



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

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www.cmap.illinois.gov

CMAQ Project Selection Committee

Annotated Agenda

Thursday, September 3, 2015

2:00 p.m.

Teleconference # 800-747-5150, Access Code 3867454

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

- 1.0 Call to Order** 2:00 p.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – June 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 Obligation Goal**
An update on CMAQ obligations for federal fiscal year (FFY) 2015 is attached.
ACTION REQUESTED: Information
- 5.0 Project Changes**
- 5.1 Homer Glen – Community Trail – South Extension (TIP ID 12-12-0002)**
The sponsor is requesting a cost increase of \$28,000 federal (\$35,000 total) for construction in FFY 2015 due to higher than estimated bids.
ACTION REQUESTED: Approval of the requested cost increase.
- 5.2 Des Plaines – Ballard Rd. from Bender Rd. to Good Av. (TIP ID 03-12-0005)**

The sponsor is requesting to transfer \$38,400 federal (\$48,000 total) from pre-construction activities to construction and an increase of \$71,300 federal (\$89,100 total) for construction. The project is anticipated being let on the November 6, 2015 state letting.

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

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

The sponsor is requesting a scope change from right turn lanes on the north/south legs of the intersection to dual lefts and a right turn lane on all legs of the intersection. The scope change results in a cost increase of \$2,176,000 federal (\$3,120,000 total) and rescheduling the project to right of way in FFY 2017 and construction in FFY 2018. This project was deferred in 2014 and reinstated in early 2015. If the scope and cost changes are approved, the project will be deferred again. If the scope and cost changes are not approved, the original project scope is likely to be let soon.

ACTION REQUESTED: Approval of the scope and cost change but with consideration that the phase I engineering requirement is not met.

5.4 Carpentersville – IL 31 at Huntley Rd./Main St. (TIP ID 09-08-0005)

The sponsor is requesting to transfer \$260,000 federal (\$325,000 total) from right of way to construction. The project is anticipated to be let November 2016.

ACTION REQUESTED: Approval of the request to transfer funds.

5.5 Chicago – Walk to Transit (TIP ID 01-06-0005)

The sponsor is requesting to combine the remaining Series 1 and 2 funding and to transfer Series 3 funding into the construction phase for Series 1 and 2. A reinstatement request was submitted however, discussions are ongoing regarding whether it is appropriate to reinstate it at this time.

ACTION REQUESTED: Approval of the transfer.

5.6 Deerfield – Deerfield Rd. Sidewalk (TIP ID 10-06-0003)

The sponsor is requesting a cost increase of \$70,000 federal (\$86,000 total) for phase II engineering and construction, as well as reinstatement of deferred construction funds in the amount of \$302,492 federal (\$378,115 total) in FFY 2015. Pre-final plans were submitted to IDOT on August 8, 2015 and the project is targeting the November 6, 2015 letting. The project will be let and constructed in conjunction with the STP-L funded Deerfield Rd. resurfacing project (TIP ID 10-11-0040). If the reinstatement is approved, the construction funds will be transferred to that project.

ACTION REQUESTED: Staff recommends the approval of the cost increase and transfer of funds to 10-11-0040.

- 5.7 IDOT - IL 68/E Dundee Rd. at S Barrington Rd. (TIP ID 03-12-0001)**
The sponsor is requesting a cost increase of \$218,000 federal (\$273,000 total) for construction.

ACTION REQUESTED: Approval of the cost increase.

- 5.8 Chicago – Washington/Wabash Consolidated Station (TIP ID 01-12-0008)**

The sponsor is requesting to transfer \$670,000 federal (\$670,000 total) to construction of the Washington/Wabash consolidated station from the Morgan Street station because the bids exceeded engineer's estimates. Both of the projects are in FTA grants and a budget amendment will need to be submitted to the FTA.

ACTION REQUESTED: Approval of the transfer of funds.

- 5.9 Forest Preserve District of Will County – DuPage River Trail – Segment 5 (TIP ID 12-12-0001)**

The sponsor is requesting reinstatement of \$1,232,000 federal (\$1,540,000 total) deferred funds for construction in FFY 2015. The project was scheduled for the September letting but the sponsor did not provide a request to reinstate the funds. As a result, the project has been delayed a letting, pending Committee approval.

ACTION REQUESTED: Approval of the reinstatement of funds.

- 5.10 Administrative Modifications**

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

ACTION REQUESTED: Information

Oak Park – Madison St. from Home Av. to Lombard Av. (TIP ID 04-12-0001)

The sponsor requested withdrawal of this project from the CMAQ program. The project was deferred in May 2014 and no work occurred.

Oak Park – Chicago Av. at Lombard Av. HAWK Signal (TIP ID 04-13-0015)

The sponsor requested withdrawal of this project from the CMAQ program. Phase 2 engineering funds were authorized in April 2014; however, no expenditures were made and the planning liaison is working with IDOT to de-obligate the funds. Staff completed the withdrawal as an administrative modification.

6.0 FFY 2016-2020 CMAQ Program Development

The proposed FFY 2016-2020 CMAQ program was released for 30-day public comment on July 17, 2015. A summary of the comments received and the proposed response to those comments is available in the enclosed packet.

ACTION REQUESTED: Recommendation of the proposed program to Transportation Committee for its recommendation to the CMAP Regional Coordinating Committee and MPO Policy Committee.

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 November 5, 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



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DRAFT MINUTES

CMAQ Project Selection Committee

Thursday, June 25, 2015 2:00 p.m.
CMAP Offices

| | |
|--------------------------|---|
| Committee Members | Ross Patronsky, Chair (CMAP), Darwin Burkhart (IEPA), Mark Pitstick (RTA), Luann Hamilton (CDOT), William Rodeghier (Council of Mayors), Chris Schmidt (IDOT), Chris Snyder (Counties) |
| Staff Present: | Patricia Berry, Kama Dobbs, Jesse Elam, Doug Ferguson, Tom Kotarac, Jen Maddux, Martin Menninger, Holly Ostdick, Russell Pietrowiak |
| Others Present: | Frank Acevedo, Reggie Arkell, Jennifer Becker, Len Cannata (via phone) Bruce Carmitchel, Bruce Christensen, Michael Connelly, John Donovan, Peter Fahrenwald, Tony Greep, Laura Fedak, Terry Heffron, Jan Hincapie, Janell Jensen, Michael Leslie, Tony Maietta, Derek Peebles, Brian Pigeon, Keith Privett, Pam Sielski, Brian Stepp, David Tomzik, , Mike Walczak, Tammy Wierciak (via phone) Michael Weiser, Brian Wesolowski, 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

Chairman Patronsky announced that item 5.16, a scope change request, was added to the agenda. Handouts for the item were distributed at members' places. Ms. Berry announced that Mr. Rogers, the longtime representative of IEPA on the CMAQ PSC, has retired and Mr. Burkhart is replacing him on the committee. The committee thanked Mr. Rogers for his service and welcomed Mr. Burkhart.

3.0 Approval of Minutes – March 25, 2015

On a motion by Ms. Hamilton and a second by Mr. Pitstick, the minutes of the March 25, 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 line items were included in the meeting packet. She stated that they include changes since the last meeting of the Project Selection Committee, updated authorizations, and updated project notes based on the May status updates.

4.2 Transit Expenditures Quarterly Update

Mr. Pietrowiak reported that as of the end of March, there are 40 transit projects that have been obligated and are not yet closed out. Of those 40, seven are complete and are anticipated to be closed out and should not have any additional expenditure. Nine of the 40 projects are obligated but have yet to expend any CMAQ funds. Of the 40 projects, 41.97% of the federal dollars associated have been expended.

4.3 Obligation Goal

Ms. Dobbs reported that the Programming Summary and Obligation Goals table shows that through June 8, 2015 the region has already authorized \$92 million, which is 57% of the FFY 2015 obligation goal. Based on current letting and authorization targets, the region is on track to meet the obligation goal. However, some transit project sponsors have indicated that due to the length of time it takes to complete FTA transfers, some anticipated obligations may roll over to next year.

4.4 May Status Updates

Ms. Ostlick thanked committee members, their staff, and the regional planning liaisons for their help collecting the May status updates. She stated that there was nearly a 100% response rate. Information on 258 line items from 140 projects was requested. Those line items were active or deferred in fiscal years 2015, 2016, and 2017 and represented \$418 million in CMAQ funds. Forty nine of the line items, totaling over \$106 million, were active and programmed in 2015. There were 60 out year line items that total over \$168 million and 118 deferred line items representing \$111 million. The updates resulted in thirteen line items being re-programmed or deferred, which will be discussed under the project changes agenda item. She completed her presentation by stating that staff will work to add the information collected to the CMAQ database over the coming months.

5.0 Project Changes

Ms. Dobbs reported that fifteen projects have submitted scope, cost, and schedule change requests for committee consideration. In addition, there are thirteen changes due to the May status updates included in the cost change summary table. She stated that prior to the status updates and changes being considered today, the available funding in FFY 2015 was just over \$1.5 million and in FFY 2016 was \$10.6 million. She summarized the changes based on status updates and reported that after these changes, the available funding in FFY 2015 increased to just over \$13 million and in FFY 2016 to \$17.7 million. Available funds in FFY 2017 were reduced to \$12.6 million. The net change in the five year program is a reduction in the total amount programmed of \$5.2 million due to deferrals. She continued by stating that of the fifteen requested changes submitted by sponsors, eleven impact funding in the current five years, with total increases of \$2.76 million in FFY 2015, \$225,000 in FFY 2016 and a reduction of \$528,000 in FFY 2018. The other 3 requests impact past year authorizations. Mr. Pitstick thanked Ms. Dobbs for the format of the memo and the information it relays.

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

Ms. Dobbs reported that 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. Ms. Hamilton made a motion, seconded by Mr. Pitstick, to approve the requested cost increase. The motion carried.

5.2 Naperville - Washington St Corridor Centralized Traffic Management System (TIP ID 08-13-0015)

Ms. Dobbs reported that 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. Mr. Schmidt made a motion, seconded by Mr. Snyder, to approve the requested schedule change. The motion carried.

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

Ms. Dobbs reported that 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 for \$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. In response to a question from Mr. Pitstick, Ms. Dobbs clarified that authorization means federal authorization, not the programmed funding. Mr. Pitstick made a motion, seconded by Ms. Hamilton, to approve the requested reinstatement. The motion carried.

5.4 Batavia - Pedestrian Crossings at Various (8) Locations along IL 31 and IL 25 (TIP ID 09-12-0005)

Ms. Dobbs reported that 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. President Rodeghier made a motion, seconded by Mr. Schmidt, to approve the requested scope change and reduced cost. The motion carried.

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

Ms. Dobbs reported that 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. Mr. Snyder made a motion, seconded by President Rodeghier, to approve the requested cost increase. The motion carried.

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

Ms. Dobbs reported that 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. Ms. Hamilton made a motion, seconded by Mr. Snyder, to approve the requested cost increase. The motion carried.

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

Ms. Dobbs reported that 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. Mr. Snyder noted that current bid tab pricing has been mentioned frequently and wondered what the factors are, how many more increases could be expected, and if the committee should adjust other project costs now, wait for increase requests, or add some kind of factor in programming. Mr. Patronsky stated that how much, if any, funding should be set aside for cost increases when considering the FFY 2016-2020 mark could be discussed under item 6.0. Ms. Hamilton made a motion, seconded by President Rodeghier, to approve the requested cost increase. The motion carried.

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

Ms. Dobbs reported that this project involves two locations which were previously combined into one TIP ID and programmed in FFY 2015. They 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. In response to a question from Mr. Snyder, Mr. Heffron confirmed the two locations would not be let at the same time but would use the same TIP ID. Mr. Snyder made a motion, seconded by Mr. Pitstick, to approve the requested schedule and cost changes. The motion carried.

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

Ms. Dobbs reported that IDOT is requesting to transfer sponsorship to Lake County for the construction phase only; IDOT will complete right of way acquisition. 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). Mr. Pitstick made a motion, seconded by Mr. Snyder, to approve the requested sponsor and schedule change. The motion carried.

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

Ms. Dobbs reported that 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. Mr. Schmidt made a motion, seconded by President Rodeghier, to approve the requested reinstatement and cost increase. The motion carried.

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

Ms. Dobbs reported that 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. Mr. Pitstick made a motion, seconded by Ms. Hamilton, to approve the requested schedule change. The motion carried.

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. Ms. Hamilton made a motion, seconded by Mr. Pitstick, to approve the requested schedule change. The motion carried.

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

Ms. Dobbs reported that 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. In response to a question from Mr. Pitstick she clarified that the deferred construction funds would be moved to MYB in the TIP, and would show a current year of FFY 2017 in the deferred line items report. Ms. Dobbs added that the increased total cost is due primarily to a rail crossing and that the sponsor will be exploring other funding options, such as ICC funds, to supplement the deferred CMAQ funding. Ms. Hamilton made a motion, seconded by President Rodeghier, to approve the requested transfer, and to concur with the increased total cost and deferral of the balance of construction funds. The motion carried.

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

Ms. Dobbs reported that the sponsor is requesting a cost increase of \$288,600 federal CMAQ (\$360,800 total) for construction in FFY 2009. President Rodeghier made a motion, seconded by Mr. Schmidt, to approve the requested cost increase. The motion carried.

5.15 Administrative Modifications

Ms. Dobbs reported that three administrative modifications were conducted since the committee's last meeting.

5.16 Forest Preserve District of Cook County – North Branch Trail Extension (TIP ID 01-08-0001)

Ms. Dobbs reported that this project has been let for bid twice, with the first attempt receiving no responses and the second attempt exceeding the cost estimate. Therefore, the sponsor is requesting a scope change to reduce the limits of the project so that the project can be re-let with the reduced scope. The sponsor will seek funding for the remaining portion of the trail in the future. Ms. Hamilton made a motion, seconded by Mr. Schmidt, to approve the requested scope change. The motion carried.

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

Mr. Elam presented the staff recommended CMAQ program stating that projects were listed in order of the cost-effectiveness of their emission reductions. The staff recommendation also takes into account transportation impact criteria and regional priorities. He stated that during this call for projects seven applicants requested preliminary engineering funding due to hardship. These projects were evaluated based on the costs and benefits of the complete project, not just the cost of preliminary engineering. Two of these projects were included in the proposed program for preliminary engineering only due to their benefits. Mr. Elam stated the proposed program includes \$274 million in CMAQ funds. He also noted that projects being recommended for TAP funding were indicated in the handout and would be considered by the Transportation Committee on July 17, 2015. He explained that the staff recommendations are based on the Composite Priority Index and the handout includes notes that document reasons for not recommending higher ranked projects for CMAQ funding. More detailed scoring was provided in spreadsheets posted on the Program Development web page for the focus groups. He concluded by stating that staff is looking for any suggested changes and a recommendation to the Transportation Committee to release the proposed program for public comment on July 17, 2015. Mr. Patronsky requested comments from each committee member.

President Rodeghier stated he had no comments at this time.

Mr. Schmidt noted that the process for developing the approach to programming this cycle was interesting, and a little heated at times. He added that he appreciated staff working with members to address concerns throughout the process and appreciated the spreadsheets being available. He stated that it would be difficult for IDOT to argue with the proposed program.

Mr. Snyder asked for clarification of the project rankings, stating that Mr. Elam said that projects were ranked based on composite score, but the list appears to be ranked by air quality benefit. Mr. Elam explained that, as requested by the committee, the projects were presented in the spreadsheet in order of air quality benefit. The composite score was used on a qualitative basis by staff to make funding recommendations. Mr. Snyder stated that notes for one of the Elgin O'Hare projects implies that FHWA has determined the project is not eligible for CMAQ funding, and that determination has not been made. Mr. Elam apologized, stated that the comment will be removed and noted that the county made some adjustments to the project to make it more in line with CMAQ guidance. Mr. Snyder also observed that major capital projects included in the fiscally constrained GO TO 2040 update did not fare well in this evaluation and that is an indication of the difficulty of strict use of performance measures in programming. Mr. Snyder asked, and

Mr. Elam confirmed, that projects with a "recommended for TAP funding note" would make up the proposed TAP program presented to the Transportation Committee for consideration. Lastly, Mr. Snyder asked who or what defined the "funding cut line" referred to in the notes. Mr. Elam explained that staff re-ordered the list of projects by composite priority index, skipped those with noted issues, and moved down the list in order until available funds were exhausted.

Ms. Hamilton stated that CDOT is comfortable and satisfied with the outcome, particularly the Red/Purple Line Modernization. She asked why the IEPA Partners for Clean Air project was not included in the recommended program. It is a long-term project that has received funding in many past programming cycles. She asked if there was any way to consider adding the project to the recommended program. Mr. Elam stated that CMAP is working with IEPA to evaluate the project, but in CMAP's opinion the information provided with the request for funding was not enough to evaluate the project. Mr. Burkhart stated that IEPA has been having productive conversations with CMAP. Mr. Elam stated that with additional information provided by the IEPA the project is estimated to equate to a cost of approximately \$500 per kilogram VOC eliminated, which is competitive. Mr. Privett noted that representing the project, which is still being evaluated, as having zero benefit is inaccurate, and requested that when the proposed program is forwarded to the Transportation Committee, the scores should be changed to "TBD". Discussion regarding the merits of the project continued, with Mr. Patronsky suggesting that IEPA continue to work with staff to determine a ranking that can be considered through the public comment period. Mr. Privett also suggested that projects such as those in the "Other" category, which cannot be scored, should have "N/A" for a score, instead of zero. Mr. Elam agreed and stated that if the evaluation of the partners for clean air project is completed before release for public comment that information will be included in the document. In response to a question from Mr. Privett, Mr. Elam stated that more specific information regarding phases and programming is available in the spreadsheets posted on the Program Development web page.

Mr. Tomzik expressed disagreement with notes for Pace's vanpools project and stated that vanpools are considered an operational element of the pilot Travel Demand Management program that was under development by IDOT. He added that the Advantage program may not reduce SOV trips, but it a program exclusively for work and vocational training trips.

Mr. Elam stated that the proposed program to be forwarded to the Transportation Committee would include the suggested use of "TBD" and "N/A", and the note regarding FHWA comments on project eligibility would be corrected. Mr. Pitstick made a motion, seconded by President Rodeghier, to recommend that the Transportation Committee release the proposed program, with the changes noted, for public comment. The motion carried.

7.0 MAP-21

Mr. Patronsky stated, and Mr. Donovan, Mr. Greep, and Mr. Arkell verified, that no new information pertaining to the CMAQ program has been issued. Mr. Donovan noted that congressional discussions of an extension or long-term replacement for MAP-21 are ongoing. Three or four processes for rule-making are going on now, with some expected to be released in July and others in September.

8.0 Other Business

None.

9.0 Public Comment

None.

10.0 Next Meeting

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

11.0 Adjournment

On a motion by Mr. Schmidt, and a second by President Rodeghier, the meeting adjourned at 3:16 p.m.



Chicago Metropolitan Agency for Planning

CMAQ Program Summary - 2015 - 2018
Includes obligations through August 18, 2015

| TIP ID | Sponsor | Brief Description | Phase | CMAQ \$ (Fed) | Increases* | Withdrawals* | Obligations* | Balance |
|---|-------------------|---|-------|---------------|---------------|----------------|----------------|--------------|
| 2015 | | | | | | | | |
| 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 1/15/16.</i> | | | | | | | | |
| 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> | | | | | | | | |
| 01-94-0045 | 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> | | | | | | | | |
| 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. Cost change pending for 9/3/15 PSC.</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> | | | | | | | | |

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

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

| TIP ID | Sponsor | Brief Description | Phase | CMAQ \$ (Fed) | Increases* | Withdrawals* | Obligations* | Balance |
|--|----------------------|---|-------|---------------|------------|--------------|--------------|-------------|
| 08-12-0004 | DuPage County DOT | 55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St | ENG2 | \$104,000 | \$262,000 | C | \$366,000 | O \$0 |
| <i>Expected accomplishment: 11/16.</i> | | | | | | | | |
| 08-12-0011 | DuPage County DOT | DuPage Co Central Signal System - Phase I | CONST | \$636,000 | \$596,800 | T | \$1,135,797 | M \$97,003 |
| <i>Let 6/12/2015. 80% of low bid: \$1,032,928.54.</i> | | | | | | | | |
| | | | CONST | \$636,000 | \$596,800 | | \$1,232,800 | \$0 |
| 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> | | | | | | | | |
| 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. Bids rejected. Will be re-let 1/15/16</i> | | | | | | | | |
| 08-14-0002 | FPD of DuPage County | Winfield Mounds Segment - West Branch Regional Trail | ENG2 | \$189,200 | | | \$155,155 | O \$34,045 |
| | | | ENG2 | \$189,200 | | | | \$189,200 |
| 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> | | | | | | | | |
| 10-14-0003 | Highland Park | Robert McClory Bike Path from Roger Williams Av to Roger Williams Av | CONST | \$77,800 | | | \$87,400 | M (\$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>Let 6/12/15. 80% of low bid: \$355,490. Cost change request pending for 9/3/2015 PSC.</i> | | | | | | | | |
| 02-12-0001 | IDOT | IL 68/Dundee Rd at Landwehr Rd and Pflugsten 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> | | | | | | | | |
| 02-12-0001 | IDOT | IL 68/Dundee Rd at Landwehr Rd and Pflugsten Rd | CONST | \$480,000 | \$640,000 | T | | \$1,120,000 |
| <i>Tgt. letting 9/18/15.</i> | | | | | | | | |
| <i>Previously programmed in FFY 2016</i> | | | CONST | \$480,000 | \$640,000 | | | \$1,120,000 |

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

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| TIP ID | Sponsor | Brief Description | Phase | CMAQ \$ (Fed) | Increases* | Withdrawals* | Obligations* | Balance |
|---|---------|---|--------------|------------------|--------------------|--------------|------------------|--------------------|
| 03-12-0001 | IDOT | IL 68/E Dundee Rd at S Barrington Rd | CONST | \$480,000 | \$146,000 | T | \$969,900 | M (\$343,900) |
| <i>Let and awarded per June 2015 letting. 80% of low bid is 846,000. Cost increase requested for sept 2015 meeting. Over-authorization needs to be resolved - cost increase 9/3/15 meeting.</i> | | | | | | | | |
| | | | <i>CONST</i> | <i>\$480,000</i> | <i>\$146,000</i> | | <i>\$448,000</i> | <i>\$178,000</i> |
| 03-12-0003 | IDOT | IL 62/Algonquin Rd at Barrington Rd | CONST | \$400,000 | \$240,000 | C | \$400,000 | O \$240,000 |
| <i>Tgt. letting 9/18/2015. Cost increase approved at 6/25/15 PSC.</i> | | | | | | | | |
| | | | <i>CONST</i> | <i>\$400,000</i> | | | | <i>\$400,000</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 | \$1,478,000 | C | | \$1,758,000 |
| <i>Tgt. letting 9/18/15. Cost increase approved at 6/25/15 PSC.</i> | | | | | | | | |
| | | | <i>CONST</i> | <i>\$280,000</i> | <i>\$1,040,000</i> | | | <i>\$1,320,000</i> |
| 03-12-0014 | IDOT | IL 68/Dundee Rd at McHenry Rd/Wheeling Rd and IL 83/Elmhurst Rd | CONST | \$680,000 | \$120,000 | C | | \$800,000 |
| <i>This line represents the 3/17/2014 transfer from 03-12-0015 for the IL 83/Elmhurst Rd. intersection only.</i> | | | | | | | | |
| 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> | | | | | | | | |
| 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.</i> | | | | | | | | |
| <i>Previously programmed in FFY 2016</i> | | | <i>ROW</i> | <i>\$80,000</i> | | | | <i>\$80,000</i> |
| 06-12-0002 | IDOT | IL 43/Harlem Av at 143rd St | CONST | \$400,000 | \$364,000 | C | \$129,600 | O \$678,953 |
| <i>M (\$44,553)</i> | | | | | | | | |
| <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 | \$676,000 | O \$204,000 |
| <i>Increase was approved 10/2014. Tgt. letting 9/18/15. Follow-up on unauth. Balance needed.</i> | | | | | | | | |
| | | | <i>CONST</i> | <i>\$680,000</i> | <i>\$200,000</i> | | | <i>\$880,000</i> |

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| TIP ID | Sponsor | Brief Description | Phase | CMAQ \$ (Fed) | Increases* | Withdrawals* | Obligations* | Balance |
|------------|-----------------|---|-------|---------------|---------------|---------------|---------------|--|
| 06-12-0005 | IDOT | IL 43/Harlem Av at 151st St | CONST | \$640,000 | \$128,000 C | | \$624,000 O | \$144,000 |
| | | | | | | | | <i>Increase was approved 4/2014. Let 7/31/15. 80% of low bid: \$719,888.</i> |
| | | | CONST | \$640,000 | \$128,000 | | | \$768,000 |
| 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 | \$496,000 C | | \$872,000 O | \$184,000 |
| | | | | | | | | <i>Transfer (from 08-12-0007) approved 3/2014. Let 7/31/15. 80% of low bid: \$952,726. Cost increase approved at 6/25/15 PSC.</i> |
| | | | CONST | \$560,000 | \$320,000 | | | \$880,000 |
| 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> |
| 10-14-0004 | IDOT | IL 120 at Hainesville Rd | ROW | \$64,000 | \$212,000 C | | | \$276,000 |
| | | | | | | | | <i>Construction transferred to Lake Co. 6/25/15. IDOT still completing land acq. with antic. Auth. in FFY 2015.</i> |
| | | <i>Previously programmed in FFY 2016</i> | ROW | \$64,000 | \$212,000 | | | \$276,000 |
| 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 accomp. 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 O | \$0 |
| | | | | | | | | <i>ROW cleared 3/2015. Tgt. 9/18/2015 letting.</i> |
| | | | CONST | \$856,000 | \$1,000,000 | \$8,000 | | \$1,848,000 |
| 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>Let 6/12/2015. 80% of low bid: \$767,327.</i> |

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| TIP ID | Sponsor | Brief Description | Phase | CMAQ \$ (Fed) | Increases* | Withdrawals* | Obligations* | Balance |
|------------|-----------------|---|--------------|--------------------|------------|--------------|----------------|---|
| 09-12-0011 | Kane County DOT | Fabyan Pkwy/CH 8 at Kirk Rd/CH 77 | 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> |
| 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> |
| 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> |
| 10-14-0009 | Lake County DOT | Waukegan Rd from Casimir Pulaski Dr to Norman Dr South | CONST | \$1,544,000 | | | | \$1,544,000 |
| | | | | | | | | <i>Tgt. letting 11/6/2015.</i> |
| | | <i>Previously programmed in FFY 2017</i> | <i>CONST</i> | <i>\$1,544,000</i> | | | | <i>\$1,544,000</i> |
| 18-14-0003 | Metra | Install engine/generator set for hotel power | IMP | \$4,000,000 | | | \$4,000,000 O | \$0 |
| | | | | | | | | <i>Funds transferred by FHWA to FTA on 7/14/2015.</i> |
| | | | <i>IMP</i> | <i>\$4,000,000</i> | | | | <i>\$4,000,000</i> |
| 08-13-0015 | Naperville | Washington St Corridor Centralized Traffic Management System; Washington St from Warrenville Rd to Royce Rd | CONST | \$127,000 | | | \$120,000 O | \$7,000 |
| | | | | | | | | <i>Tgt. 9/18/15 letting.</i> |
| | | <i>Previously programmed in FFY 2016</i> | <i>CONST</i> | <i>\$127,000</i> | | | | <i>\$127,000</i> |

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| 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> | | | | | | | | |
| 17-12-0001 | Pace | I-90 Corridor Enhanced Markets | CONST | \$12,500,000 | \$15,500,000 | T | \$28,000,000 | O |
| <i>Total project cost is 49,580,000 (3/26/15). Funds transferred from ENG and IMP 3/26/15. Funds transferred from FHWA to FTA 8/21/2015.</i> | | | | | | | | |
| | | | CONST | \$12,500,000 | \$15,500,000 | | | \$28,000,000 |
| 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> | | | | | | | | |
| 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> | | | | | | | | |
| 17-12-0004 | 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> | | | | | | | | |
| 17-14-0003 | Pace | Milwaukee Av Arterial Rapid Transit Project | CONST | \$9,178,288 | \$409,745 | T | \$9,588,033 | O |
| <i>Phase changed from IMP to CONST 3/26/15 and funds transferred from ENG1. Funds transferred from FHWA to FTA 8/25/2015.</i> | | | | | | | | |
| | | | CONST | \$9,178,288 | \$409,745 | | | \$9,588,033 |
| 06-06-0061 | Palos Heights | Cal Sag Greenway Bike Trail from IL 83 to 127th St | ROW | \$40,000 | | | | \$40,000 |
| <i>Tgt. 9/2015 authorization</i> | | | | | | | | |
| <i>Previously programmed in FFY 2016</i> | | | ROW | \$40,000 | | | | \$40,000 |

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| TIP ID | Sponsor | Brief Description | Phase | CMAQ \$ (Fed) | Increases* | Withdrawals* | Obligations* | Balance |
|--|-----------------|--|-------|----------------------|---------------------|---------------------|----------------------|---------------------|
| 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>Let 6/12/2015. 80% of low bd: \$193,703. Transp. Com. approved schedule change with TIP Amend. 4/17/2015.</i> | | | | | | | | |
| 07-14-0009 | Park Forest | Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr | ENG2 | \$8,586 | | \$8,586 S | | \$0 |
| 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>Let 6/12/2015. 80% of low bid: \$494,626.</i> | | | | | | | | |
| 02-14-0002 | Skokie | Main St from Lincoln Av to McCormick Blv | CONST | \$424,000 | \$32,000 T | | \$425,634 O | \$30,366 |
| <i>Let 3/6/2015. Item 172. 80% of low bid: \$425,634.</i> | | | | | | | | |
| 65 line items in 2015 totalling: | | | | \$158,162,240 | \$25,793,862 | \$32,158,462 | \$115,652,556 | \$36,145,084 |
| 2016 | | | | | | | | |
| 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> | | | | | | | | |
| <i>Previously programmed in FFY 2015</i> | | | CONST | \$2,600,000 | | \$90,000 | | \$2,510,000 |
| 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.</i> | | | | | | | | |
| <i>Previously programmed in FFY 2017</i> | | | CONST | \$4,080,000 | | | | \$4,080,000 |
| 01-02-0030 | CDOT | CDOT-State/Lake-Loop EI 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> | | | | | | | | |
| 01-12-0004 | CDOT | Chicago Area Alternative Fuel Deployment Project, Phase 2 | IMP | \$10,400,000 | | | | \$10,400,000 |

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|------------|----------------------|--|-------|---------------|-------------|--------------|--------------|--|
| 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 |
| 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> |
| 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> |
| 02-12-0005 | IDOT | IL 68/Dundee Rd at Pflingsten 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> |

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|---|-----------------|---|-------|---------------|------------|--------------|--------------|-------------|
| 03-12-0014 | IDOT | IL 68/Dundee Rd at McHenry Rd/Wheeling Rd and IL 83/Elmhurst Rd | CONST | \$800,000 | \$224,000 | C | | \$1,024,000 |
| <i>This line is the McHenry/Wheeling intersection only. ROW authorized 5/2014 (with MPA 9/2014). Tgt. letting 1/15/2016. Cost increase approved at 6/25/15 PSC.</i> | | | | | | | | |
| <i>Previously programmed in FFY 2015</i> | | | CONST | \$800,000 | \$680,000 | | | \$1,480,000 |
| 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> | | | | | | | | |
| 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 | CONST | \$320,000 | \$208,000 | C | | \$528,000 |
| <i>Tgt. 1/15/2016 letting in coordination with 10-14-0008. Sponsorship changed from IDOT to Lake County 6/25/2015.</i> | | | | | | | | |
| <i>Previously programmed in FFY 2018</i> | | | CONST | \$320,000 | \$208,000 | | | \$528,000 |
| 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 |
| <i>Tgt. letting 11/4/16.</i> | | | | | | | | |

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8/28/2015 3:03:49 PM

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|------------|-----------------------|--|-------|---------------|------------|--------------|--------------|--|
| 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> |
| 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. 1/15/2016 letting in combination with 10-14-0004.</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> |
| 04-13-0015 | Oak Park | Chicago Av at Lombard Av HAWK Signal | CONST | \$136,000 | | \$136,000 | S | \$0 <i>Sponsor withdrew project 8/10/2015.</i> |
| | | | CONST | \$136,000 | | | | \$136,000 |

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

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

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| TIP ID | Sponsor | Brief Description | Phase | CMAQ \$ (Fed) | Increases* | Withdrawals* | Obligations* | Balance |
|--|---------------|--|--------------|---------------------|--------------------|--------------------|--------------|---|
| 17-12-0002 | Pace | Regional Rideshare Program | IMP | \$400,000 | | | | \$400,000 |
| 17-12-0003 | Pace | Transit Diesel Engine Retrofits 2012-2016 | IMP | \$480,000 | | | | \$480,000 |
| <i>Previously programmed in FFY 2015</i> | | | <i>IMP</i> | <i>\$480,000</i> | | | | <i>\$480,000</i> |
| 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 | CONST | \$1,521,000 | | | | \$1,521,000 |
| | | | | | | | | <i>Tgt. letting 3/4/2016.</i> |
| <i>Previously programmed in FFY 2015</i> | | | <i>CONST</i> | <i>\$1,521,000</i> | | | | <i>\$1,521,000</i> |
| 07-14-0009 | Park Forest | Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr | CONST | \$94,454 | \$8,586 | C | | \$103,040 |
| | | | | | | | | <i>Tgt. letting 1/15/2016.</i> |
| <i>Previously programmed in FFY 2015</i> | | | <i>CONST</i> | <i>\$94,454</i> | <i>\$8,586</i> | | | <i>\$103,040</i> |
| 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> |
| 49 line items in 2016 totalling: | | | | \$90,469,784 | \$2,991,486 | \$5,866,000 | | \$87,595,270 |
| 2017 | | | | | | | | |
| 01-12-0004 | CDOT | Chicago Area Alternative Fuel Deployment Project, Phase 2 | IMP | \$10,400,000 | | | | \$10,400,000 |

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

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| TIP ID | Sponsor | Brief Description | Phase | CMAQ \$ (Fed) | Increases* | Withdrawals* | Obligations* | Balance |
|--|--------------------|---|--------------|--------------------|--------------------|--------------|------------------------------------|--------------------|
| 01-94-0092 | CDOT | BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation | 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 |
| 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.</i> | |
| <i>Previously programmed in FFY 2016</i> | | | <i>CONST</i> | <i>\$1,120,000</i> | <i>\$1,970,000</i> | | | <i>\$3,090,000</i> |
| 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 |
| 11-03-0018 | McHenry County DOT | Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect | CONST | \$10,583,000 | | C | | \$10,583,000 |
| | | | | | | | <i>Target letting date: 1/2017</i> | |
| 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 |
| 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.</i> | |
| <i>Previously programmed in FFY 2016</i> | | | <i>CONST</i> | <i>\$1,823,000</i> | | | | <i>\$1,823,000</i> |
| 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 |

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

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| TIP ID | Sponsor | Brief Description | Phase | CMAQ \$ (Fed) | Increases* | Withdrawals* | Obligations* | Balance |
|---|--|---|-------|----------------------|---------------------|---------------------|----------------------|----------------------|
| 02-14-0003 | Skokie | Church St Bike Lane from Linder Av to McCormick Blv | ENG2 | \$32,000 | | | | \$32,000 |
| 12-12-0003 | Will County Department of Highways | Bell Rd/CH 16 at 143rd St/CH 37 | CONST | \$10,384,000 | | | | \$10,384,000 |
| <i>Pre-finals complete but not submitted due to ROW issue. Tgt. letting 7/1/2017.</i> | | | | | | | | |
| <i>Previously programmed in FFY 2015</i> | | | CONST | \$10,384,000 | | | | \$10,384,000 |
| 16 line items in 2017 totalling: | | | | \$86,789,316 | \$1,970,000 | | | \$88,759,316 |
| 2018 | | | | | | | | |
| 03-96-0021 | Cook County DOTD | Touhy Av and UPRR | CONST | \$23,289,000 | | | | \$23,289,000 |
| 13-14-0002 | IEPA | Indiana Harbor Belt Railroad Locomotive Fuel Conversion | IMP | \$11,586,750 | | | | \$11,586,750 |
| 07-14-0010 | Park Forest | Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers | IMP | \$421,000 | | | | \$421,000 |
| 07-14-0010 | Park Forest | Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers | IMP | \$430,000 | | | | \$430,000 |
| 02-14-0003 | Skokie | Church St Bike Lane from Linder Av to McCormick Blv | CONST | \$440,000 | | | | \$440,000 |
| 5 line items in 2018 totalling: | | | | \$36,166,750 | | | | \$36,166,750 |
| 135 line items in 2015 - 2018 totalling: | | | | \$371,588,090 | \$30,755,348 | \$38,024,462 | \$115,652,556 | \$248,666,420 |

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

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

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Chicago Metropolitan
Agency for Planning

CMAQ Program Summary - Deferred Projects

Includes obligations through August 18, 2015

| TIP ID | Sponsor | Brief Description | Phase | Net CMAQ \$ (Fed) | Fund Status | Obligations* | Active Balance in Program | Deferred Funds Not Programmed |
|--|--------------------------------------|---|-------|-------------------|-----------------|------------------|---------------------------|-------------------------------|
| 2000 | | | | | | | | |
| 11-96-0007 | McHenry County Conservation District | BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY | ENG1 | \$219,040 | Sub. Phase Def. | \$219,256 F | (\$216) | \$0 |
| 1 line items in 2000 totalling: | | | | \$219,040 | | \$219,256 | (\$216) | \$0 |
| 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 |
| 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 |
| 2 line items in 2003 totalling: | | | | \$177,550 | | \$177,790 | (\$240) | \$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 |
|--|--------------------|--|-------------|--------------------|------------------------|--------------------|---------------------------|-------------------------------|
| 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 |
| 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 | \$371,724 | Sub. Phase Def. | \$371,724 F | \$0 | \$0 |
| | | | <i>ENG1</i> | <i>\$380,480</i> | <i>Sub. Phase Def.</i> | <i>\$371,724</i> | <i>\$8,756</i> | <i>\$0</i> |
| 11-06-0032 | McHenry | Miller Rd/Bull Valley Rd at N. Front St and Green St | ENG1 | \$80,158 | Sub. Phase Def. | \$80,158 F | \$0 | \$0 |
| | | | <i>ENG1</i> | <i>\$89,360</i> | <i>Sub. Phase Def.</i> | <i>\$80,158</i> | <i>\$9,202</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: | | | | \$1,118,789 | | \$1,137,048 | (\$18,259) | \$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 |

*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 | |
|--|------------------------------------|---|-------------|--------------------|------------------------|--------------------|---------------------------|-------------------------------|--|
| 01-08-0001 | 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 | \$217,300 | Sub. Phase Def. | \$217,300 F | \$0 | \$0 | |
| | | | <i>ENG1</i> | <i>\$218,000</i> | <i>Sub. Phase Def.</i> | <i>\$217,300</i> | <i>\$700</i> | <i>\$0</i> | |
| 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: | | | | \$2,140,135 | | \$1,910,789 | \$229,346 | \$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 | \$101,131 | Reinstated | \$101,131 F | \$0 | \$0 | |
| | | | <i>ENG2</i> | <i>\$101,400</i> | <i>Reinstated</i> | <i>\$101,131</i> | <i>\$269</i> | <i>\$0</i> | |
| 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: | | | | \$1,255,230 | | \$1,197,230 | \$58,000 | \$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 | |

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| TIP ID | Sponsor | Brief Description | Phase | Net CMAQ \$ (Fed) | Fund Status | Obligations* | Active Balance in Program | Deferred Funds Not Programmed |
|--|--------------------------------------|---|-------------|--------------------|------------------------|--------------------|---------------------------|-------------------------------|
| 09-09-0010 | Kane County DOT | Huntley Rd at Galligan Rd | 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 | \$233,680 | Sub. Phase Def. | \$233,680 F | \$0 | \$0 |
| | | | <i>ENG2</i> | <i>\$240,000</i> | <i>Sub. Phase Def.</i> | <i>\$233,680</i> | <i>\$6,320</i> | <i>\$0</i> |
| 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 |
| 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: | | | | \$3,730,680 | | \$5,447,768 | (\$1,717,088) | \$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 | \$55,834 | Sub. Phase Def. | \$55,834 F | \$0 | \$0 |
| | | | <i>ENG1</i> | <i>\$56,000</i> | <i>Sub. Phase Def.</i> | <i>\$55,834</i> | <i>\$166</i> | <i>\$0</i> |
| 02-10-0002 | Lincolnwood | Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail | ENG1 | \$56,000 | Sub. Phase Def. | \$56,000 M | \$0 | \$0 |
| 11-96-0007 | McHenry County Conservation District | BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY | CONST | \$440,960 | Sub. Phase Def. | \$242,700 F | \$198,260 | \$0 |
| 4 line items in 2011 totalling: | | | | \$552,794 | | \$354,534 | \$198,260 | \$0 |
| 2012 | | | | | | | | |
| 01-02-0027 | CDOT | Cicero Ave Smart Corridor | ENG | \$733,000 | Sub. Phase Def. | \$497,228 M | \$235,772 | \$0 |

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| TIP ID | Sponsor | Brief Description | Phase | Net CMAQ \$ (Fed) | Fund Status | Obligations* | Active Balance in Program | Deferred Funds Not Programmed |
|------------|--------------------|---|-------|-------------------|-----------------|--------------|---------------------------|-------------------------------|
| 01-05-0001 | CDOT | Safe Routes to School Program - Citywide | ENG2 | \$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 |
| 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 |

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| TIP ID | Sponsor | Brief Description | Phase | Net CMAQ \$ (Fed) | Fund Status | Obligations* | Active Balance in Program | Deferred Funds Not Programmed |
|---|------------------------------------|---|-------|--------------------|-----------------|--------------------|---------------------------|-------------------------------|
| 09-09-0010 | Kane County DOT | Huntley Rd at Galligan Rd | ENG2 | \$135,960 | Sub. Phase Def. | \$135,960 O | \$0 | \$0 |
| 09-09-0013 | Kane County DOT | IL 64 from Randall Rd to Burlington Rd | CONST | \$477,882 | Sub. Phase Def. | \$477,883 M | (\$1) | \$0 |
| 10-00-0128 | Lake County DOT | Roberts Rd at River Rd | ROW | \$0 | Sub. Phase Def. | | \$0 | \$0 |
| 10-00-0128 | Lake County DOT | Roberts Rd at River Rd | ENG2 | \$471,461 | Sub. Phase Def. | \$471,461 O | \$0 | \$0 |
| 04-08-0002 | Northlake | Grand Ave Sidewalk from Northwest Ave to Rhodes Ave | ENG1 | \$140,000 | Sub. Phase Def. | \$99,737 O | \$40,263 | \$0 |
| 08-05-0005 | Oak Brook | Oak Brook Employment Area Distributor Service | ENG | \$50,000 | Sub. Phase Def. | \$36,890 O | \$13,110 | \$0 |
| 09-10-0002 | Sleepy Hollow | Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuary Trail Head | ENG1 | \$9,600 | Sub. Phase Def. | \$9,600 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 |
| 23 line items in 2012 totalling: | | | | \$4,138,479 | | \$2,975,016 | \$351,463 | \$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 |

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| TIP ID | Sponsor | Brief Description | Phase | Net CMAQ \$ (Fed) | Fund Status | Obligations* | Active Balance in Program | Deferred Funds Not Programmed |
|-------------------|--------------------|---|-------------|-------------------|------------------------|------------------|---------------------------|-------------------------------|
| 01-04-0002 | CDOT | 35th St Bicycle-Pedestrian Bridge | ENG2 | \$649,637 | Sub. Phase Def. | \$2,252,644 M | (\$1,603,007) | \$0 |
| | | | <i>ENG2</i> | <i>\$649,637</i> | <i>Sub. Phase Def.</i> | <i>\$649,637</i> | <i>\$0</i> | <i>\$0</i> |
| 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 |
| 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 |
| 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 |

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|---|------------------------------------|---|-------|---------------------|-----------------|---------------------|---------------------------|-------------------------------|
| 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 |
| <i>expected accomp 1/2019</i> | | | | | | | | |
| 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 | | \$17,483,249 | (\$780,372) | \$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 |

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|---|--------------------|---|-------|-------------------|-----------------|---------------|---------------------------|-------------------------------|
| 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 |
| 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 |
| <i>Scope, schedule (FFY18) and cost changes pending for 9/3/15 PSC.</i> | | | | | | | | |
| 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 | \$2,384,000 | \$740,000 |
| <i>Request for reinstatement of add'l \$2.384 million approved at 6/25 PSC.</i> | | | | | | | | |
| | | | ROW | \$4,724,000 | Reinstated | \$1,600,000 | \$0 | \$3,124,000 |
| 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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|--|-----------------|--|-------|---------------------|-----------------|---------------------|---------------------------|-------------------------------|
| 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 10/2015.</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 | \$4,830,074 | \$816,578 |
| 2015 | | | | | | | | |
| 09-08-0005 | Carpentersville | IL 31 at Huntley Rd | ROW | \$260,000 | Deferred | | \$0 | \$260,000 |
| <i>Request to transfer to construction pending 9/3/15 meeting.</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 |
|---|--------------------|---|--------------|--------------------|-------------------|--------------------|---------------------------|-------------------------------|
| 01-05-0001 | CDOT | Safe Routes to School Program - Citywide | CONST | \$0 | Sub. Phase Def. | | \$0 | \$0 |
| <i>This line combined with High Schools line.</i> | | | | | | | | |
| 01-06-0005 | CDOT | Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations | ENG1 | \$188,000 | Sub. Phase Def. | | \$188,000 | \$0 |
| <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 | Sub. Phase Def. | | \$372,000 | \$0 |
| <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> | | | | | | | | |
| 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> | | | | | | | | |
| 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 (IDOT has signed, BNSF has not). 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 | \$8,300,160 M | \$1,840 | \$0 |
| <i>Let 1/30/2015.</i> | | | | | | | | |
| | | | <i>CONST</i> | <i>\$8,302,000</i> | <i>Reinstated</i> | <i>\$8,248,000</i> | <i>\$54,000</i> | <i>\$0</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> | | | | | | | | |
| 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 11/6/15 letting. Reinstatement request pending for 9/3/2015 PSC.</i> | | | | | | | | |

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|---|--------------------------------------|---|-------|-------------------|-----------------|---------------|---------------------------|-------------------------------|
| 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> | | | | | | | | |
| 03-12-0002 | IDOT | IL 59 at W Bartlett Rd | CONST | \$800,000 | Reinstated | | \$800,000 | \$0 |
| <i>Scope, schedule (FFY18) and cost changes pending for 9/3/15 PSC.</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> | | | | | | | | |
| 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> | | | | | | | | |
| 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 above 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> | | | | | | | | |
| 11-96-0007 | McHenry County Conservation District | BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY | ENG2 | \$200,000 | Sub. Phase Def. | | \$200,000 | \$0 |
| 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 | \$1,540,000 | Reinstated | | \$1,540,000 | \$0 |
| <i>Tgt. 11/6/15 letting. Reinstatement and cost increase approved at 6/25 PSC.</i> | | | | | | | | |
| | | | CONST | \$1,320,000 | Deferred | | \$0 | \$1,320,000 |
| 04-08-0002 | Northlake | Grand Ave Sidewalk from Northwest Ave to Rhodes Ave | ENG2 | \$140,000 | Reinstated | \$140,000 O | \$0 | \$0 |
| <i>est accomp: 4/2016</i> | | | | | | | | |

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|---|------------------------------------|--|-------------|---------------------|-----------------|---------------------|---------------------------|---|
| 04-12-0001 | Oak Park | Madison St from Home Av to Lombard Av | ENG1 | \$0 | Sub. Phase Def. | | \$0 | \$0 |
| | | | <i>ENG1</i> | <i>\$52,000</i> | <i>Deferred</i> | | <i>\$0</i> | <i>\$52,000</i> |
| 04-12-0005 | Oak Park | Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station | CONST | \$0 | Sub. Phase Def. | | \$0 | \$0 |
| 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. ant accomp: 1/2016</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>Est. DA: 11/2015. 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. 1/2016 letting.</i> |
| 29 line items in 2015 totalling: | | | | \$31,160,319 | | \$18,592,069 | \$5,838,650 | \$6,729,600 |
| 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> |

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8/28/2015 3:06:11 PM

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|--|---------|---|------------|-------------------|-----------------|--------------|---------------------------|-------------------------------|
| 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> | | | | | | | | |
| 01-02-0027 | CDOT | Cicero Ave Smart Corridor | CONST | \$2,187,000 | Reinstated | | \$2,187,000 | \$0 |
| <i>Antic. Auth. 4/2016. Final PS&E est. to IDOT 11/15/15.</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>Antic. auth. 12/2015. Tgt. 3/1/2016 local letting.</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> | | | | | | | | |
| <i>Previously programmed in FFY 2015</i> | | | <i>IMP</i> | <i>\$160,000</i> | <i>Deferred</i> | | <i>\$0</i> | <i>\$160,000</i> |
| 01-06-0005 | CDOT | Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations | CONST | \$688,000 | Deferred | | \$0 | \$688,000 |
| <i>Final plans and construction IPA estimated to be submitted to IDOT by 9/30/15.</i> | | | | | | | | |
| 01-06-0074 | CDOT | Chicago Diesel Fleet Retrofit Project | IMP | \$1,739,000 | Deferred | | \$0 | \$1,739,000 |
| 01-06-0074 | CDOT | Chicago Diesel Fleet Retrofit Project | IMP | \$672,800 | Deferred | | \$0 | \$672,800 |
| 01-06-0074 | CDOT | Chicago Diesel Fleet Retrofit Project | IMP | \$1,118,000 | Deferred | | \$0 | \$1,118,000 |
| 01-08-0003 | CDOT | Signal Controller Upgrade and Timing Program | IMP | \$1,920,000 | Reinstated | | \$1,920,000 | \$0 |
| <i>Antic. auth. 12/2015. Est. final PS&E 10/15/15.</i> | | | | | | | | |

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|------------|--------------|--|-------|-------------------|-------------|--------------|---------------------------|-------------------------------|
| 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>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>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>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 |
| 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>Antic. auth. 6/2016.</i> |
| 11-09-0006 | Crystal Lake | Main St and Crystal Lake Ave Railroad Crossings | CONST | \$938,000 | Deferred | | \$0 | \$938,000 |

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

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

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| TIP ID | Sponsor | Brief Description | Phase | Net CMAQ \$ (Fed) | Fund Status | Obligations* | Active Balance in Program | Deferred Funds Not Programmed |
|-------------------|-----------------|--|-------|-------------------|-----------------|--------------|---------------------------|-------------------------------|
| 10-06-0003 | Deerfield | Deerfield Rd Sidewalk <i>Tgt. letting 11/6/2015. In FFY16 in TIP. Reinstatement and cost increase request pending for 9/3/15 PSC. Intend to let as part of STP funded project (TIP ID 10-11-0040).</i> | CONST | \$302,492 | Deferred | | \$0 | \$302,492 |
| 03-12-0011 | Des Plaines | Des Plaines - Pedestrian Refuge Medians <i>Delayed due to coordination with CCHTD. Tgt. letting 3/2016.</i> | CONST | \$71,386 | Deferred | | \$0 | \$71,386 |
| 09-09-0007 | Elgin | Elgin Bikeway Plan Route 4 SW Quadrant | ENG2 | \$143,801 | Deferred | | \$0 | \$143,801 |
| 09-12-0009 | Elgin | Elgin CBD Bike Racks Program <i>ENG1 stalled as of 3/23/15. Antic. Auth. 11/2015</i> | ENG2 | \$8,000 | Sub. Phase Def. | | \$8,000 | \$0 |
| 09-12-0009 | Elgin | Elgin CBD Bike Racks Program <i>Antic. Auth. 7/2016.</i> | CONST | \$68,800 | Deferred | | \$0 | \$68,800 |
| 08-12-0003 | Elmhurst | IL 56/Butterfield Rd at York St | ROW | \$349,920 | Deferred | | \$0 | \$349,920 |
| 07-09-0003 | Hazel Crest | Commuter Parking along Park Av from 167th St to 171st St <i>Waiting on Metra station rehab (summer 2015) before beginning. Auth. expected 1/2016/</i> | ENG2 | \$11,440 | Deferred | | \$0 | \$11,440 |
| 04-11-0009 | Hillside | Butterfield Rd from Wolf Rd to Mannheim Rd | CONST | \$452,000 | Deferred | | \$0 | \$452,000 |
| 09-10-0016 | IDOT | IL 47 at Plato Rd <i>Public support for roundabout option delayed DA. Tgt. auth. Jan 2016, accomp. 5/2017. Sunsets 9/30/2015. Based on targets provided, phase deferred and reprogrammed in FFY 2016 6/26/2015.</i> | ROW | \$0 | Sub. Phase Def. | | \$0 | \$0 |
| 09-09-0010 | Kane County DOT | Huntley Rd at Galligan Rd <i>Draft PS&E submitted 5/3/13. Tgt. letting 6/10/2016.</i> | CONST | \$1,058,840 | Reinstated | | \$1,058,840 | \$0 |
| 02-10-0001 | Lincolnwood | Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail <i>Target letting 6/1/2016 due to ROW.</i> | CONST | \$764,000 | Reinstated | | \$764,000 | \$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 |
|------------|----------------|--|-------------|-------------------|-----------------|--------------|---|-------------------------------|
| 02-10-0002 | Lincolnwood | Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail | CONST | \$808,000 | Reinstated | | \$808,000 | \$0 |
| | | | | | | | <i>Target letting 3/1/2016 due to ROW.</i> | |
| 02-12-0003 | Lincolnwood | Touhy Av Overpass (Skokie Valley Bike Trail) | ENG2 | \$231,000 | Deferred | | \$0 | \$231,000 |
| | | | | | | | <i>Antic. Auth 3/2016.</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>Tgt. letting 3/15/16</i> | |
| 10-13-0015 | North Chicago | N Chicago Lakefront Bike Path | ENG2 | \$27,031 | Deferred | | \$0 | \$27,031 |
| | | | | | | | <i>Antic. Auth. 3/2016</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 | \$0 | Sub. Phase Def. | | \$0 | \$0 |
| | | | | | | | <i>Project withdrawn by sponsor 7/2015.</i> | |
| | | | <i>ENG2</i> | <i>\$32,000</i> | <i>Deferred</i> | | <i>\$0</i> | <i>\$32,000</i> |
| 04-12-0005 | Oak Park | Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station | CONST | \$228,000 | Deferred | | \$0 | \$228,000 |
| | | | | | | | <i>Tgt. 3/1/2016 letting</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 |
|---|-----------------|--|--------------|---------------------|-----------------|--------------|---------------------------|-------------------------------|
| 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 10/2015. Tgt. Letting 4/2016.</i> | | | | | | | | |
| 07-06-0002 | University Park | Cicero Ave Shared Use Path | ENG2 | \$14,000 | Deferred | | \$0 | \$14,000 |
| <i>Antic. Auth. 3/2016</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> | | | | | | | | |
| 53 line items in 2016 totalling: | | | | \$39,384,414 | | \$0 | \$6,745,840 | \$32,638,574 |
| 2017 | | | | | | | | |
| 09-08-0005 | Carpentersville | IL 31 at Huntley Rd | CONST | \$2,636,800 | Deferred | | \$0 | \$2,636,800 |
| <i>Tgt. 11/16 letting. Cost and schedule change request pending for 9/3/2015 PSC.</i> | | | | | | | | |
| 01-05-0005 | CDOT | Jackson Park/59th St Bicycle Path | CONST | \$578,000 | Deferred | | \$0 | \$578,000 |
| <i>Sponsorship transferred to CDOT from CPD 6/2015.</i> | | | | | | | | |
| <i>Previously programmed in FFY 2016</i> | | | <i>CONST</i> | <i>\$578,000</i> | <i>Deferred</i> | | <i>\$0</i> | <i>\$578,000</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.

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| TIP ID | Sponsor | Brief Description | Phase | Net CMAQ \$ (Fed) | Fund Status | Obligations* | Active Balance in Program | Deferred Funds Not Programmed |
|--|---------|---|-------|-------------------|-------------|--------------|---------------------------|-------------------------------|
| 01-06-0005 | CDOT | Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations | CONST | \$2,460,000 | Deferred | | \$0 | \$2,460,000 |
| <i>Deferred 6/2015 due to ENG1/ENG2 not antic. To be accomp. prior to 2015 sunset.</i> | | | | | | | | |
| 01-06-0005 | CDOT | Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations | IMP | \$100,000 | Deferred | | \$0 | \$100,000 |
| <i>Deferred 6/2015 due to ENG1/ENG2 not antic. To be accomp. prior to 2015 sunset.</i> | | | | | | | | |
| 01-08-0007 | CDOT | 79th St from IL 50/Cicero Ave to Ashland Ave | CONST | \$5,020,000 | Deferred | | \$0 | \$5,020,000 |
| <i>Previously programmed in FFY 2016</i> | | | CONST | \$5,020,000 | Deferred | | \$0 | \$5,020,000 |
| 01-12-0007 | CDOT | IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr | IMP | \$806,000 | Deferred | | \$0 | \$806,000 |
| <i>Previously programmed in FFY 2016</i> | | | IMP | \$806,000 | Deferred | | \$0 | \$806,000 |
| 01-97-0086 | CDOT | CDOT-Near West Side Signal Interconnect | CONST | \$1,692,000 | Deferred | | \$0 | \$1,692,000 |
| <i>Project on hold due to Loop Link BRT. Tgt. letting 8/1/2017.</i> | | | | | | | | |
| 01-97-0088 | CDOT | 87th St from Pulaski Rd to I-94/Dan Ryan Ewy | CONST | \$1,338,000 | Deferred | | \$0 | \$1,338,000 |
| <i>Previously programmed in FFY 2016</i> | | | 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 |
| <i>Previously programmed in FFY 2016</i> | | | 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 |
| <i>Previously programmed in FFY 2016</i> | | | CONST | \$8,108,000 | Deferred | | \$0 | \$8,108,000 |

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

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

| TIP ID | Sponsor | Brief Description | Phase | Net CMAQ \$ (Fed) | Fund Status | Obligations* | Active Balance in Program | Deferred Funds Not Programmed |
|-------------------|--------------------------------------|---|--------------|--------------------|-----------------|--------------|---------------------------|-------------------------------|
| 01-97-0093 | CDOT | 95th St from Western Ave to US 41/Ewing Ave | CONST | \$3,460,000 | Deferred | | \$0 | \$3,460,000 |
| | | <i>Previously programmed in FFY 2016</i> | <i>CONST</i> | <i>\$3,460,000</i> | <i>Deferred</i> | | <i>\$0</i> | <i>\$3,460,000</i> |
| 01-97-0093 | CDOT | 95th St from Western Ave to US 41/Ewing Ave | CONST | \$4,360,000 | Deferred | | \$0 | \$4,360,000 |
| | | <i>Previously programmed in FFY 2016</i> | <i>CONST</i> | <i>\$4,360,000</i> | <i>Deferred</i> | | <i>\$0</i> | <i>\$4,360,000</i> |
| 01-98-0080 | CDOT | CDOT Peterson Ave from Cicero to Ridge Signal Interconnect | CONST | \$2,301,182 | Deferred | | \$0 | \$2,301,182 |
| | | <i>Previously programmed in FFY 2016</i> | <i>CONST</i> | <i>\$2,301,182</i> | <i>Deferred</i> | | <i>\$0</i> | <i>\$2,301,182</i> |
| 09-09-0007 | Elgin | Elgin Bikeway Plan Route 4 SW Quadrant | CONST | \$2,397,000 | Deferred | | \$0 | \$2,397,000 |
| 08-12-0003 | Elmhurst | IL 56/Butterfield Rd at York St | ENG1 | \$112,000 | Deferred | | \$0 | \$112,000 |
| | | <i>Previously programmed in FFY 2016</i> | <i>ENG1</i> | <i>\$112,000</i> | <i>Deferred</i> | | <i>\$0</i> | <i>\$112,000</i> |
| 07-09-0003 | Hazel Crest | Commuter Parking along Park Av from 167th St to 171st St | CONST | \$189,760 | Deferred | | \$0 | \$189,760 |
| | | <i>Previously programmed in FFY 2016</i> | <i>CONST</i> | <i>\$189,760</i> | <i>Deferred</i> | | <i>\$0</i> | <i>\$189,760</i> |
| 09-10-0016 | IDOT | IL 47 at Plato Rd | CONST | \$2,400,000 | Deferred | | \$0 | \$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 occurred 6/25/15.</i> | | | | | | |
| 10-00-0129 | Lake County DOT | Hart Rd at US 14/W Northwest Hwy | CONST | \$2,063,917 | Deferred | | \$0 | \$2,063,917 |
| | | <i>Previously programmed in FFY 2016</i> | <i>CONST</i> | <i>\$2,063,917</i> | <i>Deferred</i> | | <i>\$0</i> | <i>\$2,063,917</i> |
| 02-12-0003 | Lincolnwood | Touhy Av Overpass (Skokie Valley Bike Trail) | CONST | \$3,179,000 | Deferred | | \$0 | \$3,179,000 |
| | | | | | | | | <i>Tgt. letting 3/1/2017</i> |
| 11-96-0007 | McHenry County Conservation District | BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY | CONST | \$219,200 | Deferred | | \$0 | \$219,200 |
| | | <i>Sunsets 9/30/2015. Request approved at 6/25 PSC to transfer \$200K to ENG2 and defer \$219K for construction, targeting 3/1/2017 letting.</i> | | | | | | |
| 03-12-0010 | Mount Prospect | Golf Rd Alt. 3 Regional Bike Route | CONST | \$272,000 | Deferred | | \$0 | \$272,000 |

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

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| TIP ID | Sponsor | Brief Description | Phase | Net CMAQ \$ (Fed) | Fund Status | Obligations* | Active Balance in Program | Deferred Funds Not Programmed |
|--|-----------------|---|--------------|---------------------|-----------------|---|---------------------------|--|
| 10-13-0015 | North Chicago | N Chicago Lakefront Bike Path | CONST | \$249,040 | Deferred | | \$0 | \$249,040 |
| <i>Previously programmed in FFY 2016</i> | | | <i>CONST</i> | <i>\$249,040</i> | <i>Deferred</i> | <i>Est. draft PS&E 6/19/2015 (implies tgt. letting Nov. 2015)</i> | <i>\$0</i> | <i>\$249,040</i> |
| 04-12-0001 | Oak Park | Madison St from Home Av to Lombard Av | CONST | \$0 | Sub. Phase Def. | | \$0 | \$0 |
| | | | <i>CONST</i> | <i>\$372,000</i> | <i>Deferred</i> | <i>Project withdrawn by sponsor 7/2015.</i> | <i>\$0</i> | <i>\$372,000</i> |
| 07-06-0002 | University Park | Cicero Ave Shared Use Path | CONST | \$184,800 | Deferred | | \$0 | \$184,800 |
| | | | | | | | | <i>Tgt. letting 1/2017</i> |
| 24 line items in 2017 totalling: | | | | \$45,796,699 | | \$0 | \$0 | \$45,796,699 |
| 2018 | | | | | | | | |
| 08-12-0003 | Elmhurst | IL 56/Butterfield Rd at York St | ENG2 | \$128,000 | Deferred | | \$0 | \$128,000 |
| <i>Previously programmed in FFY 2016</i> | | | <i>ENG2</i> | <i>\$128,000</i> | <i>Deferred</i> | | <i>\$0</i> | <i>\$128,000</i> |
| 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 |
| 3 line items in 2018 totalling: | | | | \$1,362,920 | | \$0 | \$0 | \$1,362,920 |
| 2019 | | | | | | | | |
| 04-12-0007 | Northlake | Northwest Av from Grand Av to North Av | ENG2 | \$57,200 | Deferred | | \$0 | \$57,200 |
| 04-12-0007 | Northlake | Northwest Av from Grand Av to North Av | CONST | \$629,600 | Deferred | | \$0 | \$629,600 |
| | | | | | | | | <i>Waiting for completion of adjacent Tollway project before proceeding.</i> |
| 2 line items in 2019 totalling: | | | | \$686,800 | | \$0 | \$0 | \$686,800 |

*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 |
|----------------------------------|---------|-------------------|-------|----------------------|-------------|---------------------|---------------------------|-------------------------------|
| 221 line items totalling: | | | | \$171,582,789 | | \$66,988,806 | \$15,750,812 | \$88,843,171 |

Net CMAQ \$ (Fed) - Includes the initial amount of CMAQ funding programmed for the line item, plus any increases and less any withdrawals that are not related to the line item's deferral.

Awards/Obligations Codes

Fund Status - Indicates if the CMAQ \$ are currently deferred or have been reinstated for the line item. A status of "Sub. Phase Def." means that a subsequent phase of the project was deferred.

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

Obligations - The federal CMAQ funds authorized by FHWA/FTA for the line item.

Active Balance inProgram - The balance of funds yet to be authorized on line items with partial obligations and reinstated line items that have not yet had an authorization. This balance represents what is available for federal authorization in the CMAP TIP.

Deferred Funds Not Programmed - The balance of deferred funds that have not been reinstated.

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

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



CMAQ Programming Summary and Obligation Goals

| FFY | Federal Unobligated or Apportionment | Currently Programmed | Unprogrammed Balance | Deferred Funds Not Programmed | Unprogrammed Balance Minus Deferrals | Obligation Goal | Current FFY Obligations to Date | Obligations Needed to Meet Goal |
|------|--------------------------------------|-----------------------|-----------------------|-------------------------------|--------------------------------------|-----------------------|---------------------------------|---------------------------------|
| 2015 | \$ 22,251,756 | \$ 61,123,548 | \$ (38,871,792) | \$ 6,729,600 | \$ (45,601,392) | \$ 162,000,000 | \$ 138,957,145 | \$ 23,042,855 |
| 2016 | \$ 105,471,000 | \$ 87,595,270 | \$ 17,875,730 | \$ 32,638,574 | \$ (14,762,844) | \$ 145,988,364 | | |
| 2017 | \$ 105,471,000 | \$ 88,759,316 | \$ 16,711,684 | \$ 45,796,699 | \$ (29,085,015) | TBD | | |
| 2018 | \$ 105,471,000 | \$ 36,166,750 | \$ 69,304,250 | \$ 1,362,920 | \$ 67,941,330 | TBD | | |
| 2019 | \$ 105,471,000 | \$ - | \$ 105,471,000 | \$ 686,800 | \$ 104,784,200 | TBD | | |
| | \$ 444,135,756 | \$ 273,644,884 | \$ 170,490,872 | \$ 87,214,593 | \$ 83,276,279 | \$ 307,988,364 | \$ 138,957,145 | \$ 169,031,219 |

Current as of 8/18/2015, including FTA transfers from 8/21 and 8/25.

- 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 | \$ 19,877,239 (+) |
| | \$ 125,348,239 |
| Advanced Construction (All Years) | \$ 103,096,483 (-) |
| | \$ 22,251,756 |

Current Year Letting/Authorization Targets:

| | Active/Reinstated | Deferred | Total |
|--------------------------|----------------------|---------------------|----------------------|
| August | \$ 9,910,400 | \$ - | \$ 9,910,400 |
| September | \$ 9,231,890 | \$ 1,820,000 | \$ 11,051,890 |
| November | \$ 1,890,400 | \$ 1,232,000 | \$ 3,122,400 |
| Total Anticipated | \$ 21,032,690 | \$ 3,052,000 | \$ 24,084,690 |
| Unknown | \$ 2,365,140 | \$ - | \$ 2,365,140 |



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: August 26, 2015
Re: CMAQ Project Change Requests for consideration on September 3, 2015

Nine projects have submitted scope, cost, and schedule change requests for committee consideration. The sponsors’ requests are attached; re-ranking analyses are available upon request.

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* | \$159,668,400 | \$91,922,000 | \$88,759,000 | \$36,835,000 | \$0 | |
| Unprogrammed Balance* | \$14,075,600 | \$13,549,000 | \$16,712,000 | \$68,636,000 | \$105,470,000 | |
| Sponsor requested changes | | | | | | |
| 12-12-0002 | \$48,000 | | | | | |
| 03-12-0005 | \$107,000 | | | | | |
| 03-12-0002 | -\$896,000 | | | | | new costs would be automatically deferred |
| 10-06-0003/10-11-0040 | \$372,752 | | | | | |
| 03-12-0001 | \$218,000 | | | | | |
| 12-12-0001 | \$1,232,000 | | | | | |
| Revised Program | \$160,750,152 | \$91,922,000 | \$88,759,000 | \$36,835,000 | \$0 | |
| Rev. Unprogrammed Balance | \$12,993,848 | \$13,549,000 | \$16,712,000 | \$68,636,000 | \$105,470,000 | |

* Source: CMAP FY 2014-19 TIP.

For Committee Consideration:

Homer Glen – Community Trail – South Extension (TIP ID 12-12-0002)

This project was originally approved for \$31,000 federal (\$39,000 total) for phase 1 engineering in FFY 2012, \$31,000 federal (\$39,000 total) for phase 2 engineering in FFY 2013, and \$360,000 federal (\$450,000 total) for construction/CE in FFY 2014 for a project total of \$422,000 federal (\$528,000 total). In February 2015, a cost increase was approved for \$48,000 federal (\$60,000 total) for phase 2 engineering for a total project cost of \$470,000 federal (\$588,000 total).

The sponsor is requesting a cost increase of \$28,000 federal (\$35,000 total) for construction in FFY 2015 due to higher than estimated bids. If the cost increase is granted, the total project cost would increase to \$498,000 federal (\$623,000 total).

A re-ranking was completed with the project ranking changing from 10th to 13th among all 2012-2016 Bicycle Facilities proposals. The ranking among funded projects was unchanged at 9th. Fifteen funded projects remain ranked lower than 9th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the cost increase in the amount \$28,000 federal (\$35,000 total) for construction in FFY 2015, for a total project cost of \$498,000 federal (\$623,000 total) for Homer Glen – Community Trail – South Extension (TIP ID 12-12-0002).

Des Plaines – Ballard Rd. from Bender Rd. to Good Av. (TIP ID 03-12-0005)

This project was originally approved for \$20,000 federal (\$25,000 total) for phase 1 engineering in FFY 2012, \$20,000 federal (\$25,000 total) for phase 2 engineering in FFY 2013, \$40,000 federal (\$50,000 total) for ROW in 2013, and \$346,400 federal (\$433,501 total) for construction/CE in FFY 2013 for a project total of \$426,400 federal (\$533,501 total). In January 2014, \$3,700 federal (\$4,625 total) in phase 1 engineering and \$13,300 federal (\$16,625 total) in ROW were transferred to phase 2 engineering.

The sponsor is requesting to transfer \$2,900 federal (\$0 total) from phase 1 engineering, \$6,100 federal (\$7,400 total) from phase 2 engineering, and \$26,700 federal (\$30,000 total) from ROW for a total of \$35,700 federal (\$37,400 total) to construction in FFY 2015. The sponsor is also requesting a cost increase of \$71,300 federal (\$89,100 total) for construction in FFY 2015. The request is due to increased engineer's estimates which are reflective of higher unit costs. If the cost increase is granted, the total project cost would increase to \$497,700 federal (\$629,600 total).

A re-ranking was completed with the project ranking unchanged at 16th among all 2012-2016 Bicycle Facilities proposals. The ranking among funded projects was unchanged at 10th. Fourteen funded projects remain ranked lower than 10th. The project is anticipated being let on the November 6, 2015 state letting.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval to transfer \$35,700 federal (\$37,400 total) along with a cost increase in the amount \$71,300 federal (\$89,100 total) for construction in FFY 2015 for a total project cost of \$497,700 federal (\$629,600 total) for Des Plaines – Ballard Rd. from Bender Rd. to Good Av. (TIP ID 03-12-0005).

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

This project was originally approved for \$0 federal (\$160,000 total) for phase 1 and 2 engineering in FFY 2012, \$96,000 federal (\$120,000 total) for ROW in FFY 2012, and \$480,000 federal (\$600,000 total) for construction/CE in FFY 2013, for a project total of \$576,000 federal (\$880,000 total). In February 2015, a cost increase was approved for \$320,000 federal (\$400,000 total) for construction/CE, for a project total of \$896,000 federal (\$1,280,000 total).

The sponsor is requesting a scope change from right turn lanes on the north/south legs of the intersection to dual lefts and a right turn lane on all legs of the intersection. The scope change results in a cost increase of \$0 federal (\$400,000 total) for Phase 1 and 2 engineering in FFY 2016, \$336,000 federal (\$420,000 total) for ROW in FFY 2017, and \$1,840,000 federal (\$2,300,000 total) for construction in FFY 2018, for a total cost increase of \$2,176,000 federal (\$3,120,000 total). If

the scope change and cost increase are granted, the project would need to be rescheduled with phase 1 and phase 2 engineering changing to FFY 2016, ROW to FFY 2017, and construction to FFY 2018 and the total project cost would increase to \$3,072,000 federal (\$4,400,000 total). This project was originally programmed in 2012 when the phase I requirement was not in place. It was deferred in 2014 due to ROW not being accomplished but was reinstated in early 2015. If the cost and scope changes are approved, phase I engineering would need to be re-completed and the project would be re-deferred awaiting readiness demonstration. If the cost and scope changes are not approved, the sponsor has indicated they will proceed with the original scope.

A re-ranking was completed with the project ranking changing from 19th to 18th among all 2012-2016 Intersection Improvement proposals. The ranking among funded projects was unchanged at 10th. Twenty-seven funded projects remain ranked lower than 10th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the proposed scope change and the cost increase but with strong consideration of the fact that phase I engineering is not completed for the revised scope. Therefore consideration of the scope change from two legs of right turns lanes on the intersection to dual left and right turn lanes on all legs of the intersection, and the associated cost increases of \$0 federal (\$400,000 total) for phase 1 and phase 2 engineering in FFY 2016, \$336,000 federal (\$420,000 total) for ROW in FFY 2017, and \$1,840,000 federal (\$2,300,000 total) for construction in FFY 2018, resulting in a total project cost of \$3,072,000 federal (\$4,400,000 total) for IDOT – IL 59 at W. Bartlett Rd (TIP ID 03-12-0002).

Carpentersville – IL 31 at Huntley Rd./Main St. (TIP ID 09-08-0005)

This project was originally approved for \$237,600 federal (\$297,000 total) for phase 1 in FFY 2008, \$190,400 federal (\$244,200 total) for phase 2 engineering in FFY 2009, \$260,000 federal (\$325,000 total) for ROW in FFY 2010, and \$2,636,800 federal (\$3,296,000 total) for construction/CE in FFY 2010, for a project total of \$3,324,800 federal (\$4,162,200 total).

The sponsor is requesting to transfer \$260,000 federal (\$325,000 total) of deferred funds from ROW in FFY 2015 to construction in FFY 2017 for a total of \$2,637,000 federal (\$3,296,000 total) for construction in FFY 2016. Construction funds are currently deferred in FFY 2017 although the sponsor is indicating a FFY 2016 target letting. The funds will remain deferred until readiness is demonstrated and a reinstatement and schedule change request is made. Total project cost would remain at \$3,324,800 federal (\$4,162,200 total). This project also has STP-L funds, which would be used for ROW instead of CMAQ funds. As there is no change in total project cost, a re-ranking of the project was not done. The project is anticipated to be let November 2016.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the request to transfer \$260,000 federal (\$325,000 total) in deferred funds from ROW in FFY 2015 to construction in FFY 2017, for a project total of \$3,324,800 federal (\$4,162,200 total) for Carpentersville – IL 31 at Huntley Road/Main Street (TIP ID 09-08-0005).

Chicago – Walk to Transit (TIP ID 01-06-0005)

The total project cost (all 3 series combined) is \$4,740,000 federal (\$5,925,000 total). This project has three components:

- Series 1 was approved for \$140,000 federal (\$175,000 total) for phase 1 engineering in FFY 2006, \$95,000 federal (\$118,750 total) for phase 2 engineering in FFY 2006, and \$537,000 federal (\$671,250 total) for construction in FFY 2006, for a Series 1 project total of \$772,000 federal (\$965,000).
- Series 2 was approved for \$160,000 federal (\$200,000 total) for phase 1 engineering in FFY 2011 and \$688,000 federal (\$860,000 total) for construction in FFY 2012, for a Series 2 project total of \$848,000 federal (\$1,060,000 total).
- Series 3 was approved for \$188,000 federal (\$235,000 total) for phase 1 engineering in FFY 2013, \$372,000 federal (\$465,000 total) for phase 2 engineering in FFY 2013, \$2,460,000 federal (\$3,075,000 total) for construction in FFY 2015, and \$100,000 federal (\$125,000 total) for implementation in FFY 2016, for a Series 3 project total of \$3,120,000 federal (\$3,900,000 total).

In July 2012, \$140,000 federal (\$175,000 total) in phase 1 engineering and \$20,000 federal (\$25,000 total) in phase 2 engineering from Series 1 were transferred to Series 2 for phase 2 engineering, resulting in a combined total of \$320,000 federal (\$400,000 total). Series 1, 2, and 3 construction, along with Series 1 phase 2 engineering and Series 3 implementation, are currently deferred.

The sponsor is requesting to combine Series 1 and 2 remaining funds and transfer \$600,000 federal (\$750,000 total) of construction and \$100,000 federal (\$125,000 total) of implementation funds from Series 3 to construction/CE of series 1 and 2 to cover minor cost increases. There was also a reinstatement request, however discussions are continuing as to whether or not reinstatement is appropriate at this time. 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 combine Series 1 and 2 remaining funds and transfer \$600,000 federal (\$750,000 total) of construction and \$100,000 federal (\$125,000 total) of implementation funds from Series 3 to construction/CE of Series 1 and 2 to cover minor cost increases for Chicago – Walk to Transit (TIP ID 01-06-0005).

Deerfield – Deerfield Rd. Sidewalk (TIP ID 10-06-0003)

This project was approved for \$15,485 federal (\$19,356 total) for phase 2 engineering in FFY 2006, \$84,172 federal (\$105,215 total) for ROW in FFY 2009, and \$302,492 federal (\$378,115 total) for construction/CE in FFY 2008, for a project total of \$402,149 federal (\$502,686 total). Construction/CE is currently deferred.

The sponsor is requesting a cost increase of \$18,260 federal (22,825 total) for phase 2 engineering in FFY 2015 and \$52,000 federal (\$65,000 total) for construction/CE in FFY 2015, resulting in a total increase of \$70,260 federal (\$87,825 total). The sponsor is also requesting reinstatement of deferred construction/CE funds in the amount of \$302,492 federal (\$378,115 total) in FFY 2015. The increase in phase 2 engineering funds is to address an over obligation and the increase in construction funds is due to increased construction cost. Pre-final plans were submitted to IDOT on August 8, 2015. The project will be let and constructed in conjunction with the STP-L

funded Deerfield Rd. resurfacing project (TIP ID 10-11-0040). Therefore, if the reinstatement and cost increase is approved, the construction/CE funds will be transferred to that project. If the cost increase is granted, the total project cost would increase to \$472,409 federal (\$590,511 total).

A re-ranking was completed with the project ranking unchanged at 3rd among all 2007 pedestrian proposals. The ranking among funded projects was unchanged at 10th. The project is anticipated being let on the November 6, 2015 state letting.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of a cost increase in the amount of \$18,260 federal (22,825 total) for phase 2 engineering in FFY 2015 and \$52,000 federal (\$65,000 total) for construction in FFY 2015, for a total increase of \$70,260 federal (\$87,825 total). Additionally, staff recommends reinstatement of deferred construction/CE funds in the amount of \$302,492 CMAQ (\$378,115 total) in FFY 2015, along with the transfer of \$354,492 federal (\$443,115 total) in construction funds to 10-11-0040.

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

This project was originally approved for \$0 federal (\$90,000 total) for phase 1 and 2 engineering in FFY 2012, \$96,000 federal (\$120,000 total) for ROW in FFY 2014, and \$480,000 federal (\$600,000 total) for construction in FFY 2015, for a project total of \$576,000 federal (\$810,000 total). In March 2015, \$90,000 federal (\$112,000 total) was transferred to construction and a cost increase was approved for \$56,000 federal (\$73,000 total) for construction in FFY 2015.

The sponsor is requesting a cost increase of \$218,000 federal (\$273,000 total) for construction in FFY 2015. The increase is a result of the low bid exceeding cost estimates. If the cost increase is granted, the total project cost would increase to \$852,000 federal (\$1,156,000 total). A re-ranking was completed with the project ranking changing from 32nd to 34th among all 2012-2016 Intersection Improvement proposals. The ranking among funded projects changed from 18th to 23rd and seventeen funded projects remain ranked lower than 18th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the cost increase of \$218,000 federal (\$273,000 total) for Construction in FFY 2015, for a total project cost of \$852,000 federal (\$1,156,000 total) for IDOT – IL 68/E. Dundee Rd. at Barrington Rd. (TIP ID 03-12-0001).

Chicago – Washington/Wabash Consolidated Station (TIP ID 01-12-0008)

The sponsor is requesting to transfer \$670,000 federal (\$670,000 total) from construction of the Morgan St. Station project (TIP ID 01-09-0003) to construction for the Washington/Wabash Consolidated Station. The increase is a result of the Washington Street station bids exceeding the engineer's estimates. The Morgan St. Station project is complete with \$670,000 federal (\$670,000 total) remaining.

Both of the projects are in FTA grants and a budget amendment will need to be submitted to the FTA. Because the funding is already in an FTA grant, there is no effect on the current TIP. If the cost increase is granted the total cost would increase to \$86,958,000 federal (\$87,858,000 total). A re-ranking was completed with the project ranking unchanged at 5th among all 2014-

2018 Transit Improvement proposals. The ranking among funded projects was unchanged at 5th. Three funded projects remain ranked lower than 5th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the request to transfer \$670,000 federal (\$670,000 total) from construction of the Morgan St. Station project (TIP ID 01-09-0003) to construction for the Washington/Wabash Consolidated Station for a project total of \$86,958,000 federal (\$87,858,000 total) for Chicago – Washington/Wabash Consolidated Station (TIP ID 01-12-0008)

Forest Preserve District of Will County – DuPage River Trail – Segment 5 (TIP ID 12-12-0001)

This project was originally approved for \$72,000 federal (\$90,000 total) for phase 1 engineering in FFY 2012, \$68,000 federal (\$85,000 total) for phase 2 engineering in FFY 2013, \$1,232,000 federal (\$1,540,000 total) for construction/CE in FFY 2014, for a project total of \$1,372,000 federal (\$1,715,000 total). The project was deferred in FFY 2015 due to phase 2 engineering not being accomplished prior to the end of the sunset year.

The sponsor is requesting reinstatement of \$1,232,000 federal (\$1,540,000 total) deferred funds for construction in FFY 2015. The project was scheduled for the September letting but did not provide a request to reinstate the funds in time for the CMAQ Project Selection Committee in June. Although there was time for staff to act administratively within the TIP, staff did not make the TIP change given that, at the Project Selection Committee meeting on February 19, 2015, the committee determined it should approve all reinstatement requests. The project was delayed a letting, pending Project Selection Committee reinstatement approval. 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 \$1,232,000 federal (\$1,540,000 total) for construction in FFY 2015, for a project total of \$1,372,000 federal (\$1,715,000 total) for Forest Preserve District of Will County – DuPage River Trail – Segment 5 (TIP ID 12-12-0001).

Administrative Modifications:

Oak Park – Madison St from Home Av to Lombard Av (TIP ID 04-12-0001)

The sponsor requested withdrawal of this project from the CMAQ program. The project was deferred in May 2014 and no work occurred.

Oak Park – Chicago Av at Lombard Av HAWK Signal (TIP ID 04-13-0015)

The sponsor requested withdrawal of this project from the CMAQ program. Phase 2 engineering funds were authorized in April 2014, but no expenditures were made and the planning liaison is currently working with IDOT to de-obligate the funds. Staff completed the withdrawal as an administrative modification.



July 27, 2015

Mr. Mike Klemens
Will County Governmental League
3180 Theodore Street, Suite 101
Joliet, IL 60435

Re: Village of Homer Glen Community Trail
Section No.: 12-00015-00-BT
TIP ID No.: 12-12-0002
Village of Homer Glen
CMAQ Cost Change Request

Dear Mr. Klemens:

Bids were opened for the above referenced project on the Illinois Department of Transportation (IDOT) June 12, 2015 State Letting. The Engineers Estimate for this project was \$405,044.00 and the low bidder was D. Construction, Inc. of Coal City, Illinois, at their bid amount of \$444,362.51, which is approximately 9.7% over the approved Engineers Estimate.

For the June 12, 2015 Letting there were 225 projects that received bids and it has been determined that 82 projects (or 36.4%) were outside a reasonable approximation of the Engineers Estimate. It would appear that Contractors are not bidding as aggressively due to the amount of work present in IDOT District One area and therefore increasing their bid amounts.

The Village is requesting an additional \$28,000 (80% of \$35,000.00) increase in Congestion Mitigation and Air Quality (CMAQ) funds to assist in covering the additional costs associated with the high bid amount. The Village will provide the required 20% match (or \$7,000.00) with local funds.

Thank you for your assistance in this matter. If you have any questions, please contact me at (815) 759-8310.

Sincerely,

A handwritten signature in blue ink that reads "Akram Chaudhry".

Akram Chaudhry, P.E.
Vice President / Principal

cc: Michael Salamowicz, Development Services Director, Village of Homer Glen
Cameron Davis, Village Manager, Village of Homer Glen

CMAQ Cost Change Request Form

Project Identification

| | | | |
|------------------------------|--|---------|-----------------------|
| TIP ID | 12-12-0002 | Sponsor | Village of Homer Glen |
| Project Location Description | Homer Glen Community Trail – South Extension | | |

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 | 13 | 38 | 30 | 80 | CMAQ | LOCAL | <input checked="" type="checkbox"/> |
| ENG 2 | 14 | 99 | 79 | 80 | CMAQ | LOCAL | <input checked="" type="checkbox"/> |
| ROW | | | | | | | <input type="checkbox"/> |
| CONST | 15 | 410 | 328 | 80 | CMAQ | LOCAL | <input type="checkbox"/> |
| CE | | 40 | 32 | | | | |
| Total | | 587 | 469 | 80 | | | |

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

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

| Phase | Starting FFY | Current Total Cost (\$000's) | Current Federal Cost (\$000's) | Current Federal Share (%) | Federal Fund Source | Local Match Fund Source | Actual or Anticipated federal authorization date** |
|--------------|--------------|---------------------------------|--------------------------------------|---------------------------------|---------------------------|----------------------------------|--|
| ENG1 | 13 | 38 | 30 | 80 | CMAQ | LOCAL | 12/12/12 |
| ENG 2 | 14 | 99 | 79 | 80 | CMAQ | LOCAL | 04/01/13 |
| ROW | | | | | | | |
| CONST | 15 | 445 | 356 | 80 | CMAQ | LOCAL | 05/01/15 |
| CE | 15 | 40 | 32 | 80 | CMAQ | LOCAL | 05/01/15 |
| Total | | 622 | 497 | 80 | | | |

| 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 | 2015 | 35 | 28 | 80 | n/a |
| CE | | | | | |
| Total | 2015 | 35 | 28 | 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 bids for June 12, 2015 letting were received and were significantly higher than the approved Engineers Estimate. The additional funds will be used to offset the increase in the construction bid amount.

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-91-465-12 | CMM-4003(042) | |
| ENG 2 | D-91-465-12 | CMM-4003(043) | |
| ROW | R- | | |
| CONST | C-91-465-12 | CMM-4003(044) | |
| ENG | | | |
| IMP | | | |

Additional Comments

CMAQ Cost Change Request Form

Project Identification

| | | | |
|------------------------------|------------|---------------------------------------|-------------|
| TIP ID | 03-12-0005 | Sponsor | Des Plaines |
| Project Location Description | | Ballard Rd from Bender Rd to Good Ave | |

Currently Programmed Funding – Before cost change(s)

| Phase | Programmed FFY | Programmed Total Cost (\$000's) | Programmed Federal Cost (\$000's) | Programmed Federal Share (%) | Federal Fund Source | Match Fund Source | Phase Accomplished* |
|--------------|-------------------|---------------------------------------|---|------------------------------------|---------------------------|-------------------------|-------------------------------------|
| ENG1 | 2012 | 20.3 | 16.3 | 80 | CMAQ | DP-CIP | <input checked="" type="checkbox"/> |
| ENG 2 | 2014 | 46 | 37 | 80 | CMAQ | DP-CIP | <input type="checkbox"/> |
| ROW | 2014 | 34 | 26.7 | 80 | CMAQ | DP-CIP | <input type="checkbox"/> |
| CONST | 2015 | 390 | 312 | 80 | CMAQ | DP-CIP | <input type="checkbox"/> |
| CE | 2015 | 43 | 34.4 | 80 | CMAQ | DP-CIP | <input type="checkbox"/> |
| Total | | 533.3 | 426.4 | 80 | | | |

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

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

| Phase | Starting FFY | Current Total Cost (\$000's) | Current Federal Cost (\$000's) | Current Federal Share (%) | Federal Fund Source | Local Match Fund Source | Actual or Anticipated federal authorization date** |
|--------------|--------------|---------------------------------|--------------------------------------|---------------------------------|---------------------------|----------------------------------|--|
| ENG1 | 2012 | 20.3 | 13.4 | 66 | CMAQ | DP-CIP | Jun 5, 2012 |
| ENG 2 | 2014 | 38.6 | 30.9 | 80 | CMAQ | DP-CIP | Aug 25, 2014 |
| ROW | 2015 | 4 | 0 | 0 | CMAQ | DP-CIP | ----- |
| CONST | 2015 | 527.1 | 421.7 | 80 | CMAQ | DP-CIP | |
| CE | 2015 | 39.6 | 31.7 | 80 | CMAQ | DP-CIP | |
| Total | | 629.6 | 497.7 | 80 | | | |

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

Requested Cost Changes (+/-)

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

| Phase | Starting FFY | Additional Total Cost (\$000's) | Additional Federal CMAQ Funds(\$000's) | Revised Federal Share (%) | Transfer to/from phase(s) |
|--------------|--------------|---------------------------------|--|---------------------------|---------------------------|
| ENG1 | 2012 | 0 | -2.9 | | CONST |
| ENG 2 | 2014 | -7.4 | -6.1 | | CONST |
| ROW | 2015 | -30.0 | -26.7 | | CONST |
| CONST | 2015 | +48.0 | +38.4 | | ENG1/ENG2/ROW/CE |
| CONST | 2015 | +89.1 | +71.3 | | CONST |
| CE | 2015 | -3.4 | -2.7 | | CONST |
| Total | | +96.3 | +71.3 | | |

| 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 City is requesting to transfer surplus funds from the ENG1, ENG2, ROW, and CE phases to the CONST phase. Below is description of the surplus funds proposed to be transferred:

- Phase I Engineering is complete and less federal funding was used than was budgeted. Request to IDOT will be made within next PPI to de-obligate the funds.
- Phase II Engineering contract was less than was budgeted. The full \$45.6k budget was never obligated, only the actual contract amount. So no deobligation of these excess funds should be needed in order for them to be transferred to the Construction Phase.
- The ROW costs were much lower than anticipated. In order to keep the project on track with the November 2015 letting, the City has opted to fund the ROW acquisition without grant funds (all federal procedures have been followed).
- The Construction Engineering contract amount is less than was budgeted.

The City is also requesting an increase in grant funding to help cover a funding gap between the Engineer's Estimate of Cost and the current programmed funding. Note that the Engineer's Estimate of Cost is reflective of the higher unit costs that have been experienced with the 2015 construction bids on other projects.

The project is scheduled for the November 6, 2015 IDOT letting.

State and Federal Project Information

Select One.

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

| Phase | State Job Number | Federal Project Number | FTA Grant Number |
|-------|------------------|------------------------|------------------|
| | X-00-000-00 | XXX-0000(000) | IL-XX-XXXX-XX |
| ENG1 | P-91-324-12 | CMM-9003(978) | |
| ENG 2 | D-91-321-12 | CMM-9003(979) | |
| ROW | R-90-016-12 | CMM-9003(980) | |
| CONST | C-91-324-12 | CMM-9003(981) | |
| ENG | | | |
| IMP | | | |

Additional Comments

This sidewalk/sidepath project, when combined with other area projects that have been recently completed (Potter Road sidewalk, Des Plaines River Trail Ballard Road segment), will close a significant gap in the area sidewalk network and provide a critical pedestrian passage across the I-294 Tollway. In addition, the project eliminates an important gap in the Northwest Municipal Conference planned 36-mile regional Evanston-Elgin Bikeway.

CMAQ Scope Change Request Form

Project Identification

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

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

Revised Project Scope

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

| |
|--|
| Original Scope: Right turn lanes north and south legs. |
| Revised Scope: Dual lefts all legs, Right turn lanes all legs. |

Changes to Location/Limits

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

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

Changes to Emissions Benefit Analysis

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

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

| |
|---|
| BICYCLE AND PEDESTRIAN FACILITIES |
| Miles of existing bicycle/pedestrian facilities intersecting the proposed facility: _____ Identify intersecting facilities: Reconstruction of existing multi-use path on the south side of West Bartlett Road (785 LF), constructing new sidewalk along the west side of IL 59 from a logical termini south of the project to a private driveway north of the intersection (1,120 LF), and constructing a new multi-use path along the eastern side of IL 59 that extends from the southern end of the project to the private driveway north of the intersection (900 LF). |

| |
|---|
| Trip attractors linked directly to the proposed facility. For a pedestrian facility, identify transit service to which direct access is provided. |
| Indicate safety and attractiveness improvements: |
| Off-Street Bicycle Facility - Provide traffic volumes, speeds and percent trucks on adjacent roadway. |

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

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

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

| |
|--|
| TRAFFIC FLOW IMPROVEMENTS |
| Attach updated “After Improvement” Input Module Worksheets |
| Type of Project (Check One) <input checked="" type="checkbox"/> Intersection Improvement <input type="checkbox"/> Bottleneck Elimination |
| Project Length (Miles – Bottleneck Elimination and Multiple Intersections Only): _____ |
| Posted Speeds (Miles Per Hour For Each Street): IL 59 – 45 mph; Stearns – 35 mph. |
| Current Traffic Volume For Each Street (ADT – Indicate Year): IL 59 – (36,000 in 2012); Stearns (16,300 in 2012). |

Are pedestrian or bicycle facilities to be added as part of this project? Yes No
 If "Yes" is checked, and the scope change involves these facilities, complete the section on pedestrian/bicycle facilities.

Do queues currently clear on the major street at signalized intersections in the pm peak period?
 Yes No In addition, in the AM Peak the EB to NB does not clear.

TRANSIT PROJECTS

Project Type (Check One): System Start-Up Transfer Service & Equipment Facility

Auto Trips Eliminated Per Day (Round Trips): _____

Length Of Auto Trips Eliminated (One-Way Miles To The Nearest Tenth): _____

Auto Trips Diverted Per Day (Round Trips): _____

Line-Haul Length Of Diverted Trips (One-Way Miles To The Nearest Tenth): _____

Project Life (Years): _____

Provide basis for parameters used to estimate benefits (e.g., ridership, auto occupancy, trip length. See [instructions](#)): _____

DIRECT EMISSIONS REDUCTION

Complete Multiple copies of this table – One for each group of vehicles (type, engine, technology, etc.).

| | | | |
|---|---|---|-------|
| Vehicle Type: (select one) | <input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus <input type="checkbox"/> Refuse Hauler <input type="checkbox"/> Short Haul <input type="checkbox"/> Long Haul <input type="checkbox"/> Delivery Truck <input type="checkbox"/> Emergency Vehicle <input type="checkbox"/> On-Highway <input type="checkbox"/> City/County Vehicle <input type="checkbox"/> Passenger Locomotive <input type="checkbox"/> Switch Engine <input type="checkbox"/> Other: _____ | | |
| Vehicle Size: (check one) | <input type="checkbox"/> Class 2b (8,501 - 10,000 lbs.) <input type="checkbox"/> Class 3 (10,001 - 14,000 lbs.) <input type="checkbox"/> Class 4 (14,001 - 16,000 lbs.) <input type="checkbox"/> Class 5 (16,001 - 19,500 lbs.) <input type="checkbox"/> Class 6 (19,501 - 26,000 lbs.) <input type="checkbox"/> Class 7 (26,001 - 33,000 lbs.) <input type="checkbox"/> Class 8a (33,001 - 60,000 lbs.) <input type="checkbox"/> Class 8b (60,001 and over) <input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus | | |
| Horsepower (check one) | <input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 3 <input type="checkbox"/> 6 <input type="checkbox"/> 11 <input type="checkbox"/> 16 <input type="checkbox"/> 25 <input type="checkbox"/> 40 <input type="checkbox"/> 50 <input type="checkbox"/> 75 <input type="checkbox"/> 175 <input type="checkbox"/> 300 <input type="checkbox"/> 600 <input type="checkbox"/> 750 <input type="checkbox"/> 1000 <input type="checkbox"/> 1200 <input type="checkbox"/> 2000 <input type="checkbox"/> 3000 | | |
| Current Fuel Type: (check one) | <input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input type="checkbox"/> Diesel, 500 ppm sulfur | | |
| Model Year (all vehicles in a group should have the same model year): _____ | | | |
| Before project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): _____ gallons | | | |
| After project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): _____ gallons | | | |
| Before project Annual Vehicle Miles/vehicle in group: _____ miles | | | |
| Annual Idling Hours/vehicle in group: _____ hours | | | |
| After project Annual Vehicle Miles/vehicle in group: _____ miles | | | |
| Annual Idling Hours/vehicle in group: _____ hours | | | |
| Technology to be Applied | # veh | Technology to be Applied | # veh |
| Diesel Oxidation Catalyst | | Recalibration | |
| Diesel Oxidation Catalyst + Closed Crankcase Ventilation | | Exhaust Gas Recirculation + Diesel Particulate Filter | |
| Diesel Particulate Filter | | Selective Catalytic Reduction | |
| Hybrid Electric Replacement with Diesel Particulate Filter | | Emissions Control Devices | |
| Partial Flow Filter | | Other | |
| Compressed Natural Gas (CNG) Replacement | | Engine Repower | |
| Lean NOx Catalyst/Diesel Particulate Filter | | Engine Replacement | |

| |
|---|
| Post-Implementation <input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 Fuel Type (select one): <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input type="checkbox"/> Diesel, 500 ppm sulfur <input type="checkbox"/> Diesel, 15 ppm sulfur (non-road only) <input type="checkbox"/> Emulsion <input type="checkbox"/> Electricity |
| Diesel Vehicle Replacement Applicants Expected remaining life of vehicles being replaced (years): _____ |
| Total Number of Vehicles (all groups combined): _____ vehicles |

Changes to Project Schedule

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

| Phase | Starting FFY | Anticipated Authorization |
|-------|--------------|---------------------------|
| ENG1 | In-house | |
| ENG2 | In-house | |
| ROW | 2017 | |
| CONST | 2018 | |

| Phase | Starting FFY | Anticipated Authorization |
|-------|--------------|---------------------------|
| ENG | | |
| IMP | | |

Additional Comments

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

| |
|--|
| Cost change due to scope change to add dual left turn lanes on all approaches, and right turn lanes on all approaches. |
|--|

For the submittal procedures that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

Submit this completed form and any requested attachments to your Planning Liaison (PL) for review and submittal to CMAP. For sponsors noted as exceptions to PL review in the procedure above, please submit to the project contact for transmittal to CMAP.

CMAQ Cost Change Request Form

Project Identification

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

Currently Programmed Funding – Before cost change(s)

| Phase | Programmed FFY | Programmed Total Cost (\$000's) | Programmed Federal Cost (\$000's) | Programmed Federal Share (%) | Federal Fund Source | Match Fund Source | Phase Accomplished* |
|--------------|----------------|---------------------------------|-----------------------------------|------------------------------|---------------------|-------------------|-------------------------------------|
| ENG1 | 2012 | 160 | 0 | 0 | | State | <input checked="" type="checkbox"/> |
| ENG 2 | n/a | w/Eng 1 | | | | | <input type="checkbox"/> |
| ROW | FFY14 | 120 | 96 | 80 | CMAQ | State | <input type="checkbox"/> |
| CONST | FFY15 | 1,000 | 800 | 80 | CMAQ | State | <input type="checkbox"/> |
| CE | | | | | | | |
| Total | | 1,285 | 896 | | | | |

| 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 | 2016 | 560 | 0 | 0 | | State | |
| ENG 2 | n/a | w/Eng 1 | | | | | |
| ROW | FFY17 | 540 | 432 | 80 | CMAQ | State | |
| CONST | FFY18 | 3,300 | 2,640 | 80 | CMAQ | State | |
| CE | | | | | | | |
| Total | | 4,400 | 3,072 | | | | |

| 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 | 2016 | 400 | 0 | | |
| ENG 2 | n/a | w/Eng 1 | | | |
| ROW | FFY17 | 420 | 336 | 80 | |
| CONST | FFY18 | 2,300 | 1,840 | 80 | |
| CE | | | | | |
| Total | | 3,120 | 2,176 | | |

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

Reason for Request

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

See Scope Change Request form.

State and Federal Project Information

Select One.

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

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

Additional Comments

CMAQ Cost Change Request Form

Project Identification

| | | | |
|------------------------------|-----------------------------------|---------|-----------------|
| TIP ID | 09-08-0005 | Sponsor | Carpentersville |
| Project Location Description | IL 31 at Huntley Road/Main Street | | |

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 | 2008 | 297 | 237 | 80 | | Local | <input checked="" type="checkbox"/> |
| ENG 2 | 2014 | 244 | 190 | 78 | CMAQ | Local | <input type="checkbox"/> |
| ENG2 | 2014 | 610 | 427 | 70 | STP | Local | <input type="checkbox"/> |
| ENG2 | 2014 | 107 | 0 | 0 | STATE | | <input type="checkbox"/> |
| ROW | MYB | 325 | 260 | 80 | CMAQ | Local | <input type="checkbox"/> |
| ROW | MYB | 875 | 600 | 69 | STP | Local | <input type="checkbox"/> |
| CONST | MYB | 3,296 | 2,637 | 80 | CMAQ | Local | <input type="checkbox"/> |
| CONST | MYB | 4,529 | 863 | 19 | STP | Local | <input type="checkbox"/> |
| CE | 2015 | 525 | 0 | 0 | N/A | Local | <input type="checkbox"/> |
| Total | | 10,808 | 5,214 | 48 | | | |

| 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 | 297 | 237 | 80 | | Local | |
| ENG 2 | 2014 | 244 | 190 | 78 | CMAQ | Local | |
| ENG2 | 2014 | 610 | 427 | 70 | STP | Local | |
| ENG2 | 2014 | 107 | 0 | 0 | STATE | | |
| ROW | | | | | | | |
| ROW | 2015 | 1,200 | 860 | 69 | STP | Local | |
| CONST | 2016 | 3,296 | 2,637 | 80 | CMAQ | Local | |
| CONST | 2016 | 4,529 | 863 | 19 | STP | Local | |
| CE | 2016 | 525 | 0 | 0 | N/A | Local | |
| Total | | 10,808 | 5,214 | 48 | | | |

| 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 | 2015 | -325 | -260 | 80 | To Cons |
| CONST | 2016 | 325 | 260 | 80 | From ROW |
| CE | | | | | |
| Total | | 0 | 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 Village has asked for right of way assistance from IDOT. In order to simplify the process for IDOT, it was agreed that all of the federal funds for ROW would come from one source. The Village is requested a transfer of all CMAQ ROW funds to the CMAQ Construction funds category. The Village is also requesting that STP funds be transferred from Construction to ROW. The net result is the exact same amount of federal dollars will be used on all phases of 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-93-386-08 | CMM-8003(998) | |
| ENG 2 | D-91-386-08 | CMM-8003(999) | |
| ROW | R-91-019-08 | CMM-9003(004) | |
| CONST | C-91-386-08 | CMM-9003(002) | |
| ENG | | | |
| IMP | | | |

Additional Comments

| |
|--|
| |
|--|

CMAQ Cost Change Request Form

Project Identification

| | | | |
|------------------------------|-----------------|---------|-------------|
| TIP ID | 01-06-0005 | Sponsor | Chicago DOT |
| Project Location Description | Walk to Transit | | |

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 | 2015 (#3) | 235 | 188 | 80 | CMAQ | CITY | <input checked="" type="checkbox"/> |
| ENG 2 | MYB12 (#1) *+ | 93.75 | 75 | 80 | CMAQ | CITY | <input checked="" type="checkbox"/> #1/2 only |
| | 2012 (#1/2) @ | 400 | 320 | 80 | CMAQ | CITY | |
| | 2015 (#3) | 465 | 372 | 80 | CMAQ | CITY | |
| ROW | | | | | | | <input type="checkbox"/> |
| CONS T | MYB (#1)* | 671.25 | 537 | 80 | CMAQ | CITY | <input type="checkbox"/> |
| | MYB (#2)** | 860 | 688 | 80 | CMAQ | CITY | |
| | MYB (#3) | 3075 | 2460 | 80 | CMAQ | CITY | |
| CE | | | | | | | |
| IMP | MYB (#3) | 125 | 100 | 80 | CMAQ | CITY | |
| Total | | 5,925 | 4,740 | 80 | | | |

* In CMAQ Program, not in TIP

+ Remnant after past transfers

** 528 federal in TIP because not yet updated to match PSC correction

@ listed in TIP as IMP

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 | MYB (#3) @ | 235 | 188 | 80 | CMAQ | CITY | 3/30/2016 |
| ENG 2 | 2012 (#1/2) | 400 | 320 | 80 | CMAQ | CITY | 7/12/2012 |
| | MYB (#3) @ | 465 | 372 | 80 | CMAQ | CITY | 3/30/2016 |
| ROW | | | | | | | |
| CONST | 2016 (#1/#2) | 2150 | 1720 | 80 | CMAQ | SOCC | 12/1/2015 |
| | MYB (#3) | 2325 | 1860 | 80 | CMAQ | CITY | 7/31/2017 |
| CE | 2016 (#1/#2) | 350 | 280 | 80 | CMAQ | SOCC | 12/1/2015 |
| IMP | | | | | | | |
| Total | | 5,925 | 4,740 | 80 | | | |

@Funds expected to sunset 9/30/15, but request to reinstate expected mid-FY16.

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 | MYB12 (#1) *+ | -93.75 | -75 | 80 | CE (#1/2) |
| ROW | | | | | |
| CONST | MYB (#1)* | -671.25 | -537 | 80 | CONST (#1/2) |
| | MYB (#2)** | -860 | -688 | 80 | CONST (#1/2) |
| | 2016 (#1/2) | +2150 | +1720 | 80 | CONST (#1,#2,#3) |
| | MYB (#3) | -750 | -600 | 80 | CONST (#1/2) -495 CE (#1/2) -105 |
| CE | 2016 (#1/#2) | +350 | +280 | 80 | ENG2 (#1), CONST (#3), IMP (#3) |
| IMP | MYB (#3) | -125 | -100 | 80 | CE (#1/2) |
| Total | | 0 | 0 | 80 | |

Reason for Request

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

This project was submitted as three different annual "Series." To expedite activation of deferred funds, the first two series scopes are now combined into a single Series 1+2 contract.

Now that PS&E are 95% complete and under internal review and Draft IPA submitted. Approval needed for approval of IPA and review of P&SE by IDOT. City letting targeted April 2016 following IDOT review.

We also want to include part of Series 3 funds to cover minor cost increases and avoid deferring alternate locations to Series 3 contract.

State and Federal Project Information

Select One.

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

| Phase | State Job Number | Federal Project Number | FTA Grant Number |
|-------|------------------|------------------------|------------------|
| | X-00-000-00 | XXX-0000(000) | IL-XX-XXXX-XX |
| ENG1 | P- | | |
| ENG 2 | D- | | |
| ROW | R- | | |
| CONST | C-88-014-10 | CMM-6000(322) | |
| IMP | | | |

Additional Comments

Series 3 engineering contracting to begin later in Calendar 2015, but will miss end of FY15, so those funds can move to MYB

CMAQ Cost Change Request Form

Project Identification

| | | | |
|------------------------------|-------------------------|---------|----------------------|
| TIP ID | 10-06-0003 | Sponsor | Village of Deerfield |
| Project Location Description | Deerfield Road Sidewalk | | |

Currently Programmed Funding – Before cost change(s)

| Phase | Programmed FFY | Programmed Total Cost (\$000's) | Programmed Federal Cost (\$000's) | Programmed Federal Share (%) | Federal Fund Source | Match Fund Source | Phase Accomplished* |
|--------------|-------------------|---------------------------------------|---|------------------------------------|---------------------------|-------------------------|--------------------------|
| ENG1 | | | | | | | <input type="checkbox"/> |
| ENG 2 | 2010 | 19 | 15 | 80 | CMAQ | Local | X |
| ROW | 2012 | 105 | 84 | 80 | CMAQ | Local | X |
| CONST | 2016 | 378 | 302 | 80 | CMAQ | Local | <input type="checkbox"/> |
| CE | | | | | | | |
| Total | | 502 | 402 | | | | |

| 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 | 2010 | 41 | 34 | 80 | CMAQ | Local | 8/13/2010 |
| ROW | 2012 | 105 | 84 | 80 | CMAQ | Local | 2/1/2012 |
| CONST | 2016 | 442 | 354 | 80 | CMAQ | Local | 9/23/2015 |
| CE | | | | | | | |
| Total | | 588 | 472 | | | | |

| 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 Transfer of Funds X 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 | 2010 | 0 | 0 | 80 | |
| ROW | 2012 | 0 | 0 | | |
| CONST | 2016 | 86 | 70 | 80 | |
| CE | | | | | |
| Total | | 86 | 70 | | |

| 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.

Plans for this project have been included in the roadway plans for 10-11-0040. The goal is to combine 10-06-0003 and 10-11-0040 under one construction contract. Both are scheduled for the 11/6/2015 letting. State Job and federal project numbers below are for 10-11-0040. The state job and federal project numbers for 10-06-0003 are: C-91-336-06 and CMM-8003(652) respectively.

State and Federal Project Information

Select One.

X State/Federal Project or Grant Numbers Provided Below

Most recently *approved* PPI Form Attached

Local Agency Agreement Attached

| Phase | State Job Number | Federal Project Number | FTA Grant Number |
|-------|------------------|------------------------|------------------|
| | X-00-000-00 | XXX-0000(000) | IL-XX-XXXX-XX |
| ENG1 | P- | | |
| ENG 2 | D- | | |
| ROW | R- | | |
| CONST | C-91-019-12 | M-9003(854) | |
| ENG | | | |
| IMP | | | |

Additional Comments

CMAQ Cost Change Request Form

Project Identification

| | | | |
|------------------------------|------------|--------------------------------------|-----------|
| TIP ID | 03-12-0001 | Sponsor | IDOT – D1 |
| Project Location Description | | IL 68/E Dundee Rd at S Barrington Rd | |

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 | 90 | 0 | 0 | n/a | State | <input checked="" type="checkbox"/> |
| ROW | FFY14 | 8 | 6 | 80 | CMAQ | State | <input checked="" type="checkbox"/> |
| CONST | FFY15 | 785 | 628 | 80 | CMAQ | State | <input checked="" type="checkbox"/> |
| CE | | | | | | | |
| Total | | 883 | 634 | 72 | | | |

| 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 | 90 | 0 | 0 | n/a | State | |
| ROW | FFY14 | 8 | 6 | 80 | CMAQ | State | 11/08/2013 |
| CONST | FFY15 | 1058 | 846 | 80 | CMAQ | State | 12/24/2014 |
| CE | | | | | | | |
| Total | | 1156 | 852 | 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 | | | | | |
| ENG 2 | | | | | |
| ROW | FFY14 | 0 | 0 | 80 | |
| CONST | FFY15 | 273 | 218 | 80 | |
| CE | | | | | |
| Total | | 273 | 218 | 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.

Project low bid amount in excess of TIP amount. Request to increase CMAQ funds to cover 80% of cost overage.

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-90-023-11 | | |
| CONST | C-91-489-12 | | |
| ENG | | | |
| IMP | | | |

Additional Comments

| |
|--|
| |
|--|

CMAQ Cost Change Request Form

Project Identification

| | | | |
|------------------------------|--|---------|---|
| TIP ID | 01-12-0008 01-09-0003 | Sponsor | Chicago Department of Transportation |
| Project Location Description | Washington/Wabash Consolidated Station (Funds to) Morgan St Station-Green/Pink Lines (Funds from) | | |

Washington/Wabash Currently Programmed Funding – Before cost change(s)

| Phase | Programmed FFY | Programmed Total Cost (\$000's) | Programmed Federal Cost (\$000's) | Programmed Federal Share (%) | Federal Fund Source | Match Fund Source | Phase Accomplished* |
|--------------|------------------------------|---------------------------------------|---|------------------------------------|---------------------------|-------------------------|-------------------------------------|
| ENG1 | 2003* | 1,000 | | 0% | | CITY | <input checked="" type="checkbox"/> |
| ENG 2 | 2012** | 4,500 | 3,600 | 80% | CMAQ | CITY | <input checked="" type="checkbox"/> |
| ROW | | | | | | | <input type="checkbox"/> |
| CONST | 2010/12*** 2012** 2014 | 3,415 40,000 39,273 | 3,415 40,000 39,273 | 100% 100% 100% | CMAQ CMAQ CMAQ | TDC TDC TDC | <input checked="" type="checkbox"/> |
| CE | 2014 | Incl above | Incl above | | | | |
| Total | | 88,180 | 86,280 | 98% | | | |

* Local funds not in TIP

** TIP does not match CMAQ/TEAM: Shows ENG 2 as \$5,000 w/\$4,000, federal, but CONST as 39600 for both

*** Previous transfer from Morgan listed as 2010 in TIP, but combined with 2012 funds in CMAQ Program

Washington/Wabash 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 | 2003 | 1,000 | | 0% | | CITY | |
| ENG 2 | 2012 | 4,500 | 3,600 | 80% | CMAQ | CITY | 5/9/12 |
| ROW | | | | | | | |
| CONST | 2010/2012** 2012 2014 | 4,085 40,000 39,273 | 4,085 40,000 39,273 | 100% 100% 100% | CMAQ CMAQ CMAQ | TDC TDC TDC | 8/9/2013 8/9/2013 9/12/2014 |
| CE | 2014 | Incl above | Incl above | | | | |
| Total | | 88,850 | 86,950 | 98% | | | |

Morgan Currently Programmed Funding – Before cost change(s)

| Phase | Programmed FFY | Programmed Total Cost (\$000's) | Programmed Federal Cost (\$000's) | Programmed Federal Share (%) | Federal Fund Source | Match Fund Source | Phase Accomplished* |
|--------------|----------------|---------------------------------|-----------------------------------|------------------------------|---------------------|-------------------|-------------------------------------|
| ENG1 | 2007* | 360 | | | | TIF | <input checked="" type="checkbox"/> |
| ENG 2 | 2008* | 2,500 | | | | TIF | <input checked="" type="checkbox"/> |
| ROW | | | | | | | <input type="checkbox"/> |
| CONST | 2010** | 30,835 | 4,585 | 15% | CMAQ | TIF | <input checked="" type="checkbox"/> |
| CE | 2010 | Incl above | Incl above | | | | |
| Total | | 33,695 | 4,585 | 14% | | | |

* Local funds not in TIP

**** TIP does not match CMAQ/TEAM: Shows 32,000 total and 8,000 federal (values before transfer)

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

| Phase | Starting FFY | Current Total Cost (\$000's) | Current Federal Cost (\$000's) | Current Federal Share (%) | Federal Fund Source | Local Match Fund Source | Actual or Anticipated federal authorization date** |
|--------------|--------------|------------------------------|--------------------------------|---------------------------|---------------------|-------------------------|--|
| ENG1 | 2007 | 360 | | | | TIF | |
| ENG 2 | 2008 | 2,500 | | | | TIF | |
| ROW | | | | | | | |
| CONST | 2010 | 30,165 | 3,915 | 13% | CMAQ | TIF | |
| CE | 2010 | Incl above | Incl above | | | | |
| Total | | 33,025 | 3,915 | 12% | | | |

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 | +670 (Wash/Wab) | + 670 | 13% | From Morgan CONST To W/W CONST |
| | 2010 | -670 (Morgan) | - 670 | 100% | |
| CE | | | | | |
| Total | | 0 net | 0 net | 12%/98% | |

Reason for Request

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

Washington/Wabash is under construction, bid costs exceeded engineers estimates (\$74,850,000 vs \$67,332,394.96, so there is insufficient budget for change order contingencies and force account.

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- | | IL-95-X027 |
| ROW | R- | | |
| CONST | C- | | IL-95-X027 and IL-95-X012 |

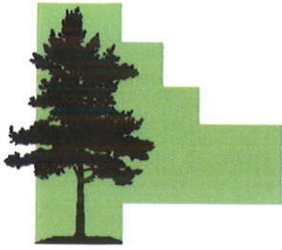
Additional Comments

The Morgan Station used Tax Increment Finance District funds as the primary funding source and CMAQ as contingency. After construction had been completed, but prior to completion of closeout, CDOT petitioned to transfer \$3,415,000 surplus not needed at Morgan to help fund Washington/Wabash. This was approved at the May 23, 2013 PSC. Due to the age of the grant, that transfer was executed by FTA as a scope amendment and budget change to Grant IL-95-X012.

Now that closeout is complete and retention released, we can confirm that an additional \$670,000 is available to be transferred. The funds are already in FTA grant and were considered obligated in CMAQ records at the time of transfer from FTA.

If approved by the PSC, this can be executed in FTA TEAM as a budget revision.

Concurrent with this request, CDOT is requesting reservation of \$167,500 of TDC as match since the Washington/Wabash Station is outside the TIF that funded Morgan. TDCs already provide match for the other FTA funds in use for construction phase of the Washington/Wabash.



Bringing People and Nature Together

Forest Preserve District

OF WILL COUNTY

17540 W. Laraway Road / Joliet, IL 60433
815.727.8700 / fax 815.722.3608
ReconnectWithNature.org

SUZANNE HART, President
RAGAN FREITAG, Vice President
JUDY OGALLA, Secretary
JAMES G. MOUSTIS, Treasurer
MARCELLA M. DEMAURO, Executive Director

July 8, 2015

Kama Dobbs
CMAQ Coordinator
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive
Suite 800
Chicago, Illinois 60606

RE: CMAQ Grant
DuPage River Trail – Segment 5
95th Street to Knoch Knolls Park
Section No. 12-F3002-00-BT
Project No. CMM-9003(998)
Job No. P-91-352-12
Will County

Dear Ms. Dobbs,

The Forest Preserve District of Will County would like to respectfully request the reinstatement of funds for the Construction Phase of the above project. Engineering has been completed and the project is ready to be let this November.

We greatly appreciate your assistance. If you have any questions please contact me at 815 722-5943 or kfonte@fpdwc.org.

Sincerely,

Karen Fonte
Chief Landscape Architect

CC. David Landeweer, AECOM



MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: August 27, 2015
Re: Public Comments on Proposed FFY 2016 – 2020 CMAQ Program

The following is a summary of comments received on the proposed FFY 2016 – 2020 CMAQ program and the staff recommendations with regard to those comments. Seven comments on specific proposals were received. Copies of the individual comments are available at <http://www.cmap.illinois.gov/cmaq/program-development>.

Michael Connelly, Vice President, Planning, Chicago Transit Authority

TI01164057 – CTA – Red and Purple Line Modernization-Phase One

Mr. Connelly submitted a letter requesting that the ridership estimates that were done as part of the project evaluation be adjusted to account for increase ridership during the whole peak period.

- The Red-Purple Line Modernization project continues to be included in the proposed program for FFY 2016-2020; the request is only to re-characterize the benefits of the project. Information provided in the original application by the sponsor did not account for additional Purple/Brown Line trains that would be added during the peak hour or for additional ridership that could be gained during the shoulder periods. However, the capacity added by the project does in fact allow these additional gains. Information since provided by the sponsor suggests that, depending on service plans, the overall improvement has the potential to provide from 4,800 to 15,150 new riders for an emissions benefit of \$12,709 to \$4,368 per kilogram of VOC emissions eliminated. Staff recommends making note of this range in the program but keeping the current score for the project that is based on the more conservative value.

David R. Inman, Vice Chair, Illinois Partners for Clean Air

Alan L. Jirik, Vice President Environmental Affairs, Ingridion Incorporated

Anthony Maietta, Life Scientist, Environmental Protection Agency Region 5

Edith Makra, Director, Environmental Initiatives, Metropolitan Mayors Caucus

Brian Urbaszewski, Director of Environmental Health Programs, Respiratory Health Association

OT13164105 – IEPA – Partners for Clean Air

The individuals listed above submitted letters requesting the inclusion of the subject project in the FFY 2016-2020 program in the amount of \$3,000,000 (federal) for 5 years of implementation funding.

- While the cost-effectiveness of the program seems favorable, it is based on the sponsor's estimate of VMT reduction, and the assumptions behind this estimate do not appear to be valid. Furthermore, the program has prior funding, approximately two years of which has not been expended. Staff recommends that the proposed program not be revised to include additional funding for Partners for Clean Air.

David Tomzik, Manager, Long Range Planning, Pace Suburban Bus Service

TI13164168 – Pace – Pulse Dempster Line

OT13164107 – Pace – Vanpools

Mr. Tomzik submitted an email comment requesting inclusion of the Pulse Dempster Line in the FFY 2016-2020 program in the amount of \$19,152,000 (federal) as well as increased funding levels for the Vanpool project above the currently proposed amount of \$11,616,000 (federal). The request for the Vanpool project is \$26,016,000 at 100 percent federal funding.

- The Milwaukee ART project, which received funding in the FFY 2014-2018 CMAQ cycle, should move closer to implementation before providing funding for an additional part of the Pace ART system. The Dempster ART project scores well enough that it is expected to be competitive in the upcoming FFY 2018-2022 funding cycle. Staff recommends that the proposed program not be updated to include the Dempster ART project.
- The funding in the proposed program will meet approximately 45 percent of the vanpool capital needs Pace identified, which is mostly for replacement vehicles. It would still be valuable to have a regional vision that evaluates the place of the vanpool program in overall transportation demand management (TDM) efforts. Staff recommends that the proposed program not be revised to include additional funds for vanpool vehicles.

Timothy Coffey, General Council, The Belt Railway Company of Chicago

TIP 06-09-0004 – Bedford Park – BRC Clearing Yard Switcher Retrofit

Mr. Coffey submitted a letter requesting the inclusion of two additional low-emissions locomotive replacements in FFY 2016-2020 program in the amount of \$2,535,000 federal. This would expand on the previously funded project which replaced 8 locomotives used in the Belt Railway's operations.

- The sponsor did not submit an application as part of this cycle. Thus, the project was not analyzed and compared to the other applications received. Staff recommends that the proposed program not be updated to include additional funds for Belt Railway locomotives.



Chicago Metropolitan Agency for Planning

FFY 2016-2020 CMAQ Proposed Program Following Public Review and Comment Period

| SubType | CMAQ ID | Sponsor | Facility to be Improved | Adjusted Project Total | Federal request | 2016-2020 Recommended Total | Air Quality | | | Transportation Impact | Regional Priority | | Composite Priority Index ¹ |
|--------------------|------------|--------------------|--|------------------------|-----------------|-----------------------------|-------------------------------------|---------------------------------------|--------------------------|----------------------------|-----------------------|-----------------------------|---------------------------------------|
| | | | | | | | 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 | BP06164156 | Orland Park | 108th Av Trail Connection | \$215,700 | \$150,800 | \$0 | \$293 | | 57.7 | 22 | | | 79.8 |
| Bicycle Facilities | BP08164123 | Bensenville | IL 83 from Bryn Mawr Av to Foster Av | \$414,672 | \$299,738 | \$299,738 | \$783 | | 54.0 | 15 | | | 69.2 |
| Bicycle Facilities | BP08164120 | Bensenville | EOWA Corridor Bike Trail | \$872,200 | \$693,760 | \$0 | \$1,059 | | 52.0 | 14 | | | 66.1 |
| Bicycle Facilities | BP10164143 | Highland Park | Walker Av from St. Johns Av to Oak St | \$180,000 | \$132,000 | \$0 | \$1,988 | | 45.9 | 24 | | | 69.8 |
| Bicycle Facilities | BP12164147 | Homer Glen | Homer Glen Heroes Bike Trail-Goodings Grove Extension | \$312,001 | \$249,600 | \$0 | \$1,993 | | 45.9 | 17 | | | 62.6 |
| Bicycle Facilities | BP02164141 | Glenview | Milwaukee and Lake Av Multi-use Path | \$753,011 | \$523,808 | \$0 | \$2,009 | | 45.8 | 19 | | | 64.7 |
| Bicycle Facilities | BP09164115 | Aurora | Edgelawn Dr Bikeway Project | \$428,051 | \$322,440 | \$322,440 | \$2,610 | | 42.2 | 18 | | | 60.1 |
| Bicycle Facilities | BP08164130 | DuPage County DOT | Gary Av Trail | \$2,596,300 | \$729,840 | \$0 | \$2,631 | | 42.1 | 19 | | | 60.9 |
| Bicycle Facilities | BP08164118 | Bensenville | Church Rd from Irving Park Rd to Grove Av | \$647,024 | \$477,620 | \$0 | \$3,285 | | 38.5 | 17 | | | 55.2 |
| Bicycle Facilities | BP08164144 | Hanover Park | Hawks Hollow Forest Preserve Trail Connection | \$109,000 | \$80,000 | \$0 | \$3,307 | | 38.4 | 14 | | | 52.7 |
| Bicycle Facilities | BP09164116 | Aurora | Montgomery Rd Multi-use Path | \$567,585 | \$430,068 | \$430,068 | \$3,438 | | 37.8 | 19 | | | 56.9 |
| Bicycle Facilities | BP08164119 | Bensenville | Church Rd from Jefferson St to Grand Av | \$1,389,000 | \$789,600 | \$789,600 | \$3,697 | | 36.5 | 18 | | | 54.3 |
| Bicycle Facilities | BP09164138 | Geneva | IL 38/E State St from IL 25/Bennett St to Kirk Rd | \$717,393 | \$452,550 | \$452,550 | \$4,199 | | 34.1 | 19 | | | 53.3 |
| Bicycle Facilities | BP05164163 | Western Springs | Flag Creek Bicycle Corridor | \$2,946,000 | \$2,316,000 | \$0 | \$6,693 | | 24.4 | 16 | | | 40.3 |
| Bicycle Facilities | BP10164152 | Mundelein | Maple Av Bike Path | \$1,268,125 | \$974,500 | \$974,500 | \$7,201 | | 22.8 | 19 | | | 41.5 |
| Bicycle Facilities | BP08164129 | DuPage County DOT | Benedictine Connector | \$3,751,267 | \$992,000 | \$0 | \$7,677 | | 21.3 | 20 | | | 41.5 |
| Bicycle Facilities | BP02164162 | Skokie | Old Orchard Rd from Harms Rd to Woods Dr | \$543,500 | \$376,000 | \$0 | \$7,681 | | 21.3 | 24 | | | 45.0 |
| Bicycle Facilities | BP07164160 | Sauk Village | Sauk Trail/Cottage Grove Av Bike Path Improvements | \$1,770,000 | \$124,800 | \$124,800 | \$7,698 | | 21.3 | 13 | | | 34.8 |
| Bicycle Facilities | BP09164148 | FPD of Kane County | Fox River Trail UPRR Underpass | \$2,218,620 | \$1,774,896 | \$0 | \$7,867 | | 20.8 | 23 | | | 43.7 |
| Bicycle Facilities | BP03164145 | Hanover Park | Sycamore Av, Walnut Av and Unmarked Street Bike Lanes | \$134,000 | \$99,200 | \$0 | \$7,919 | | 20.7 | 14 | | | 34.5 |
| Bicycle Facilities | BP10164142 | Highland Park | Clavey Rd from Barberrry Rd to Skokie Valley Bike Path | \$108,000 | \$78,400 | \$0 | \$9,193 | | 17.4 | 17 | | | 34.4 |

1 - Composite priority index is the sum of air quality, transportation impact, and regional priority scores

| SubType | CMAQ ID | Sponsor | Facility to be Improved | Adjusted Project Total | Federal request | 2016-2020 Recommended Total | Air Quality | | | Transportation Impact | Regional Priority | | Composite Priority Index ¹ |
|--------------------|------------|------------------------------|--|------------------------|-----------------|-----------------------------|-------------------------------------|---------------------------------------|--------------------------|----------------------------|-----------------------|-----------------------------|---------------------------------------|
| | | | | | | | 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 | BP09164149 | Kane County DOT | Longmeadow Parkway Bike Path Extensions | \$1,831,130 | \$1,400,023 | \$1,400,023 | \$9,644 | | 16.4 | 20 | | | 36.3 |
| Bicycle Facilities | BP12164159 | Romeoville | Multi-Use Path from Weber Rd to Airport Rd and I-55 | \$1,748,000 | \$1,318,400 | \$0 | \$11,192 | | 13.3 | 17 | | | 30.0 |
| Bicycle Facilities | BP08164128 | DuPage County DOT | I-88 Central DuPage Regional Bikeway | \$3,545,579 | \$2,080,700 | \$0 | \$13,108 | | 10.3 | 20 | | | 29.9 |
| Bicycle Facilities | BP10164050 | Lake County Forest Preserves | Lyons Woods Bike Path | \$2,795,000 | \$2,000,000 | \$0 | \$15,283 | | 7.7 | 18 | | | 26.1 |
| Bicycle Facilities | BP06164157 | Palos Heights | Ridgeland Av from College Dr to 135th St | \$985,000 | \$788,000 | \$0 | \$16,162 | | 6.8 | 19 | | | 25.5 |
| Bicycle Facilities | BP11164049 | Algonquin | Highland Ave Multi-use Trail from Tanglewood Dr to Haegers Bend Rd | \$306,970 | \$211,042 | \$0 | \$18,760 | | 4.8 | 11 | | | 15.8 |
| Bicycle Facilities | BP08164126 | Clarendon Hills | Prospect Av Bicycle Route Improvements | \$86,875 | \$63,500 | \$0 | \$21,582 | | 3.3 | 19 | | | 22.5 |
| Bicycle Facilities | BP07164158 | Park Forest | Western Av from Old Plank Rd Trail to Thorn Creek Trail | \$3,223,700 | \$190,900 | \$0 | \$22,297 | | 3.0 | 18 | | | 21.5 |
| Bicycle Facilities | BP07164155 | Oak Forest | Bike to Metra | \$7,412,300 | \$371,200 | \$0 | \$27,182 | | 1.5 | 13 | | | 14.1 |
| Bicycle Facilities | BP11164150 | Lake in the Hills | Lakewood Rd from Miller Rd to Algonquin Rd | \$1,125,000 | \$60,000 | \$0 | \$28,165 | | 1.4 | 12 | | | 13.5 |
| Bicycle Facilities | BP03164165 | Streamwood | IL 19/Irving Park Rd from Schaumburg Rd to Park Blv | \$1,300,000 | \$960,000 | \$0 | \$29,509 | | 1.1 | 20 | | | 21.0 |
| Bicycle Facilities | BP10164151 | Mundelein | McKinley Av Commuter Bridge over CN at Metra | \$4,730,000 | \$1,680,000 | \$0 | \$33,081 | | 0.7 | 13 | | | 13.5 |
| Bicycle Facilities | BP02164140 | Glenview | Chestnut Av Multi-Use Path | \$597,881 | \$478,304 | \$0 | \$42,216 | | 0.2 | 21 | | | 21.1 |
| Bicycle Facilities | BP03164161 | Schaumburg | Golf Rd Path from Roosevelt Blv to Ring Rd | \$1,693,040 | \$1,306,432 | \$0 | \$42,580 | | 0.2 | 22 | | | 22.5 |
| Bicycle Facilities | BP03164117 | Barrington | US 14/Northwest Hwy from Hough St to Lake Zurich Rd | \$5,262,000 | \$1,409,000 | \$0 | \$61,097 | | 0.0 | 21 | | | 21.3 |
| Bicycle Facilities | BP10164131 | Lake County Forest Preserves | Middlefork Savanna Forest Preserve Trail | \$2,862,391 | \$2,066,320 | \$0 | \$63,088 | | 0.0 | 14 | | | 14.3 |
| Bicycle Facilities | BP12164132 | Frankfort | Harlem Av Trail from Old Plank Rd Trail to Laraway Rd | \$425,688 | \$262,000 | \$0 | \$77,827 | | 0.0 | 14 | | | 14.2 |
| Bicycle Facilities | BP12164133 | Frankfort | Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd | \$1,727,000 | \$1,301,600 | \$0 | \$83,695 | | 0.0 | 14 | | | 14.3 |
| Bicycle Facilities | BP12164164 | FPD of Will County | Black Rd Trail from DuPage River Trail to Rock Run Trail | \$3,276,270 | \$1,644,630 | \$0 | \$112,799 | | 0.0 | 20 | | | 20.0 |
| Bicycle Facilities | BP01164125 | CDOT | 43rd St Access Bridge to Lakefront Trail | \$24,545,000 | \$17,320,000 | \$0 | \$128,481 | | 0.0 | 26 | | | 26.2 |

1 - Composite priority index is the sum of air quality, transportation impact, and regional priority scores

| | | | | | | | Air Quality | | | Transportation Impact | Regional Priority | | |
|----------------------------|------------|--------------|---|------------------------|-----------------|-----------------------------|-------------------------------------|---------------------------------------|--------------------------|----------------------------|-----------------------|-----------------------------|---------------------------------------|
| SubType | CMAQ ID | Sponsor | Facility to be Improved | Adjusted Project Total | Federal request | 2016-2020 Recommended Total | 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 | Composite Priority Index ¹ |
| Bicycle Facilities | BP08164122 | Bensenville | Jefferson St from Church Rd to York Rd | \$582,000 | \$417,600 | \$0 | \$145,160 | | 0.0 | 17 | | | 17.3 |
| Bicycle Facilities | BP12164134 | Frankfort | Hickory Creek Multi-Use Trail | \$557,000 | \$426,000 | \$0 | \$162,352 | | 0.0 | 15 | | | 14.9 |
| Bicycle Facilities | BP12164137 | Frankfort | Pfeiffer Rd from Old Plank Road Trail to Sauk Trail Rd and Sauk Trail from Pfeiffer Rd to IL 43/Harlem Av | \$1,379,034 | \$1,008,000 | \$0 | \$175,432 | | 0.0 | 12 | | | 12.2 |
| Bicycle Facilities | BP08164154 | Naperville | North Aurora Rd Underpass at CN/EJ&E | \$32,841,000 | \$7,111,000 | \$0 | \$377,005 | | 0.0 | 12 | | | 12.0 |
| Bicycle Facilities | BP10164153 | Mundelein | Midlothian Rd Multi-Use Path | \$729,709 | \$562,395 | \$0 | \$389,910 | | 0.0 | 17 | | | 16.6 |
| Bicycle Facilities | BP12164136 | Frankfort | Sauk Trail Rd from Larch Rd to 88th Av | \$1,050,000 | \$800,000 | \$0 | \$425,156 | | 0.0 | 10 | | | 10.0 |
| Bicycle Facilities | BP11164127 | Crystal Lake | Prairie Path Re-Route | \$136,696 | \$109,356 | \$0 | \$430,384 | | 0.0 | 22 | | | 21.6 |
| Bicycle Facilities | BP12164135 | Frankfort | Sauk Trail Rd from 80th Av to Harlem Av | \$752,000 | \$560,000 | \$0 | \$470,857 | | 0.0 | 6 | | | 6.1 |
| Bicycle Facilities | BP11164048 | Spring Grove | Winn Rd from Martin Dr to Elk Dr | \$396,100 | \$224,410 | \$0 | - | | - | 0 | | | 0.0 |
| Bicycle Facilities | BP12164166 | Frankfort | LaGrange Rd from Pleasant Hill Rd to Nebraska St | \$166,000 | \$124,800 | \$0 | - | | - | 0 | | | 0.0 |
| Bicycle Facilities | BP08164139 | Glen Ellyn | Taylor Av Underpass | \$2,860,000 | \$300,000 | \$0 | - | | - | 0 | | | 0.0 |
| Bottleneck Elimination | BE01164081 | IDOT | I-90 from Cumberland Av to Harlem Av (EB Improvement) | \$15,900,000 | \$9,100,000 | \$9,100,000 | \$209 | | 58.3 | 25 | 10 | | 93.3 |
| Bottleneck Elimination | BE01164077 | CDOT | 71st St and CSX Grade Separation (GS19) | \$17,260,000 | \$13,808,000 | \$900,000 | \$5,589 | | 28.3 | 9 | 10 | | 47.3 |
| Bottleneck Elimination | BE03164072 | Barrington | US14 Grade Separation at CN/WCL Railway | \$62,668,750 | \$39,687,000 | \$0 | \$66,356 | | 0.0 | 17 | | | 17.0 |
| Bottleneck Elimination | BE12164087 | Monee | Egyptian Trail from Monee-Manhattan Rd to Governors Hwy | \$4,348,700 | \$1,420,000 | \$0 | \$74,402 | | 0.0 | 9 | | | 9.0 |
| Direct Emissions Reduction | DR13164111 | IEPA | Railsolve\Ingredion Switcher Locomotive Engine Replacement | \$4,142,000 | \$2,692,300 | \$2,692,300 | | \$36 | 59.8 | 19 | | | 78.8 |
| Direct Emissions Reduction | OT01164101 | CDOT | Chicago Water Taxi Fleet | \$1,400,000 | \$1,120,000 | \$0 | | \$320 | 58.4 | 12 | | | 70.4 |
| Direct Emissions Reduction | DR13164112 | IEPA | Chicago Area Green Fleet Grant Program | \$14,000,000 | \$7,000,000 | \$7,000,000 | | \$1,286 | 54.0 | 10 | | | 64.0 |
| Direct Emissions Reduction | DR01164110 | CTA | Purchase of Up To 25 Electric Buses and Charging Stations | \$25,000,000 | \$20,000,000 | \$0 | | \$3,009 | 46.8 | 19 | | | 65.8 |
| Direct Emissions Reduction | DR05164108 | Berwyn | Public Works 2.5 Ton Fleet Vehicle Replacement 1990 | \$115,000 | \$92,000 | \$0 | - | | - | 0 | | | 0.0 |
| Direct Emissions Reduction | DR05164109 | Berwyn | Public Works 1 Ton Fleet Vehicle Replacement 1999 | \$85,560 | \$68,448 | \$0 | - | | - | 0 | | | 0.0 |
| Intersection Improvement | I102164080 | IDOT | Golf Rd at Harms Rd | \$948,750 | \$660,000 | \$660,000 | \$1,348 | | 50.0 | 10 | | | 60.0 |

1 - Composite priority index is the sum of air quality, transportation impact, and regional priority scores

| | | | | | | | Air Quality | | | Transportation Impact | Regional Priority | | |
|--------------------------|------------|--------------------|--|------------------------|-----------------|-----------------------------|-------------------------------------|---------------------------------------|--------------------------|----------------------------|-----------------------|-----------------------------|---------------------------------------|
| SubType | CMAQ ID | Sponsor | Facility to be Improved | Adjusted Project Total | Federal request | 2016-2020 Recommended Total | 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 | Composite Priority Index ¹ |
| Intersection Improvement | II02164083 | IDOT | Willow Rd at Pflingsten Rd | \$1,405,575 | \$1,004,400 | \$1,004,400 | \$2,492 | | 42.9 | 18 | | | 60.9 |
| Intersection Improvement | II10164086 | Lake County DOT | Fairfield Rd at IL 134 | \$984,000 | \$699,000 | \$699,000 | \$2,549 | | 42.6 | 6 | | | 48.6 |
| Intersection Improvement | II10164082 | IDOT | IL 176 at Roberts Rd | \$1,221,250 | \$860,000 | \$860,000 | \$2,895 | | 40.6 | 19 | | | 59.6 |
| Intersection Improvement | II05164075 | Berwyn | 16st St from Harlem Av to Ridgeland Av | \$1,653,020 | \$59,600 | \$59,600 | \$4,630 | | 32.2 | 15 | | | 47.2 |
| Intersection Improvement | II03164089 | Schaumburg | Woodfield Rd at IL 53 | \$3,434,000 | \$2,106,000 | \$2,106,000 | \$4,706 | | 31.8 | 8 | | | 39.8 |
| Intersection Improvement | II03164090 | Schaumburg | IL 62/Algonquin Rd at Meacham Rd | \$4,095,000 | \$2,680,000 | \$2,680,000 | \$6,234 | | 25.9 | 16 | | | 41.9 |
| Intersection Improvement | II04164079 | Cook County DOT | I-294 at IL 64/North Av | \$39,691,908 | \$29,469,874 | \$29,469,874 | \$8,053 | | 20.3 | 30 | 10 | | 60.3 |
| Intersection Improvement | II09164076 | Geneva | IL 38/E State St from IL 25/Bennett St to Kirk Rd | \$5,560,262 | \$4,083,068 | \$4,083,068 | \$9,862 | | 15.9 | 21 | | | 36.9 |
| Intersection Improvement | II02164091 | Skokie | Old Orchard Rd from Edens Ewy to Skokie Blv | \$11,882,500 | \$7,162,000 | \$7,162,000 | \$11,432 | | 12.9 | 24 | | | 36.9 |
| Intersection Improvement | II13164078 | Cook County DOT | I-294 Ramps to Franklin Av/Green St | \$56,086,251 | \$40,768,334 | \$0 | \$14,594 | | 8.4 | 19 | 10 | | 37.4 |
| Intersection Improvement | II11164085 | Lake in the Hills | Lakewood Rd at Miller Rd | \$2,130,000 | \$80,000 | \$0 | \$17,456 | | 5.7 | 0 | | | 5.7 |
| Intersection Improvement | II10164084 | Lake Forest | IL43/Waukegan Rd at Everett Rd | \$2,423,500 | \$1,903,200 | \$0 | \$27,477 | | 1.5 | 17 | | | 18.5 |
| Intersection Improvement | II11164071 | Algonquin Township | Crystal Lake Rd and Silver Lake Roundabout | \$2,500,000 | \$2,000,000 | \$0 | \$38,309 | | 0.3 | 0 | | | 0.3 |
| Intersection Improvement | II03164092 | Streamwood | IL19/Irving Park Rd from Schaumburg Rd to Bartlett Rd | \$11,344,500 | \$2,524,800 | \$0 | \$43,845 | | 0.2 | 8 | | | 8.2 |
| Intersection Improvement | II08164093 | Warrenville | Old Town Roundabout (Batavia Rd/Warrenville Rd/River Rd) | \$4,017,180 | \$2,521,888 | \$0 | \$51,443 | | 0.1 | 0 | | | 0.1 |
| Intersection Improvement | II06164073 | Bedford Park | 71st St at Sayre Av | \$131,000 | \$96,000 | \$0 | - | | - | 0 | | | 0.0 |
| Intersection Improvement | II06164088 | Orland Park | 151st St and Regent Dr | \$239,000 | \$169,600 | \$0 | - | | - | 0 | | | 0.0 |
| Intersection Improvement | II06164074 | Bedford Park | Harlem Av at 71st St | \$368,000 | \$256,000 | \$0 | - | | - | 0 | | | 0.0 |
| Other | OT13164103 | IDOT | Ramp metering | \$3,872,000 | \$3,097,600 | \$3,097,600 | \$224 | | 87.3 | N/A | | | 87.3 |
| Other | OT13164105 | IEPA | Partners for Clean Air | \$3,000,000 | \$2,400,000 | \$0 | \$509 | | 84.0 | N/A | | | 84.0 |
| Other | OT13164106 | Pace | Dynamic Rideshare | \$877,000 | \$877,000 | \$0 | \$510 | | 84.0 | N/A | | | 84.0 |
| Other | OT13164107 | Pace | Vanpools | \$26,016,000 | \$26,016,000 | \$11,616,000 | \$924 | | 79.5 | N/A | | | 79.5 |
| Other | OT05164104 | Riverside | Bike Parking | \$60,500 | \$48,400 | \$48,400 | \$1,971 | | 69.0 | N/A | | | 69.0 |
| Other | OT01164102 | CDOT | Divvy 2016 Expansion | \$6,000,000 | \$4,800,000 | \$0 | \$9,977 | | 23.5 | N/A | | | 23.5 |

1 - Composite priority index is the sum of air quality, transportation impact, and regional priority scores

| SubType | CMAQ ID | Sponsor | Facility to be Improved | Adjusted Project Total | Federal request | 2016-2020 Recommended Total | Air Quality | | | Transportation Impact | Regional Priority | | Composite Priority Index ¹ |
|------------------------------|------------|-----------------|---|------------------------|-----------------|-----------------------------|-------------------------------------|---------------------------------------|--------------------------|----------------------------|-----------------------|-----------------------------|---------------------------------------|
| | | | | | | | 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 | |
| Other | OT01164101 | CDOT | Chicago Water Taxi Fleet | \$1,400,000 | \$1,120,000 | \$0 | \$19,294 | | 6.7 | N/A | | | 6.7 |
| Signal Interconnect | SI10164098 | Lake County | Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd | \$1,019,610 | \$739,690 | \$739,690 | \$537 | | 55.8 | 18 | | | 73.8 |
| Signal Interconnect | SI10164097 | IDOT | US45/Lake St from Rollins Rd to Dada Dr/Grant Av | \$123,000 | \$85,600 | \$85,600 | \$594 | | 55.4 | 20 | | | 75.4 |
| Signal Interconnect | SI06164096 | IDOT | Wolf Rd from 153rd St to 159th St | \$159,000 | \$111,200 | \$111,200 | \$731 | | 54.4 | 12 | | | 66.4 |
| Signal Interconnect | SI09164094 | Aurora | Indian Trail Rd from IL25/Aurora Av to Pensbury Ln | \$1,140,009 | \$905,607 | \$905,607 | \$885 | | 53.3 | 19 | | | 72.3 |
| Signal Interconnect | SI10164099 | Lake County | US 12/Rand Rd from IL 176/Liberty St to Miller Rd | \$2,402,430 | \$1,836,960 | \$1,836,960 | \$1,283 | | 50.5 | 26 | | | 76.5 |
| Signal Interconnect | SI10164100 | Lake County | Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd | \$2,115,400 | \$1,508,320 | \$1,508,320 | \$3,818 | | 35.9 | 30 | | | 65.9 |
| Signal Interconnect | SI02164095 | Evanston | Green Bay Rd Corridor Improvements | \$2,850,000 | \$1,920,000 | \$1,920,000 | \$7,566 | | 21.7 | 15 | | | 36.7 |
| Transit Access | TI04164065 | Rosemont | Rosemont CTA Station Pedestrian Crossing | \$720,008 | \$527,206 | \$527,206 | \$510 | | 56.0 | 3 | | 4 | 63.0 |
| Transit Access | TI09164051 | Aurora | Aurora Transportation Center (ATC) Enhancements | \$14,585,612 | \$8,625,982 | \$8,625,982 | \$858 | | 53.4 | 9 | | 5 | 67.4 |
| Transit Access | TI13164114 | RTA | Access to Transit Group | \$5,390,164 | \$4,221,392 | \$4,221,392 | \$1,545 | | 48.7 | 9 | | 6 | 63.7 |
| Transit Access | TI08164113 | Clarendon Hills | Burlington Av Metra Station Bicycle Parking Shelter | \$58,700 | \$44,160 | \$44,160 | \$1,991 | | 45.9 | 3 | | 4 | 52.9 |
| Transit Access | TI03164067 | Streamwood | US20 Sidewalk to Hanover Park Metra Station | \$430,000 | \$324,000 | \$0 | \$3,433 | | | 3 | | 0 | 40.8 |
| Transit Access | TI03164066 | Schaumburg | Schaumburg Metra Station Bike Racks and Lockers | \$52,500 | \$42,000 | \$42,000 | \$3,900 | | | 3 | | 7 | 45.0 |
| Transit Access | TI10164061 | Mundelein | McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station | \$4,600,000 | \$1,680,000 | \$1,680,000 | \$5,087 | | | 3 | | 8 | 40.7 |
| Transit Access | TI03164068 | Wheeling | Milwaukee Ave at Hintz Rd Sidewalks | \$436,770 | \$325,576 | \$0 | \$8,192 | | | 3 | | 3 | 25.9 |
| Transit Access | TI07164063 | Park Forest | 211th St Metra Station Area Access Improvements | \$2,269,300 | \$113,520 | \$0 | \$15,658 | | | 3 | | 1 | 11.3 |
| Transit Access | TI07164064 | Richton Park | Richton Park Station Commuter Parking Deck | \$9,757,000 | \$7,320,000 | \$0 | \$39,494 | | | 3 | | 6 | 8.8 |
| Transit Access | TI03164062 | Niles | Access to Milwaukee Av and Oakton St Bus Service | \$1,275,000 | \$848,000 | \$0 | \$45,074 | | | 3 | | 3 | 6.1 |
| Transit Access | TI08164070 | Villa Park | North Side Sidewalk Improvements | \$1,212,925 | \$861,140 | \$0 | - | | | 0 | | | 0.0 |
| Transit Facility Improvement | TI01164054 | CDOT | Washington Station Reconstruction - CTA Blue Line | \$81,500,000 | \$4,900,000 | \$0 | \$8,432 | | | 9 | | 10 | 38.3 |

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| | | | | | | | Air Quality | | | Transportation Impact | Regional Priority | | |
|-------------------------------|------------|-----------------|---|------------------------|-----------------|-----------------------------|-------------------------------------|---------------------------------------|--------------------------|----------------------------|-----------------------|-----------------------------|---------------------------------------|
| SubType | CMAQ ID | Sponsor | Facility to be Improved | Adjusted Project Total | Federal request | 2016-2020 Recommended Total | 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 | Composite Priority Index ¹ |
| Transit Facility Improvement | TI01164052 | CDOT | Monroe Station Reconstruction CTA Red Line | \$77,500,000 | \$5,000,000 | \$0 | \$8,967 | | | 29 | | 9 | 40.9 |
| Transit Facility Improvement | TI08164056 | Clarendon Hills | Prospect Ave Access to Metra Improvements | \$842,100 | \$578,080 | \$0 | \$9,102 | | | 13 | | 10 | 24.6 |
| Transit Facility Improvement | TI08164055 | Clarendon Hills | Burlington Av Metra Warming Station | \$958,750 | \$671,400 | \$0 | \$10,362 | | | 3 | | 4 | 21.9 |
| Transit Facility Improvement | TI01164053 | CDOT | State/Lake Reconstruction - CTA Loop Elevated | \$97,600,000 | \$92,000,000 | \$0 | \$12,239 | | | 3 | | 4 | 45.5 |
| Transit Facility Improvement | TI01164057 | CTA | Red and Purple Line Modernization-Phase One | \$570,000,000 | \$125,000,000 | \$125,000,000 | \$12,709 | | | 24 | | 10 | 49.3 |
| Transit Service and Equipment | TI01164059 | CTA | Bus Slow Zone Elimination Program | \$24,958,580 | \$20,000,000 | \$0 | \$2,857 | | | 29 | 10 | | 78.3 |
| Transit Service and Equipment | TI13164060 | IDOT | Edens Expressway/I-94 Bus on Shoulder | \$13,856,689 | \$9,992,195 | \$9,992,195 | \$3,389 | | | 22 | | 1 | 61.0 |
| Transit Service and Equipment | TI13164168 | Pace | Pulse Dempster Line | \$26,455,000 | \$19,152,000 | \$0 | \$5,738 | | | 21 | | 6 | 54.5 |
| Transit Service and Equipment | TI01164058 | CTA | Ashland Av Transit Signal Priority and Signal Modernization-Irving Park Rd to Cermak Rd | \$11,980,171 | \$8,890,857 | \$8,890,857 | \$6,479 | | | 15 | | 9 | 49.1 |
| Transit Service and Equipment | TI13164167 | Pace | I-90 Corridor Transit Access Improvement Project | \$24,650,380 | \$19,720,304 | \$19,720,304 | \$8,679 | | | 29 | 10 | | 57.1 |

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