



Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee

Annotated Agenda

Thursday, June 25, 2015

2:00 p.m.

Teleconference # 800-747-5150, Access Code 3867454

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

- 1.0 Call to Order** 2:00 p.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – March 25, 2015**
ACTION REQUESTED: Approval
- 4.0 Program Monitoring**
- 4.1 Project Programming Status Sheets**
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 are attached.
ACTION REQUESTED: Information
- 4.2 Transit Expenditures Quarterly Update**
An update on transit project expenditures through March 31, 2015 will be provided.
ACTION REQUESTED: Information
- 4.3 Obligation Goal**
An update on CMAQ obligations for federal fiscal year (FFY) 2015 is attached.
ACTION REQUESTED: Information
- 4.4 May Status Updates**
Semi-annual status updates were completed in May. An update on the results will be provided.
ACTION REQUESTED: Discussion
- 5.0 Project Changes**

- 5.1 Lake County – Washington St. Bike Path (TIP ID 10-10-0002)**
The sponsor is requesting to transfer unused balances of \$64,000 federal CMAQ (\$80,000 total) from phase 1 and 2 engineering, and a cost increase of \$12,000 federal CMAQ (\$15,000 total) for Construction in FFY 2015 due to higher than estimated bids. The project was let on April 24, 2015.
ACTION REQUESTED: Approval of the requested cost increase.
- 5.2 Naperville - Washington St Corridor Centralized Traffic Management System (TIP ID 08-13-0015)**
The sponsor is requesting a schedule change to move \$127,000 federal CMAQ (\$1,050,000 total) from FFY 16 to FFY 15 because the project is on schedule for the September 18, 2015 letting.
ACTION REQUESTED: Approval of the requested schedule change.
- 5.3 Lincolnwood - Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail (TIP ID 02-10-0001)**
The sponsor is requesting reinstatement of an additional \$2,384,000 federal CMAQ (\$2,980,000 total) for ROW in FFY 2014. ROW was originally programmed as \$4,800,000 federal CMAQ (\$6,000,000 total) and was deferred in 2013. \$1,600,000 federal CMAQ (\$2,000,000 total) was reinstated in December 2014, with the balance remaining deferred. The reinstated funds were authorized so that negotiations could begin. The most recent offer from the Union Pacific Railroad exceeds the authorized funding.
ACTION REQUESTED: Approval of the reinstatement of additional deferred ROW funds.
- 5.4 Batavia - Pedestrian Crossings at Various (8) Locations along IL 31 and IL 25 (TIP ID 09-12-0005)**
The sponsor is requesting a scope change to remove one of the eight intersections from the project due to public opposition that arose after the start of construction. As a result of the scope change, the sponsor will be releasing \$63,300 federal CMAQ (\$79,200 total) programmed in FFY 2014.
ACTION REQUESTED: Approval of the requested scope change and reduced cost.
- 5.5 IDOT – IL 59 at IL 38 N. and S. Ramps (TIP ID 08-12-0013)**
The sponsor is requesting a cost increase of \$176,000 federal CMAQ (\$220,000 total) for construction in FFY 2015 due to final design estimates and current bid tab pricing. The project is targeting the September state letting.
ACTION REQUESTED: Approval of the requested cost change.

- 5.6 IDOT – IL 62 at Barrington Rd. (TIP ID 03-12-0003)**
The sponsor is requesting a cost increase of \$240,000 federal CMAQ (\$300,000 total) for construction in FFY 2015 due to final design estimates and current bid tab pricing. The project is targeting the July state letting.
ACTION REQUESTED: Approval of the requested cost change.
- 5.7 IDOT – IL 68 at N. Wilke and at Kennicott (TIP ID 03-12-0008)**
The sponsor is requesting a cost increase of \$438,000 federal CMAQ (\$547,000 total) for construction in FFY 2015 due to final design estimates and current bid tab pricing. The project is targeting the September state letting.
ACTION REQUESTED: Approval of the requested cost change.
- 5.8 IDOT – IL 68 at IL 83 and at McHenry/Wheeling Roads (TIP ID 03-12-0014)**
This project involves two locations which were previously combined into one TIP ID and programmed in FFY 2015 that will be let separately in different federal fiscal years. The sponsor is requesting a cost increase of \$120,000 federal CMAQ (\$150,000 total) for Construction at McHenry/Wheeling Rds. in FFY 2015 for the September state letting. The sponsor is also requesting a cost increase of \$224,000 federal CMAQ (\$280,000 total) and reprogramming of \$800,000 federal CMAQ (\$1,000,000 total) in FFY 2016 for the IL 83 location, which is targeting the January 2016 state letting.
ACTION REQUESTED: Approval of the requested schedule and cost changes.
- 5.9 IDOT – IL 120 Belvidere Rd. at Hainesville Rd (TIP ID 10-14-0004)**
IDOT is requesting to transfer sponsorship to Lake County. Lake County is willing to accept sponsorship, and if approved, is requesting to reschedule \$528,000 federal CMAQ (\$660,000 total) from FFY 2018 to FFY 2016 to accommodate coordination with the Lake County signal interconnect project on IL 120 (TIP ID10-14-0008).
ACTION REQUESTED: Approval of the requested transfer of sponsorship and schedule change.
- 5.10 Melrose Park – North Ave. Commuter Bicycle Path (TIP ID 04-08-0001)**
The sponsor is requesting reinstatement of \$1,320,000 federal CMAQ (\$1,650,000 total) deferred Construction funds in FFY 2015 and a cost increase of \$220,000 federal CMAQ (\$275,000 total). Pre-

final plans were submitted in March and the project is targeting the September state letting.

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

5.11 IDOT - Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St (TIP ID 03-14-0004)

The sponsor is requesting a schedule change to reprogram \$80,000 federal CMAQ (\$100,000 total) for ROW from FFY 2016 to FFY 2015. Authorization of federal funds is expected in August 2015.

ACTION REQUESTED: Approval of the requested schedule change.

5.12 IDOT - IL 68/Dundee Rd at Landwehr Rd and Pfingsten Rd (TIP ID 02-12-0001)

The sponsor is requesting a schedule change to reprogram \$1,120,000 federal CMAQ (\$1,400,000 total) for Construction from FFY 2016 to FFY 2015. ROW was authorized in November of 2014. The project is targeting the September state letting.

ACTION REQUESTED: Approval of the requested schedule change.

5.13 McHenry County Conservation District (TIP ID 11-96-0007)

The sponsor is requesting to transfer \$200,000 federal CMAQ (\$250,000 total) from construction in FFY 2015 to ENG2 in FFY 2015, to increase the total project cost from \$1,373,000 to \$3,599,000, and to defer the balance of \$219,000 federal CMAQ (\$2,500,000 total) for construction, which sunsets in FFY 2015, to FFY 2017. No additional CMAQ funds are being requested at this time.

ACTION REQUESTED: Approval of the requested transfer, and concurrence with the increased total cost and deferral of the balance of construction funds.

5.14 Des Plaines – Central Rd from Wolf Rd to East Reive Rd (TIP ID 03-08-0002)

The sponsor is requesting a cost increase of \$288,600 federal CMAQ (\$360,800 total) for construction in FFY 2009.

ACTION REQUESTED: Approval of the requested cost increase.

5.15 Administrative Modifications

Staff processed three administrative modifications. Details are included in the Project Change memo.

ACTION REQUESTED: Information

6.0 FFY 2016-2020 CMAQ/FFY 2015-2016 TAP Program Development

As part of the FFY 2016-2020 Congestion Mitigation and Air Quality Improvement program development process, CMAP staff is presenting its recommended program to the Project Selection Committee. The staff-recommended program can be found in the attached memo as well as in

a spreadsheet on the [CMAQ/TAP Program Development](#) webpage. Following the PSC meeting, the recommended program and any adjustments will be presented to the Transportation Committee on July 17, where staff will request that it be released for public comment. ACTION REQUESTED: Recommendation to Transportation Committee to release the recommended program for public comment.

7.0 MAP-21

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

8.0 Other Business

9.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

10.0 Next Meeting

The committee's next meeting is scheduled for September 3, 2015 at 2:00 p.m.

11.0 Adjournment

CMAQ Project Selection Committee Members:

____ Darwin Burkhart

____ Mark Pitstick

____ Chris Schmidt

____ Luann Hamilton

____ Jeffery Schielke

____ Chris Snyder

____ Ross Patronsky, Chair



DRAFT MINUTES

CMAQ Project Selection Committee

Thursday, March 26, 2015 2:00 p.m.
CMAP Offices

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

Staff Present: Patricia Berry, Kama Dobbs, Doug Ferguson

Others Present: Reggie Arkell, Bruce Carmitchel, Bruce Christensen, Rajeev Dahal, John Donovan, Peter Fahrenwald, Robert Greene, Terry Heffron, Janell Jensen – via phone, Sat Nagar, Brian Pigeon, Lorraine Snorden, Brian Stepp, Barbara Zubek

1.0 Call to Order

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

2.0 Agenda Changes and Announcements

Mr. Schmidt reported that the IDOT-led TDM project has been cut from the budget and will not be moving forward.

3.0 Approval of Minutes – February 19, 2015

On a motion by Mr. Pitstick and a second by Mr. Schmidt, the minutes of the February 19, 2015 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. Mr. Privett asked if deferred line items from past years that are completely obligated could be removed from the deferred line items report. Ms. Dobbs stated that staff will look into this action.

4.2 Obligation Goal

Ms. Dobbs reported that the Programming Summary and Obligation Goals table shows that through March 13, 2015 the region has already authorized \$83.9 million, which is 52% of the FFY 2015 obligation goal. Since that date, staff requested status updates on current year line items to be discussed with the next agenda item. As a part of those updates, authorizations were updated through March 23, and are now up to \$87.3 million, which is 54% of the goal. Just under \$75 million in additional authorizations are needed by Sept. 30 to meet the obligation goal for the year.

4.3 CMAQ APM for FFY 2015

Ms. Dobbs reported that staff prepared a new report, organizing line items by target letting or federal authorization date. That report indicated that CMAP had information for 22 line items, but targets were unknown for over 75 line items. Staff requested informal status updates for all active and deferred line items programmed in FFY 2015 from the planning liaisons, counties, IDOT, CDOT, Pace and Metra. Ms. Dobbs reported that as a result of the updates, eleven line items were identified as “not likely to be authorized this FFY”. Most are currently deferred, but a little over \$3 million is programmed in the TIP in FFY 15 for these line items. Because there are still a few months until pre-final plans are due for the November letting, staff recommends not reprogramming these line items until it is certain that they will not be authorized this year. Two line items, totaling \$873,000 were re-programmed in FFY 2016, and \$95,300 was released from a phase 2 engineering phase that is being completed using local funds, adding \$968,000 to the current year balance available for reinstatements or increases in the TIP.

Ms. Dobbs noted that information in the new report is similar to the regular line items report, with deferred line items are shown in italics. She explained that deferred line items with no obligations and a balance of zero have not demonstrated readiness and have not yet been reinstated and are therefore not included in the subtotals. The report shows that if all targets are made, an additional \$69.4 million in active and reinstated projects should be authorized in FFY 2015. There is another \$10 million in currently deferred line items that are moving forward toward a defined target date. Together that \$79.4 million would exceed the FFY 15 obligation goal. She added that there is also another \$24.2 million in projects that are programmed in the TIP this federal fiscal year and \$5 million in deferred line items that have unknown target dates at this time. The PSC agreed it will be necessary to carefully balance cost increases, reinstatements, and requests to move out year projects into the current year. There are currently not sufficient resources in the TIP to reinstate the \$10 million in deferred line items, however some of the \$24 million in line items with unknown targets currently in the TIP may not be authorized this year, which could accommodate the reinstatement of the \$10 million.

Ms. Dobbs stated that Programming and Management policies set “readiness” criteria which, except for construction, transit capital, and IDOT-sponsored line items, require locally executed agreements to be sent to Central Office for execution prior to making the reinstatement request. Waiting for the next PSC meeting may cause unnecessary delay in authorization. Staff is therefore proposing that, except for construction, reinstatement requests be required to be submitted when the

sponsor submits draft agreements to IDOT District 1. Those requests can then be brought to the PSC for action. If approved by the PSC, actual reinstatement of funds would not occur until the readiness milestone is met. For construction, the readiness criterion is submittal of pre-final plans, which occurs about 5 months prior to letting and 2 months prior to submittal of the draft agreement, which fits in with the established change request schedule which is based on the letting schedule.

She concluded that, based on funds available, current status, and the potential for changes in status, requests for increases due to updated estimates or actual bids, reinstatement of deferred line items, and requests to bring out year projects forward will continue to compete for limited programming availability and suggested that having a sense of the relative priority of each of these circumstances would assist staff with making recommendations to the committee if requests exceed available funds.

Mr. Privett stated that early notification of a sponsor's intent to request reinstatement of deferred funds makes sense. Mr. Snyder stated that draft agreements are a good indicator of intent. Ms. Dobbs added that early notification for projects processed through FTA would be submittal of an FTA grant application. In response to a question from Mr. Snyder, Ms. Dobbs explained that all deferred line items in the new report are shown in italics, even those that have had funds authorized. Mr. Snyder asked if the new report would be produced regularly, given that status of projects changes regularly. Ms. Dobbs noted the same status information is included on the regular line item reports and stated that staff continuously monitors status and could bring the new report to the committee when significant changes to a significant number of line items occur. Mr. Patronsky stated that the report draws attention to the ability to meet the obligation goal. Mr. Pitstick stated that bringing the report to the committee as-needed makes sense. Mr. Schmidt thanked staff for providing the new report and stated that it is easy to understand and provides a good overview for the committee.

Mr. Patronsky stated that staff had given some thought to the relative priority of requests for program changes and additional funding. Staff suggests that construction cost increases as a result of final engineering estimates should be given first priority because they are almost ready. Reinstatement of deferred phases would be second, since these are phases that are making progress. Cost increases due to higher than expected bids, or increases due to change orders would be third because the project sponsor committed to pay for additional costs when entering into agreements with IDOT. Finally, requests to move projects from out years into the current year should be last, as sponsors agreed to the schedule when the project was initially programmed. Mr. Patronsky added that the amount of changes that can be accommodated would also be a consideration. If a higher priority request could not be accommodated, but a lower priority request could, the lower priority should be considered. Mr. Snyder stated that it would be a case-by-case analysis. Mr. Pitstick stated that he understands why cost increases must be considered, but questioned why they should be the first priority. He stated there is no limit and sponsors can keep coming back to be rewarded for bad behavior. Mr. Privett suggested that for projects in out years requesting to move into the current year,

projects that had requested an earlier year in their application, but accepted programming in a later year due to available resources be considered prior to out year projects programmed in the year requested. Mr. Patronsky noted that decisions would continue to be made by a vote of the PSC, but staff recommendations would consider these priorities. Mr. Snyder stated that ready to go construction phases verses deferred engineering phases should be considered. Mr. Pitstick stated that construction phases always seem to need funding “now” and the committee is enabling the same behavior. Caution must be taken to assure that sufficient engineering phases are progressing so that we will Construction phases ready to go in the future. Mr. Schmidt asked if staff would be preparing a memo outlining priorities or if this discussion is to be continued. Mr. Patronsky stated the discussion will be documented in the minutes, but with no action taken, no policy changes are made that need to be documented. He added that if necessary due to lack of available funds, staff will document recommendations in the project change memo at the time it becomes necessary.

5.0 Project Changes

Ms. Dobbs reported that four projects requested cost changes or transfers for committee consideration. A summary of the impacts of the requests was included in the change memo. Based on the status updates discussed in the previous agenda item, an updated table was distributed. The updated table shows that should all four requests be approved, just over \$1 million would be available in the TIP in FFY 2015 for future change requests.

5.1 IDOT – IL 68/Dundee Rd. at S. Barrington Rd. (TIP ID 03-12-0001)

Ms. Dobbs described the sponsor’s request for a cost increase of \$58,000 federal (\$73,000 total) for Construction in FFY 2015 and a transfer of \$90,000 federal (\$112,000 total) of unused ROW funds from FFY 2014 to FFY 2015. In response to a question from Mr. Snyder, Ms. Dobbs explained that the ROW funds being transferred were not federally authorized and the programming change in the TIP would be reflected in the end of fiscal year carryover calculation. Mr. Snyder noted the request represents a true increase in construction cost. Mr. Snyder made a motion, seconded by Mayor Rodeghier, to approve the requested cost increase and transfer of funds. The motion carried.

5.2 Pace – I-90 Corridor Market Expansion (TIP ID 17-12-0001)

Ms. Dobbs described the sponsor’s request to transfer \$15.5 million in engineering and implementation funds programmed in FFY 2015 to the construction phase in FFY 2015. The total costs of the individual phases were also adjusted, resulting in no net increase in CMAQ funds and a net increase of \$380,000 in the total project cost. In response to a question from Mr. Pitstick, Ms. Snorden explained that the implementation funds for the service remain programmed in FFY 2017. Mr. Privett made a motion, seconded by Mr. Pitstick, to approve the requested transfer of CMAQ funds. The motion carried.

5.3 Pace – Milwaukee Ave. Arterial Bus Rapid Transit (TIP ID 17-14-0003)

Ms. Dobbs described the sponsor’s request to transfer \$410,000 federal from Phase 1 Engineering in FFY 2015 to Construction in FFY 2015. The total costs of individual

phases were also adjusted, and FTA section 5307 funds have been added to the project to offset the increased total cost. Ms. Snorden distributed information about the project, being branded as the Pulse Milwaukee Line. She stated the project is completing NEPA requirements at this time in cooperation with the FTA. When the NEPA work is complete, an FTA grant application for construction will be submitted. Mr. Arkell stated the project is being processed as a Categorical Exclusion. Mr. Patronsky requested additional information about ART and BRT projects, which Ms. Snorden provided after the meeting. Mr. Pitstick made a motion, seconded by Mr. Snyder, to approve the requested transfer of CMAQ funds. The motion carried.

5.4 Evanston – Dempster St. (TIP ID 02-12-0006)

Ms. Dobbs described the sponsor's request for a cost increase of \$230,000 federal for Construction and Construction Engineering in FFY 2015 due to higher than estimated bids. Mayor Rodeghier made a motion, seconded by Mr. Schmidt, to approve the requested cost increase. The motion carried.

5.5 Administrative Modifications

Ms. Dobbs reported that no administrative modifications were requested since the committee's last meeting.

6.0 FFY 2016-2020 CMAQ/FFY 2015-2016 TAP Program Development

Mr. Ferguson reported on the number of project applications received and the total funding requested. He stated that individual applications are posted on the CMAQ Program Development web page. Staff has started the analysis of projects and may be contacting sponsors with follow-up questions over the next several weeks. Staff analysis is expected to be complete in May. Results of the analysis will be provided to the focus groups for their input on their individual areas of expertise. Staff will use the analysis results and focus group input to develop a staff recommended program to be presented to the PSC for action at their June meeting. He noted that analysis results will be posted for early review.

Mr. Snyder noted that only the 55 applications for bicycle facilities would be considered for TAP funding, and that with only \$16 million in TAP funds available, these projects could be funded using TAP or CMAQ funds. Mr. Patronsky asked if any of the Access to Transit applications included elements that would be considered for TAP funding. Mr. Ferguson stated that a full review is not complete, but he does not think at this time that any would be, particularly because one goal of the TAP program is to complete the Greenways & Trails plan.

Mr. Snyder asked for clarification of the action expected by the PSC in June. Mr. Ferguson stated the PSC would be asked to forward a recommended program to the Transportation Committee, who would consider releasing the program for public comment at their meeting in July. Mr. Snyder asked what the procedure would be if the committee could not complete deliberations at the June meeting. Mr. Privett stated that presumably another meeting would be scheduled. Staff confirmed this approach. In response to a question from Mr. Snyder, Mr. Ferguson reiterated that the roll of the focus groups would be to provide expertise and input on the analysis to inform the staff

rankings. Mr. Schmidt asked if the detailed ranking factors would be a part of the presentation of the staff recommendation. Mr. Ferguson stated the format of the recommendation is unknown at this time. Mr. Schmidt stated that the rankings should provide good and easy to understand information that would be helpful to have.

7.0 MAP-21

Mr. Patronskey stated, and Mr. Donovan and Mr. Arkell agreed, that no new information pertaining to the CMAQ program has been issued.

8.0 Other Business

Mr. Patronskey stated that at the last meeting he reported on the status of the US EPA proposal to update the air quality standard for ground-level ozone and the release of PM designations. The comment period for the ozone standard proposal has closed. Mr. Snyder asked if the "unclassified" PM designation will affect the region's CMAQ mark for the current program development cycle. Mr. Patronskey stated that at this time, the region is still defined as being in maintenance of the 1997 standard. He stated when a new standard is adopted, the old standard is typically revoked, and that the adoption process for the new standard would likely take at least a year. Therefore, the new program will be adopted before the new standard.

Mr. Privett announced that utility work has begun for the Washington/Wabash station project and invited members to go by the site to see this CMAQ project being implemented. He also announced that the parking lot on Jackson between Canal and Clinton has been closed, permits are expected to be received this month and that mobilization for the Union Station project is expected to start in April. A ribbon cutting ceremony for the Bloomingdale Trail, aka the 606, is tentatively scheduled for June 6, the same day as the scheduled ribbon cutting for the Cal-Sag trail, another project partially funded through CMAQ.

9.0 Public Comment

None.

10.0 Next Meeting

The committee's next meeting is scheduled for June 25, 2015 at 2:00 p.m.

11.0 Adjournment

On a motion by Mr. Schmidt, and a second by Mayor Rodeghier, the meeting adjourned at 2:55 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
<i>ENG2/ROW in progress. Tgt. 4/2016 letting due to ROW.</i>								
09-14-0002	Aurora	Station Blv Extension to IL 59 Commuter Parking Lot	CONST	\$1,506,000	\$1,189,712	T	\$2,695,712	O \$0
<i>Let April 24, 2015. 80% of low bid: \$4,510,400. Bids rejected. Will be re-let.</i>								
			CONST	\$1,506,000	\$1,186,000			\$2,692,000
01-01-0009	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	CONST	\$7,200,000	\$70,400	T		\$7,270,400
<i>Draft PS&E submitted 9/8/2014. Final Plans and Construction IPA estimated to be submitted to IDOT by 6/15/15 for August authorization and 11/2015 letting.</i>								
01-02-0030	CDOT	CDOT-State/Lake-Loop El Station Improvements (Green, Orange, Brown & Purple)	ENG2	\$2,000,000				\$2,000,000
<i>Add'l \$2M programmed in FFY16. FTA transfer req. initiated 5/5/2015. Auth. anticipated 8/2015, with phase start 9/2015.</i>								
01-05-0002	CDOT	41st St Bicycle-Pedestrian Bridge	CONST	\$187,771		\$187,771	T	\$0
<i>No CONST funds currently programmed.</i>								
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG1	\$188,000				\$188,000
<i>Combined ENG1/ENG2 IPA and agreements targeted for submission to IDOT by 9/30/15. Phase sunsets 9/30/15, therefore will be deferred on that date. Funds will not be withdrawn.</i>								
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG2	\$372,000				\$372,000
<i>Combined ENG1/ENG2 IPA and agreements targeted for submission to IDOT by 9/30/15. Phase sunsets 9/30/15, therefore will be deferred on that date. Funds will not be withdrawn.</i>								
01-94-0045	CDOT	Bike Parking	IMP	\$1,520,000	\$441,890	T		\$1,961,890
<i>Plans and IMP IPA to go to IDOT by 9/30/15. Phase sunsets 9/30/15.</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
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$23,360,000	\$77,315 T	\$10,000,000 T	\$1,840,000 O	\$11,597,315
<i>Anticipate approx. \$10M to be authorized in FFY15.</i>								
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ROW	\$40,000		\$13,300 T		\$26,700
<i>Antic. Auth. 7/2015</i>								
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	CONST	\$346,400				\$346,400
<i>Tgt. letting 11/6/2015; Funds currently in FFY16 in TIP.</i>								
03-96-0021	DuPage County DOT	Elgin-O'Hare/Thorndale Av and I-290 Interchange	CONST	\$34,000,000		\$3,099,760 O	\$29,207,571 O	\$1,692,669
<i>Item 196 3/6/15 letting. 80% of low bid: \$29,207,992.</i>								
			<i>CONST</i>	<i>\$34,000,000</i>		<i>\$3,099,760</i>	<i>\$29,428,800</i>	<i>\$1,471,440</i>
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	\$262,000 C		\$366,000 O	\$0
<i>Locally executed agreement to D1 4/7/2015. Expect July 2015 authorization.</i>								
			<i>ENG2</i>	<i>\$104,000</i>	<i>\$262,000</i>			<i>\$366,000</i>
08-12-0011	DuPage County DOT	DuPage Co Central Signal System - Phase I	CONST	\$636,000	\$596,800 T		\$1,232,800 O	\$0
<i>Tgt. letting 6/12/2015</i>								
			<i>CONST</i>	<i>\$636,000</i>	<i>\$596,800</i>			<i>\$1,232,800</i>
02-12-0006	Evanston	Dempster St from Fowler Av to Ridge Av	CONST	\$717,000	\$238,000 C		\$716,800 O	\$238,200
<i>Let 3/6/2015. Item 14. 80% of low bid: \$861,278.</i>								
			<i>CONST</i>	<i>\$717,000</i>			<i>\$716,800</i>	<i>\$200</i>
02-14-0001	Evanston	Dodge Av Protected Bike Lane from Church St to Howard St	CONST	\$480,000			\$480,000 O	\$0
<i>Let 4/24/2015. 80% of low bid: \$759,695</i>								
08-14-0002	FPD of DuPage County	Winfield Mounds Segment - West Branch Regional Trail	ENG2	\$189,200				\$189,200
<i>Agreement to Central Office 8/14/14. Phase 1 delayed due to variances. Antic. auth. 6/2015.</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.

6/19/2015 9:22:14 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
08-14-0003	Glen Ellyn	Glen Ellyn Signalized Pedestrian Crossing Improvements	CONST	\$150,700			\$150,720 O	(\$20)
<i>Let 4/24/15. 80% of low bid: \$218,851. To be re-let 1/15/2016.</i>								
			CONST	\$150,700				\$150,700
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>Let 1/30/2015. Over-authorization needs to be resolved. Low bids 23.5% over estimate.</i>								
12-12-0002	Homer Glen	Homer Glen Community Trail - South Extension	CONST	\$360,000			\$360,000 O	\$0
<i>Tgt. letting 6/12/15.</i>								
			CONST	\$360,000				\$360,000
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd and Pfungsten Rd	ROW	\$96,000	\$160,000 T		\$160,000 O	\$96,000
<i>Cost inc. amount approved 3/2014 was authorized 11/2014. Orig. programmed amount remains as balance. Needs resolution. Expected accomp. 9/2015.</i>								
03-12-0001	IDOT	IL 68/E Dundee Rd at S Barrington Rd	CONST	\$480,000	\$146,000 T		\$448,000 O	\$178,000
<i>Tgt. 4/24/15 Letting. 80% of low bid: \$699,995.</i>								
			CONST	\$480,000			\$448,000	\$32,000
03-12-0003	IDOT	IL 62/Algonquin Rd at Barrington Rd	CONST	\$400,000				\$400,000
<i>ROW authorized 7/2014. Tgt. letting 9/18/2015. Cost increase request pending for 6/25/15 PSC.</i>								
03-12-0004	IDOT	IL 59/Sutton Rd at Stearns Rd	ROW	\$160,000	\$1,392,000 C		\$160,000 O	\$1,392,000
<i>Cost. inc. approved 12/18/14. Auth. occurred 12/23/14. According to status update, phase is accomp. Follow-up on unauth. Balance needed.</i>								
03-12-0007	IDOT	IL 68/Dundee Rd at North Wilke Rd	CONST	\$320,000		\$320,000 X		\$0
<i>Combined with 03-12-0008.</i>								
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
<i>ROW authorized 7/2014. Tgt. letting 9/18/15. Cost increase pending 6/25/15 PSC.</i>								
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
<i>ROW authorized 5/2014 (with MPA 9/2014). Tgt. letting 9/18/15. Cost increase pending for 6/25/15 PSC.</i>								

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

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6/19/2015 9:22:16 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
03-12-0015	IDOT	IL 68/Dundee Rd at IL 83	CONST	\$680,000		\$680,000	X	\$0
<i>Combined with 03-12-0014.</i>								
06-12-0002	IDOT	IL 43/Harlem Av at 143rd St	CONST	\$400,000	\$364,000 C	\$129,600 O	\$534,400 O	\$100,000
<i>Cost inc. approved 2/13/14. Authorized 11/14/14 with balance of \$229K. Obligation remainder withdrawn 2/20/2015: \$129,600. 80% of low bid: \$615,410</i>								
06-12-0004	IDOT	Pulaski Rd at 115th St	CONST	\$680,000	\$200,000 C			\$880,000
<i>Increase was approved 10/2014. Tgt. letting 9/18/15.</i>								
06-12-0005	IDOT	IL 43/Harlem Av at 151st St	CONST	\$640,000	\$128,000 C			\$768,000
<i>Increase was approved 4/2014. Tgt. letting 7/31/15.</i>								
08-12-0007	IDOT	IL 59 at IL 38 (north & south ramps)	CONST	\$320,000		\$320,000	T	\$0
<i>Combined with 08-12-0013.</i>								
08-12-0013	IDOT	IL 59 at IL 38 (north & south ramps)	CONST	\$560,000	\$320,000 T			\$880,000
<i>Transfer (from 08-12-0007) approved 3/2014. Tgt. letting 7/31/15. Cost increase pending for 6/25/15 PSC.</i>								
09-10-0016	IDOT	IL 47 at Plato Rd	ROW	\$160,000				\$160,000
<i>Public support for roundabout option delayed DA. Tgt. auth. Jan 2016, accomp. 5/2017. Sunsets 9/30/2015. Deferral of this phase and construction phase should be considered.</i>								
10-12-0005	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	ROW	\$160,000			\$160,000 O	\$0
<i>Antic. accomp. 12/2015.</i>								
12-12-0005	IDOT	US 6/Southwest Hwy at Gougar Rd	ROW	\$160,000			\$157,600 O	\$2,400
<i>Expect accomp. 9/2015. Phase sunsets 9/30/2015. If not accomp. by sunset, construction funds should be considered for deferral.</i>								
12-12-0010	IDOT	US 6/Southwest Hwy at Parker Rd	CONST	\$2,400,000	\$400,000 C			\$2,800,000
<i>Increase approved 5/2013. ROW accom. Expected 8/2015. Tgt. letting 9/18/15.</i>								
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 O	\$0
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
<i>ROW cleared 3/2015. Tgt. 9/18/2015 letting.</i>								

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

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6/19/2015 9:22:17 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
09-12-0006	Kane County DOT	Fabyan Pkwy/CH 8 at Kaneville Rd/CH 84	CONST	\$1,083,100			\$1,081,647 O	\$1,453
							<i>Draft agreements to D1 3/13/15. Target 6/12/2015 letting.</i>	
			<i>CONST</i>	<i>\$1,083,100</i>				<i>\$1,083,100</i>
09-12-0011	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	ROW	\$280,000				\$280,000
							<i>Anticipate auth. 9/2015 and accomp. 9/2016.</i>	
09-12-0011	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	ENG2	\$356,000			\$356,000 O	\$0
							<i>Expected accomp. 1/2016.</i>	
09-14-0003	Kane County DOT	CAD Integration to Various PSAPs in Kane County	IMP	\$386,400		\$386,400 S		\$0
							<i>Sponsor withdrew project 6/2015.</i>	
			<i>IMP</i>	<i>\$386,400</i>				<i>\$386,400</i>
09-14-0005	Kane County DOT	Randall Rd Transit Infrastructure Improvements	ENG2	\$95,300		\$95,300 S		\$0
							<i>County utilizing local funds for this phase.</i>	
			<i>ENG2</i>	<i>\$95,300</i>				<i>\$95,300</i>
10-08-0031	Lake County DOT	Washington St/CH A22 at CN/Metra Crossing	CONST	\$16,939,000			\$16,939,000 O	\$0
							<i>Let 11/21/14</i>	
11-96-0007	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	CONST	\$419,200				\$419,200
							<i>Sunsets 9/30/2015. Pending request for 6/25 PSC to transfer \$200K to ENG2 and defer \$219K for construction, targeting 3/1/2017 letting.</i>	
18-14-0003	Metra	Install engine/generator set for hotel power	IMP	\$4,000,000				\$4,000,000
							<i>Expected auth/accomp 8/2015.</i>	

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6/19/2015 9:22:18 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
17-12-0001	Pace	I-90 Corridor Enhanced Markets	ENG1	\$1,000,000		\$1,000,000	T	\$0
<i>Funds transferred to const. phase 3/26/15.</i>								
17-12-0001	Pace	I-90 Corridor Enhanced Markets	ENG2	\$2,000,000		\$2,000,000	T	\$0
<i>Funds transferred to const. phase 3/26/15.</i>								
			ENG2	\$2,000,000				\$2,000,000
17-12-0001	Pace	I-90 Corridor Enhanced Markets	CONST	\$12,500,000	\$15,500,000		T	\$28,000,000
<i>Total project cost is 49,580,000 (3/26/15). Funds transferred from ENG and IMP 3/26/15.</i>								
			CONST	\$12,500,000	\$1,000,000			\$13,500,000
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$12,500,000		\$12,500,000	T	\$0
<i>Transferred to CONST at 3/26/15 PSC.</i>								
			IMP	\$12,500,000				\$12,500,000
17-12-0002	Pace	Regional Rideshare Program	IMP	\$400,000			\$400,000	O
<i>FTA transfer complete. Grant approval pending.</i>								
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$2,280,000			\$2,280,000	O
<i>FTA transfer complete. Grant approval pending.</i>								
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$480,000				\$480,000
<i>In FFY16 in TIP - needs follow-up.</i>								
17-12-0004	Pace	I-55 Corridor Market Enhancement	IMP	\$719,250			\$719,250	O
<i>FTA transfer complete. Grant approval pending.</i>								
17-14-0001	Pace	Pedestrian Infrastructure Improvements along Pace Bus Routes	CONST	\$1,200,000			\$1,200,000	O
17-14-0003	Pace	Milwaukee Av Arterial Rapid Transit Project	ENG1	\$409,745		\$409,745	T	\$0
<i>Funds transferred to CONST 3/26/15.</i>								
			ENG1	\$409,745				\$409,745
17-14-0003	Pace	Milwaukee Av Arterial Rapid Transit Project	CONST	\$9,178,288	\$409,745		T	\$9,588,033
<i>Phase changed from IMP to CONST 3/26/15 and funds transferred from ENG1.</i>								
			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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6/19/2015 9:22:20 AM

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
<i>Tgt. letting 3/4/2016. Reprogram in FFY 2016.</i>								
06-14-0001	Palos Heights	Palos Heights sidewalks to Pace Buses	ENG2	\$73,500			\$71,444 O	\$2,056
06-14-0001	Palos Heights	Palos Heights sidewalks to Pace Buses	CONST	\$422,700			\$422,700 O	\$0
<i>Target 7/31/2015 letting. Transp. Com. approved schedule change with TIP Amend. 4/17/2015.</i>								
<i>Previously programmed in FFY 2016</i>			CONST	\$422,700				\$422,700
07-14-0009	Park Forest	Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	ENG2	\$8,586		\$8,586 S		\$0
07-14-0009	Park Forest	Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	CONST	\$94,454	\$8,586 C			\$103,040
<i>Tgt. letting 1/15/2016. Reprogram in FFY 2016.</i>								
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
03-14-0005	Rolling Meadows	Golf Rd (IL 58) from IL 53/I-290 to New Wilke Rd Transit Access Improvements	CONST	\$853,500			\$576,240 O	\$277,260
<i>Tgt. 7/31/15 letting.</i>								
			CONST	\$853,500				\$853,500
02-14-0002	Skokie	Main St from Lincoln Av to McCormick Blv	CONST	\$424,000	\$32,000 T		\$456,000 O	\$0
<i>Let 3/6/2015. Item 172. 80% of low bid: \$425,634.</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
<i>Pre-finals complete but not submitted due to ROW issue. Tgt. letting 7/1/2017. Reprogram in FFY 17.</i>								
68 line items in 2015 totalling:				\$172,165,894	\$24,656,448	\$32,248,462	\$68,830,284	\$95,743,596

2016

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6/19/2015 9:22:21 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
01-02-0030	CDOT	CDOT-State/Lake-Loop El Station Improvements (Green, Orange,Brown & Purple)	ENG2	\$2,000,000				\$2,000,000
								<i>Add'l \$2M programmed in FFY15. Antic. auth. 6/2016.</i>
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$2,460,000				\$2,460,000
								<i>Will be deferred and funds withdrawn on 9/30/2015 due to ENG1/ENG2 sunset.</i>
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	IMP	\$100,000				\$100,000
								<i>Will be deferred on 9/30/2015 due to ENG1/ENG2 sunset.</i>
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
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	ENG	\$3,466,000				\$3,466,000
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$8,000,000				\$8,000,000
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
								<i>Tgt. local letting 4/15/2016</i>
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
								<i>@ IL 83/McHenry Rd. Tgt. letting 1/2016</i>
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
								<i>@ Weiland. Tgt. letting 1/2016</i>
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

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6/19/2015 9:22:22 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	ROW	\$148,000	\$297,000	C		\$445,000
							<i>Expect October 2015 authorization.</i>	
<i>Previously programmed in FFY 2015</i>			<i>ROW</i>	<i>\$148,000</i>	<i>\$297,000</i>			<i>\$445,000</i>
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	CONST	\$1,120,000	\$1,970,000	C		\$3,090,000
							<i>Tgt. letting 9/1/2017. Reprogram in FFY 2017.</i>	
08-14-0002	FPD of DuPage County	Winfield Mounds Segment - West Branch Regional Trail	CONST	\$1,861,724				\$1,861,724
							<i>Tgt. 5/2016 authorization</i>	
12-12-0004	Frankfort	St Francis Rd Multi-Use Trail	CONST	\$118,000	\$70,000	T		\$188,000
							<i>Tgt. letting 9/16/16.</i>	
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd and Pfingsten Rd	CONST	\$480,000	\$640,000	T		\$1,120,000
							<i>Tgt. letting 9/18/15 . Schedule change pending for 6/25 PSC.</i>	
02-12-0005	IDOT	IL 68/Dundee Rd at Pfingsten Rd	CONST	\$640,000		\$640,000	X	\$0
03-12-0004	IDOT	IL 59/Sutton Rd at Stearns Rd	CONST	\$1,200,000	\$1,040,000	C		\$2,240,000
							<i>Tgt. letting 1/1/2016.</i>	
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	ROW	\$80,000				\$80,000
							<i>Tgt. auth. 8/2015. Schedule change pending for 6/25 PSC.</i>	
08-12-0002	IDOT	IL 38/Roosevelt Rd at Ardmore Av	CONST	\$400,000	\$296,000	C		\$696,000
							<i>Tgt. letting 1/2016.</i>	
09-10-0016	IDOT	IL 47 at Plato Rd	CONST	\$2,400,000				\$2,400,000
							<i>Public support for roundabout option delayed DA. ROW sunsets 9/30/2015 and is targeting 1/2016 auth. Deferral of ROW and construction phases should be considered.</i>	
10-12-0005	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	CONST	\$2,000,000				\$2,000,000
							<i>Tgt. 1/2016 letting.</i>	
10-14-0004	IDOT	IL 120 at Hainesville Rd	ROW	\$64,000	\$212,000	C		\$276,000
							<i>Follow-up needed. May status updated indicated phase accomplished, but no dates or ID numbers provided.</i>	

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6/19/2015 9:22:23 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
12-12-0005	IDOT	US 6/Southwest Hwy at Gougar Rd	CONST	\$800,000	\$400,000 C			\$1,200,000
<i>ROW sunsets 9/30/2015. If not accomplished, construction funds will be deferred. Tgt. letting 1/2016.</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
09-12-0011	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	CONST	\$3,846,000				\$3,846,000
09-14-0004	Kane County DOT	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	CONST	\$80,000				\$80,000
<i>Tgt. letting 6/2016.</i>								
09-14-0004	Kane County DOT	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	IMP	\$750,700				\$750,700
<i>Tgt. auth. 6/2016.</i>								
09-14-0005	Kane County DOT	Randall Rd Transit Infrastructure Improvements	CONST	\$1,240,000				\$1,240,000
<i>Tgt. letting 6/2016.</i>								
09-96-0017	Kane County DOT	Longmeadow Pkwy at Randall Rd	CONST	\$767,600				\$767,600
<i>Tgt. letting 3/2016.</i>								
05-14-0001	LaGrange	LaGrange Stone Av Metra Station Area Pedestrian Access Improvements	CONST	\$308,100	\$215,900 C			\$524,000
<i>Tgt. letting 8/2016. Est. DA 3/31/2015.</i>								

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6/19/2015 9:22:25 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
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
<i>Tgt. 11/6/2015 letting. Consider moving to FFY 2015.</i>								
07-03-0012	Lan-Oak Park District	Lansing Greenway Connection from Grand Illinois Trail to Thorn Creek Trail	CONST	\$323,014				\$323,014
<i>Tgt. letting 9/30/16. Sunsets 9/30/16.</i>								
04-14-0002	Maywood	Maywood Train Station Facility	CONST	\$990,000	\$232,000	T		\$1,222,000
<i>Potential for delay due to RR coordination (UP and Metra). Tgt. letting 9/16/16.</i>								
18-14-0001	Metra	Purchase Components to Repower F40PH/F40PHM Locomotives	IMP	\$8,800,000				\$8,800,000
<i>Tgt. auth. 7/2016</i>								
08-13-0014	Naperville	Washington St from Warrenville Rd to Royce Rd Adaptive Signal Control	CONST	\$102,000				\$102,000
<i>Tgt. letting 6/10/2016.</i>								
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>Tgt. 9/18/15 letting. Schedule change request pending for 6/25 PSC.</i>								
04-13-0015	Oak Park	Chicago Av at Lombard Av HAWK Signal	CONST	\$136,000				\$136,000
<i>DA Est. 9/2015. Schedule change pending for 6/25 PSC. Tgt. letting 3/2016.</i>								
<i>Previously programmed in FFY 2015</i>			CONST	\$136,000				\$136,000
17-12-0002	Pace	Regional Rideshare Program	IMP	\$400,000				\$400,000
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$1,132,800				\$1,132,800
17-14-0001	Pace	Pedestrian Infrastructure Improvements along Pace Bus Routes	CONST	\$1,200,000				\$1,200,000
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ROW	\$40,000				\$40,000
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$1,823,000				\$1,823,000
<i>Tgt. Sept. 2017 letting. Reprogram in FFY 17.</i>								

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6/19/2015 9:22:26 AM

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
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
02-12-0004	Skokie	Old Orchard Rd from Skokie Blv to Gross Point Rd	CONST	\$428,000				\$428,000
<i>ROW in progress. Tgt. letting Jan 2016</i>								
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$428,000</i>				<i>\$428,000</i>
52 line items in 2016 totalling:				\$89,268,330	\$5,372,900	\$5,640,000		\$89,001,230
2017								
08-00-0020	Aurora	Eola Rd from 83rd St/Montgomery Rd to 87th St	CONST	\$4,080,000				\$4,080,000
<i>Targeting 11/6/15 or 1/15/16 letting. Schedule change request will be needed.</i>								
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
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
<i>County would like to construct sooner if funds available. Tgt. letting 11/6/2015. Consider moving to FFY 2015.</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.

6/19/2015 9:22:28 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
11-03-0018	McHenry County DOT	Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect	CONST	\$10,583,000		C		\$10,583,000
18-14-0002	Metra	Repower F40PHM Locomotives	ENG	\$160,000				\$160,000
18-14-0002	Metra	Repower F40PHM Locomotives	IMP	\$3,840,000				\$3,840,000
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$10,360,350				\$10,360,350
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$415,000				\$415,000
02-06-0035	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	CONST	\$446,000				\$446,000
02-14-0003	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	ENG2	\$32,000				\$32,000
15 line items in 2017 totalling:				\$79,086,316	\$0			\$79,086,316
2018								
03-96-0021	Cook County DOT	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
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

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

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6/19/2015 9:22:29 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
141 line items in 2015 - 2018 totalling:				\$377,007,290	\$30,237,348	\$37,888,462	\$68,830,284	\$300,525,892

Increase Codes

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

Withdrawal Codes

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

Obligation Codes

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

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

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



CMAQ Program Summary - Deferred Projects

Includes obligations through June 8, 2015

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 County DOT	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
1 line items in 2005 totalling:				\$111,249		\$111,249	\$0	\$0

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

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

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
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.	\$371,724 F	\$8,756	\$0
			<i>ENG1</i>	<i>\$380,480</i>	<i>Sub. Phase Def.</i>	<i>\$377,530</i>	<i>\$2,950</i>	<i>\$0</i>
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	ENG1	\$89,360	Sub. Phase Def.	\$80,158 F	\$9,202	\$0
			<i>ENG1</i>	<i>\$89,360</i>	<i>Sub. Phase Def.</i>	<i>\$89,360</i>	<i>\$0</i>	<i>\$0</i>
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		\$1,137,048	(\$301)	\$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
10-00-0128	Lake County DOT	Roberts Rd at River Rd	ENG1	\$218,000	Sub. Phase Def.	\$217,300 F	\$700	\$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	
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.	\$480,291 M	\$199,709	\$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	
8 line items in 2008 totalling:				\$2,140,835		\$1,910,789	\$230,046	\$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	\$101,131 F	\$269	\$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		\$1,197,230	\$58,269	\$0	
2010									
11-09-0006	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings	ENG1	\$72,000	Sub. Phase Def.	\$34,088 M	\$37,912	\$0	
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	ENG1	\$80,000	Sub. Phase Def.	\$80,000 F	\$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.	\$233,680 F	\$6,320	\$0	

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
07-08-0010	Riverdale	CSXT Barr Rail Yard Switch Engine Retrofit	IMP	\$2,925,000	Sub. Phase Def.	\$4,680,000 M	(\$1,755,000)	\$0
			<i>IMP</i>	<i>\$2,925,000</i>	<i>Sub. Phase Def.</i>	<i>\$2,925,000</i>	<i>\$0</i>	<i>\$0</i>
12-10-0001	Romeoville	135th St Metra Parking Lot	ENG1	\$340,000	Sub. Phase Def.	\$340,000 M	\$0	\$0
6 line items in 2010 totalling:				\$3,737,000		\$5,447,768	(\$1,710,768)	\$0
2011								
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG1	\$0	Sub. Phase Def.		\$0	\$0
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
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
3 line items in 2011 totalling:				\$112,000		\$111,834	\$166	\$0
2012								
01-01-0013	CDOT	CDOT-Bike Transit Connection	IMP	\$810,912	Sub. Phase Def.	\$775,136 F	\$35,776	\$0
01-01-0013	CDOT	CDOT-Bike Transit Connection	IMP	\$0	Reinstated		\$0	\$0
01-02-0027	CDOT	Cicero Ave Smart Corridor	ENG	\$733,000	Sub. Phase Def.	\$497,228 M	\$235,772	\$0
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG2	\$331,151	Sub. Phase Def.	\$298,400 O	\$32,751	\$0
01-05-0001	CDOT	Safe Routes to School Program - Citywide	IMP	\$0	Sub. Phase Def.		\$0	\$0

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6/19/2015 4:29:43 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG2	\$75,000	Deferred		\$0	\$75,000
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
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$537,000	Deferred		\$0	\$537,000
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
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
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	ENG2	\$135,960	Sub. Phase Def.	\$135,960 O	\$0	\$0
09-09-0013	Kane County DOT	IL 64 from Randall Rd to Burlington Rd	CONST	\$477,882	Sub. Phase Def.	\$477,883 M	(\$1)	\$0

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6/19/2015 4:29:44 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
10-00-0128	Lake County DOT	Roberts Rd at River Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
10-00-0128	Lake County DOT	Roberts Rd at River Rd	ENG2	\$471,461	Sub. Phase Def.	\$471,461 O	\$0	\$0
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	ENG1	\$140,000	Sub. Phase Def.	\$99,737 O	\$40,263	\$0
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	ENG	\$50,000	Sub. Phase Def.	\$36,890 O	\$13,110	\$0
09-10-0002	Sleepy Hollow	Bike Path along Sleepy Hollow Road from Thorbred Lane to Dundee Township Bird Sanctuary Trail Head	ENG1	\$9,600	Sub. Phase Def.	\$9,600 F	\$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
25 line items in 2012 totalling:				\$4,949,391		\$3,750,152	\$387,239	\$812,000
2013								
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$1,186,315	Reinstated	\$1,006,372 O	\$179,943	\$0
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$0	Sub. Phase Def.		\$0	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG2	\$649,637	Sub. Phase Def.	\$649,637 M	\$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	CONST	\$7,261,042	Reinstated	\$7,261,000 O	\$42	\$0
			CONST	\$7,261,042	Reinstated	\$8,656,819	(\$1,395,777)	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-08-0007	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
07-06-0058	FPD of Cook County	Thorn Creek Bicycle Trail Completion	CONST	\$4,922,400	Reinstated	\$4,661,148 M	\$261,252	\$0
			CONST	\$4,922,400	Reinstated	\$4,793,527	\$128,873	\$0
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 County DOT	Lake Zurich-US 12/Rand Road at Ela Road	ENG2	\$86,000	Reinstated	\$86,150 O	(\$150)	\$0
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	ENG2	\$52,000	Sub. Phase Def.	\$51,954 O	\$46	\$0
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	ENG2	\$56,000	Sub. Phase Def.	\$55,982 O	\$18	\$0
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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed	
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ROW	\$78,000	Reinstated	\$78,400 M	(\$400)	\$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 F	\$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		\$15,880,242	\$822,635	\$0	
2014									
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	
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	
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	ENG2	\$0	Reinstated		\$0	\$0	
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	
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	CONST	\$418,000	Reinstated	\$380,672 O	\$37,328	\$0	

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

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-08-0001	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
<i>Request for reinstatement of add'l \$2.384 million pending or 6/25 PSC.</i>								
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	ENG1	\$158,520	Sub. Phase Def.	\$135,357 O	\$23,163	\$0
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG1	\$17,795	Sub. Phase Def.	\$17,796 O	(\$1)	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
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
<i>Potential for de-obligation. Sponsor using local funds to accelerate phase.</i>								
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	ENG2	\$0	Sub. Phase Def.		\$0	\$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
<i>Est. draft PS&E 8/21/2015.</i>								
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
28 line items in 2014 totalling:				\$21,864,172		\$16,217,520	\$2,446,074	\$3,200,578
2015								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ROW	\$260,000	Deferred		\$0	\$260,000
<i>Sponsor utilizing STP funds for this phase.</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
01-05-0001	CDOT	Safe Routes to School Program - Citywide	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>This line combined with High Schools line.</i>								
01-06-0004	CDOT	Walk Chicago-Pedestrian Encouragement Program	IMP	\$160,000	Deferred		\$0	\$160,000
<i>RFP closed. Negotiations with selected vendor are underway. IDOT sent an -AC notice on 6/5/15, however reinstatement has not been requested. Antic. auth. 11/2015</i>								
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	CONST	\$1,010,400	Reinstated	\$910,400 O	\$100,000	\$0
<i>Withdrawn from March letting. Tgt. 4/24/15 letting. Remainder withdrawn: \$278,050. 80% of low bid: \$714,297.</i>								
			CONST	\$1,288,450	Reinstated	\$910,400	\$378,050	\$0
05-09-0002	Cicero	Cicero Rail Yard Switch Engine Retrofit	IMP	\$1,820,000	Deferred		\$0	\$1,820,000
<i>Buy America waiver received. Final contract negotiations on-going. Antic. auth. 9/2015. Reinstatement request needed.</i>								
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	CONST	\$8,302,000	Reinstated	\$8,248,000 O	\$54,000	\$0
<i>Let 1/30/2015.</i>								
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$5,792,000	Reinstated	\$5,792,000 O	\$0	\$0
<i>3/6/15 letting. Item 160. Received no bids. 4/24/15 Letting 80% of low bid: \$6,796,450.</i>								
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$0	Sub. Phase Def.	\$0 O	\$0	\$0
<i>Combined with other Construction line item to match executed agreement (1/25/15).</i>								
			CONST	\$0	Sub. Phase Def.		\$0	\$0
12-12-0001	FPD of Will County	DuPage River Trail - Segment 5	ENG2	\$68,000	Reinstated	\$67,918 O	\$82	\$0
12-12-0001	FPD of Will County	DuPage River Trail - Segment 5	CONST	\$1,232,000	Deferred		\$0	\$1,232,000
<i>Tgt 9/18/15 letting.</i>								
04-11-0009	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	ROW	\$640,000	Sub. Phase Def.		\$640,000	\$0
<i>PDR to IDOT 3/2015, ENG2 (STP-L funds) antic. end of May. ROW antic. 8/2015 auth. Const was vountarily deferred.</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
03-12-0002	IDOT	IL 59 at W Bartlett Rd	CONST	\$800,000	Reinstated		\$800,000	\$0
								<i>Tgt. letting 9/18/15</i>
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	CONST	\$700,436	Reinstated	\$584,773 M	\$115,663	\$0
								<i>3/6/15 letting. Item 200. 80% of low bid: \$512,337. Ob. remainder of \$419,564 withdrawn 3/24/15.</i>
			CONST	\$1,120,000	Reinstated	\$600,436	\$519,564	\$0
10-02-0007	Lake County DOT	Lake Zurich-US 12/Rand Road at Ela Road	CONST	\$694,183	Reinstated	\$694,222 O	(\$39)	\$0
								<i>Tgt. letting April 24, 2015. Sponsor change 2/2/15 from Lake Zurich to Lake County DOT. 80% of low bid: \$934,837.</i>
			CONST	\$694,183	Reinstated		\$694,183	\$0
10-02-0007	Lake County DOT	Lake Zurich-US 12/Rand Road at Ela Road	CONST	\$0	Sub. Phase Def.		\$0	\$0
								<i>This line consolidated with below for obligation tracking.</i>
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>Let 1/30/2015.</i>
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>Est. draft PS&E 3/6/15</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
								<i>Tgt. 9/18/15 letting. Reinstatement and cost increase pending for 6/25 PSC.</i>
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	ENG2	\$140,000	Reinstated	\$140,000 O	\$0	\$0
04-12-0001	Oak Park	Madison St from Home Av to Lombard Av	ENG1	\$52,000	Deferred		\$0	\$52,000
								<i>Village Board has not decided whether or not to proceed with project.</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

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6/19/2015 4:29:54 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
07-08-0010	Riverdale	CSXT Barr Rail Yard Switch Engine Retrofit	IMP	\$1,712,520	Reinstated		\$1,712,520	\$0
<i>Funds to be added to FFY 2010 authorization via MPA.</i>								
12-10-0001	Romeoville	135th St Metra Parking Lot	ENG2	\$440,000	Reinstated	\$437,082 O	\$2,918	\$0
<i>Authorized 2/10/2015.</i>								
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
<i>No May 2015 Status Update received.</i>								
07-10-0001	Tinley Park	183rd St at Oak Park Ave	ROW	\$240,000	Deferred		\$0	\$240,000
<i>Plats & legals under review by IDOT. Antic. Auth. 8/2015.</i>								
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG1	\$165,140	Sub. Phase Def.		\$165,140	\$0
<i>Working with IDOT to re-open in FMIS.</i>								
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	CONST	\$3,153,600	Deferred		\$0	\$3,153,600
<i>Plans at 95%, review appraisals by mid-April. Tgt. 9/18/15 letting. No reinstatement request received.</i>								
27 line items in 2015 totalling:				\$30,392,319		\$18,539,909	\$3,590,810	\$8,261,600
2016								
07-12-0004	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham	CONST	\$3,161,600	Deferred		\$0	\$3,161,600
<i>Tgt. letting 3/4/2016. Reinstatement request needed in Jan 2016.</i>								
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$3,161,600</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$3,161,600</i>
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$2,000,000	Deferred		\$0	\$2,000,000
<i>Final plans and construction IPA to be submitted by the end of 2015. Tgt. 2016 auth.</i>								
<i>Previously programmed in FFY 2015</i>			<i>IMP</i>	<i>\$2,000,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$2,000,000</i>

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6/19/2015 4:29:55 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-02-0027	CDOT	Cicero Ave Smart Corridor	CONST	\$2,187,000	Reinstated		\$2,187,000	\$0
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$2,187,000</i>	<i>Reinstated</i>	<i>Antic. Auth. 4/2016. Final PS&E est. to IDOT 11/15/15.</i>	<i>\$2,187,000</i>	<i>\$0</i>
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
01-03-0019	CDOT	Lakefront Trail Expansion, Ardmore Ave to Sheridan Rd	ENG1	\$300,000	Deferred		\$0	\$300,000
01-05-0001	CDOT	Safe Routes to School Program - Citywide	CONST	\$1,321,600	Deferred		\$0	\$1,321,600
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$1,321,600</i>	<i>Deferred</i>	<i>Antic. auth. 12/2015. Tgt. 3/1/2016 local letting.</i>	<i>\$0</i>	<i>\$1,321,600</i>
01-05-0005	CDOT	Jackson Park/59th St Bicycle Path	CONST	\$578,000	Deferred		\$0	\$578,000
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$578,000</i>	<i>Deferred</i>	<i>Sponsorship transferred to CDOT from CPD 6/2015.</i>	<i>\$0</i>	<i>\$578,000</i>
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$688,000	Deferred		\$0	\$688,000
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$528,000</i>	<i>Deferred</i>	<i>Final plans and construction IPA estimated to be submitted to IDOT by 9/30/15.</i>	<i>\$0</i>	<i>\$528,000</i>
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$1,739,000	Deferred		\$0	\$1,739,000
<i>Previously programmed in FFY 2015</i>			<i>IMP</i>	<i>\$1,739,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$1,739,000</i>
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$672,800	Deferred		\$0	\$672,800
<i>Previously programmed in FFY 2015</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 2015</i>			<i>IMP</i>	<i>\$1,118,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$1,118,000</i>
01-08-0003	CDOT	Signal Controller Upgrade and Timing Program	IMP	\$1,920,000	Reinstated		\$1,920,000	\$0
<i>Previously programmed in FFY 2015</i>			<i>IMP</i>	<i>\$1,920,000</i>	<i>Reinstated</i>	<i>Antic. auth. 12/2015. Est. final PS&E 10/15/15.</i>	<i>\$1,920,000</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
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	ENG	\$172,000	Deferred		\$0	\$172,000
<i>Previously programmed in FFY 2015</i>			<i>ENG</i>	<i>\$172,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$172,000</i>
<i>Antic. auth. 11/2015</i>								
01-12-0002	CDOT	Arterial VMS Traveler Information System, Phase I	IMP	\$1,141,200	Deferred		\$0	\$1,141,200
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$412,000	Deferred		\$0	\$412,000
<i>Previously programmed in FFY 2015</i>			<i>IMP</i>	<i>\$412,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$412,000</i>
<i>IPA expected 12/2014</i>								
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)	ENG	\$124,000	Deferred		\$0	\$124,000
<i>Previously programmed in FFY 2015</i>			<i>ENG</i>	<i>\$124,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$124,000</i>
<i>Antic. Auth. 6/2016.</i>								
01-12-0006	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S)	IMP	\$820,000	Deferred		\$0	\$820,000

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-12-0007	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	ENG	\$122,000	Deferred		\$0	\$122,000
<i>Previously programmed in FFY 2015</i>			<i>ENG</i>	<i>\$122,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$122,000</i>
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	\$1,338,000	Deferred		\$0	\$1,338,000
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	CONST	\$1,670,000	Deferred		\$0	\$1,670,000
01-97-0092	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
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
							<i>Tgt. letting 11/6/2015. In FFY16 in TIP.</i>	
03-12-0011	Des Plaines	Des Plaines - Pedestrian Refuge Medians	CONST	\$71,386	Deferred		\$0	\$71,386
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$71,386</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$71,386</i>
							<i>Delayed due to coordination with CCHTD. Tgt. letting 3/2016.</i>	
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	ENG2	\$143,801	Deferred		\$0	\$143,801

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
09-12-0009	Elgin	Elgin CBD Bike Racks Program	ENG2	\$8,000	Sub. Phase Def.		\$8,000	\$0
							<i>ENG1 stalled as of 3/23/15. Antic. Auth. 11/2015</i>	
		<i>Previously programmed in FFY 2015</i>	<i>ENG2</i>	<i>\$8,000</i>	<i>Sub. Phase Def.</i>		<i>\$8,000</i>	<i>\$0</i>
09-12-0009	Elgin	Elgin CBD Bike Racks Program	CONST	\$68,800	Deferred		\$0	\$68,800
								<i>Antic. Auth. 7/2016.</i>
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ENG1	\$112,000	Deferred		\$0	\$112,000
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ROW	\$349,920	Deferred		\$0	\$349,920
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ENG2	\$128,000	Deferred		\$0	\$128,000
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	ENG2	\$11,440	Deferred		\$0	\$11,440
							<i>Waiting on Metra station rehab (summer 2015) before beginning. Auth. expected 1/2016/</i>	
		<i>Previously programmed in FFY 2015</i>	<i>ENG2</i>	<i>\$11,440</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$11,440</i>
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
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	CONST	\$1,058,840	Reinstated		\$1,058,840	\$0
							<i>Draft PS&E submitted 5/3/13. Tgt. letting 1/15/2016.</i>	
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	CONST	\$2,063,917	Deferred		\$0	\$2,063,917
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	CONST	\$764,000	Reinstated		\$764,000	\$0
							<i>Target letting 6/1/2016 due to ROW.</i>	
		<i>Previously programmed in FFY 2015</i>	<i>CONST</i>	<i>\$764,000</i>	<i>Reinstated</i>		<i>\$764,000</i>	<i>\$0</i>

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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 2015</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	\$231,000	Deferred		\$0	\$231,000
<i>Previously programmed in FFY 2015</i>			<i>ENG2</i>	<i>\$231,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$231,000</i>
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	ENG1	\$8,000	Deferred		\$0	\$8,000
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	ENG2	\$12,000	Deferred		\$0	\$12,000
03-12-0012	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	CONST	\$94,000	Deferred		\$0	\$94,000
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$94,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$94,000</i>
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG2	\$27,031	Deferred		\$0	\$27,031
<i>Previously programmed in FFY 2015</i>			<i>ENG2</i>	<i>\$27,031</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$27,031</i>
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	CONST	\$249,040	Deferred		\$0	\$249,040
						<i>Est. draft PS&E 6/19/2015 (implies tgt. letting Nov. 2015)</i>		
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	CONST	\$1,693,000	Deferred		\$0	\$1,693,000
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	IMP	\$910,000	Deferred		\$0	\$910,000
04-12-0001	Oak Park	Madison St from Home Av to Lombard Av	ENG2	\$32,000	Deferred		\$0	\$32,000

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
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
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$228,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$228,000</i>
12-10-0001	Romeoville	135th St Metra Parking Lot	CONST	\$2,840,000	Deferred		\$0	\$2,840,000
12-10-0001	Romeoville	135th St Metra Parking Lot	CONST	\$812,000	Deferred		\$0	\$812,000
04-00-0010	Schiller Park	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	CONST	\$320,000	Deferred		\$0	\$320,000
<i>No May 2015 Status Update received.</i>								
07-10-0001	Tinley Park	183rd St at Oak Park Ave	CONST	\$2,464,000	Deferred		\$0	\$2,464,000
<i>Est. draft PS&E 8/21/2015. Tgt. letting 1/15/2016.</i>								
07-06-0002	University Park	Cicero Ave Shared Use Path	ENG2	\$14,000	Deferred		\$0	\$14,000
<i>Previously programmed in FFY 2015</i>			<i>ENG2</i>	<i>\$14,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$14,000</i>
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG2	\$84,800	Deferred		\$0	\$84,800
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	CONST	\$365,744	Deferred		\$0	\$365,744
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	CONST	\$129,760	Deferred		\$0	\$129,760
<i>tgt. 4/22/16 letting</i>								
65 line items in 2016 totalling:				\$69,640,313		\$0	\$6,745,840	\$62,894,473
2017								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	CONST	\$2,636,800	Deferred		\$0	\$2,636,800
<i>2/2015: Tgt. 4/22/2016 letting. Schedule Change req. will be needed. 10/2014: Tgt. auth. FFY17.</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
01-97-0086	CDOT	CDOT-Near West Side Signal Interconnect	CONST	\$1,692,000	Deferred		\$0	\$1,692,000
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$1,692,000</i>	<i>Deferred</i>	<i>Project on hold due to Loop Link BRT. Tgt. letting 8/1/2017.</i>	<i>\$0</i>	<i>\$1,692,000</i>
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	CONST	\$2,397,000	Deferred		\$0	\$2,397,000
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	CONST	\$3,179,000	Deferred		\$0	\$3,179,000
<i>Previously programmed in FFY 2016</i>			<i>CONST</i>	<i>\$3,179,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$3,179,000</i>
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
07-06-0002	University Park	Cicero Ave Shared Use Path	CONST	\$184,800	Deferred		\$0	\$184,800
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$184,800</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$184,800</i>
7 line items in 2017 totalling:				\$10,733,600		\$0	\$0	\$10,733,600
2018								
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	CONST	\$1,025,920	Deferred		\$0	\$1,025,920
								<i>Tgt. letting April 2015</i>
08-00-0008	IDOT	IL 53 from North Ave/IL 64 to St Charles Rd	CONST	\$209,000	Deferred		\$0	\$209,000
2 line items in 2018 totalling:				\$1,234,920		\$0	\$0	\$1,234,920

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

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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
2019								
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	ENG2	\$57,200	Deferred		\$0	\$57,200
		<i>Previously programmed in FFY 2014</i>	<i>ENG2</i>	<i>\$57,200</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$57,200</i>
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	CONST	\$629,600	Deferred		\$0	\$629,600
		<i>Previously programmed in FFY 2015</i>	<i>CONST</i>	<i>\$629,600</i>	<i>Deferred</i>	<i>Waiting for completion of adjacent Tollway project before proceeding.</i>	<i>\$0</i>	<i>\$629,600</i>
2 line items in 2019 totalling:				\$686,800		\$0	\$0	\$686,800
214 line items totalling:				\$166,215,375		\$65,806,280	\$12,585,124	\$87,823,971

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.



MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: June 18, 2015
Re: CMAQ Transit Project Expenditure Updates – Thru March 30, 2015

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 40 transit projects reported on this quarter, 7 are complete, but not closed out. 9 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 closed projects) to show the degree to which active projects are yet to be undertaken.

Agency	RTA	CTA	Metra	Pace	CDOT	Totals
Active Projects	7	8	11	6	8	40
Projects added to the quarterly		1	3			4
New "close outs"	0	0	0	0	0	0
Completed projects (but not closed)	1	1	2	1	2	7
Active Projects with no expenditures	0	2	7	0	0	9
Combined % expended on active projects	9.27%	45.82%	16.01%	67.16%	52.15%	41.97%
Federal Dollars expended on active projects	4,188,731	15,457,345	4,969,852	19,962,499	66,301,068	110,879,495
Remaining Balance on Active Projects (Federal Dollars)	40,983,453	15,678,580	26,078,148	9,763,229	60,823,932	153,327,342



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	\$ 81,129,057	\$ 124,503,441	\$ (43,374,385)	\$ 8,261,600	\$ (51,635,985)	\$ 162,000,000	\$ 92,082,713	\$ 69,917,287
2016	\$ 105,471,000	\$ 95,611,070	\$ 9,859,930	\$ 62,894,473	\$ (53,034,543)	\$ 145,988,364		
2017	\$ 105,471,000	\$ 79,086,316	\$ 26,384,684	\$ 10,733,600	\$ 15,651,084	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	\$ 686,800	\$ 104,784,200	TBD		
	\$ 503,013,057	\$ 335,895,577	\$ 167,117,480	\$ 83,811,393	\$ 83,306,087	\$ 307,988,364	\$ 92,082,713	\$ 215,905,651

Current as of 6/8/2015.

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 2015 Federal Apportionment	\$ 105,471,000
Prior Years' Unobligated Balance	\$ 103,767,914 (+)
	\$ 209,238,914
Advanced Construction (All Years)	\$ 128,109,857 (-)
	\$ 81,129,057

Current Year Letting/Authorization Targets:

	Active/Reinstated	Deferred	Total
June	\$ 4,190,653	\$ -	\$ 4,190,653
July	\$ 39,662,733	\$ -	\$ 39,662,733
August	\$ 9,910,400	\$ 320,000	\$ 10,230,400
September	\$ 9,780,000	\$ 7,524,600	\$ 17,304,600
November	\$ 346,400	\$ 160,000	\$ 506,400
Total Anticipated	\$ 63,890,186	\$ 8,004,600	\$ 71,894,786
Unknown	\$ 5,774,040	\$ 5,852,120	\$ 11,626,160



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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: June 19, 2015
Re: CMAQ Project Change Requests for consideration on June 25, 2015

Fourteen projects have submitted scope, cost, and schedule change requests for committee consideration. The sponsors' requests are attached; re-ranking analyses are available upon request. In addition, there are thirteen programming changes that staff is recommending based on May Status Update submittals. A summary of the impacts of the staff recommended and sponsor requested cost changes on the fiscal constraint of the Transportation Improvement Program (TIP) is shown below.

	2015	2016	2017	2018	2019	Notes
Current Program*	\$172,384,400	\$94,876,000	\$79,086,000	\$37,363,000	\$0	
Unprogrammed Balance*	\$1,359,600	\$10,595,000	\$26,385,000	\$68,108,000	\$105,470,000	
Changes due to status updates						
01-06-0005		-\$2,560,000				Defer due to ENG1/2 not accomp.
06-06-0061		-\$1,823,000	\$1,823,000			Tgt. 9/2017 letting
06-06-0061 (ROW)	\$40,000	-\$40,000				Tgt. 9/2015 authorization
06-06-0061	-\$1,521,000	\$1,521,000				Tgt. 3/4/2016 letting
07-14-0009	-\$103,040	\$103,040				Tgt. 1/15/2016 letting
08-12-0004		-\$3,090,000	\$3,090,000			Tgt. 9/1/2017 letting
09-10-0016 (ROW)	-\$160,000					Sunsets 9/30/15. Auth. tgt. 1/2016
09-10-0016 (CONST)		-\$2,400,000				Defer due to ROW not accomp.
10-14-0008	\$1,837,000	-\$1,837,000				Tgt. 11/6/2015 letting
10-14-0009	\$1,544,000		-\$1,544,000			Tgt. 11/6/2015 letting
11-12-0006	-\$2,510,000	\$2,510,000				ROW issues
12-12-0003	-\$10,384,000		\$10,384,000			ROW issues
17-12-0003	-\$480,000	\$480,000				No reason given
Sum of Changes From Updates	-\$11,737,040	-\$7,135,960	\$13,753,000	\$0	\$0	
Revised Program	\$160,647,360	\$87,740,040	\$92,839,000	\$37,363,000	\$0	
Rev. Unprogrammed Balance	\$13,096,640	\$17,730,960	\$12,632,000	\$68,108,000	\$105,470,000	
Sponsor requested changes						
08-13-0015	\$127,000	-\$127,000				Tgt. 9/18/15 letting
09-12-0005	-\$63,300					Savings from reduced scope
08-12-0013	\$176,000					Tgt. 9/18/15 letting (?)
03-12-0003	\$240,000					Tgt. 7/31/15 or 9/18/15 letting
03-12-0008	\$438,000					Tgt. 9/18/15 letting
03-12-0014	-\$680,000	\$1,024,000				Tgt. 9/18/15 and 1/15/16 lettings
10-14-0004		\$528,000		-\$528,000		To coord. const. with 10-14-0008.
04-08-0001	\$1,540,000					Tgt. 9/18/15 letting, reinst. + increase
03-14-0004 (ROW)	\$80,000	-\$80,000				Tgt. 8/2015 authorization
02-12-0001	\$1,120,000	-\$1,120,000				Tgt. 9/18/15 letting.
11-96-0007	-\$219,000					Defer - tgt. FFY 17 letting
Sum of requested changes	\$2,758,700	\$225,000	\$0	-\$528,000	\$0	
Revised Program	\$163,406,060	\$87,965,040	\$92,839,000	\$36,835,000	\$0	
Rev. Unprogrammed Balance	\$10,337,940	\$17,505,960	\$12,632,000	\$68,636,000	\$105,470,000	

* Source: CMAP FY 2014-19 TIP.

For Committee Consideration:

Lake County – Washington St. Bike Path (sidepath) (TIP ID 10-10-0002)

This project was originally approved for \$96,000 federal (\$194,595 total) for phase 1 engineering in FFY 2011, \$40,000 federal (\$50,000 total) for phase 2 engineering in FFY 2013, and \$624,480 federal (\$737,160 total) for construction/CE in FFY 2013 for a project total of \$760,480 federal (\$981,755 total). In 2012, \$59,228 and \$107,373 in federal funds were transferred from construction to phase 1 and phase 2 engineering respectively. In February 2014 a cost increase was approved for \$142,000 federal (\$164,400 total) for construction increasing the project total to \$902,480 federal (\$1,129,000 total).

The sponsor is requesting to transfer unobligated funds of \$50,182 federal (\$62,728 total) from phase 1 engineering and \$14,112 federal (\$17,640 total) from phase 2 engineering to construction/CE and a cost increase of \$12,000 federal (\$15,000 total) for construction to be added to the FFY 2014 authorization. The increase being sought is the result of the low bid exceeding the pre-letting estimate. This project has already been bid twice. If the cost increase is granted the total project cost would increase to \$914,000 federal (\$1,144,000 total).

A re-ranking was completed with the project ranking unchanged at 8th among 2010 Bicycle Facility projects.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested transfer of \$50,182 federal (\$62,728 total) from phase I engineering and \$14,112 federal (\$17,640 total) from phase 2 engineering to construction/CE and cost increase of \$12,000 federal (\$15,000 total) in FFY 2014 for a total project cost of \$914,000 federal (\$1,144,000 total) for Lake County – Washington St. Bike Path (sidepath) (TIP ID 10-10-0002).

Naperville – Washington St Corridor Traffic Management System: Washington St from Warrenville Rd to Royce Rd (TIP ID 08-13-0015)

This project was originally approved for \$127,000 federal (\$1,050,000 total) for construction in FFY 2015. Based on information provided by the sponsor during the October 2014 status updates the schedule was changed from FFY 2015 to FFY 2016. The sponsor is now targeting the September 18, 2015 letting. As a result the sponsor is requesting a schedule change to move the project back into FFY 2015. Since there was no cost change a re-ranking of the project was not done.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested schedule change from FFY 2016 to FFY 2015 in the amount of \$127,000 federal (\$1,050,000 total) for Naperville – Washington St Corridor Traffic Management System: Washington St from Warrenville Rd to Royce Rd (TIP ID 08-13-0015).

Lincolnwood - Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail (TIP ID 02-10-0001)

This project was originally approved for \$56,000 federal (\$108,889 total) for phase 1 engineering in FFY 2010, \$52,000 federal (\$64,943 total) for phase 2 engineering in FFY 2011, \$4,800,000 federal (\$6,000,000 total) for ROW in 2011, and \$688,000 federal (\$860,000 total) for construction/CE in FFY 2014 for a project total of \$5,596,0000 federal (\$7,033,832 total). The project was deferred in FFY 2013, due to phase 2 engineering not being accomplished prior to sunseting. ROW and construction funds were withdrawn due to the project deferral. In December of 2014, \$1,600,000 federal (\$2,000,000 total) of the ROW funding was reinstated and authorized so that negotiations could begin, with the balance of \$3,200,000 federal (\$4,000,000 total) remaining deferred.

The sponsor is requesting reinstatement of an additional \$2,384,000 federal CMAQ (\$2,980,000 total) for ROW to be added to the FFY 2014 authorization due to the most recent offer from the Union Pacific Railroad exceeding the federally authorized funding. As there is no change in total project cost, a re-ranking of the project was not done.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the request to reinstate \$2,384,000 federal CMAQ (\$2,980,000 total) for ROW in FFY 2014 for a total of \$3,984,000 federal (\$4,980,000 total) and a project total of \$5,028,000 federal (\$6,285,000 total) for Lincolnwood - Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail (TIP ID 02-10-0001).

Batavia – Pedestrian Crossing Various (8) locations along IL 31 and IL 25 (TIP ID 09-12-0005)

This project was originally approved for \$33,600 federal (\$42,000 total) for phase 1 engineering in FFY 2012, \$33,600 federal (\$42,000 total) for phase 2 engineering in FFY 2014, and \$419,200 federal (\$524,000 total) for construction/CE in FFY 2015 for a project total of \$486,400 federal (\$658,400 total).

The sponsor is requesting a scope change to remove the intersection of IL 31 and Houston St. from this project, which is currently under construction, due to public opposition to the planned improvements at this intersection. The sponsor has indicated that IDOT is not opposed to the elimination of the planned improvements at this location. Seven other intersections remain part of this project. If approved the removal of the intersection would reduce the cost associated with this project by \$63,300 federal (\$79,200 total).

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the scope change to remove the intersection of Huston and IL 31 from this project along with a reduction in cost of \$63,300 federal (\$79,200 total) for a total project cost of \$423,100 federal (\$579,200 total) for Batavia – Pedestrian Crossing Various (8) locations along IL 31 and IL 25 (TIP ID 09-12-0005).

IDOT – IL 59 at IL 38 N. and S. Ramps (TIP ID 08-12-0013)

This project was originally approved for \$0 federal (\$105,000 total) for phase 1 and 2 engineering in FFY 2012, \$80,000 federal (\$100,000 total) for ROW in FFY 2014, and \$560,000

federal (\$700,000 total) for construction/CE in FFY 2015, for a project total of \$640,000 federal (\$905,000 total). In March 2014 this project was combined with another IDOT project (TIP ID 08-12-0007) resulting in a transfer of \$320,000 federal (\$400,000 total) which changed the project total to \$960,000 federal (\$1,305,000 total).

The sponsor is requesting a cost increase of \$176,000 federal CMAQ (\$220,000 total) for construction in FFY 2015 due to final design estimates and current bid tab pricing. The project is targeting the September state letting. If the cost increase is granted the total project cost would increase to \$1,136,000 federal (\$1,525,000 total).

Due to the combination of two projects, with different ranks, the combined benefits and costs were calculated and compared to all other 2012-2016 Intersection Improvement proposals. The project ranking would be 21st among all 2012-2016 Intersection Improvement proposals and the ranking among funded projects would be 12th. 24 funded projects ranked lower than 12th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the cost increase for \$176,000 federal (\$220,000 total) for Construction in FFY 2015 for a total project cost of \$1,136,000 federal (\$1,525,000 total) for IDOT – IL 59 at IL 38 N. and S. Ramps (TIP ID 08-12-0013).

IDOT – IL 62 at Barrington Rd. (TIP ID 03-12-0003)

This project was originally approved for \$0 federal (\$75,000 total) for phase 1 and 2 engineering in FFY 2012, \$80,000 federal (\$100,000 total) for ROW in FFY 2014, and \$400,000 federal (\$500,000 total) for construction/CE in FFY 2015, for a project total of \$480,000 federal (\$675,000 total).

The sponsor is requesting a cost increase of \$240,000 federal CMAQ (\$300,000 total) for construction in FFY 2015 due to final design estimates and current bid tab pricing. The project is targeting the July state letting. . If the cost increase is granted the total project cost would increase to \$720,000 federal (\$975,000 total).

A re-ranking was completed with the project ranking changing from 32nd to 40th among all 2012-2016 Intersection Improvement proposals. The ranking among funded projects changed from 18th to 21st. 16 funded projects remain ranked lower than 21st.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the cost increase for \$240,000 federal (\$300,000 total) for Construction in FFY 2015 for a total project cost of \$720,000 federal (\$975,000 total) for IDOT – IL 59 at IL 38 N. and S. Ramps (TIP ID 08-12-0013).

IDOT – IL 68 at N. Wilke and at Kennicott (TIP ID 03-12-0008)

This project was originally approved for \$0 federal (\$113,000 total) for phase 1 and 2 engineering in FFY 2012, \$56,000 federal (\$70,000 total) for ROW in FFY 2014, and \$280,000 federal (\$350,000 total) for construction/CE in FFY 2015, for a project total of \$336,000 federal (\$533,000 total). In May 2014 this project was combined with another IDOT project (TIP ID 03-

12-0007) resulting in a transfer of \$64,000 federal (\$80,000 total) for ROW and \$320,000 federal (\$400,000 total) for construction which changed the project total to \$720,000 federal (\$1,305,000 total). A cost increase of \$720,000 federal (\$900,000 total) was also approved when the projects were combined, which increased the project total to \$1,440,000 federal (\$1,913,000 total).

The sponsor is requesting an additional cost increase of \$438,000 federal CMAQ (\$547,000 total) for construction in FFY 2015 due to final design estimates and current bid tab pricing. The project is targeting the September state letting. If the cost increase is granted the total project cost would increase to \$1,878,000 federal (\$2,460,000 total).

Due to the combination of two projects, with different ranks, the combined benefits and costs were calculated and compared to all other 2012-2016 Intersection Improvement proposals. The project ranking would be 27th among all 2012-2016 Intersection Improvement proposals and the ranking among funded projects would be 15th. 21 funded projects ranked lower than 15th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the cost increase for \$438,000 federal (\$547,500 total) for Construction in FFY 2015 for a total project cost of \$1,878,000 federal (\$2,460,000 total) for IDOT – IL 68 at N. Wilke and at Kennicott (TIP ID 03-12-0008).

IDOT – IL 68 at IL 83 and at McHenry/Wheeling Roads (TIP ID 03-12-0014)

This project was originally approved for \$0 federal (\$278,000 total) for phase 1 and 2 engineering in FFY 2012, \$160,000 federal (\$200,000 total) for ROW in FFY 2014, and \$800,000 federal (\$1,000,000 total) for construction/CE in FFY 2015, for a project total of \$960,000 federal (\$1,478,000 total).

In March 2014 this project was combined with another IDOT project (TIP ID 03-12-0015) resulting in a transfer of \$160,000 federal (\$200,000 total) for ROW and \$680,000 federal (\$850,000 total) for construction which changed the project total to \$1,800,000 federal (\$2,528,000 total).

The two locations which were previously combined into one TIP ID are now planned to be let separately in different federal fiscal years and cost increases are being requested for both. In FFY 2015, the sponsor is requesting a cost increase of \$120,000 federal CMAQ (\$150,000 total) for Construction at McHenry/Wheeling Rds. for the September state letting. The sponsor is also requesting a cost increase of \$224,000 federal CMAQ (\$280,000 total) for construction of the IL 83 location, which is targeting the January state letting, and reprogramming of the currently programmed \$800,000 federal (\$1,000,000 total) in FFY 2016. The cost increases are being requested due to final design estimates and current bid tab pricing. If the cost increase is granted the total project cost would increase to \$2,174,000 federal (\$2,958,000 total).

Due to the combination of two projects, with different ranks, the combined benefits and costs were calculated and compared to all other 2012-2016 Intersection Improvement proposals. The project ranking would be 23rd among all 2012-2016 Intersection Improvement proposals and the ranking among funded projects would be 12th. 24 funded projects ranked lower than 12th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the cost increase for \$120,000 federal (\$150,000 total) for Construction in FFY 2015 for the IL 68 at McHenry/Wheeling Rds intersection, reprogramming \$800,000 federal (\$1,000,000 total) for Construction from FFY 2015 into FFY 2016, and the cost increase for \$224,000 federal CMAQ (\$280,000 total) in FFY 2016 for the IL 68 at IL 83 intersection, for a total project cost of \$2,174,000 federal (\$2,958,000 total) for IDOT – IL 68 at IL 83 and at McHenry/Wheeling Roads (TIP ID 03-12-0014).

IDOT – IL 120 Belvidere Rd. at Hainesville Rd (TIP ID 10-14-0004)

This project was originally approved for \$64,000 federal (\$80,000 total) for ROW in FFY 2017, and \$320,000 federal (\$400,000 total) for construction/CE in FFY 2018, for a project total of \$384,000 federal (\$480,000 total). In February 2014, a cost increase was approved for \$212,000 federal (\$265,000 total) for ROW and \$208,000 federal (\$260,000 total) for construction for a total project cost of \$804,000 federal (\$1,005,000 total).

IDOT is requesting to transfer sponsorship to Lake County DOT. Lake County DOT is willing to accept sponsorship, and if approved, is requesting to reprogram \$528,000 federal CMAQ (\$660,000 total) for construction from FFY 2018 to FFY 2016 to accommodate coordination with the CMAQ funded Lake County signal interconnect project on IL 120 (TIP ID 10-14-0008).

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the request to transfer project sponsorship to Lake County DOT and to reschedule \$528,000 federal CMAQ (\$660,000 total) for Construction from FFY 2018 to FFY 2016 for IDOT – IL 120 Belvidere Rd. at Hainesville Rd (TIP ID 10-14-0004).

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

This project was originally approved for \$55,835 federal (\$69,915 total) for phase I engineering in FFY 2008, \$59,165 federal (\$74,085 total) in phase II engineering in FFY 2008, and \$1,108,000 federal (\$1,385,000 total) in Construction in FFY 2009 for a project total of \$1,223,000 federal (\$1,529,000 total). In April 2014, a cost increase was approved for \$50,435 federal (\$63,044 total), \$212,000 federal (\$265,000 total) for Construction for a total project cost of \$1,485,435 federal (\$1,857,044 total). Currently \$1,320,000 federal (\$1,650,000 total) in Construction funds is deferred.

The sponsor is requesting reinstatement of \$1,320,000 federal CMAQ (\$1,650,000 total) in deferred Construction funds in FFY 2015 and a cost increase of \$220,000 federal CMAQ (\$275,000 total) due additional block retaining walls in order to meet ADA requirements, additional non-special waste removal, construction cost increases and additional bicycle railings. Pre-final plans were submitted in March and the project is targeting the September state letting. If the cost increase is granted the total project cost would increase to \$1,705,435 federal (\$2,131,793 total).

A re-ranking was completed with the project ranking changing from 8th to 9th among 2008 Bicycle Facility projects.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the request to reinstate \$1,320,000 federal CMAQ (\$1,650,000 total) in deferred Construction funds in FFY 2015 and a cost increase of \$220,000 federal CMAQ (\$275,000 total) for a total project cost of \$1,705,435 federal (\$2,131,793 total) for Melrose Park – North Ave. Commuter Bicycle Path (TIP ID 04-08-0001).

IDOT - Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St (TIP ID 03-14-0004)

This project was originally approved for \$80,000 federal (\$100,000 total) for ROW in FFY 2014 and \$2,800,000 federal (\$3,500,000 total) for Construction in FFY 2016 for a project total of \$2,880,000 federal (\$3,600,000 total).

The sponsor is requesting a schedule change to reprogram \$80,000 federal CMAQ (\$100,000 total) for ROW from FFY 2016 to FFY 2015. Authorization of federal funds is expected in August 2015.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the request for a schedule change to reprogram \$80,000 federal CMAQ (\$100,000 total) for ROW from FFY 2016 to FFY 2015 for IDOT - Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St (TIP ID 03-14-0004).

IDOT - IL 68/Dundee Rd at Landwehr Rd and Pfingsten Rd (TIP ID 02-12-0001)

This project was originally approved for \$96,000 federal (\$120,000 total) for ROW in FFY 2015 and \$480,000 federal (\$600,000 total) for Construction in FFY 2016 for a project total of \$576,000 federal (\$720,000 total). In March 2014, this project was combined with another IDOT project (TIP ID 02-12-0005) resulting in a transfer of \$160,000 federal (\$200,000 total) for ROW and \$640,000 federal (\$800,000 total) which changed the project total to \$1,376,000 federal (\$2,528,000 total).

The sponsor is requesting a schedule change to reprogram \$1,120,000 federal CMAQ (\$1,400,000 total) for Construction from FFY 2016 to FFY 2015. ROW was authorized in November of 2014. The project is targeting the September state letting.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested schedule change to reprogram \$1,120,000 federal CMAQ (\$1,400,000 total) for Construction from FFY 2016 to FFY 2015 for IDOT - IL 68/Dundee Rd at Landwehr Rd and Pfingsten Rd (TIP ID 02-12-0001).

McHenry County Conservation District (TIP ID 11-96-0007)

This project was originally approved \$219,040 federal (\$273,800 total) for phase I engineering in 2000, \$0 federal (\$60,000 total) for phase II engineering in 2010, \$440,960 federal (\$551,200 total) for Construction in 2010 and \$419,200 federal (\$524,000 total) for Construction in 2015 for a project total of \$1,079,200 federal (\$1,409,000 total).

The sponsor is requesting to transfer \$200,000 federal CMAQ (\$250,000 total) from construction in FFY 2015 to ENG2 in FFY 2015, to increase the total project cost from \$1,373,000 to \$3,653,000, (no change in the federal amount at this time) and to defer the balance of \$219,000 federal CMAQ (\$2,500,000 total) for construction, which sunsets in FFY 2015, to FFY 2017.

A re-ranking was completed with the project ranking changing from 27th to 35th among 2010 Bicycle Facility proposals. The ranking among funded projects changed from 10th to 12th. No funded projects ranked lower than 12th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the request to transfer \$200,000 federal CMAQ (\$250,000 total) from construction in FFY 2015 to ENG2 in FFY 2015 and concurrence with the increased total project cost from \$1,373,000 to \$3,653,000, (no change in the federal amount at this time) and to defer the balance of \$219,000 federal CMAQ (\$2,500,000 total) for construction for McHenry County Conservation District (TIP ID 11-96-0007).

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

This project was originally approved for \$452,000 federal CMAQ (\$565,000 total) for construction in FFY 2008. In August 2009, a cost increase was approved for \$78,492 federal (\$98,115 total) for construction. In July 2012, \$45,600 federal (\$57,000 total) for phase 2 engineering was added to the project. In July 2014, an additional cost increase was approved for \$516,508 federal (\$731,085 total) for construction, bringing the project total to \$1,092,600 federal CMAQ (\$1,365,750 total).

The sponsor is requesting a cost increase of \$288,600 federal (\$360,800 total) for construction to be added to the funds first authorized in FFY 2009, due to the low bid received on April 24, 2015 exceeding the engineer's estimate. If the cost increase is granted the total project cost would increase to \$1,381,200 federal (\$1,812,000 total).

A re-ranking was completed with the project ranking unchanged at 13th among 2008 Bicycle Facility proposals and 12th among funded projects. Three funded projects ranked lower than 12th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the cost increase of \$288,600 federal (\$360,800 total) for Construction for a total project cost of \$1,381,200 federal (\$1,812,000 total) for Des Plaines – Central Rd from Wolf Rd to East River Rd (TIP ID 03-08-0002).

Administrative Modifications:

Chicago Park District (TIP ID 01-05-0005)

The Park District requested transfer of sponsorship to CDOT to coordinate with an adjacent CDOT project. CDOT accepted the transfer. Construction funds are currently deferred. Staff completed the change as an administrative modification.

Kane County DOT – CAD Integration to Various PSAPs in Kane County (TIP ID 09-14-0003)

The sponsor requested withdrawal of the project and release of all programmed CMAQ funds. The programmed funds were \$386,400 federal CMAQ (\$483,000 total) for Implementation in FFY 2015. Staff completed this request as an administrative modification.

Oak Park – Chicago Ave at Lombard Ave (TIP ID 04-13-0015)

The sponsor is requesting a schedule change to move \$136,000 federal (\$170,000 total) for Construction from FFY 15 to FFY 16 due to village priorities. Construction sunsets in 2017, and phase 2 engineering is in progress. The sponsor has notified staff that construction is now targeting the March 4th, 2016 letting. Staff completed this request as an administrative modification.

CMAQ Cost Change Request Form

Project Identification

TIP ID	10-10-0002	Sponsor	Lake County Division of Transportation
Project Location Description	Washington St Bike Path (sidepath)		

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	2011	194	155	80	CMAQ		X
ENG 2	2013	184	147	80	CMAQ		X
ROW	N/A						<input type="checkbox"/>
CONST	2014	675	540	80	CMAQ		X
CE	2014	76	60	80	CMAQ		X
Total		1129	902	80	CMAQ		

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	132	105	80	CMAQ		11/1/2010
ENG 2	2013	166	133	80	CMAQ		3/26/2013
ROW	N/A						
CONST	2014	770	616	80	CMAQ		6/25/2014
CE	2014	76	60	80	CMAQ		6/25/2014
Total		1144	914	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: X Cost Increase X Transfer of Funds Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1		(62)	(50)		To Const
ENG 2	2013	(18)	(14)	80	To Const
ROW					
CONST	2014	95	76	80	
CE					
Total		15	12	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.

The original application for this project was submitted by the Village of Grayslake. The original requested program amounts were estimated too low in the application. Lake County DOT assumed the role of local agency prior to ENG1. Lake County Project was bid twice and each time the low bid exceeded the engineer's estimate.

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-91-326-10	CMM-9003(559)	
ENG 2	D-91-326-10	CMM-9003(560)	
ROW	R-		
CONST	C-91-326-10	CMM-9003(561)	
ENG			
IMP			

Additional Comments

CMAQ Schedule Change Request Form

Project Identification

TIP ID	08-13-0015	Sponsor	City of Naperville
Project Location Description	Washington St Corridor Centralized Traffic Management System; Washington St from Warrenville Rd to Royce Rd		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	2013
ENG2	2014
ROW	N/A
CONST	2016

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	2013	2014
ENG2	2014	2015
ROW	N/A	N/A
CONST	2015	2015

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

Reason for Request

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

Since the letting date (September 18, 2015) is close to the end of the federal fiscal year, the City originally recommended having the CMAQ funding for construction engineering in Federal Fiscal Year 2016 to coincide with the start of anticipated start of construction engineering services. However, after discussions with CMAP staff, the CMAQ funding should be shifted from Federal FY16 to Federal FY15 to be consistent with the STP funding and match the authorization period.

Additional Comments

Funding for preliminary and detailed engineering used only local sources. Funding for construction and construction engineering will utilized local, STP, and CMAQ funds.

Pre-final engineering plans and currently under IDOT review in accordance with the letting schedule.

Kama Dobbs

From: Brian Pigeon <bpigeon@NWMC-COG.ORG>
Sent: Thursday, June 11, 2015 1:33 PM
To: Kama Dobbs
Subject: Request for Reinstatement of ROW Funds for 02-10-0001 Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail
Attachments: 11-12-2014 letter to Village of Lincolnwood .pdf

Kama,

To: CMAQ Project Selection Committee

On behalf of the Village of Lincolnwood I would like to request the reinstatement of \$ 2, 384,000 Federal/ \$2, 980,000 Total deferred funds for the Right-of-Way phase of project 02-10-0001.

This phase initially had \$4.8million Federal, \$6million total programmed in FFY 2011. Those funds were deferred on 10/17/2013 due to ENG2 not being complete. On 12/27/2013, \$1,600,000 Federal/ \$2,000,000 total was reinstated so that right-of-way negotiations could begin with Union Pacific Railroad (federally authorized 1/27/14). This left \$3,200,000 Federal/ \$4,000,000 total deferred in MYB. \$76,000 Federal/ \$95,000 total of the deferred balance was transferred to the CONST phase, leaving a total deferred balance for ROW of \$3,124,000 federal/ \$3,905,000 total.

ROW negotiations are currently underway. The most recent offer letter from Union Pacific Railroad would bring the total cost of ROW to \$3,984,000 federal/ \$4,980,000 total.

Thank you.

Brian Pigeon

Program Associate for Transportation
Northwest Municipal Conference
1600 E. Golf Road, Suite 0700
Des Plaines, IL 60016
Phone: 847-296-9200 ext. 128
Fax: 847-296-9207
Email:bpigeon@nwmc-cog.org

CMAQ Scope Change Request Form

Project Identification

TIP ID	09-12-0005	Sponsor	City of Batavia
Project Location Description	Batavia Ave (IL Rt 31) and Houston Street intersection		

Revised Project Scope

The Batavia City Committee of the whole voted on June 2 to not do any further improvements at the Houston and IL 31 intersection as part of the project. This includes removing the signs, striping, raised median, and sidewalk ramps at the SW, SE, and NE corners. All other improvements related to this project will be completed.

Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved Batavia Ave (IL Rte 31)	Marked Route # FAU 3887	
North/West Reference Point/Cross St/Intersection IL Rte 31 and Houston Street	Marked Route # FAU 3887	Municipality & County Batavia, Kane
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information		

Changes to Emissions Benefit Analysis

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

Cost/Schedule Changes

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

Additional Comments

The City Council will take a formal action on June 15 to vote not to make further improvement at the Batavia Avenue (IL Rt 31) and Houston Street intersection.

CMAQ Cost Change Request Form

Project Identification

TIP ID	09-12-0005	Sponsor	City of Batavia
Project Location Description	Batavia Ave (IL Rt 31) and Houston Street intersection		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2013	42	0	0		Local	<input checked="" type="checkbox"/>
ENG 2	2013	70	56	80	CMAQ	Local	<input checked="" type="checkbox"/>
ROW	n/a						<input type="checkbox"/>
CONST	2014	538	430.4	80	CMAQ	Local	<input checked="" type="checkbox"/>
CE							
Total		650	486.4	80	CMAQ	Local	

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2013	42	0	0		Local	
ENG 2	2013	70	56	80	CMAQ	Local	6/18/2013
ROW	n/a						
CONST	2014	458.85	367.08	80	CMAQ	Local	4/29/2014
CE							
Total		650	423.08	80	CMAQ	Local	

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	2014	-79.2	-63.3	80	
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.

The Batavia City Committee of the whole voted on June 2 not do any further improvements at the Houston and IL 31 intersection as part of the project. This includes removing the signs, striping, raised median, and sidewalk ramps at the SW, SE, and NE corners. All other improvements related to this project will be completed. As a result, additional programmed fund \$63,345 will not be needed to complete the project.

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-170-13		
ROW	R-		
CONST	C-91-170-13		
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	08-12-0013	Sponsor	IDOT – D1
Project Location Description	IL 59 NELTNOR BLVD FROM IL 38 North Ramps (DUPAGE/West Chicago) TO IL 38 South Ramps (DUPAGE/West Chicago)		

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 ENG 2	In-House	165	0	0	n/a	State	<input checked="" type="checkbox"/>
ROW	FFY14	100	80	80	CMAQ	State	<input checked="" type="checkbox"/>
CONST	FFY15	1,100	880	80	CMAQ	State	<input checked="" type="checkbox"/>
CE							
Total		1,365	960	70			

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1 ENG 2	In-House	165	0	0	n/a	State	
ROW	FFY14	100	80	80	CMAQ	State	11/08/2013
CONST	FFY15	1,320	1,056	80	CMAQ	State	12/24/2014
CE							
Total		1,585	1,136	72			

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	FFY14	0	0	80	
CONST	FFY15	220	176	80	
CE					
Total		220	176	80	

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

Reason for Request

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

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

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-91-031-13		
CONST	C-91-541-12		
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	03-12-0003	Sponsor	IDOT – D1
Project Location Description	IL 62 Algonquin Rd FROM Barrington Rd (COOK/South Barrington)		

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 ENG 2	In-House	75	0	0	n/a	State	<input checked="" type="checkbox"/>
ROW	FFY14	100	80	80	CMAQ	State	<input checked="" type="checkbox"/>
CONST	FFY15	500	400	80	CMAQ	State	<input checked="" type="checkbox"/>
CE							
Total		675	480	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	In-House	75	0	0	n/a	State	
ROW	FFY14	100	80	80	CMAQ	State	12/31/2013
CONST	FFY15	800	640	80	CMAQ	State	07/31/2015
CE							
Total		975	720	74			

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					
ROW	FFY14	0	0	80	
CONST	FFY15	300	240	80	
CE					
Total		300	240	80	

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

Reason for Request

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

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

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-90-017-13		
CONST	C-91-237-14		
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	03-12-0008	Sponsor	IDOT – D1
Project Location Description	IL 68 Dundee Rd FROM Kennicott Av and N. Wilke Rd (COOK/Arlington Heights)		

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 ENG 2	In-House	113	0	0	n/a	State	<input checked="" type="checkbox"/>
ROW	FFY14	150	120	80	CMAQ	State	<input checked="" type="checkbox"/>
CONST	FFY15	1,650	1,320	80	CMAQ	State	<input checked="" type="checkbox"/>
CE							
Total		1913	1,440	70			

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1 ENG 2	In-House	113	0	0	n/a	State	
ROW	FFY14	150	120	80	CMAQ	State	01/31/2014
CONST	FFY15	2,197	1,758	80	CMAQ	State	09/18/2015
CE							
Total		2,460	1,878	72			

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	FFY14	0	0	80	
CONST	FFY15	547	438	80	
CE					
Total		547	438	80	

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

Reason for Request

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

Cost of project has increased as a result of the availability of 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-90-019-13		
CONST	C-91-508-12		
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	03-12-0014	Sponsor	IDOT – D1
Project Location Description	IL 68 Dundee Rd FROM At McHenry/Wheeling Rd (COOK) TO IL 83 At Elmhurst Rd (COOK/Wheeling)		

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 ENG 2	In-House	278	0	0	n/a	State	<input checked="" type="checkbox"/>
ROW	FFY14	400	320	80	CMAQ	State	<input checked="" type="checkbox"/>
CONST1	FFY15	850	680	80	CMAQ	State	<input type="checkbox"/>
CONST2	FFY15	1000	800	80	CMAQ	State	<input type="checkbox"/>
CE							
Total		2,528	1,800	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	In-House	278	0	0	n/a	State	
ROW	FFY14	400	320	80	CMAQ	State	12/31/2013
CONST1	FFY15	1,000	800	80	CMAQ	State	09/18/2015
CONST2	FFY16	1,280	1,024	80	CMAQ	State	01/15/2016
CE							
Total		2,958	2,144	72			

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	0	
ENG 2					
ROW	FFY14	0	0	80	
CONST1	FFY15	150	120	80	
CONST2	FFY16	280	224		
CE					
Total		430	344	80	

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

Reason for Request

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

Cost of project has increased as a result of the availability of 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-90-020-13; R-90-021-13		
CONST1	C-91-133-13		
CONST2	C-91-132-13		
ENG			
IMP			

Additional Comments

CONST1 is IL 68 at McHenry Rd./Wheeling Rd. CONST2 is IL 68 at IL 83.



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

June 8, 2015

Mr. Ross Patronsky
Senior Planner
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive
Suite 800
Chicago, IL 60606

RE: IL 120 Belvidere Road at Hainesville Road (TIP ID 10-14-0004)

Dear Mr. Patronsky:

We request that the CMAQ Project Selection Committee approve the transfer of sponsorship for the Construction phase of the IL 120 at Hainesville Road turn lane project (TIP ID 10-14-0004) from IDOT to Lake County. In addition, we request that the Construction phase be moved forward to FFY 2016 in order to accommodate a letting schedule to combine this project with the Lake County traffic signal interconnect project (TIP ID 10-14-0008).

If you have any questions or need additional information, please contact me or Terry Heffron, Area Programmer, at (847) 705-4078.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'John Fortmann'.

John Fortmann, P.E.
Deputy Director of Highways,
Region One Engineer

cc: Paula J. Trigg, Lake County Division of Transportation
Emily Karry, Lake County Division of Transportation



Paula J. Trigg, PE
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847.377.7400
Fax 847.984.5888

**IL 120 Belvidere Rd at Hainesville Rd
TIP ID 10-14-0004**

June 9, 2015

Mr. Jesse Elam
Chief of the CMAQ Program
CMAP
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Elam:

Please be advised that the Lake County Division of Transportation, with the concurrence of the Illinois Department of Transportation, is assuming the role of the lead agency for the construction phase of the above referenced project. Additionally, we request that the CMAQ funds for the construction phase be moved into the FFY 2016 program for inclusion in and to coincide with the letting schedule for Lake County's signal interconnect project (TIP ID 10-14-0008). The Lake County Division of Transportation should be listed in the TIP and the approved CMAQ Program as the lead local agency for this project. All future correspondence relating to this project should be directed to Ms. Emily Karry at the Lake County Division of Transportation.

Please do not hesitate to call me at (847) 377-7400 if you have any questions or require additional information.

Sincerely,

A handwritten signature in blue ink that reads "Paula J. Trigg".

Paula J. Trigg, P.E.
Director of Transportation/
County Engineer

PJT/bdc

cc: John Fortmann, P.E., IDOT Region One Engineer
Terry Heffron, IDOT Area Programmer
Emily Karry, LCDOT
Bruce Christensen, LCDOT
Jon Nelson, LCDOT

CMAQ Cost Change Request Form

Project Identification

TIP ID	04-08-0001	Sponsor	Village of Melrose Park
Project Location Description	North Avenue Commuter Bicycle Path		

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	09	69,793	55,835	80	CMAQ	Local	<input checked="" type="checkbox"/>
ENG 2	14	137,000	109,600	80	CMAQ	MFT	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	MYB Defer	1,500,000	1,200,000	80	CMAQ	MFT	<input type="checkbox"/>
CE	MYB Defer	150,000	120,000	80	CMAQ	MFT	
Total		1,856,793	1,485,435				

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	09	69,793	55,835	80	CMAQ	Local	11/8/2013
ENG 2	14	137,000	109,600	80	CMAQ	MFT	6/1/2014
ROW							
CONST	15	1,750,000	1,400,000	80	CMAQ	MFT	8/07/2015
CE	15	175,000	140,000	80	CMAQ	MFT	8/07/2015
Total		2,131,793	1,705,435				

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	80	
ROW					
CONST		250,000	200,000	80	
CE		25,000	20,000	80	
Total		275,000	220,000	80	

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

Reason for Request

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

Cost increases are due additional block retaining walls in order to meet ADA requirements, additional non-special waste removal, construction cost increases and additional bicycle railings.

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-91-553-08	CMM-9003(074)	
ENG 2	D-91-553-08	CMM-9003(075)	
ROW	R-		
CONST	C-91-553-08	CMM-9003(076)	
ENG			
IMP			

Additional Comments

CMAQ Schedule Change Request Form

Project Identification

TIP ID	03-14-0004	Sponsor	IDOT
Project Location Description	IL 58/Golf Rd at Wolf Rd/State St/Broadway St (Cumberland Circle)		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	FFY16
CONST	FFY17

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW	FFY15	
CONST	FFY17	

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

Reason for Request

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

Design Approval has been obtained and project is ready to commence land acquisition. Land acquisition would need to be advanced to FFY15 to begin land acquisition.

Additional Comments

CMAQ Schedule Change Request Form

Project Identification

TIP ID	02-12-0001	Sponsor	IDOT
Project Location Description		IL 68/Dundee Rd at Landwehr Rd and Pfungsten Rd	

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	FFY15
CONST	FFY16

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW	FFY15	
CONST	FFY15	09/18/2015

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

Reason for Request

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

Target letting date for the IL 68 at Landwehr Rd and Pfungsten Rd project is 09/18/2015 and would need to be advanced to FFY15 to meet this date.

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	11-96-0007	Sponsor	McHenry County Conservation District
Project Location Description	Bike Fac-McHenry Conservation District-Woodstock Crystal Lake Bikeway		

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	2000	274	219	80	CMAQ	District	<input checked="" type="checkbox"/>
ENG 2	2010	60	0	0	n/a	District	<input checked="" type="checkbox"/>
ROW	n/a	0					<input type="checkbox"/>
CONST	2011	551	441	80	CMAQ	District	<input checked="" type="checkbox"/>
CONST	2015	524	419	80	CMAQ	District	<input type="checkbox"/>
CE							
Total		1,409	1,079	79			

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	2000	274	219	80	CMAQ	District	8/1/2000
ENG 2	2010	60	0	0	n/a	District	
ENG 2	2015	250	200	50	CMAQ	District	9/2015
ROW	n/a						
CONST	2011	551	441	80	CMAQ	District	6/1/2011
CONST	2017	2,500	219	8.7	CMAQ	District	2017
CE							
Total		3,635	1,079				

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	2015	250	200	80	From Const
ROW					
CONST	2017	1,976	-200	8.7	To ENG 2
CE					
Total		2,750	200		

Reason for Request

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

Transfer requested due to lack of Local funds available to complete Phase II. Project scope limits are still the same, but additional engineering is required to design a pedestrian underpass at the UP tracks. This is the last segment of the trail to be constructed.

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-91-164-00	CMM-7003(868)	
ENG 2	TBD	TBD	
ROW	n/a	n/a	
CONST (FY11)	C-91-711-10	CMM-9003(680)	
CONST (FY17)	TBD	TBD	
ENG			
IMP			

Additional Comments

Transfer requested due to lack of Local funds available to complete design (Phase II). Project scope limits are still the same, but additional engineering is required to design a pedestrian underpass at the UP tracks. This is the last segment of the trail to be constructed for Ridgefield Trace. The District intends to obtain additional funding for the Construction Phase upon further development of the plans. To date, the District has utilized a combination of CMAQ, IDNR Bikepath, Complete Streets, and District funds for the adjacent trail segments.

CMAQ Cost Change Request Form

Project Identification

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

Currently Programmed Funding – Before cost change(s)

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

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2008	85.5	0	0	N/A	DP-CIP	N/A
ENG 2	2013	57	45.6	80	CMAQ	DP-CIP	9/12/2013
ROW	N/A	---	---	---	---	---	---
CONST	2015	1158.7	927	80	CMAQ	DP-CIP	9/19/2014
CE	2015	150	120	80	CMAQ	DP-CIP	2015
Total	---	1451.2	1092.6	75	CMAQ	DP-CIP	---

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2008	0	0	---	---
ENG 2	2013	0	0	---	---
ROW	N/A	---	---	---	---
CONST	2015	677.2	541.8	---	---
CE	2015	96.5	77.2		
Total	---	773.7	619.0		

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

Reason for Request

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

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

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

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

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

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

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

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

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

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-034-13	CMM-4003(090)	
ROW	R-		
CONST	C-91-219-09	CMM_-9003(179)	
ENG			
IMP			

Additional Comments



chicago park district

Administration Office
541 North Fairbanks
Chicago, Illinois 60611
(312) 742-PLAY (7529)
(312) 747-2001 TTY
www.chicagoparkdistrict.com

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Rahm Emanuel
Mayor



June 3, 2015

Mr. Ross Patronsky
Ms. Holly Ostdick
CMAQ Program
Chicago Metropolitan Agency for Planning
233 S. Wacker, Suite 800
Chicago, Illinois 60606

Subject: Transfer of sponsorship for Jackson Park/59th St. Bicycle Path
TIP ID: 01-05-0005

Dear Mr. Patronsky and Ms. Ostdick:

The Chicago Park District requests to transfer sponsorship of Jackson Park/59th St. Bicycle Path (TIP ID-01-05-0005) to the City of Chicago Department of Transportation.

This project will work in coordination with Chicago Department of Transportation as they undertake the design and construction of the Darrow Bridge which is located within the bicycle path connector area. We understand that Chicago Department of Transportation is prepared to proceed with the project in a timely manner.

Thank you for your consideration of this request. If you have further questions, you may contact me at 312-742-4685 or Michael Lange at 312-742-4650.

Sincerely,

Robert Rejman
Director Planning and Construction
Chicago Park District

RR/ml

CC: Luanne Hamilton, Deputy Commissioner
Keith Privett, Coordinating Planner
Michael Lange, Senior Project Manager

Kama Dobbs

From: Davis, Grant <Grant.Davis@cityofchicago.org>
Sent: Monday, June 15, 2015 3:30 PM
To: Kama Dobbs; Privett, Keith
Cc: Holly Ostidick
Subject: RE: Transfer of 01-05-0005 from CPD to CDOT

Kama:

I can confirm that we are willing to accept the sponsorship transfer. Once transferred, we will move the funds into 01-14-0010.

Thanks,
Grant

From: Kama Dobbs [<mailto:kdobbs@cmap.illinois.gov>]
Sent: Monday, June 15, 2015 10:55 AM
To: Privett, Keith
Cc: Holly Ostidick; Davis, Grant
Subject: Transfer of 01-05-0005 from CPD to CDOT

Keith,

Can you confirm that CDOT is willing to accept the attached sponsorship transfer for the Jackson Park/59th St. Bike Path (01-05-0005) requested by the Park District? A response by end of day tomorrow (6/16) would be greatly appreciated!

Thanks,

Kama

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

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CMAQ Schedule Change Request Form

Project Identification

TIP ID	04-13-0015	Sponsor	Village of Oak Park
Project Location Description	Installation of a Hawk Signal at the Intersection of Chicago Avenue and Lombard Avenue		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	2014
ROW	
CONST	2015

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		
CONST	2016	March 2016 Letting (Authorization Jan 28, 2016)

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

Reason for Request

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

Village Priority

Additional Comments

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MEMORANDUM

To: Project Selection Committee
From: CMAP Staff
Date: June 18, 2015
Re: Review of staff-recommended FFY 2016-20 CMAQ Program

As part of the FFY 2016-2020 Congestion Mitigation and Air Quality Improvement program development process, CMAP staff is presenting its recommended program to the Project Selection Committee (PSC) for discussion and potential adjustment. The staff-recommended program can be found in the attachment to this memo as well as in a spreadsheet on the [CMAQ/TAP Program Development](#) webpage. Following the PSC meeting, the recommended program and any adjustments will be presented to the Transportation Committee on July 17, where staff will request that it be released for public comment.

Table 1. Summary of recommended FFY 2016-20 CMAQ program

Project Type	Funding recommendation	Amount (\$) funded / requested	Number funded / requested**
Bicycle Facilities*	\$4,793,719	8%	15%
Bottleneck Elimination	\$10,000,000	16%	50%
Direct Emissions Reduction	\$9,692,300	31%	33%
Intersection Improvement	\$48,783,942	49%	53%
Other	\$14,762,000	38%	43%
Signal Interconnect	\$7,107,377	100%	100%
Transit Facility Imprvmnt	\$125,000,000	55%	17%
Transit Service and Equip	\$38,603,356	50%	60%
Transit Access	\$15,140,740	61%	50%
Grand Total	\$273,883,434	43%	36%

* Additional funding will be recommended under the Transportation Alternatives program, mostly for municipal and county projects. ** Includes partial funding.

In the recommended program, projects are shown ranked by the cost-effectiveness of their emissions reductions, but they take into account transportation impact criteria and regional priorities. A brief rationale is also provided for the funding recommendation. The recommended program is informed by discussions with the Regional Transportation

Operations Coalition in May and the Bicycle and Pedestrian Task Force earlier in June – see meeting minutes on the [CMAQ/TAP Program Development](#) webpage – as well as meetings with sponsors. A summary of the funding recommended by category can be found in Table 1.

Several items are worth mentioning. First, seven sponsors requested hardship funding for phase I engineering. Requests for phase I engineering funding were evaluated on the expected benefits of the project, as with all other applications. Two projects ranked high enough to be recommended for funding (an intersection improvement in the City of Berwyn and a bikeway in Sauk Village). Second, some bicycle facility proposals will be recommended for funding under the Transportation Alternatives program. Where this is the case, it is noted in the program, but it is not reflected in the funding totals in Table 1.

The mark for this cycle was based on a number of factors. First, the annual apportionment to the state is assumed to be \$105.5 million in each of the years of the program, the same as it was in FFY 15, and it is furthermore assumed that northeastern Illinois can program against the entire state's apportionment. Second, a carryover balance of \$209.2 million was added to the expected FFY 2016 apportionment, which is the amount that is currently unobligated. Third, since the CMAQ program as a whole has \$127.7 million programmed in advance construction (AC) status that could be obligated at any time, this amount was accounted for by subtracting it from the FFY 16 amount ($\$105.5 \text{ apportioned} + \$209.2 \text{ unobligated carryover} - \$127.7 \text{ in AC} = \$187.0 \text{ million}$). Lastly, the amount currently programmed was subtracted in each federal fiscal year to give the unprogrammed balance. Altogether this yields \$274 million, which is slightly higher than the \$260 million estimate from the grant application materials because of updated information on obligations.

Action requested: Recommendation for Transportation Committee to release for public comment



Chicago Metropolitan Agency for Planning
Staff-Recommended FFY 2016-2020 CMAQ program

SubType	Sponsor	Facility to be Improved	Federal request	2016-2020 Recommended Total	Air Quality			Transportation Impact	Regional Priority		Composite Priority Index ¹	Notes
					Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Cost Effectiveness Score	Sum of All Criteria Scores	Major Capital Project	Transit Supportive Land Use		
Bicycle Facilities	Orland Park	108th Av Trail Connection	\$150,800	\$0	\$293		57.7	22			79.8	Recommend for TAP funding.
Bicycle Facilities	Bensenville	IL 83 from Bryn Mawr Av to Foster Av	\$299,738	\$299,738	\$783		54.0	15			69.2	Project will significantly improve bike friendliness on a suburban arterial and contribute to subregional bicycle network in Bensenville and beyond, thus encouraging bicycle use.
Bicycle Facilities	Bensenville	EOWA Corridor Bike Trail	\$693,760	\$0	\$1,059		52.0	14			66.1	An LTA funded planning study for bicycle accomodation in the EOWA corridor got approval to start in May 2015, suggesting that this project is not ripe. The sponsor also did not indicate that other jurisdictions would be participating, and the trail is most appropriate as a regional facility. Not clear that phase I study included proposed bike trail.
Bicycle Facilities	Highland Park	Walker Av from St. Johns Av to Oak St	\$132,000	\$0	\$1,988		45.9	24			69.8	Sponsor did not submit a draft PDR to IDOT prior to June 15, 2015 as required by screening criteria.
Bicycle Facilities	Homer Glen	Homer Glen Heroes Bike Trail-Goodings Grove Extension	\$249,600	\$0	\$1,993		45.9	17			62.6	Recommend for TAP funding.
Bicycle Facilities	Glenview	Milwaukee and Lake Av Multi-use Path	\$523,808	\$0	\$2,009		45.8	19			64.7	Recommend for TAP funding.
Bicycle Facilities	Aurora	Edgelawn Dr Bikeway Project	\$322,440	\$322,440	\$2,610		42.2	18			60.1	The proposed project would connect two regional trail systems to promote bicycle over auto travel.
Bicycle Facilities	DuPage County DOT	Gary Av Trail	\$729,840	\$0	\$2,631		42.1	19			60.9	Recommend for TAP funding.
Bicycle Facilities	Bensenville	Church Rd from Irving Park Rd to Grove Av	\$477,620	\$0	\$3,285		38.5	17			55.2	Recommend for TAP funding.
Bicycle Facilities	Hanover Park	Hawks Hollow Forest Preserve Trail Connection	\$80,000	\$0	\$3,307		38.4	14			52.7	Recommend for TAP funding.
Bicycle Facilities	Aurora	Montgomery Rd Multi-use Path	\$430,068	\$430,068	\$3,438		37.8	19			56.9	This off-street trail connects to the Waubonsie Creek Trail, and a future trail by the Fox Valley Park District at the eastern terminus is expected to make a connection to the Southern DuPage Trail, thus providing an expanded trail network to promote bicycling rather than driving.
Bicycle Facilities	Bensenville	Church Rd from Jefferson St to Grand Av	\$789,600	\$789,600	\$3,697		36.5	18			54.3	This off-street shared-use path is part of a larger facility extending north and tying in with numerous proposed bikeways to form a network.
Bicycle Facilities	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	\$452,550	\$452,550	\$4,199		34.1	19			53.3	This project provides a bike connection between downtown Geneva and the regional Fox River Trail, promoting bicycle use.
Bicycle Facilities	Western Springs	Flag Creek Bicycle Corridor	\$2,316,000	\$0	\$6,693		24.4	16			40.3	Sponsor did not submit a draft PDR to IDOT prior to June 15, 2015 as required by screening criteria.
Bicycle Facilities	Mundelein	Maple Av Bike Path	\$974,500	\$974,500	\$7,201		22.8	19			41.5	Provides a direct connection to the Millenium Trail Bike Path, promoting regional bicycle travel.
Bicycle Facilities	DuPage County DOT	Benedictine Connector	\$992,000	\$0	\$7,677		21.3	20			41.5	Recommend for TAP funding.
Bicycle Facilities	Skokie	Old Orchard Rd from Harms Rd to Woods Dr	\$376,000	\$0	\$7,681		21.3	24			45.0	Recommend for TAP funding.
Bicycle Facilities	Sauk Village	Sauk Trail/Cottage Grove Av Bike Path Improvements	\$124,800	\$124,800	\$7,698		21.3	13			34.8	Project would play an important role in improving bicycle infrastructure in Sauk Village.
Bicycle Facilities	FPD of Kane County	Fox River Trail UPRR Underpass	\$1,774,896	\$0	\$7,867		20.8	23			43.7	Recommend for TAP funding.



Chicago Metropolitan Agency for Planning
Staff-Recommended FFY 2016-2020 CMAQ program

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Bicycle Facilities	Hanover Park	Sycamore Av, Walnut Av and Unmarked Street Bike Lanes	\$99,200	\$0	\$7,919		20.7	14			34.5	Below CMAQ funding cutpoint.
Bicycle Facilities	Highland Park	Clavey Rd from Barberry Rd to Skokie Valley Bike Path	\$78,400	\$0	\$9,193		17.4	17			34.4	Below CMAQ funding cutpoint.
Bicycle Facilities	Kane County DOT	Longmeadow Parkway Bike Path Extensions	\$1,400,023	\$1,400,023	\$9,644		16.4	20			36.3	This project depends on the construction of a larger roadway project. However, the 2016-2021 IDOT MYP largely would fund the non-bridge portions of the Longmeadow Parkway, so that the bicycle element could proceed in a timely way.
Bicycle Facilities	Romeoville	Multi-Use Path from Weber Rd to Airport Rd and I-55	\$1,318,400	\$0	\$11,192		13.3	17			30.0	Recommend for TAP funding.
Bicycle Facilities	DuPage County DOT	I-88 Central DuPage Regional Bikeway	\$2,080,700	\$0	\$13,108		10.3	20			29.9	Below CMAQ funding cutpoint.
Bicycle Facilities	Lake County Forest Preserves	Lyons Woods Bike Path	\$2,000,000	\$0	\$15,283		7.7	18			26.1	Recommend for TAP funding.
Bicycle Facilities	Palos Heights	Ridgeland Av from College Dr to 135th St	\$788,000	\$0	\$16,162		6.8	19			25.5	Recommend for TAP funding.
Bicycle Facilities	Algonquin	Highland Ave Multi-use Trail from Tanglewood Dr to Haegers Bend Rd	\$211,042	\$0	\$18,760		4.8	11			15.8	Below CMAQ funding cutpoint.
Bicycle Facilities	Clarendon Hills	Prospect Av Bicycle Route Improvements	\$63,500	\$0	\$21,582		3.3	19			22.5	Below CMAQ funding cutpoint.
Bicycle Facilities	Park Forest	Western Av from Old Plank Rd Trail to Thorn Creek Trail	\$190,900	\$0	\$22,297		3.0	18			21.5	Below CMAQ funding cutpoint.
Bicycle Facilities	Oak Forest	Bike to Metra	\$371,200	\$0	\$27,182		1.5	13			14.1	Below CMAQ funding cutpoint.
Bicycle Facilities	Lake in the Hills	Lakewood Rd from Miller Rd to Algonquin Rd	\$60,000	\$0	\$28,165		1.4	12			13.5	Below CMAQ funding cutpoint.
Bicycle Facilities	Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Park Blv	\$960,000	\$0	\$29,509		1.1	20			21.0	This project involves replacing a multi-use trail that will be eliminated to accommodate road widening to provide more single-occupancy vehicle capacity.
Bicycle Facilities	Mundelein	McKinley Av Commuter Bridge over CN at Metra	\$1,680,000	\$0	\$33,081		0.7	13			13.5	Below CMAQ funding cutpoint.
Bicycle Facilities	Glenview	Chestnut Av Multi-Use Path	\$478,304	\$0	\$42,216		0.2	21			21.1	Below CMAQ funding cutpoint.
Bicycle Facilities	Schaumburg	Golf Rd Path from Roosevelt Blv to Ring Rd	\$1,306,432	\$0	\$42,580		0.2	22			22.5	Below CMAQ funding cutpoint.
Bicycle Facilities	Barrington	US 14/Northwest Hwy from Hough St to Lake Zurich Rd	\$1,409,000	\$0	\$61,097		0.0	21			21.3	Below CMAQ funding cutpoint. While this project ranks well under TAP, it depends on the construction of the US 14 / CN railroad grade separation, which makes the expenditure of TAP funds contingent on funding a larger project.
Bicycle Facilities	Lake County Forest Preserves	Middlefork Savanna Forest Preserve Trail	\$2,066,320	\$0	\$63,088		0.0	14			14.3	Recommend for TAP funding.
Bicycle Facilities	Frankfort	Harlem Av Trail from Old Plank Rd Trail to Laraway Rd	\$262,000	\$0	\$77,827		0.0	14			14.2	Below CMAQ funding cutpoint.
Bicycle Facilities	Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	\$1,301,600	\$0	\$83,695		0.0	14			14.3	Below CMAQ funding cutpoint.
Bicycle Facilities	FPD of Will County	Black Rd Trail from DuPage River Trail to Rock Run Trail	\$1,644,630	\$0	\$112,799		0.0	20			20.0	Recommend for TAP funding.



Chicago Metropolitan Agency for Planning
Staff-Recommended FFY 2016-2020 CMAQ program

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Bicycle Facilities	CDOT	43rd St Access Bridge to Lakefront Trail	\$17,320,000	\$0	\$128,481		0.0	26			26.2	Recommend for TAP funding.
Bicycle Facilities	Bensenville	Jefferson St from Church Rd to York Rd	\$417,600	\$0	\$145,160		0.0	17			17.3	Application indicates that design approval is not expected until June 2016. This is within Federal Aid flowchart timeline, but just barely can be considered ready.
Bicycle Facilities	Frankfort	Hickory Creek Multi-Use Trail	\$426,000	\$0	\$162,352		0.0	15			14.9	Sponsor did not submit a draft PDR to IDOT prior to June 15, 2015 as required by screening criteria.
Bicycle Facilities	Frankfort	Pfeiffer Rd from Old Plank Road Trail to Sauk Trail Rd and Sauk Trail from Pfeiffer Rd to IL 43/Harlem Av	\$1,008,000	\$0	\$175,432		0.0	12			12.2	Below CMAQ funding cutpoint.
Bicycle Facilities	Naperville	North Aurora Rd Underpass at CN/EJ&E	\$7,111,000	\$0	\$377,005		0.0	12			12.0	Below CMAQ funding cutpoint.
Bicycle Facilities	Mundelein	Midlothian Rd Multi-Use Path	\$562,395	\$0	\$389,910		0.0	17			16.6	Below CMAQ funding cutpoint.
Bicycle Facilities	Frankfort	Sauk Trail Rd from Larch Rd to 88th Av	\$800,000	\$0	\$425,156		0.0	10			10.0	Below CMAQ funding cutpoint.
Bicycle Facilities	Crystal Lake	Prairie Path Re-Route	\$109,356	\$0	\$430,384		0.0	22			21.6	Recommend for TAP funding.
Bicycle Facilities	Frankfort	Sauk Trail Rd from 80th Av to Harlem Av	\$560,000	\$0	\$470,857			6			6.1	Below CMAQ funding cutpoint.
Bicycle Facilities	Glen Ellyn	Taylor Av Underpass	\$300,000	\$0	-			0			0.0	The Project did not meet the screening criteria for project readiness and was not evaluated.
Bicycle Facilities	Spring Grove	Winn Rd from Martin Dr to Elk Dr	\$224,410	\$0	-			0			0.0	This project does not meet the screening criteria of being included in an adopted plan.
Bicycle Facilities	Frankfort	LaGrange Rd from Pleasant Hill Rd to Nebraska St	\$124,800	\$0	-			0			0.0	This is a sidewalk project, which is not eligible.
Bottleneck Elimination	IDOT	I-90 from Cumberland Av to Harlem Av (EB Improvement)	\$9,100,000	\$9,100,000	\$209		58.3	25	10		93.3	This project will reduce congestion at the convergence of eastbound I-90 and I-190. The project includes numerous ITS improvements fully integrated into the regional ITS system. This project is part of a GO TO 2040 major capital project.
Bottleneck Elimination	CDOT	71st St and CSX Grade Separation (GS19)	\$13,808,000	\$900,000	\$5,589		28.3	9	10		47.3	Construction of this project depends on CREATE P3 being built in conjunction, at a cost of that is \$303 million. It is currently not fully funded. Both P3 and GS19 primarily benefit the public, and the sponsor indicated that engineering funding would be enough to keep project moving.
Bottleneck Elimination	Barrington	US14 Grade Separation at CN/WCL Railway	\$39,687,000	\$0	\$66,356		0.0	17			17.0	While the project has local and regional merit, and the purchase of the EJ&E by the Canadian National Railway has increased train volumes on this rail line, its cost means it does not rank well for CMAQ. The separate FY 2016-20 CMAQ/TAP request for a bike trail also depends on this project being funded.
Bottleneck Elimination	Monee	Egyptian Trail from Monee-Manhattan Rd to Governors Hwy	\$1,420,000	\$0	\$74,402			9			9.0	Below CMAQ funding cutpoint.
Direct Emissions Reduction	IEPA	Railservice Ingredient Switcher Locomotive Engine Replacement	\$2,692,300	\$2,692,300		\$36	59.8	19			78.8	Replaces 4 pre-1973 switcher locomotives which have no emissions controls with Tier IV certified LEAF genset locomotives. This project helps the region meet its obligation requirements for addressing fine particulate matter.


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Direct Emissions Reduction	CDOT	Chicago Water Taxi Fleet	\$1,120,000	\$0		\$320	58.4	12			70.4	While adding emissions controls to this boat would certainly reduce particulate matter emissions, the project is a better fit for one of the Clean Diesel grants that CMAQ funds separately. See http://www.illinoisgreenfleets.org/clean-diesel/current-funding .
Direct Emissions Reduction	IEPA	Chicago Area Green Fleet Grant Program	\$7,000,000	\$7,000,000		\$1,286	54.0	10			64.0	This project helps the region meet its obligation requirements for addressing fine particulate matter.
Direct Emissions Reduction	CTA	Purchase of Up To 25 Electric Buses and Charging Stations	\$20,000,000	\$0		\$3,009	46.8	19			65.8	This project expands a pilot that is meant to help CTA determine if it should begin larger scale conversion of its fleet to electric. Because of fund availability, it does not appear that the timing of the pilot would correspond well to when CTA would like to make a larger bus purchase on the basis of the results. Staff has concerns that this alternative fuel project may lose traction as did a previous CMAQ-funded CTA pilot using hydrogen fuel cells.
Direct Emissions Reduction	Berwyn	Public Works 2.5 Ton Fleet Vehicle Replacement 1990	\$92,000	\$0	-			0			0.0	Direct vehicle replacements are not eligible as direct emissions projects, per FHWA.
Direct Emissions Reduction	Berwyn	Public Works 1 Ton Fleet Vehicle Replacement 1999	\$68,448	\$0	-			0			0.0	Direct vehicle replacements are not eligible as direct emissions projects, per FHWA.
Intersection Improvement	IDOT	Golf Rd at Harms Rd	\$660,000	\$660,000	\$1,348		50.0	10			60.0	This project will provide improved intersection capacity and signal modernization at a congested location. Benefits Pace Route 208.
Intersection Improvement	IDOT	Willow Rd at Pflingsten Rd	\$1,004,400	\$1,004,400	\$2,492		42.9	18			60.9	This project will improve intersection capacity at a congested location. Benefits Pace Rts. 620, 623, 270.
Intersection Improvement	Lake County DOT	Fairfield Rd at IL 134	\$699,000	\$699,000	\$2,549		42.6	6			48.6	This project will provide improved intersection capacity, channelization, and non-motorized facilities at a congested location.
Intersection Improvement	IDOT	IL 176 at Roberts Rd	\$860,000	\$860,000	\$2,895		40.6	19			59.6	This project will improve intersection capacity at a congested location.
Intersection Improvement	Berwyn	16st St from Harlem Av to Ridgeland Av	\$59,600	\$59,600	\$4,630		32.2	15			47.2	This project would provide signal modernization, a signal interconnect, and bike-ped improvements along a suburban corridor. No transit impact.
Intersection Improvement	Schaumburg	Woodfield Rd at IL 53	\$2,106,000	\$2,106,000	\$4,706		31.8	8			39.8	This project would provide improved intersection capacity at a congested location.
Intersection Improvement	Schaumburg	IL 62/Algonquin Rd at Meacham Rd	\$2,680,000	\$2,680,000	\$6,234		25.9	16			41.9	This project would provide improved intersection capacity, signal modernization, and non-motorized facilities at a congested location. Benefits Pace routes 895, 696.
Intersection Improvement	Cook County DOTH	I-294 at IL 64/North Av	\$29,469,874	\$29,469,874	\$8,053		20.3	30	10		60.3	This project will significantly reduce substantial out of direction travel which includes a high percentage of trucks and therefore diesel emissions. It is part of a GO TO 2040 major capital project. Several RTOC members spoke in support of the project. Also benefits Pace route 309.
Intersection Improvement	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	\$4,083,068	\$4,083,068	\$9,862		15.9	21			36.9	This project would provide improved intersection capacity as well as improved traffic flow and safety benefits from the two-way left-hand turn lane.
Intersection Improvement	Skokie	Old Orchard Rd from Edens Ewy to Skokie Blv	\$7,162,000	\$7,162,000	\$11,432		12.9	24			36.9	Project will address extremely poor travel time reliability along Old Orchard Road and at the Edens ramps as well as provide multi-modal travel benefits.
Intersection Improvement	Cook County DOTH	I-294 Ramps to Franklin Av/Green St	\$40,768,334	\$0	\$14,594		8.4	19	10		37.4	While it is part of a GO TO 2040 major capital project and several RTOC members spoke in support of it, initial consultation with FHWA suggests this project is unlikely to be considered eligible.



Chicago Metropolitan Agency for Planning
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Intersection Improvement	Lake in the Hills	Lakewood Rd at Miller Rd	\$80,000	\$0	\$17,456			0			5.7	Below CMAQ funding cutpoint.
Intersection Improvement	Lake Forest	IL43/Waukegan Rd at Everett Rd	\$1,903,200	\$0	\$27,477		1.5	17			18.5	While an RTOC member suggested that this project would have significant benefits, it is not recommended because it is very low scoring.
Intersection Improvement	Algonquin Township	Crystal Lake Rd and Silver Lake Roundabout	\$2,000,000	\$0	\$38,309			0			0.3	Below CMAQ funding cutpoint.
Intersection Improvement	Streamwood	IL19/Irving Park Rd from Schaumburg Rd to Bartlett Rd	\$2,524,800	\$0	\$43,845			8			8.2	Below CMAQ funding cutpoint.
Intersection Improvement	Warrenville	Old Town Roundabout (Batavia Rd/Warrenville Rd/River Rd)	\$2,521,888	\$0	\$51,443			0			0.1	Below CMAQ funding cutpoint.
Intersection Improvement	Bedford Park	Harlem Av at 71st St	\$256,000	\$0	-			0			0.0	The project did not meet the screening criteria for project readiness and was not evaluated.
Intersection Improvement	Orland Park	151st St and Regent Dr	\$169,600	\$0	-			0			0.0	Shows no benefit for emissions reduction. No speed improvement from analysis.
Intersection Improvement	Bedford Park	71st St at Sayre Av	\$96,000	\$0	-			0			0.0	The project did not meet the screening criteria for project readiness and was not evaluated.
Other	IDOT	Ramp metering	\$3,097,600	\$3,097,600	\$224		87.3	0			87.3	The metering will space vehicles entering the I-55 and I 94 (Dan Ryan Exwy) to minimize ramp platooning and weaves on the mainline. Will lead to improvements in travel time reliability from crashes and pavement blockage.
Other	Pace	Dynamic Rideshare	\$877,000	\$0	\$510		84.0	0			84.0	Cost-effectiveness is based on sponsor's estimate of benefits, but this appears speculative. It is not likely that a great deal of ridership would be generated through occasional, spur-of-the-moment ridesharing. The sponsor has not offered match and is not shouldering any risk that the project will not succeed.
Other	Pace	Vanpools	\$26,016,000	\$11,616,000	\$924		79.5	0			79.5	CMAQ staff remains concerned about the funding of replacement vehicles and the true effectiveness of the program, but Pace did indicate that many of its vehicles are past useful life, per FTA guidance. Participation would likely drop as vehicle condition degrades. No funding is recommended for the Advantage program since it is not clear that Advantage really displaces SOV trips. More broadly it is not clear additional vanpools are the best value for TDM. Sponsor indicated that its program "supported regional TDM efforts led by IDOT" but provided no evidence to that effect. What is needed is instead a regional TDM vision that would show the vanpool program to be worth doing.
Other	Riverside	Bike Parking	\$48,400	\$48,400	\$1,971		69.0	0			69.0	This project fulfills an LTA recommendation. The small size of the project makes it preferable that local rather than federal funds be used. However, since it is only for implementation rather than engineering or construction, federal standards and process should not raise the cost of the project unduly.
Other	CDOT	Divvy 2016 Expansion	\$4,800,000	\$0	\$9,977		23.5	0			23.5	While it is a successful and popular program, its cost-effectiveness at reducing air emissions is not especially high, it has already received significant CMAQ support in the past, and it is past the funding cutpoint for this cycle.
Other	CDOT	Chicago Water Taxi Fleet	\$1,120,000	\$0	\$19,294			0			6.7	Below CMAQ funding cutpoint.



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Other	IEPA	Partners for Clean Air	\$2,400,000	\$0	-			0			0.0	Staff was not able to use information provided to calculate benefits in a reasonable fashion. Sponsor also has approximately two years of previous funding for the same project unobligated.
Signal Interconnect	Lake County	Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd	\$739,690	\$739,690	\$537		55.8	18			73.8	This project will provide adaptive traffic signal control, communications infrastructure, and ITS program elements to smooth traffic flow. Analysis suggests it will cost-effectively reduce air emissions. Benefits Pace route 574.
Signal Interconnect	IDOT	US45/Lake St from Rollins Rd to Dada Dr/Grant Av	\$85,600	\$85,600	\$594		55.4	20			75.4	This project will extend existing signal interconnects along US 45 to smooth traffic flow. Analysis suggests it will cost-effectively reduce air emissions. Benefits Pace route 575.
Signal Interconnect	IDOT	Wolf Rd from 153rd St to 159th St	\$111,200	\$111,200	\$731		54.4	12			66.4	This project will extend an existing signal interconnect along Wolf Road to smooth traffic flow. Benefits Pace route 832.
Signal Interconnect	Aurora	Indian Trail Rd from IL25/Aurora Av to Pensbury Ln	\$905,607	\$905,607	\$885		53.3	19			72.3	This project will extend an existing signal interconnect along Indian Trail to smooth traffic flow. Analysis suggests it will cost-effectively reduce air emissions. Benefits Pace route 533.
Signal Interconnect	Lake County	US 12/Rand Rd from IL 176/Liberty St to Miller Rd	\$1,836,960	\$1,836,960	\$1,283		50.5	26			76.5	This project will provide a signal interconnect, signal modernization, and ITS program elements to smooth traffic flow. Analysis suggests it will cost-effectively reduce air emissions.
Signal Interconnect	Lake County	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd	\$1,508,320	\$1,508,320	\$3,818		35.9	30			65.9	This project will provide a signal interconnect and ITS program elements to smooth traffic flow.
Signal Interconnect	Evanston	Green Bay Rd Corridor Improvements	\$1,920,000	\$1,920,000	\$7,566		21.7	15			36.7	Although a bit costly, this project would provide important congestion relief benefits along a corridor with travel time reliability problems and address a 5% safety location as well.
Transit Access	Rosemont	Rosemont CTA Station Pedestrian Crossing	\$527,206	\$527,206	\$510		56.0	3		4	63.0	This is a significant pedestrian improvement for the area around a major transit hub, although unfortunately the project is more costly than it might otherwise be because the request is for an entirely new signal. Improvements to the signal equipment will have additional benefits to bus service to and from the station, as noted by Pace.
Transit Access	Aurora	Aurora Transportation Center (ATC) Enhancements	\$8,625,982	\$8,625,982	\$858		53.4	9		5	67.4	Project has a number of benefits, both in increasing bicycle usage and in transit usage. It is proposed in an area where parking utilization is already high, as on other nearby stations on the BNSF. The population in this area is expected to continue to grow, putting additional pressure on these facilities. The project is intended to support transit oriented development in downtown Aurora.
Transit Access	RTA	Access to Transit Group	\$4,221,392	\$4,221,392	\$1,545		48.7	9		6	63.7	These projects have a high ROI and are critical implementation actions for local, transit-focused plans.
Transit Access	Clarendon Hills	Burlington Av Metra Station Bicycle Parking Shelter	\$44,160	\$44,160	\$1,991		45.9	3		4	52.9	Although the small size of the project makes it inefficient to federalize, it still will help provide an alternative means to access transit besides driving to the station.
Transit Access	Streamwood	US20 Sidewalk to Hanover Park Metra Station	\$324,000	\$0	\$3,433		37.8	3		0	40.8	Not clear why this project is needed. There is a sidewalk on the north side of US 20 from Walnut to Scott Ln, then it becomes a multi-use path to Center. Pedestrian signals also exist along US 20.



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SubType	Sponsor	Facility to be Improved	Federal request	2016-2020 Recommended Total	Air Quality			Transportation Impact	Regional Priority		Composite Priority Index ¹	Notes
					Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Cost Effectiveness Score	Sum of All Criteria Scores	Major Capital Project	Transit Supportive Land Use		
Transit Access	Schaumburg	Schaumburg Metra Station Bike Racks and Lockers	\$42,000	\$42,000	\$3,900		35.5	3		7	45.0	The small size of the project makes it preferable that local rather than federal funds be used. However, since it is only for implementation rather than engineering or construction, federal standards and process should not raise the cost of the project unduly.
Transit Access	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station	\$1,680,000	\$1,680,000	\$5,087		30.2	3		8	40.7	This project doubles the walkshed of the Metra station and is a critical piece of an active TOD redevelopment of the town center. In addition, it serves as a connection in the regional bike trail network. The project was also analyzed as a bicycle facility, but is more appropriately thought of as access to transit.
Transit Access	Wheeling	Milwaukee Ave at Hintz Rd Sidewalks	\$325,576	\$0	\$8,192		19.9	3		3	25.9	Below CMAQ funding cutpoint.
Transit Access	Park Forest	211th St Metra Station Area Access Improvements	\$113,520	\$0	\$15,658		7.3	3		1	11.3	Below CMAQ funding cutpoint.
Transit Access	Richton Park	Richton Park Station Commuter Parking Deck	\$7,320,000	\$0	\$39,494			3		6	8.8	Below CMAQ funding cutpoint.
Transit Access	Niles	Access to Milwaukee Av and Oakton St Bus Service	\$848,000	\$0	\$45,074			3		3	6.1	Below CMAQ funding cutpoint.
Transit Access	Villa Park	North Side Sidewalk Improvements	\$861,140	\$0	-			0			0.0	This is a residential sidewalk project, which is not eligible.
Transit Facility Improvement	CDOT	Washington Station Reconstruction - CTA Blue Line	\$4,900,000	\$0	\$8,432		19.3	9		10	38.3	Has not begun any engineering yet.
Transit Facility Improvement	CDOT	Monroe Station Reconstruction CTA Red Line	\$5,000,000	\$0	\$8,967		17.9	13		10	40.9	Sponsor indicated that RPM is a higher priority than engineering funding for the Monroe station.
Transit Facility Improvement	Clarendon Hills	Prospect Ave Access to Metra Improvements	\$578,080	\$0	\$9,102		17.6	3		4	24.6	Below CMAQ funding cutpoint.
Transit Facility Improvement	Clarendon Hills	Burlington Av Metra Warming Station	\$671,400	\$0	\$10,362		14.9	3		4	21.9	Below CMAQ funding cutpoint.
Transit Facility Improvement	CDOT	State/Lake Reconstruction - CTA Loop Elevated	\$92,000,000	\$0	\$12,239		11.5	24		10	45.5	CTA and CDOT indicated that the Red/Purple Line Modernization (RPM) is the priority for funding. Thus full funding for the RPM request is recommended over partial funding for State/Lake.
Transit Facility Improvement	CTA	Red and Purple Line Modernization-Phase One	\$125,000,000	\$125,000,000	\$12,709		10.8	29	10		49.3	This is a GO TO 2040 major capital project. It would help relieve crowding and better serve demand on the Red Line. Project improves both reliability and asset condition; reliability improvement is a better measure of its impact. Sponsor is seeking FTA Core Capacity funding for the project and has indicated that commitment of part of the expected non-Core Capacity funding is needed to help advance through FTA's process. The intention is to provide part of that funding through CMAQ.
Transit Service and Equipment	CTA	Bus Slow Zone Elimination Program	\$20,000,000	\$0	\$2,857		40.8	29		9	78.3	While this project ranks well and holds promise as a cost-effective way to improve bus travel times and enhance the customer experience, it does not appear that the sponsor has coordinated sufficiently with CDOT on the project. It may require significantly more engineering than contemplated in the application. Staff's recommendation is to return in the 2018 - 22 cycle with more engineering complete or potentially with one or two routes as a test.

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Transit Service and Equipment	IDOT	Edens Expressway/I-94 Bus on Shoulder	\$9,992,195	\$9,992,195	\$3,389		38.0	22		1	61.0	This project should have a high ROI and builds on the success of the pilot I-55 bus on shoulder.
Transit Service and Equipment	Pace	Pulse Dempster Line	\$19,152,000	\$0	\$5,738		27.7	21		6	54.5	While it is salutary that the sponsor is continuing to implement its ART plan, staff recommends that the sponsor first focus its efforts on getting the Milwaukee ART through engineering and start operations. A clearer picture of the benefits should then emerge and the sponsor should have an increased bank of experience in developing its ART projects.
Transit Service and Equipment	CTA	Ashland Av Transit Signal Priority and Signal Modernization-Irving Park Rd to Cermak Rd	\$8,890,857	\$8,890,857	\$6,479		25.1	15		9	49.1	This project has benefits for riders of the highest ridership route in Chicago and supports TSP undertaken by the RTA. Modernizing the signals and interconnecting them is anticipated to benefit auto drivers as well.
Transit Service and Equipment	Pace	I-90 Corridor Transit Access Improvement Project	\$19,720,304	\$19,720,304	\$8,679		18.6	29	10		57.1	This project provides the transit element of a GO TO 2040 major capital project with significant benefits across the region. Yet it is concerning that the sponsor has not even transferred the previously awarded CMAQ funds from 2012 into an FTA grant. However, the project is obviously moving forward, in partnership with the Tollway, and staff expects the project to ultimately be completed.