments for the parcels have been executed. However they are still eligible for FTA funding (through CMAQ) due to advance award authority.

Engineering was completed under a single contract. Cost increases in the contract have been assigned to the ENG2 line

CMAQ Cost Change Request Form

Project Identification

TIP ID	03-12-0004	Sponsor	IDOT – D1
Project Location Description	IL 59 Sutton Rd FROM Stearns Rd (COOK)		

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	2012	225	0	0		State	<input checked="" type="checkbox"/>
ENG 2	n/a	w/Eng 1					<input type="checkbox"/>
ROW	FFY15	200	160	80	CMAQ	State	<input type="checkbox"/>
CONST	FFY16	1,500	1,200	80	CMAQ	State	<input type="checkbox"/>
CE							
Total		1,925	1,360				

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	2012	225	0	0		State	
ENG 2	n/a	w/Eng 1					
ROW	FFY15	1,940	1,552	80	CMAQ	State	
CONST	FFY16	2,800	2,240	80	CMAQ	State	
CE							
Total		4,965	3,792				

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	0	0		
ENG 2	n/a	w/Eng 1			
ROW	FFY15	1,740	1,392	80	
CONST	FFY16	1,300	1,040	80	
CE					
Total		3,040	2,432		

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.

See Scope Change Request form.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-91-032-13		
CONST	C-		
ENG			
IMP			

Additional Comments

CMAQ Scope Change Request Form

Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>).

TIP ID	03-12-0004	Sponsor	IDOT – D1
Project Location Description	IL 59 Sutton Rd FROM Stearns Rd (COOK)		

Revised Project Scope

Briefly describe the nature of the scope change requested (for example, “Extend the south limit from 1st St. to 3rd St. to provide connectivity to existing multi-use path on 3rd St.” or “Purchase 2013 model year trucks instead of the requested 2012 model year trucks.”)

Original Scope: Dual left turn lanes north and south legs, RTL north and west leg. Revised Scope: Dual lefts all legs, RTL east, west, north legs.

Changes to Location/Limits

If the scope change involves changes to the location and/or limits of the project, complete the following table and attach a map sufficient to accurately locate this project in a GIS system.

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

Changes to Emissions Benefit Analysis

Complete the appropriate table for the project type and provide additional attachments if required, or check below to indicate that the scope change will not change the emissions benefits of the project.

The proposed scope change will not affect the emissions benefits of the project. Skip to the Changes to Project Schedule section of this form.

TRAFFIC FLOW IMPROVEMENTS
Attach updated "After Improvement" Input Module Worksheets
Type of Project (Check One) <input checked="" type="checkbox"/> Intersection Improvement <input type="checkbox"/> Bottleneck Elimination
Project Length (Miles – Bottleneck Elimination and Multiple Intersections Only): _____
Posted Speeds (Miles Per Hour For Each Street): <u>IL 59 – 45 mph; Stearns – 35 mph.</u>
Current Traffic Volume For Each Street (ADT – Indicate Year): <u>IL 59 – (36,000 in 2012); Stearns (16,300 in 2012).</u>
Are pedestrian or bicycle facilities to be added as part of this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If "Yes" is checked, and the scope change involves these facilities, complete the section on pedestrian/bicycle facilities.
Do queues currently clear on the major street at signalized intersections in the pm peak period? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No In addition, in the AM Peak the EB to NB does not clear.

Changes to Project Schedule

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

Phase	Starting FFY	Anticipated Authorization
ENG1	In-house	
ENG2	In-house	
ROW	2015	
CONST	2016	

Phase	Starting FFY	Anticipated Authorization
ENG		
IMP		

Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses. Check here if the scope change will result in a cost change and complete a [Cost Change Request](#) form.

Cost change due to scope change to add dual left turn lanes on east and west approaches, and right turn lane on east approach necessitated by AM peak hour demand. In addition, complete streets policy requires sidewalk and connections consisting of new shared use path on the east side of IL 59 (2,200 feet), a new sidewalk on the west side of IL 59 (1,800 feet), and a new sidewalk on the south side of Stearns west of IL 59 (600 feet), and the replacement of sidewalk with shared use path on the north side of Stearns west of IL 59.

CMAQ Cost Change Request Form

Project Identification

TIP ID	03-12-0002	Sponsor	IDOT – D1
Project Location Description	IL 59 Sutton Rd FROM W Bartlett Rd (COOK/Bartlett)		

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	2012	90	0	0		State	<input checked="" type="checkbox"/>
ENG 2	n/a	w/ Eng 1					<input type="checkbox"/>
ROW	FFY14	120	96	80	CMAQ	State	<input type="checkbox"/>
CONST	MYB	600	480	80	CMAQ	State	<input type="checkbox"/>
CE							
Total		810	576				

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	2012	90	0	0		State	
ENG 2	n/a	w/ Eng 1					
ROW	FFY14	120	96	80	CMAQ	State	
CONST	FFY15	1,000	800	80	CMAQ	State	04CY15
CE							
Total		1,210	896				

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	2012	0	0	0	
ENG 2	n/a	w/ Eng 1			
ROW	FFY14	0	0	80	
CONST	FFY15	400	320	80	
CE					
Total		400	320		

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 75% Design updated cost estimate based on detailed quantity calculations and current bid tab pricing.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-90-001-13		
CONST	C-91-300-12		
ENG			
IMP			

Additional Comments

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CMAQ Scope Change Request Form

Project Identification

TIP ID	13-10-0007	Sponsor	Commuter Rail Division of the Regional Transportation Authority (Metra)
Project Location Description	Western Avenue Yard, and Milwaukee District 47 th Street Yard, and Rock Island District		

Revised Project Scope

Metra is proposing to revise the scope of this project in order to procure two repowered switch engine locomotives instead of retrofitting two existing switch engine locomotives with GenSets. The repowered switch engine locomotives will be used to replace one switch engine locomotive currently assigned to the Western Avenue Yard on the Milwaukee District (NIRC 7) and one switch engine locomotive currently assigned to the 47th Street Yard on the Rock Island District (NIRC 1). The current switch engine locomotives will be disposed of once the repowered locomotives are accepted into service.

Both of the existing locomotives were built prior to EPA regulations and their engines have not been rebuilt or altered to reduce their emissions. As such, these are EPA non-regulated engines. Due to the age of these locomotives, Metra considers them to have exceeded their useful life, though they are still operating. It is estimated that the repowered switch engine locomotives will meet Tier 2 or greater emission standards, which is approximately equal to, if not greater than, the estimated emission standards of the previously proposed GenSet engines.

Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved	Marked Route #	
North/West Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information Of the two switch engine locomotives to be replaced, one is assigned to the Western Avenue Yard on the Milwaukee District and the other is assigned to the 47 th Street Yard on the Rock Island District.		

Changes to Emissions Benefit Analysis

The proposed scope change will not affect the emissions benefits of the project.

The proposed scope change will affect the emissions benefits of the project – continue to next page.

Cost/Schedule Changes

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

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

Additional Comments

Please see the attached letter.

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

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

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

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

Changes to Emissions Benefit Analysis – Interconnects, Traffic Flow & Transit

SIGNAL INTERCONNECTS	
Project Length (miles):	
Distance between the last two signals at both ends of the project (miles):	North/West End:
Show the location of all signals on the map	South/East End:
Posted Speed (miles per hour – for each segment):	
Current Traffic Volume (ADT – Indicate year for each segment):	
If project is part of a transit signal priority (TSP) corridor, give name:	

TRAFFIC FLOW IMPROVEMENTS	
Attach updated “After Improvement” Input Module Worksheets	
Type of Project (Check One) <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Bottleneck Elimination	
Project Length (Miles – Bottleneck Elimination and Multiple Intersections Only): _____	
Posted Speeds (Miles Per Hour For Each Street): _____	
Current Traffic Volume For Each Street (ADT – Indicate Year): _____	
Are pedestrian or bicycle facilities to be added as part of this project? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If “Yes” is checked, and the scope change involves these facilities, complete the section on pedestrian/bicycle facilities.	
Do queues currently clear on the major street at signalized intersections in the pm peak period?	
<input type="checkbox"/> Yes <input type="checkbox"/> No	

TRANSIT PROJECTS	
Project Type (Check One): <input type="checkbox"/> System Start-Up <input type="checkbox"/> Transfer <input type="checkbox"/> Service & Equipment <input type="checkbox"/> Facility	
Auto Trips Eliminated Per Day (Round Trips): _____	
Length Of Auto Trips Eliminated (One-Way Miles To The Nearest Tenth): _____	
Auto Trips Diverted Per Day (Round Trips): _____	
Line-Haul Length Of Diverted Trips (One-Way Miles To The Nearest Tenth): _____	
Project Life (Years): _____	
Provide basis for parameters used to estimate benefits (e.g., ridership, auto occupancy, trip length. See instructions): _____	

Changes to Emissions Benefit Analysis – Direct Emissions Reduction

(NIRC 1)

DIRECT EMISSIONS REDUCTION			
Complete Multiple copies of this table – One for each group of vehicles (type, engine, technology, etc.).			
Vehicle Type: (select one)	<input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus <input type="checkbox"/> Refuse Hauler <input type="checkbox"/> Short Haul <input type="checkbox"/> Long Haul <input type="checkbox"/> Delivery Truck <input type="checkbox"/> Emergency Vehicle <input type="checkbox"/> On-Highway <input type="checkbox"/> City/County Vehicle <input type="checkbox"/> Passenger Locomotive <input checked="" type="checkbox"/> Switch Engine <input type="checkbox"/> Other: _____		
Vehicle Size: (check one)	<input type="checkbox"/> Class 2b (8,501 - 10,000 lbs.) <input type="checkbox"/> Class 3 (10,001 - 14,000 lbs.) <input type="checkbox"/> Class 4 (14,001 - 16,000 lbs.) <input type="checkbox"/> Class 5 (16,001 - 19,500 lbs.) <input type="checkbox"/> Class 6 (19,501 - 26,000 lbs.) <input type="checkbox"/> Class 7 (26,001 - 33,000 lbs.) <input type="checkbox"/> Class 8a (33,001 - 60,000 lbs.) <input type="checkbox"/> Class 8b (60,001 and over) <input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus		
Horsepower (check one)	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 3 <input type="checkbox"/> 6 <input type="checkbox"/> 11 <input type="checkbox"/> 16 <input type="checkbox"/> 25 <input type="checkbox"/> 40 <input type="checkbox"/> 50 <input type="checkbox"/> 75 <input type="checkbox"/> 175 <input type="checkbox"/> 300 <input checked="" type="checkbox"/> 600 <input type="checkbox"/> 750 <input type="checkbox"/> 1000 <input type="checkbox"/> 1200 <input type="checkbox"/> 2000 <input type="checkbox"/> 3000		
Current Fuel Type: (check one)	<input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input checked="" type="checkbox"/> Diesel, 500 ppm sulfur		
Model Year (all vehicles in a group should have the same model year): <u>1939</u>			
Before project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): <u>≈21,864</u> gallons			
After project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): <u>≈17,491</u> gallons			
Before project Annual Vehicle Miles/vehicle in group: <u>N/A</u> miles Annual Idling Hours/vehicle in group: <u>≈1300</u> hours			
After project Annual Vehicle Miles/vehicle in group: <u>N/A</u> miles Annual Idling Hours/vehicle in group: <u>≈1300</u> hours			
Technology to be Applied	# veh	Technology to be Applied	# veh
Diesel Oxidation Catalyst		Recalibration	
Diesel Oxidation Catalyst + Closed Crankcase Ventilation		Exhaust Gas Recirculation + Diesel Particulate Filter	
Diesel Particulate Filter		Selective Catalytic Reduction	
Hybrid Electric Replacement with Diesel Particulate Filter		Emissions Control Devices	
Partial Flow Filter		Other	
Compressed Natural Gas (CNG) Replacement		Engine Repower	1
Lean NOx Catalyst/Diesel Particulate Filter		Engine Replacement	
Post-Implementation Fuel Type (select one):	<input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input checked="" type="checkbox"/> Diesel, 500 ppm sulfur <input type="checkbox"/> Diesel, 15 ppm sulfur (non-road only) <input type="checkbox"/> Emulsion <input type="checkbox"/> Electricity		
Diesel Vehicle Replacement Applicants Expected remaining life of vehicles being replaced (years): <u>0</u>			
Total Number of Vehicles (all groups combined): <u>2</u> vehicles			

Changes to Emissions Benefit Analysis – Direct Emissions Reduction

(NIRC 7)

DIRECT EMISSIONS REDUCTION			
Complete Multiple copies of this table – One for each group of vehicles (type, engine, technology, etc.).			
Vehicle Type: (select one)	<input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus <input type="checkbox"/> Refuse Hauler <input type="checkbox"/> Short Haul <input type="checkbox"/> Long Haul <input type="checkbox"/> Delivery Truck <input type="checkbox"/> Emergency Vehicle <input type="checkbox"/> On-Highway <input type="checkbox"/> City/County Vehicle <input type="checkbox"/> Passenger Locomotive <input checked="" type="checkbox"/> Switch Engine <input type="checkbox"/> Other: _____		
Vehicle Size: (check one)	<input type="checkbox"/> Class 2b (8,501 - 10,000 lbs.) <input type="checkbox"/> Class 3 (10,001 - 14,000 lbs.) <input type="checkbox"/> Class 4 (14,001 - 16,000 lbs.) <input type="checkbox"/> Class 5 (16,001 - 19,500 lbs.) <input type="checkbox"/> Class 6 (19,501 - 26,000 lbs.) <input type="checkbox"/> Class 7 (26,001 - 33,000 lbs.) <input type="checkbox"/> Class 8a (33,001 - 60,000 lbs.) <input type="checkbox"/> Class 8b (60,001 and over) <input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus		
Horsepower (check one)	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 3 <input type="checkbox"/> 6 <input type="checkbox"/> 11 <input type="checkbox"/> 16 <input type="checkbox"/> 25 <input type="checkbox"/> 40 <input type="checkbox"/> 50 <input type="checkbox"/> 75 <input type="checkbox"/> 175 <input type="checkbox"/> 300 <input type="checkbox"/> 600 <input type="checkbox"/> 750 <input type="checkbox"/> 1000 <input type="checkbox"/> 1200 <input type="checkbox"/> 2000 <input type="checkbox"/> 3000 <input checked="" type="checkbox"/> 1500		
Current Fuel Type: (check one)	<input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input checked="" type="checkbox"/> Diesel, 500 ppm sulfur		
Model Year (all vehicles in a group should have the same model year): <u>1968</u>			
Before project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): <u>≈21,864</u> gallons			
After project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): <u>≈17,491</u> gallons			
Before project Annual Vehicle Miles/vehicle in group: <u>N/A</u> miles Annual Idling Hours/vehicle in group: <u>≈1300</u> hours			
After project Annual Vehicle Miles/vehicle in group: <u>N/A</u> miles Annual Idling Hours/vehicle in group: <u>≈1300</u> hours			
Technology to be Applied	# veh	Technology to be Applied	# veh
Diesel Oxidation Catalyst		Recalibration	
Diesel Oxidation Catalyst + Closed Crankcase Ventilation		Exhaust Gas Recirculation + Diesel Particulate Filter	
Diesel Particulate Filter		Selective Catalytic Reduction	
Hybrid Electric Replacement with Diesel Particulate Filter		Emissions Control Devices	
Partial Flow Filter		Other	
Compressed Natural Gas (CNG) Replacement		Engine Repower	1
Lean NOx Catalyst/Diesel Particulate Filter		Engine Replacement	
Post-Implementation Fuel Type (select one):	<input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input checked="" type="checkbox"/> Diesel, 500 ppm sulfur <input type="checkbox"/> Diesel, 15 ppm sulfur (non-road only) <input type="checkbox"/> Emulsion <input type="checkbox"/> Electricity		
Diesel Vehicle Replacement Applicants Expected remaining life of vehicles being replaced (years): <u>0</u>			
Total Number of Vehicles (all groups combined): <u>2</u> vehicles			

December 4, 2014

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

SUBJECT: TIP ID 13-10-0007, FTA Grant IL-95-X018: Switch Engine Locomotive Emission Reduction

Dear Mr. Patronsky:

Metra respectfully requests that this letter be made available to the members of the Congestion Mitigation & Air Quality Project Selection Committee (CMAQ PSC) in advance of the December 18, 2014 meeting for their review.

In Fiscal Year 2010, the CMAQ PSC programmed a Metra project that would reduce emissions on two switch engine locomotives used at the Western Avenue Yard and on the Milwaukee District. This letter is to inform the CMAQ PSC of Metra's current plan to achieve the intended emission reductions through the repowering of two used switch engine locomotives instead of installing generator sets (GenSets) on two of Metra's existing switch engine locomotives. Metra's existing switch engine locomotives would then be disposed of at the time the repowered locomotives are accepted into service.

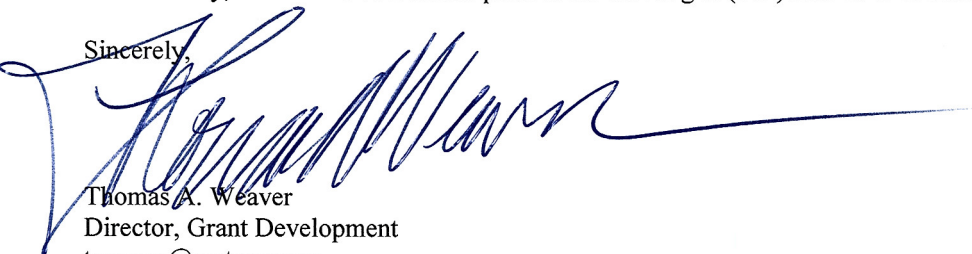
GenSets are multiple small engines (generator sets) that are engaged one by one as power is needed by the locomotive. Metra estimates that installing GenSets on switch engine locomotives results in an emission benefit of 81% reduction in oxides of nitrogen (NOx) and 88% Diesel Particulate Matter (DPM) reduction for Metra's yard operations. The repowering method will achieve NOx and DPM reductions equal to, if not greater than, the reductions from the GenSet method.

The Federal Transit Administration (FTA) grant for this project was awarded in 2010, which was followed by a two-year delay as Metra resolved matching grant complications. Since 2012 Metra has worked to develop an Invitation for Bids (IFB) package that would attract an appropriate number of qualified vendors. However, multiple advertisements have proven unsuccessful. A recent canvas of likely bidders showed that a GenSet retrofit of switch engine locomotives currently in use by Metra is impractical. This is contrary to Metra's previous understanding of recommendations from various vendors. Instead, multiple vendors have now indicated that the viable option is to repower a used switch locomotive acquired elsewhere to provide that as a replacement for the existing switch locomotives currently in service.

Based on the recommendation of multiple vendors, Metra intends to move forward with an IFB for the procurement of two repowered switch locomotives with engines that will achieve equal, if not greater, NOx and DPM reductions. The IFB package is already written and is ready to be advertised shortly. The Chicago region will receive the same emission reduction benefit through the repowering method, which leads Metra to believe this is an appropriate method to move forward with the project.

I will be available to answer any questions you may have during the December 18, 2014 CMAQ PSC meeting. Alternatively, feel free to contact me prior to the meeting at (312) 322-6649 or Brian Stepp at (312) 322-2805.

Sincerely,


Thomas A. Weaver
Director, Grant Development
tweaver@metrarr.com

BTS G:\GDP\Projects\Numbered Projects\4464_EmissionReductionMethod_CMAQ_Ltr_20141204.doc