



Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee

Annotated Agenda

Thursday, January 7, 2016

2:00 p.m.

Teleconference # 800-747-5150, Access Code 3868836

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**
CMAP will be launching the development of the next long-range plan on February 24, 2016. All partners are encouraged to save the date on their calendars and join CMAP for a fun morning where they can learn the new plan's name and tell us what they want the plan to accomplish. They can secure their spot and learn more about the event by registering at <http://cmap.is/next-plan-rsvp>.
ACTION REQUESTED: Information
- 3.0 Approval of Minutes—November 5, 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 Programming Summary and Obligation Goal**
An update on CMAQ obligations for federal fiscal year (FFY) 2016 is attached.
ACTION REQUESTED: Information.
- 5.0 Project Changes**
- 5.1 Evanston – Green Bay Rd Corridor Improvements (TIP ID 02-06-0034)**

- The sponsor is requesting to move the construction phase from 2019 to 2016. The project is planned to be on the March 2016 letting.
ACTION REQUESTED: Approval of the project change.
- 5.2 BRC Clearing Yard Switcher Retrofit (TIP ID 06-09-0004)**
The sponsor is requesting a scope and cost change to add two additional switcher retrofits.
ACTION REQUESTED: Recommend that the sponsor apply for CMAQ funds in the next call for projects.
- 5.3 Cicero - Cicero Rail Yard Locomotive Diesel (TIP ID 05-09-0002)**
The sponsor is requesting a scope and cost change to add two additional switcher retrofits. This project is currently deferred; reinstatement is not being requested at this time.
ACTION REQUESTED: Approval of the scope and cost change.
- 5.4 Oak Park - Covered Bike Parking along CTA Blue Line (TIP ID 04-12-0005)**
The sponsor is requesting reinstatement of Construction funds for the March letting. The project has demonstrated readiness.
ACTION REQUESTED: Approval of the reinstatement request.
- 5.5 CTA - Bus Improvement, Purchase and Install up to 32 Hybrid Engines on 60' Articulated Buses (TIP ID 16-14-0001)**
The sponsor is requesting to revise the scope from purchasing 26 hybrid busses to purchasing 27 electric busses, with no change in cost.
ACTION REQUESTED: Approval of the scope change.
- 5.6 IDOT – IL 68/Dundee Rd at Landwehr Rd and Pfingsten Rd (TIP ID 02-12-0001)**
The sponsor is requesting a cost increase totaling \$400,000 federal (\$500,000 total) due additional traffic signal and combination lighting pay items.
ACTION REQUESTED: Approval of cost increase.
- 5.7 IDOT – I-90 from Cumberland Av to Harlem Av (EB Improvement) (TIP ID 03-96-0004)**
The sponsor is requesting a schedule change from 2019 to 2016 and a cost increase totaling \$3,140,000 federal (\$3,925,000 total) due additional work not originally identified in the phase I engineering estimate. The project is planned to be on the July 2016 letting.
ACTION REQUESTED: Table consideration to the April committee meeting.
- 5.8 IDOT – US 6/Southwest Hwy at Gougar Rd (TIP ID 12-12-0005)**

The sponsor is requesting a cost increase totaling \$272,000 federal (\$340,000 total) due traffic signal, culvert, sidewalk and erosion control pay items.

ACTION REQUESTED: Approval of cost increase.

5.9 CDOT – Chicago Bikes Marketing Campaign (TIP ID01-01-0011)

The sponsor is requesting a cost increase of \$160,000 federal (\$200,000 total) for implementation of a sixth Go! campaign in 2016.

ACTION REQUESTED: Approval of cost increase.

5.10 CDOT – Washington/Wabash, State/Lake and Clark/Division Stations (TIP IDs 01-12-0008, 01-02-0030, and 01-96-0008)

The sponsor is requesting to transfer \$7,000,000 federal from Clark/Division construction to State/Lake phase II engineering (\$1,500,000 federal) and Washington/Wabash construction (\$5,500,000 federal). The sponsor is also requesting to cancel the transfer of \$670,000 federal from Morgan St. Station (TIP ID 01-09-0003) construction to Washington/Wabash construction that was approved by the committee on September 3, 2015.

ACTION REQUESTED: Approval of fund transfers.

5.11 CDOT – Walk Chicago (TIP ID 01-06-0004)

The sponsor identified \$160,000 federal (\$200,000 total) in unneeded funds that are currently deferred in FFY 2016. Staff withdrew these funds as an administrative modification.

5.12 RTA - Access to Transit Group (TIP ID 13-16-0002)

The sponsor is requesting transfer of sponsorship to the local jurisdictions for 11 projects that were grouped together in the original application. Staff undertook this as an administrative modification.

6.0 RTA - Improvements at 19 Priority Interagency Transit Transfer Locations

The RTA will give a brief update on this project included in the 2012-2016 CMAQ program. Four pilot locations have had new transit information products installed. Design/engineering work is underway for 19 additional interagency locations throughout the region.

ACTION REQUESTED: Information

7.0 FAST

An update will be provided on changes to the CMAQ program based on the FAST Act.

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 April 7, 2016 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 Patronskey, Chair



DRAFT - MINUTES

CMAQ Project Selection Committee

Thursday, November 5, 2015 2:00 p.m.
CMAP Offices

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

Staff Present: Teri Dixon, Jesse Elam, Doug Ferguson, Tom Kotarac, Jen Maddux, Holly Ostdick, Russell Pietrowiak

Others Present: Reggie Arkell, Elaine Bottomley, Bruce Christensen, John Donovan, Kevin Duffy, Laura Fedak, Dan Feltman, Terry Heffron, David Landeweer, Brian Pigeon, Andri Peterson, Keith Privett, Ken Schroth, Tom Slattery, Brian Stepp, David Tomzik, Michael Weiser, Tammy Wierciak, Barbara Zubek

1.0 Call to Order

Committee Chairman Patronsky called the meeting to order at 2:05 p.m.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes – September 3, 2015

On a motion by Mr. Schmidt and a second by President Rodeghier and a vote of all ayes, the minutes of the September 3, 2015 meeting were approved as presented.

4.0 Program Monitoring

4.1 Programming Project Status Sheets

Mr. Ferguson reported that the recurring reports on the programming status of active and deferred line items were included in the meeting packet. He stated that they include changes since the last meeting of the CMAQ Project Selection Committee, updated authorizations, and updated project notes.

4.2 Transit Expenditures Quarterly Update

Ms. Dixon gave an update on transit project expenditures through June 30, 2015. Of the 41 transit projects reported on this quarter, five are complete but not closed out. Eight projects have not expended any CMAQ funds yet. In total, nearly 40% of obligated CMAQ funds has been expended on active projects leaving a remaining balance of just over \$200 million in federal dollars.

4.3 Obligation Goal

Mr. Ferguson reported that the Programming Summary and Obligation Goals table shows that the recommended FFY 2016 obligation goal is \$123,008,076 which includes the unobligated balance from prior years; funds currently in Advanced Construction that will be converted eventually are counted as obligated. On a motion by Mr. Schmidt and a second by Mr. Snyder and a vote of all ayes, the obligation goal for FFY 2016 was approved as presented.

5.0 Project Changes

Ms. Ostdick reported that seven projects have submitted scope, cost, and schedule change requests for committee consideration. She noted that while fiscal constraint is not currently tight and the changes can be accommodated, there is about \$19.5 million in FFY 2015 that will need to be moved into other years based on October status updates and funding availability. Mr. Pitstick suggested that the committee should consider a threshold for cost increases such that any project exceeding the threshold should have representation at the meeting to explain the reason for the increase and that increases would not be automatically approved. Staff noted that representatives were present to speak to the cost increases requested at this meeting.

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

Ms. Ostdick reported that this project was part of the first RTA Access to Transit projects. This project was approved for \$0 federal (\$48,000 total) for phase 1 engineering in FFY 2014 and \$308,101 federal CMAQ (433,110 total) for construction in FFY 2014 for a total project cost of \$308,101 federal (\$481,110 total). In October of 2014 a cost increase of \$60,000 federal CMAQ (\$75,000 total) for phase 2 engineering in FFY 2015 and \$155,900 federal CMAQ (\$194,900 total) for Construction in FFY 2016 was approved which increased the total project cost to \$524,000 federal CMAQ (\$703,000 total). The sponsor is requesting a cost increase of \$44,000 federal (\$55,000 total) for phase 2 engineering in FFY 2016 and \$548,000 total (\$685,000 total) for construction/CE in FFY 2016 for a total cost increase of \$592,000 federal (\$740,000 total). The cost increase is a result of revised cost estimates based on the completion of phase 1 engineering. If the cost increase is granted, the total project cost would increase to \$1,116,000 federal (\$1,443,000 total). A re-ranking of the RTA's Regionwide Transit Access Improvements projects, which is how the project was initially ranked, shows that the project dropped to the lowest ranking project within the Transit Facility Improvement proposals and surpasses one unfunded project, the CTA Red Line Monroe Station Reconstruction.

Mr. Slattery and Ms. Peterson explained that the project needed more engineering after it was transferred to IDOT and the scope was expanded, including covered bicycle parking and paths required for ADA compliance.

President Rodeghier made a motion, seconded by Mr. Schmidt, to approve the requested cost increase. With a vote of all ayes, the motion carried.

5.2 IDOT – US 6/Southwest Hwy at Parker Rd (TIP ID 12-12-0010)

Ms. Ostdick reported that this project has also received a prior cost increase and the sponsor is seeking an additional cost increase. The project was originally approved for \$160,000 federal (\$200,000 total) for ROW in FFY 2013 and \$2,400,000 federal (\$3,000,000) for construction/CE in FFY 2014 for a project total of \$2,560,000 federal (\$3,740,000 total). In May of 2013 a cost increase of \$32,000 federal (\$40,000 total) for ROW and \$400,000 federal (\$500,000 total) for construction/CE was approved which increased the total project cost to \$2,992,000 federal CMAQ (4,090,000 total). The sponsor is requesting a cost increase of \$448,000 federal (\$560,000 total) for ROW in FFY 2013 and \$620,000 federal (\$775,000 total) for construction/CE in FFY 2016 for a total cost increase of \$1,068,000 federal (\$1,335,000 total). The increase in cost is the result of land acquisition costs being higher than estimated. Additionally estimated construction costs have increased as a result of the availability of 95% design plans, updated cost estimates based on detailed quantity calculations, and current bid tab pricing. If the cost increase is granted, the total project cost would increase to \$4,060,000 federal (\$5,425,000 total). A re-ranking was completed with the project ranking unchanged at 89th among all 2012-2016 Intersection Improvement proposals. The ranking among funded projects also was unchanged at 37th. One funded project remains ranked lower than 37th.

Mr. Snyder made a motion, seconded by President Rodeghier, to approve the requested cost increase. With a vote of all ayes, the motion carried.

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

Ms. Ostdick reported that his project has also received a prior cost increase and the sponsor is seeking an additional cost increase. This project was originally approved for \$100,000 federal (\$125,000 total) for phase 2 engineering in FFY 2014 and \$1,506,000 federal (\$1,883,000 total) for construction/CE in FFY 2015 for a project total of \$1,606,000 federal (\$2,008,000 total). In February of 2015 a cost increase \$1,186,000 federal (\$1,635,000 total) for construction/CE in FFY 2015 was approved which increased the project cost to \$2,792,000 federal (\$3,643,000 total). The sponsor is requesting a cost increase of \$1,586,000 federal (\$1,907,000 total) in FFY 2015. This project was previous let and all the bids came in exceedingly high. To reduce cost the sponsor looked at alternative designs. Based on the completed value engineering analysis and working with IDOT on these changes, the revised final engineering cost estimate is still greater than the original cost of the project. If the cost increase is granted, the total project cost would increase to \$4,378,000 federal (\$5,632,000 total). A re-ranking was completed. Since this was the only commuter parking project selected in the FFY 14-18 program the project ranking did not

change. The cost per kilogram Volatile Organic Compound (VOC) eliminated increased from \$116 to \$200 with the first cost increase. If this cost increase is approved it would to \$310 cost per kilogram VOC eliminated. Mr. Scroth and Mr. Feltman addressed the committee to explain one reason for the cost increase is the complexities of staging during construction.

President Rodeghier made a motion, seconded by Mr. Schmidt, to approve the requested cost increase. With a vote of all ayes, the motion carried.

5.4 Forest Preserve District of Cook County – North Branch Bicycle Trail Ext. (East Segment) (TIP ID 01-08-0001)

The sponsor is requesting to transfer \$6,000 federal (\$7,500 total) from phase 1 engineering and \$1,000 federal (\$1,250 total) from Construction for a total of \$7,000 federal (\$8,750 total) to phase 2 engineering in FFY 2013. The project was initially to be let as one project, but due to higher than anticipated construction bids the project was split into two stages. Moving funding to phase 2 engineering is being requested so that the project can be split into two stages. As there is no change in total project cost, a re-ranking of the project was not done.

Mr. Privett made a motion, seconded by Mr. Pitstick, to approve the requested change. With a vote of all ayes, the motion carried.

5.5 Lincolnwood – Touhy Ave Overpass (Skokie Valley Bike Trail) (TIP ID 02-12-0003)

Ms. Ostdick reported that the sponsor is requesting reinstatement of \$231,000 federal (\$288,750 total) for phase 2 engineering for FFY 2016. Phase 1 design approval has been granted and, by sending the locally executed agency agreements to IDOT central office, project readiness has been demonstrated. As there is no change in total project cost, a re-ranking of the project was not done.

Mr. Schmidt made a motion, seconded by President Rodeghier, to approve the requested reinstatement. With a vote of all ayes, the motion carried.

5.6 Tinley Park – 183rd St at Oak Park Ave (TIP ID 07-10-0001)

Ms. Ostdick reported that the sponsor is requesting reinstatement of \$240,000 federal (\$300,000 total) for ROW. The sponsor has demonstrated project readiness by submitting the ROW agreement to IDOT. As there is no change in total project cost, a re-ranking of the project was not done.

President Rodeghier made a motion, seconded by Mr. Privett, to approve the requested reinstatement. With a vote of all ayes, the motion carried.

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

Ms. Ostdick reported that the sponsor is requesting a cost increase of \$302,000 federal (\$377,000 total) for construction in FFY 2016. The cost increase being sought is the result of higher unit costs being used in estimating the construction cost of the project. If the cost increase is granted, the total project cost would increase to \$1,674,000 federal (\$2,092,000 total). Mr. Landeweer was available for questions from the committee. A re-ranking was completed with the project ranking changing from 22nd to 28th among all 2012- 2016 Bicycle Facility proposals. The ranking among funded projects changed from 14th to 17th. Seven funded projects remain ranked lower than 17th.

Mr. Schmidt made a motion, seconded by Mr. Snyder, to approve the requested cost increase. With a vote of all ayes, the motion carried.

6.0 FFY 2016-2020 CMAQ Improvement Program

Mr. Ferguson reported that the FFY 2016-2020 Congestion Mitigation and Air Quality Improvement (CMAQ) program was approved by the CMAP Board and MPO Policy Committee. The projects were subsequently found eligible by FHWA/FTA. Mr. Ferguson reported that an initiation meeting for suburban local projects is scheduled for December 3, 2015 from 10:00 am to 12:00 pm at IDOT District One's offices and that there will be a separate initiation meeting for transit projects.

7.0 Indiana Harbor Belt Railroad Locomotive Fuel Conversion (TIP ID 13-14-0002)

Mr. Duffy provided an update on the progress of the project to convert IHB locomotives to compressed natural gas. Mr. Duffy stated that no CMAQ funding has been spent on this project so far in FFY 2016 and the project sponsor is in final contract negotiations. The fuel infrastructure will be installed by Questar, and the locomotives will be built by Caterpillar in Peoria. Mr. Tomzik asked if the funding for this project has been obligated, and Ms. Ostdick stated it has not. Subsequent to the meeting it was determined that just over \$3 million was obligated in 2014.

8.0 MAP-21

Mr. Donovan stated that there is no new information pertaining to the CMAQ program and that guidance is still under development.

9.0 2016 Meeting Schedule

Chairman Patronsky stated that the proposed dates for 2016 were included in the meeting packet. On a motion by Mr. Schmidt, seconded by Mr. Pitstick and a vote of all ayes the 2016 meeting dates were approved.

10.0 Other Business

Mr. Snyder echoed Mr. Pitstick's statement that more information is needed for CMAQ project cost increases and that projects should have representation at CMAQ Project Selection Committee meetings. Ms. Ostdick noted that this information is requested on the project change request forms and CMAP staff can be stricter about this. Mr. Snyder suggested that there be a cost threshold for requiring project representation at meetings, and Mr. Privett suggested a 10% or \$0.5 million threshold. Chairman Patronsky stated it will increase the length of the meeting but staff would request any project sponsor

requesting a cost increase over 10% of the total federal programmed attend the meeting to address the committee.

11.0 Public Comment

Mr. Schoth thanked the CMAQ project selection committee for funding a portion of the City of Aurora's fiber optic network. He reported that 80-85% of the city's signals are interconnected and feeding to a central system.

12.0 Next Meeting

The committee's next meeting is scheduled for January 7, 2016 at 2:00 p.m.

13.0 Adjournment

On a motion by Mr. Schmidt, and a second by Mr. Privett, the meeting adjourned at 3:20 p.m.



TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
2016								
08-00-0020	Aurora	Eola Rd from 83rd St/Montgomery Rd to 87th St	CONST	\$4,080,000			\$4,080,000 O	\$0
			<i>CONST</i>	<i>\$4,080,000</i>				<i>\$4,080,000</i>
<i>Targeting 1/15/16 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>FTA transfer req. made 8/24/2015 (CDOT to IDOT) 10/22/2015 (IDOT to FHWA).</i>
		<i>Previously programmed in FFY 2015</i>	<i>ENG2</i>	<i>\$2,000,000</i>				<i>\$2,000,000</i>
01-02-0030	CDOT	CDOT-State/Lake-Loop El Station Improvements (Green, Orange, Brown & Purple)	ENG2	\$2,000,000				\$2,000,000
								<i>Antic. auth. 3/2016.</i>
01-12-0004	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 2	IMP	\$10,400,000				\$10,400,000
01-94-0045	CDOT	Bike Parking	IMP	\$1,520,000	\$441,890 T			\$1,961,890
								<i>IPA to go to IDOT by 12/31/15. Phase sunset 9/30/15.</i>
		<i>Previously programmed in FFY 2015</i>	<i>IMP</i>	<i>\$1,520,000</i>	<i>\$441,890</i>			<i>\$1,961,890</i>
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	ENG	\$2,400,000				\$2,400,000
								<i>10/2015: ant auth 6/2016 ant accomp 3/2017</i>
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
								<i>10/2015: ant auth 5/2016; ant accomp 7/2016</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
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 Buffalo Grove Rd, Weiland Rd and IL 83/McHenry Rd.	CONST	\$2,974,000				\$2,974,000
								<i>@ IL 83/McHenry Rd. Tgt. letting 7/2016</i>
03-11-0020	Cook County DOTH	Lake Cook Rd at Buffalo Grove Rd, Weiland Rd and IL 83/McHenry Rd.	CONST	\$4,185,000				\$4,185,000
								<i>@ Weiland. Tgt. letting 7/2016</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>Expected January 2016 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. 4/2016 letting</i>
12-12-0004	Frankfort	St Francis Rd Multi-Use Trail	CONST	\$118,000	\$70,000	T		\$188,000
								<i>Tgt. letting 9/16/16.</i>
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd and Pfingsten Rd	CONST	\$480,000	\$640,000	T		\$1,120,000
								<i>Tgt. letting March 2016 letting.</i>
<i>Previously programmed in FFY 2015</i>			<i>CONST</i>	<i>\$480,000</i>	<i>\$640,000</i>			<i>\$1,120,000</i>
02-12-0005	IDOT	IL 68/Dundee Rd at Pfingsten Rd	CONST	\$640,000		\$640,000	X	\$0

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

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

12/30/2015 10:46:59 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
03-12-0014	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd and IL 83/Elmhurst Rd	CONST	\$680,000	\$120,000 C		\$604,000 O	\$196,000
<i>This line represents the 3/17/2014 transfer from 03-12-0015 for the IL 83/Elmhurst Rd. intersection only.</i>								
<i>Previously programmed in FFY 2015</i>			CONST	\$680,000	\$120,000			\$800,000
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>								
08-12-0002	IDOT	IL 38/Roosevelt Rd at Ardmore Av	CONST	\$400,000	\$296,000 C			\$696,000
<i>Tgt. letting 6/2016.</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	ROW	\$64,000	\$212,000 C			\$276,000
<i>Construction transferred to Lake Co. 6/25/15. IDOT still completing land acq. Antic accomp 2/16</i>								
<i>Previously programmed in FFY 2015</i>			ROW	\$64,000	\$212,000			\$276,000
10-14-0004	IDOT	IL 120 at Hainesville Rd	CONST	\$320,000	\$208,000 C	\$528,000 X		\$0
<i>Tgt. 3/4/2016 letting. Sponsorship changed from IDOT to Lake County 6/25/2015. Funds transferred to 10-14-0008 due to coordinated construction.</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>Ant April letting - not deferred during 10/15 status updates (even though ROW was not accomplished by sunset)</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

*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.

12/30/2015 10:47:00 AM

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. 3/2016 and accomp. 12/2016.</i>	
		<i>Previously programmed in FFY 2015</i>	<i>ROW</i>	<i>\$280,000</i>				<i>\$280,000</i>
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>
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	ENG2	\$1	\$44,059	C		\$44,060
								<i>Anticipated accomp: 4/16</i>
05-14-0001	LaGrange	LaGrange Stone Av Metra Station Area Pedestrian Access Improvements	CONST	\$308,100	\$703,900	C		\$1,012,000
								<i>Anticipated accomp: 10/17 (ant auth: 8/16)</i>
			<i>CONST</i>	<i>\$308,100</i>	<i>\$215,900</i>			<i>\$524,000</i>
10-14-0008	Lake County DOT	IL 120/Belvidere Rd from IL 134/Main St to US 45	CONST	\$1,837,000	\$528,000	T		\$2,365,000
								<i>Tgt. 3/4/2016 letting. Includes intersection imp funds from 10-14-0004 @ Hainesville Rd.</i>
			<i>CONST</i>	<i>\$1,837,000</i>				<i>\$1,837,000</i>
10-14-0009	Lake County DOT	Waukegan Rd from Casimir Pulaski Dr to Norman Dr South	CONST	\$1,544,000			\$752,135	\$791,865
								<i>Tgt. letting 1/15/16</i>
		<i>Previously programmed in FFY 2015</i>	<i>CONST</i>	<i>\$1,544,000</i>				<i>\$1,544,000</i>

*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
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 11/16, (ant auth: 09/16).</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 9/16/16</i>								
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>10/15: ant auth 9/2016</i>								
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$1,132,800				\$1,132,800
<i>ant auth: 9/2016</i>								
17-14-0001	Pace	Pedestrian Infrastructure Improvements along Pace Bus Routes	CONST	\$1,200,000				\$1,200,000
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ROW	\$40,000				\$40,000
<i>Tgt. 9/2015 authorization</i>								
<i>Previously programmed in FFY 2015</i>			<i>ROW</i>	<i>\$40,000</i>				<i>\$40,000</i>
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 3/2016.</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.

12/30/2015 10:47:03 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
07-14-0009	Park Forest	Pavement Marking and Signage on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	CONST	\$94,454	\$8,586	C		\$103,040
								<i>Tgt. letting 3/14/16</i>
07-14-0009	Park Forest	Pavement Marking and Signage on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	IMP	\$5,000				\$5,000
								<i>Ant Accomp 08/16</i>
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$405,000				\$405,000
02-06-0035	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	ENG2	\$32,000				\$32,000
								<i>10/2015: ant auth 1/2016; ant accomp 10/2016</i>
54 line items in 2016 totalling:				\$92,713,785	\$4,425,435	\$6,168,000	\$5,436,135	\$85,535,085
2017								
01-12-0004	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 2	IMP	\$10,400,000				\$10,400,000
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$5,600,000				\$5,600,000
03-11-0020	Cook County DOTH	Lake Cook Rd at Buffalo Grove Rd, Weiland Rd and IL 83/McHenry Rd.	CONST	\$5,113,000				\$5,113,000
								<i>Targeting July 2017 letting</i>
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	CONST	\$1,120,000	\$1,970,000	C		\$3,090,000
								<i>Tgt. letting 9/1/2017.</i>
03-12-0004	IDOT	IL 59/Sutton Rd at Stearns Rd	CONST	\$1,200,000	\$1,040,000	C		\$2,240,000
								<i>Moved to 2017 per e-mail 12/29/15</i>
<i>Previously programmed in FFY 2016</i>			<i>CONST</i>	<i>\$1,200,000</i>	<i>\$1,040,000</i>			<i>\$2,240,000</i>
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$12,262,966				\$12,262,966

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

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12/30/2015 10:47:04 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
11-03-0018	McHenry County DOT	Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect	CONST	\$10,583,000		C		\$10,583,000
<i>Target letting date: 1/2017</i>								
18-14-0002	Metra	Repower F40PHM Locomotives	ENG	\$160,000				\$160,000
<i>Tgt. auth. 7/2017</i>								
18-14-0002	Metra	Repower F40PHM Locomotives	IMP	\$3,840,000				\$3,840,000
<i>Tgt. auth. 7/2017</i>								
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. Nov. 2017 letting (Ant. Auth: 09/17).</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
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>10/15 status update indicated 4/16 letting, if so, request to move up is needed by 12/23/15. Pre-finals complete but not submitted due to ROW issue. Tgt. Letting 7/1/2017.</i>								
15 line items in 2017 totalling:				\$73,739,316	\$3,010,000			\$76,749,316
2018								
09-16-0002	Aurora	Edgelawn Dr Bikeway Project	ENG2	\$26,870				\$26,870
09-16-0002	Aurora	Edgelawn Dr Bikeway Project	CONST	\$295,570				\$295,570

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12/30/2015 10:47:06 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
09-16-0003	Aurora	Montgomery Rd Multi-use Path	ENG2	\$35,839				\$35,839
09-16-0003	Aurora	Montgomery Rd Multi-use Path	CONST	\$394,229				\$394,229
09-16-0004	Aurora	Aurora Transportation Center (ATC) Enhancements	ENG2	\$598,071				\$598,071
08-11-0017	Bensenville	Church Rd from Jefferson St to Grand Av	CONST	\$789,600				\$789,600
08-16-0001	Bensenville	IL 83 from Bryn Mawr Av to Foster Av	ENG2	\$32,000				\$32,000
05-16-0001	Berwyn	16st St from Harlem Av to Ridgeland Av	ENG1	\$59,600				\$59,600
08-16-0002	Clarendon Hills	Burlington Av Metra Station Bicycle Parking Shelter	ENG2	\$4,400				\$4,400
03-96-0021	Cook County DOTH	I-294 at IL 64/North Av	ROW	\$3,352,800				\$3,352,800
03-96-0021	Cook County DOTH	Elmhurst Rd and Touhy Av/IL 72	CONST	\$11,450,000				\$11,450,000
							<i>Anticipated Letting 1/18</i>	
		<i>Previously programmed in FFY 2017</i>	<i>CONST</i>	<i>\$11,450,000</i>				<i>\$11,450,000</i>
03-96-0021	Cook County DOTH	Touhy Av and UPRR	CONST	\$23,289,000				\$23,289,000
16-10-9001	CTA	Red and Purple Line Modernization	ENG2	\$25,000,000				\$25,000,000
09-10-0024	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	ROW	\$48,000				\$48,000
09-10-0024	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	ROW	\$216,000				\$216,000
01-16-0003	IDOT	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	ENG2	\$281,600				\$281,600
02-14-0004	IDOT	Willow Rd at Pfingsten Rd	ROW	\$204,000				\$204,000

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

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12/30/2015 10:47:07 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
06-16-0001	IDOT	Wolf Rd from 153rd St to 159th St	CONST	\$111,200				\$111,200
10-14-0021	IDOT	IL 176 at Roberts Rd	ROW	\$80,000				\$80,000
10-16-0003	IDOT	US45/Lake St from Rollins Rd to Dada Dr/Grant Av	CONST	\$85,600				\$85,600
15-16-0004	IDOT	Edens Expressway/I-94 Bus on Shoulder	CONST	\$7,899,440				\$7,899,440
15-16-0004	IDOT	Edens Expressway/I-94 Bus on Shoulder	IMP	\$2,092,755				\$2,092,755
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$3,000,000				\$3,000,000
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$11,586,750				\$11,586,750
09-96-0017	Kane County DOT	Longmeadow Road Bike Path Extensions	CONST	\$1,400,023				\$1,400,023
10-16-0002	Lake County	Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd	CONST	\$739,690				\$739,690
10-16-0005	Lake County	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd	ROW	\$80,000				\$80,000
10-00-0117	Lake County DOT	IL 134 and Fairfield Rd	ROW	\$256,000				\$256,000
10-16-0001	Mundelein	Maple Av Bike Path	ENG2	\$36,000				\$36,000
10-16-0006	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station	ENG2	\$320,000				\$320,000
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$9,390,621				\$9,390,621
17-94-0002	Pace	VIP Vanpool Program	IMP	\$4,096,000				\$4,096,000

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12/30/2015 10:47:09 AM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$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
05-16-0002	Riverside	Central Business District Bike Parking	CONST	\$48,400				\$48,400
04-16-0001	Rosemont	Rosemont CTA Station Pedestrian Crossing: River Rd at I-190	CONST	\$527,206				\$527,206
13-16-0002	RTA	Access to Transit Group	ENG2	\$289,660				\$289,660
13-16-0002	RTA	Access to Transit Group	CONST	\$56,000				\$56,000
07-16-0001	Sauk Village	Sauk Trail/Cottage Grove Av Bike Path Improvements	ENG1	\$124,800				\$124,800
03-03-0102	Schaumburg	IL 62/Algonquin Rd at Meacham Rd	ROW	\$360,000				\$360,000
03-16-0001	Schaumburg	Schaumburg Metra Station Bike Racks and Lockers	IMP	\$42,000				\$42,000
02-14-0003	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	CONST	\$440,000				\$440,000
42 line items in 2018 totalling:				\$109,990,724				\$109,990,724
2019								
09-16-0001	Aurora	Indian Trail Rd from IL25/Aurora Av to Pensbury Ln	CONST	\$905,607				\$905,607
09-16-0004	Aurora	Aurora Transportation Center (ATC) Enhancements	CONST	\$8,027,911				\$8,027,911
08-16-0001	Bensenville	IL 83 from Bryn Mawr Av to Foster Av	CONST	\$267,738				\$267,738
01-06-0058	CDOT	71st St and CSX Grade Separation (GS19)	ENG2	\$900,000				\$900,000

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
08-16-0002	Clarendon Hills	Burlington Av Metra Station Bicycle Parking Shelter	CONST	\$39,760				\$39,760
03-96-0021	Cook County DOT	I-294 at IL 64/North Av	CONST	\$26,117,074				\$26,117,074
16-13-0005	CTA	Ashland Av Transit Signal Priority and Signal Modernization	CONST	\$8,890,857				\$8,890,857
02-06-0034	Evanston	Green Bay Rd Corridor Improvements	CONST	\$1,920,000				\$1,920,000
09-10-0024	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	CONST	\$404,550				\$404,550
09-10-0024	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	CONST	\$3,867,068				\$3,867,068
01-16-0003	IDOT	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	CONST	\$2,816,000				\$2,816,000
02-14-0004	IDOT	Willow Rd at Pfingsten Rd	CONST	\$800,400				\$800,400
02-16-0006	IDOT	Golf Rd at Harms Rd	CONST	\$660,000				\$660,000
03-96-0004	IDOT	I-90 from Cumberland Av to Harlem Av	CONST	\$9,100,000				\$9,100,000
10-14-0021	IDOT	IL 176 at Roberts Rd	CONST	\$780,000				\$780,000
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$4,000,000				\$4,000,000
13-16-0001	IEPA	Railsolve\Ingredion Switcher Locomotive Engine Replacement	IMP	\$2,692,300				\$2,692,300
10-16-0004	Lake County	US 12/Rand Rd from IL 176 Ramps to Miller Rd	CONST	\$1,836,960				\$1,836,960
10-16-0005	Lake County	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd	CONST	\$1,428,320				\$1,428,320
10-00-0117	Lake County DOT	IL 134 and Fairfield Rd	CONST	\$443,000				\$443,000

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
10-16-0001	Mundelein	Maple Av Bike Path	CONST	\$938,500				\$938,500
10-16-0006	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station	CONST	\$1,360,000				\$1,360,000
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$10,329,683				\$10,329,683
17-94-0002	Pace	VIP Vanpool Program	IMP	\$7,520,000				\$7,520,000
13-16-0002	RTA	Access to Transit Group	CONST	\$3,875,732				\$3,875,732
03-03-0102	Schaumburg	IL 62/Algonquin Rd at Meacham Rd	CONST	\$2,320,000				\$2,320,000
03-14-0017	Schaumburg	Woodfield Rd at IL 53	CONST	\$2,106,000				\$2,106,000
02-97-0006	Skokie	Old Orchard Rd from Edens Ewy to Skokie Blv	ROW	\$176,000				\$176,000
28 line items in 2019 totalling:				\$104,523,460				\$104,523,460
2020								
16-10-9001	CTA	Red and Purple Line Modernization	CONST	\$100,000,000				\$100,000,000
02-97-0006	Skokie	Old Orchard Rd from Edens Ewy to Skokie Blv	CONST	\$6,986,000				\$6,986,000
2 line items in 2020 totalling:				\$106,986,000				\$106,986,000
141 line items in 2016 - 2020 totalling:				\$487,953,285	\$7,435,435	\$6,168,000	\$5,436,135	\$483,784,585

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

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

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CMAQ Program Summary - Deferred Projects
Includes obligations through 12/11/15

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 F	(\$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.

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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	\$33,745	Sub. Phase Def.	\$33,744 M	\$1	\$0
			<i>ENG2</i>	<i>\$15,485</i>	<i>Sub. Phase Def.</i>	<i>\$33,744</i>	<i>(\$18,259)</i>	<i>\$0</i>
07-06-0058	FPD of Cook County	Thorn Creek Bicycle Trail Completion	ENG1	\$371,724	Sub. Phase Def.	\$371,724 F	\$0	\$0
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
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:				\$1,137,049		\$1,137,048	\$1	\$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.

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

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	ENG1	\$353,000	Sub. Phase Def.	\$352,562 O	\$438	\$0
			<i>ENG1</i>	<i>\$359,000</i>	<i>Sub. Phase Def.</i>	<i>\$352,562</i>	<i>\$6,438</i>	<i>\$0</i>
10-00-0128	Lake County DOT	Roberts Rd at River Rd	ENG1	\$217,300	Sub. Phase Def.	\$217,300 F	\$0	\$0
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	ENG2	\$295,800	Sub. Phase Def.	\$273,176 M	\$22,624	\$0
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Riverwoods Dr	ENG1	\$55,835	Sub. Phase Def.	\$55,835 O	\$0	\$0
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ENG1	\$680,000	Sub. Phase Def.	\$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:				\$2,134,135		\$1,910,789	\$223,346	\$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
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	ENG1	\$180,099	Sub. Phase Def.	\$180,099 O	\$0	\$0
								<i>Ant Accompl 6/16.</i>
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

*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
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	ENG1	\$80,000	Sub. Phase Def.	\$80,000 O	\$0	\$0
<i>ant accomp 4/16</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
5 line items in 2010 totalling:				\$3,497,000		\$5,214,088	(\$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
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								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	ENG1	\$120,000	Sub. Phase Def.	\$120,000 O	\$0	\$0
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	\$0	Sub. Phase Def.		\$0	\$0
			<i>ENG2</i>	<i>\$75,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$75,000</i>
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
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ENG1	\$13,400	Sub. Phase Def.	\$20,000 O	(\$6,600)	\$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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	ENG2	\$135,960	Sub. Phase Def.	\$135,960 O	\$0	\$0
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
24 line items in 2012 totalling:				\$3,718,997		\$2,637,133	\$344,864	\$737,000
2013								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	ENG2	\$210,000	Sub. Phase Def.	\$193,417 O	\$16,583	\$0
							<i>3/2015 at 60% - on hold due to ROW.</i>	
01-01-0009	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	CONST	\$4,057,600	Sub. Phase Def.	\$4,057,600 O	\$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
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$1,186,315	Reinstated	\$1,006,372 O	\$179,943	\$0
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$0	Sub. Phase Def.		\$0	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG2	\$649,637	Sub. Phase Def.	\$2,252,644 M	(\$1,603,007)	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	CONST	\$7,261,042	Reinstated	\$7,261,000 O	\$42	\$0
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

ant accomp 10/16

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	ENG2	\$52,000	Sub. Phase Def.	\$51,954 O	\$46	\$0
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	ENG2	\$56,000	Sub. Phase Def.	\$55,982 O	\$18	\$0
03-12-0012	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	ENG1	\$8,000	Sub. Phase Def.	\$7,996 O	\$4	\$0
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	ENG1	\$57,200	Sub. Phase Def.	\$57,111 O	\$89	\$0 <i>"Project suspended"</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
25 line items in 2013 totalling:				\$20,970,477		\$21,734,266	(\$763,789)	\$0
2014								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	ROW	\$320,000	Sub. Phase Def.	\$320,000 O	\$0	\$0
<i>10/2015 negotiations ongoing, expected accomplishment 8/2018. 6/2015 negotiations ongoing. 3/2015 negotiations ongoing.</i>								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ENG2	\$190,400	Reinstated	\$190,400 O	\$0	\$0 <i>Expected accomplishment 8/16</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
01-06-0002	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
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ENG2	\$30,900	Sub. Phase Def.	\$30,905 O	(\$5)	\$0
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	ROW	\$1,137,000	Sub. Phase Def.	\$960,000 M	\$177,000	\$0
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	CONST	\$418,000	Reinstated	\$380,672 O	\$37,328	\$0
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	ENG2	\$246,000	Reinstated	\$230,290 O	\$15,710	\$0
			<i>ENG2</i>	<i>\$239,000</i>	<i>Reinstated</i>	<i>\$230,290</i>	<i>\$8,710</i>	<i>\$0</i>
07-08-0002	Hazel Crest	New Commuter Parking Lot on the NW corner of 171st St at Park Ave.	ROW	\$0	Sub. Phase Def.		\$0	\$0
07-08-0002	Hazel Crest	New Commuter Parking Lot on the NW corner of 171st St at Park Ave.	ENG2	\$0	Sub. Phase Def.		\$0	\$0
07-08-0002	Hazel Crest	New Commuter Parking Lot on the NW corner of 171st St at Park Ave.	CONST	\$0	Sub. Phase Def.		\$0	\$0
03-12-0002	IDOT	IL 59 at W Bartlett Rd	ROW	\$432,000	Sub. Phase Def.	\$96,000 O	\$336,000	\$0
			<i>ROW</i>	<i>\$96,000</i>	<i>Sub. Phase Def.</i>	<i>\$96,000</i>	<i>\$0</i>	<i>\$0</i>
09-11-0013	Kane County	Arterial Management Center	CONST	\$854,940	Reinstated	\$855,200 M	(\$260)	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
10-00-0128	Lake County DOT	Roberts Rd at River Rd	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 <i>ant accomp 1/2017</i>
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>Reinstatement request of \$2.384 million approved at 6/25 PSC. Ant. Accomp 3/2016</i>
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	ENG1	\$158,520	Sub. Phase Def.	\$156,536 M	\$1,984	\$0 <i>Accomp anticipated 11/30/2015</i>
			<i>ENG1</i>	<i>\$158,520</i>	<i>Sub. Phase Def.</i>	<i>\$135,357</i>	<i>\$23,163</i>	<i>\$0</i>
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG1	\$17,795	Sub. Phase Def.	\$17,796 O	(\$1)	\$0 <i>ant accomp 5/16</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	\$40,000	Sub. Phase Def.	\$39,996 O	\$4	\$0 <i>Potential for de-obligation. Phase accomplished through local funds.</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 <i>Ant Accomp 2016</i>
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

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
02-12-0004	Skokie	Old Orchard Rd from Skokie Blv to Gross Point Rd	ROW	\$33,000	Sub. Phase Def.	\$33,000 O	\$0	\$0
<i>Not accomplished by sunset - eminent domain has begun. Ant Accomp 3/16</i>								
07-10-0001	Tinley Park	183rd St at Oak Park Ave	ENG2	\$144,000	Sub. Phase Def.	\$144,000 O	\$0	\$0
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	CONST	\$1,660,000	Reinstated	\$1,660,000 O	\$0	\$0
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	CONST	\$0	Sub. Phase Def.		\$0	\$0
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	CONST	\$0	Sub. Phase Def.		\$0	\$0
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	ENG2	\$14,400	Sub. Phase Def.	\$10,879 O	\$3,521	\$0
<i>anticipated accomplishment 04/16</i>								
31 line items in 2014 totalling:				\$22,591,072		\$16,622,604	\$5,151,890	\$816,578
2015								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
			ROW	\$260,000	<i>Deferred</i>		\$0	\$260,000
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>								
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	CONST	\$1,010,400	Reinstated	\$824,697 M	\$185,703	\$0
<i>Withdrawn from March letting. Tgt. 4/24/15 letting. Remainder withdrawn: \$278,050. 80% of low bid: \$714,297.</i>								
			CONST	\$1,010,400	<i>Reinstated</i>	\$910,400	\$100,000	\$0
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ROW	\$0	Sub. Phase Def.		\$0	\$0
<i>funding transferred to PHII and Cosnt.</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
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>								
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$5,791,000	Reinstated	\$5,792,000 O	(\$1,000)	\$0
<i>Split into two sections, one funded with TAP-L. Both will be re-let, transfer of funds pending 11/5/15 meeting to rework PHII eng.</i>								
			CONST	\$5,792,000	Reinstated	\$5,792,000	\$0	\$0
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	\$302,000	Sub. Phase Def.	\$1,232,000 O	\$302,000	(\$1,232,000)
<i>Tgt 11/6/15 letting. Cost increase pending 11/5/15 meeting.</i>								
			CONST	\$1,232,000	Deferred		\$0	\$1,232,000
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>								
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>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
04-08-0001	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 M	\$0	\$0
<i>Tgt. 01/16/16 letting.</i>								
			<i>CONST</i>	<i>\$1,540,000</i>	<i>Reinstated</i>		<i>\$1,540,000</i>	<i>\$0</i>
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>								
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 Oct 2015 Status Update Received. No May 2015 Status Update received.</i>								
07-10-0001	Tinley Park	183rd St at Oak Park Ave	ROW	\$240,000	Reinstated		\$240,000	\$0
<i>Sponsor requested scope change for 1/7/16 meeting.</i>								
			<i>ROW</i>	<i>\$240,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$240,000</i>
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG1	\$165,140	Sub. Phase Def.		\$165,140	\$0
<i>No Oct 2015 status update received. Working with IDOT to re-open in FMIS.</i>								
23 line items in 2015 totalling:				\$23,435,719		\$21,278,366	\$3,365,353	(\$1,208,000)

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

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12/30/2015 1:18:37 PM

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
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 7/29/16.</i>	
01-01-0009	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	CONST	\$7,270,400	Sub. Phase Def.		\$7,270,400	\$0
							<i>Anticipating April 2016 letting.</i>	
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$2,000,000	Deferred		\$0	\$2,000,000
							<i>Final plans and construction IPA to be submitted by the end of 2015. Tgt. 2016 auth.</i>	
01-02-0027	CDOT	Cicero Ave Smart Corridor	CONST	\$2,187,000	Reinstated		\$2,187,000	\$0
							<i>Antic.letting 8/1/16. Final PS&E est. to IDOT by 12/30/15.</i>	
01-05-0001	CDOT	Safe Routes to School Program - Citywide	CONST	\$1,321,600	Deferred		\$0	\$1,321,600
							<i>Antic. auth. 3/2016. Tgt. 7/1/2016 local letting.</i>	
01-06-0004	CDOT	Walk Chicago-Pedestrian Encouragement Program	IMP	\$0	Sub. Phase Def.		\$0	\$0
							<i>Identified as unneeded with request for increase on 01-01-0011, therefore funds were withdrawn.</i>	
			<i>IMP</i>	<i>\$160,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$160,000</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.

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	ENG1	\$188,000	Sub. Phase Def.		\$188,000	\$0
<i>Combined ENG1/ENG2 IPA and agreements targeted for submission to IDOT by 12/31/15. Phase sunsets 9/30/15, therefore will be deferred on that date however, funds will not be withdrawn given that IPA submission to IDOT is imminent.</i>								
<i>Previously programmed in FFY 2015</i>			<i>ENG1</i>	<i>\$188,000</i>	<i>Sub. Phase Def.</i>		<i>\$188,000</i>	<i>\$0</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 12/31/15. Phase sunsets 9/30/15, therefore will be deferred on that date however, funds will not be withdrawn given that IPA submission to IDOT is imminent.</i>								
<i>Previously programmed in FFY 2015</i>			<i>ENG2</i>	<i>\$372,000</i>	<i>Sub. Phase Def.</i>		<i>\$372,000</i>	<i>\$0</i>
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$75,000	Sub. Phase Def.		\$1,463,000	(\$1,388,000)
<i>PS&E submitted and awaiting comments (11/15) Ant. 5/16 letting</i>								
			<i>CONST</i>	<i>\$688,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$688,000</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. 2/2016. Ant Accompl 06/2016. Est. final PS&E 12/15/15. Defer project phase if PS&E are not submitted to IDOT by the end of Feb 2016.</i>								
01-09-0005	CDOT	Traffic Management Center Integrated Corridor Management	IMP	\$1,520,000	Deferred		\$0	\$1,520,000

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-12-0002	CDOT	Arterial VMS Traveler Information System, Phase I	ENG	\$172,000	Deferred		\$0	\$172,000
<i>Antic. auth. 07/2016</i>								
01-12-0002	CDOT	Arterial VMS Traveler Information System, Phase I	IMP	\$1,141,200	Deferred		\$0	\$1,141,200
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>								
01-12-0007	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>								
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 2017</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>								
<i>Previously programmed in FFY 2017</i>			CONST	\$1,692,000	Deferred		\$0	\$1,692,000
05-09-0002	Cicero	Cicero Rail Yard Switch Engine Retrofit	IMP	\$1,820,000	Deferred		\$0	\$1,820,000
<i>10/15 status update: "Reanalyzing project internally" Buy America waiver received. Final contract negotiations on-going (IDOT has signed, BNSF has not). Reinstatement request needed.</i>								
<i>Previously programmed in FFY 2015</i>			IMP	\$1,820,000	Deferred		\$0	\$1,820,000
11-09-0006	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings	CONST	\$938,000	Deferred		\$0	\$938,000
10-06-0003	Deerfield	Deerfield Rd Sidewalk	CONST	\$354,492	Reinstated	\$302,000 O	\$52,492	\$0
<i>Let 11/6/2015. 80% of low bid is \$14,518,697 - combined with Deerfield Rd project.</i>								
				CONST	\$302,492	Deferred	\$0	\$302,492
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>Deferred per 10/15 status update. Anticipating July 2016 letting</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
03-12-0011	Des Plaines	Des Plaines - Pedestrian Refuge Medians	CONST	\$71,386	Deferred		\$0	\$71,386
<i>Delayed due to coordination with CCHTD. Tgt. letting 3/2016.</i>								
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	ENG2	\$143,801	Deferred		\$0	\$143,801
09-12-0009	Elgin	Elgin CBD Bike Racks Program	ENG2	\$0	Sub. Phase Def.		\$0	\$0
<i>10/15: Awaiting local execution of agreement.</i>								
			ENG2	\$8,000	Sub. Phase Def.		\$8,000	\$0
09-12-0009	Elgin	Elgin CBD Bike Racks Program	CONST	\$68,800	Deferred		\$0	\$68,800
<i>Antic. Auth. 7/2016.</i>								
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	ENG2	\$11,440	Deferred		\$0	\$11,440
<i>Waiting on Metra station rehab (summer 2015) before beginning.</i>								
04-11-0009	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	CONST	\$452,000	Deferred		\$0	\$452,000
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	ROW	\$80,000	Sub. Phase Def.	\$80,000 O	\$0	\$0
09-10-0016	IDOT	IL 47 at Plato Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
<i>Public support for roundabout option is delaying DA. Tgt. auth. Jan 2016, accomp. 6/2011. Sunsets 9/30/2015.</i>								
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	CONST	\$1,058,840	Reinstated		\$1,058,840	\$0
<i>Draft PS&E submitted 5/3/13. Tgt. letting 6/10/2016.</i>								
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	CONST	\$764,000	Reinstated		\$764,000	\$0
<i>Target letting March 2016 due to ROW.</i>								
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	CONST	\$808,000	Reinstated	\$808,000 O	\$0	\$0
<i>Target January 2016 letting.</i>								
			CONST	\$808,000	Reinstated		\$808,000	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	ENG2	\$231,000	Reinstated		\$231,000	\$0
			<i>ENG2</i>	<i>\$231,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$231,000</i>
								<i>Antic. Auth 3/2016.</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
		<i>Previously programmed in FFY 2015</i>	<i>ENG2</i>	<i>\$200,000</i>	<i>Sub. Phase Def.</i>		<i>\$200,000</i>	<i>\$0</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
								<i>anticipated letting 06/16</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>
12-10-0001	Romeoville	135th St Metra Parking Lot	CONST	\$2,840,000	Deferred		\$0	\$2,840,000
								<i>anticipating 6/2016 letting</i>
12-10-0001	Romeoville	135th St Metra Parking Lot	CONST	\$812,000	Deferred		\$0	\$812,000
								<i>10/2015: ant letting 06/2016</i>
04-00-0010	Schiller Park	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	CONST	\$320,000	Deferred		\$0	\$320,000
								<i>No October 2015 Status Update Received. No May 2015 Status Update received.</i>
02-12-0004	Skokie	Old Orchard Rd from Skokie Blv to Gross Point Rd	CONST	\$0	Sub. Phase Def.		\$0	\$0
								<i>Previous phase not accomplished by sunset Tgt. Letting March 2016</i>
07-10-0001	Tinley Park	183rd St at Oak Park Ave	CONST	\$2,464,000	Deferred		\$0	\$2,464,000
								<i>Currently considering scope change</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
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
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	CONST	\$3,153,600	Deferred		\$0	\$3,153,600
<i>Previously programmed in FFY 2015</i>			CONST	\$3,153,600	Deferred		\$0	\$3,153,600 <i>Tgt. Summer/2016 letting.</i>
49 line items in 2016 totalling:				\$46,606,534		\$1,190,000	\$15,706,732	\$29,709,802
2017								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	CONST	\$2,896,800	Deferred		\$0	\$2,896,800 <i>Tgt. 11/16 letting.</i>
			CONST	\$2,636,800	Deferred		\$0	\$2,636,800
01-03-0002	CDOT	Stony Island Ave from Midway Plaisance to US 12/US 20/95th St	CONST	\$4,032,000	Deferred		\$0	\$4,032,000
<i>Previously programmed in FFY 2016</i>			CONST	\$4,032,000	Deferred		\$0	\$4,032,000
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$1,860,000	Deferred		\$0	\$1,860,000
			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	\$0	Sub. Phase Def.		\$0	\$0
			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>

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-08-0007	CDOT	79th St from IL 50/Cicero Ave to Ashland Ave	CONST	\$5,020,000	Deferred		\$0	\$5,020,000
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$412,000	Deferred		\$0	\$412,000
		<i>Previously programmed in FFY 2016</i>	<i>IMP</i>	<i>\$412,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$412,000</i>
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
		<i>Previously programmed in FFY 2016</i>	<i>IMP</i>	<i>\$140,800</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$140,800</i>
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
		<i>Previously programmed in FFY 2016</i>	<i>IMP</i>	<i>\$140,800</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$140,800</i>
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
		<i>Previously programmed in FFY 2016</i>	<i>IMP</i>	<i>\$140,800</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$140,800</i>
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
		<i>Previously programmed in FFY 2016</i>	<i>IMP</i>	<i>\$140,800</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$140,800</i>
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
		<i>Previously programmed in FFY 2016</i>	<i>IMP</i>	<i>\$140,800</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$140,800</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
		<i>Previously programmed in FFY 2016</i>	<i>IMP</i>	<i>\$820,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$820,000</i>
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	CONST	\$1,338,000	Deferred		\$0	\$1,338,000
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	CONST	\$1,670,000	Deferred		\$0	\$1,670,000
01-97-0092	CDOT	IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave	CONST	\$8,108,000	Deferred		\$0	\$8,108,000
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave	CONST	\$3,460,000	Deferred		\$0	\$3,460,000
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave	CONST	\$4,360,000	Deferred		\$0	\$4,360,000

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	CONST	\$2,301,182	Deferred		\$0	\$2,301,182
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	CONST	\$2,397,000	Deferred		\$0	\$2,397,000
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ENG1	\$112,000	Deferred		\$0	\$112,000
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ROW	\$349,920	Deferred		\$0	\$349,920
		<i>Previously programmed in FFY 2016</i>	ROW	\$349,920	Deferred		\$0	\$349,920
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	CONST	\$189,760	Deferred		\$0	\$189,760
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	CONST	\$0	Sub. Phase Def.		\$0	\$0
								<i>Deferred per 10/16 ROW status update</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
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>
03-12-0012	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	CONST	\$94,000	Deferred		\$0	\$94,000
								<i>Tgt. letting 3/15/16</i>
		<i>Previously programmed in FFY 2016</i>	CONST	\$94,000	Deferred		\$0	\$94,000

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	CONST	\$249,040	Deferred		\$0	\$249,040
07-06-0002	University Park	Cicero Ave Shared Use Path	CONST	\$184,800	Deferred		\$0	\$184,800 <i>Tgt. letting 1/2017</i>
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	CONST	\$129,760	Deferred		\$0	\$129,760 <i>tgt. 4/22/17 letting</i>
<i>Previously programmed in FFY 2016</i>			CONST	\$129,760	Deferred		\$0	\$129,760
30 line items in 2017 totalling:				\$48,409,579		\$0	\$0	\$48,409,579
2018								
01-14-0010	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 2017</i>			CONST	\$578,000	Deferred		\$0	\$578,000
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ENG2	\$128,000	Deferred		\$0	\$128,000
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	CONST	\$1,025,920	Deferred		\$0	\$1,025,920 <i>Delayed indefinitely. Muni observing traffic to see if improvement is warranted</i>
03-12-0002	IDOT	IL 59 at W Bartlett Rd	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>Previously programmed in FFY 2015</i>			CONST	\$800,000	Reinstated		\$800,000	\$0
08-00-0008	IDOT	IL 53 from North Ave/IL 64 to St Charles Rd	CONST	\$209,000	Deferred		\$0	\$209,000
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	ENG1	\$8,000	Deferred		\$0	\$8,000
<i>Previously programmed in FFY 2016</i>			ENG1	\$8,000	Deferred		\$0	\$8,000
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	IMP	\$910,000	Deferred		\$0	\$910,000 <i>Village may hire new planner soon and reevaluate the project</i>
<i>Previously programmed in FFY 2016</i>			IMP	\$910,000	Deferred		\$0	\$910,000
7 line items in 2018 totalling:				\$2,858,920		\$0	\$0	\$2,858,920

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
2019								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>Anticipated accomplishment: 9/2019. Deferred per 10/2015 status update.ENG2/ROW in progress.</i>								
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	ENG2	\$12,000	Deferred		\$0	\$12,000
<i>Previously programmed in FFY 2016</i>			<i>ENG2</i>	<i>\$12,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$12,000</i>
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>								
4 line items in 2019 totalling:				\$698,800		\$0	\$0	\$698,800
2020								
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	CONST	\$272,000	Deferred		\$0	\$272,000
<i>Previously programmed in FFY 2017</i>			<i>CONST</i>	<i>\$272,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$272,000</i>
1 line items in 2020 totalling:				\$272,000		\$0	\$0	\$272,000
229 line items totalling:				\$179,826,787		\$74,949,641	\$22,582,467	\$82,294,679

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.

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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
2016	\$ 116,382,580	\$ 140,735,999	\$ (24,353,419)	\$ 29,709,802	\$ (54,063,221)	\$ 123,008,076	\$ 6,626,135	\$ 116,381,941
2017	\$ 105,784,266	\$ 76,749,316	\$ 29,034,950	\$ 48,409,579	\$ (19,374,629)	\$ 105,784,266		
2018	\$ 105,784,266	\$ 109,990,724	\$ (4,206,458)	\$ 2,858,920	\$ (7,065,378)	\$ 105,784,266		
2019	\$ 105,784,266	\$ 104,523,460	\$ 1,260,806	\$ 698,800	\$ 562,006	\$ 105,784,266		
2020	\$ 105,784,266	\$ 106,986,000	\$ (1,201,734)	\$ 272,000	\$ (1,473,734)	\$ 105,784,266		
	\$ 539,519,643	\$ 538,985,499	\$ 534,144	\$ 81,949,101	\$ (81,414,957)	\$ 546,145,139		

Current as of 12/15/15

- 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 2016 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 2016 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 2016 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: November 5, 2015 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 2016 Federal Apportionment	\$ 105,784,266	
Prior Years' Unobligated Balance	\$ 117,358,617	(+)
	\$ 223,142,883	
Advanced Construction (All Years)	\$ 106,760,303	(-)
	\$ 116,382,580	



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: December 31, 2015
Re: CMAQ Project Change Requests for consideration on January 7, 2016

Ten 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. The FFY 2016 Current Program amount included below is the new funding in FFY 2016 and carryover from former years.

As the table shows, the requests for increased funding in 2016 exceed the available amount. The amount exceeds the amount available in FFY 2017 as well; moving line items from FFY 2016 to FFY 2017 will not suffice, and since the October status update was recently completed, sponsor estimates of project readiness are considered accurate.

To accommodate as many requests as possible, staff used these criteria to reduce the amount of increase needed:

- Projects that do not require a decision at this meeting are recommended to be tabled (until the next meeting).
- Projects that are expanding the current scope are given a lower priority.
- Projects that are scheduled for the March or April lettings are given a higher priority.

Using these criteria, the recommended project changes meet the fiscal constraint. The summary table shows all requests submitted for Committee consideration. The lines in italics with values in grey are not recommended for approval at this meeting.

	2016	2017	2018	2019	Notes
Current Program*	\$122,333,000	\$91,445,000	\$99,383,000	\$105,014,000	
Unprogrammed Balance*	\$4,611,000	\$14,340,000	\$6,402,000	\$771,000	
Sponsor requested changes					
02-06-0034	\$1,920,000			-\$1,920,000	March 2016 Letting
06-09-0004	\$2,535,000				increased scope
05-09-0002	\$780,000				project is deferred
04-12-0005	\$305,400				\$40,000 from PHII in 2014; reinstatement of \$228,000; cost increase of \$37,400. Local Letting April 2016
16-14-0001					scope change only
02-12-0001	\$400,000				March 2016 Letting
03-96-0004	\$12,240,000			-\$9,100,000	schedule change and cost increase
12-12-0005	\$272,000				April 2016 Letting
01-01-0011	\$160,000				Amendment to 2013 authorization
01-12-0008, 01-02-0030, and 01-96-0008	\$0				transfer of funds
Sum of Changes From Requests	\$18,612,400	\$0	\$0	-\$11,020,000	
Sum of Recommended Changes	\$3,057,400	\$0	\$0	-\$1,920,000	
Recommended Revised Program	\$125,390,400	\$91,445,000	\$99,383,000	\$103,094,000	
Rec. Rev. Unprogrammed Balance	\$1,553,600	\$14,340,000	\$6,402,000	\$2,691,000	

* Source: CMAP FY 2014-19 TIP. Accounts for October 2015 Status Update Changes

For Committee Consideration:

Evanston – Green Bay Rd Corridor Improvements (TIP ID 02-06-0034)

This project was originally approved for \$1,920,000 federal (\$2,400,000 total) for Construction in FFY 2019 for a project total of \$1,920,000 federal (\$2,400,000 total).

The sponsor is requesting a schedule change to reprogram the Construction funds from FFY 2019 to FFY 2016. Phase II engineering was submitted to IDOT on December 7th. The project is targeting the March, 4, 2016 state letting.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested schedule change to reprogram \$1,920,000 federal (\$2,400,000 total) for Construction from FFY 2019 to FFY 2016 for Evanston – Green Bay Rd Corridor Improvements (TIP ID 02-06-0034).

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

This project was originally approved for \$2,798,250 federal (\$4,305,000 total) for implementation in FFY 2010. In FFY 2012 a cost increase was approved for \$6,471,401 federal (\$9,955,001 total) for a project total of \$9,269,651 federal (\$14,260,002 total).

The sponsor is requesting a scope change to increase the number of locomotives it is purchasing from 8 to 10. If approved the scope change would necessitate a cost increase in the amount of \$2,535,000 federal (\$3,900,000 total). If the scope and cost change are approved the project cost would increase to \$11,804,651 federal (\$18,161,002 total).

A re-ranking was completed with the project ranking changing from 8th to 10th among Diesel Emissions Reductions projects in the FFY 2010 program.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends that the sponsor apply for funding in the next call for projects.

Cicero - Cicero Rail Yard Switch Engine Retrofit (TIP ID 05-09-0002)

This project was originally approved for \$1,820,000 federal (\$2,800,000 total) for implementation to purchase 2 locomotives. The project was deferred in 2012 for failure to meet the project sunset deadline.

The sponsor is requesting a cost increase of \$780,000 federal (\$1,400,000 total) for implementation to purchase 2 locomotives. The cost increase is the result of project delays and the availability of new locomotives. If the cost increase is granted, the total project cost would increase to \$2,600,000 federal (\$4,200,000 total).

A re-ranking was completed with the project ranking unchanged at 12th among Direct Emissions Reduction projects in the 2009 CMAQ program.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested cost increase of \$780,000 federal (\$1,400,000 total) for implementation, for a total project cost of \$2,600,000 federal (\$4,200,000 total) for Cicero - Cicero Rail Yard Switch Engine Retrofit (TIP ID 05-09-0002). Since the project is deferred, the recommended increase will also be deferred.

Oak Park - Bike Parking along North Blvd from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station (TIP ID 04-12-0005)

This project was originally approved for \$20,000 federal (\$25,000 total) for phase 2 engineering in FFY 2012 and \$168,000 federal (\$210,000 total) for construction/CE in FFY 2013 for a project total of \$188,000 federal (\$230,000 total). In 2014 this project was combined with another project (04-12-0003). The combined project increased phase 2 engineering by \$20,000 federal (\$25,000 total) to \$40,000 federal (\$50,000 total) and construction by \$60,000 federal (\$75,000 total) to \$228,000 federal (\$285,000 total) for a project total of \$268,000 federal (\$335,000 total).

The sponsor is now requesting to move the phase 2 engineering funds to construction and a cost increase of \$37,400 federal (\$46,750 total) for construction and construction engineering. They are also requesting reinstatement of Construction as the project was deferred in FFY 2015 due to phase 2 engineering not being accomplished prior to the end of the sunset year.

Due to the cost increase, a re-ranking of the project was done. There was no change in the ranking as the project stayed in fourth place with three funded projects ranked below. The project is targeting the March 4, 2016 state letting.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval to reinstate \$228,000 federal (\$285,000 total) for construction in FFY 2016, for a project total of \$268,000 federal (\$335,000 total) for Oak Park - Bike Parking along North Blvd from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station (TIP ID 04-12-0005).

CTA - Bus Improvement, Purchase and Install up to 32 Hybrid Engines on 60' Articulated Buses (TIP ID 16-14-0001)

This project was originally approved for \$4,056,000 federal (\$5,070,000 total) for implementation in FFY 2014 and \$4,056,000 federal (\$5,070,000 total) for implementation in FFY 2016 for a project total of \$8,112,000 federal (\$10,140,000 total).

The sponsor is requesting a schedule and scope change. The schedule change is to amend the FFY 2014 FTA grant to include implementation programmed for FFY 2016. The scope change is to purchase up to 27 6400 Series buses with all-electric battery-powered buses instead of 32 sixty-foot conventional diesel-powered buses and hybrid diesel electric buses. If the schedule and scope change are approved the cost of the project would not change. This will be a continuation of CMAQ funded project, Purchase Up to 2 Electric Buses (16-96-0061) from 2012.

The project was reanalyzed for potential air quality benefits and it shows a continued reduction in both PM_{2.5} and VOC but those benefits cannot be compared to the original analysis. The original analysis for hybrid buses was done using USEPA's Quantifier calculator. The Quantifier is not capable of analyzing all-electric battery-powered buses. Instead Argon National Laboratories' AFLEET calculator was used to estimate the emissions. A direct comparison of the emissions benefits between the two is not recommended.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the scope change to purchase up to 27 6400 Series buses with all-electric battery-powered buses for CTA - Bus Improvement, Purchase and Install up to 32 Hybrid Engines on 60' Articulated Buses (TIP ID 16-14-0001).

IDOT – IL68/Dundee Rd at Landwehr Rd and Pfingsten Rd (TIP ID 02-12-0001)

This project was originally approved for \$0 federal (\$224,000 total) for phase 1 and 2 engineering in FFY 2012, \$96,000 federal (\$120,000 total) for ROW in FFY 2015 and \$480,000 federal (\$600,000 total) for construction/CE in FFY 2016 for a project total of \$576,000 federal (\$944,000 total). In March of 2014 \$160,000 federal (\$200,000 total) in ROW and \$640,000 federal (\$800,000 total) in construction/CE for a combined total of \$800,000 federal (\$1,000,000 total) were transferred from another project (TIP ID 02-12-0005) which increased the total project cost to \$1,376,000 federal (\$1,944,000 total).

The sponsor is requesting a cost increase of \$400,000 federal (\$500,000 total) for construction in FFY 2016. The project cost has increased as a result of the availability of the Phase II pre-final updated cost estimate based on detailed quantity calculations and current bid tab pricing. If the

cost increase is granted, the total project cost would increase to \$1,776,000 federal (\$2,444,000 total).

A re-ranking was completed with the project ranking changed from 56th to 64th among all 2012-2016 Intersection Improvement proposals. The ranking among funded projects changed from 27th to 29th. Nine funded projects remain ranked lower than 29th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the cost increase of \$400,000 federal (\$500,000 total) for construction/CE in FFY 2016 for a total project cost \$1,776,000 federal (\$2,444,000 total) for IDOT – IL68/Dundee Rd at Landwehr Rd and Pfingsten Rd (TIP ID 02-12-0001).

IDOT – I-90 from Cumberland Ave to Harlem Ave (TIP ID 03-96-0004)

This project was originally approved for \$0 federal (\$1,650,000 total) for phase 1 and 2 engineering in FFY 2016, \$9,100,000 federal (\$11,400,000 total) for construction/CE in FFY 2019 for a project total of \$9,100,000 federal (\$13,050,000 total).

The sponsor is requesting a schedule and cost change. The requested schedule change is to move construction/CE from FFY 2019 to FFY 2016 with an anticipated June 2016 letting. The requested cost change is for \$3,140,000 federal (\$4,249,000 total) for construction/CE in FFY 2016. The cost of project has increased as a result of the availability of Phase II Preliminary design estimates. If the cost increase is granted, the total project cost would increase to \$12,240,000 federal (\$17,299,000 total).

As there were four Bottleneck Elimination projects considered in the 2016-2020 program with two being included in the approved program. This project ranked 1st with \$209/Annualized \$ per Kg VOC eliminated and the ranking remained unchanged with the cost increase, however the Annualized \$ per Kg VOC eliminated changed to \$227.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends tabling discussion of the requested schedule change and cost increase to the April Committee meeting; this will still allow a June letting.

IDOT – US6/Southwest Highway at Gougar Rd (TIP ID 12-12-0005)

This project was originally approved for \$0 federal (\$240,000 total) for phase 1 and 2 engineering in FFY 2012, \$160,000 federal (\$200,000 total) for ROW in FFY 2013 and \$800,000 federal (\$1,000,000 total) for construction/CE in FFY 2014 for a project total of \$960,000 federal (\$1,420,000 total). In May of 2013 a cost increase of \$400,000 federal (\$500,000 total) for construction/CE was approved which increased the total project cost to \$1,360,000 federal (1,940,000 total).

The sponsor is requesting a cost increase of \$272,000 federal (\$340,000 total) for construction in FFY 2016. The cost of project has increased as a result of the availability of Phase II Pre-final

updated cost estimate based on detailed quantity calculations and current bid tab pricing. If the cost increase is granted, the total project cost would increase to \$1,632,000 federal (\$2,280,000 total).

A re-ranking was completed with the project ranking changed from 42nd to 44th among all 2012-Intersection Improvement proposals. The ranking among funded projects changed from 22nd to 23rd. Fifteen funded projects remain ranked lower than 23rd.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the cost increase of \$272,000 federal (\$340,000 total) for construction/CE in FFY 2016 for a total project cost of \$1,632,000 federal (\$2,280,000 total) for IDOT – US6/Southwest Highway at Gougar Rd (TIP ID 12-12-0005).

CDOT – Chicago Bikes Marketing Campaign (TIP ID 01-01-0011)

This project was originally approved for \$239,000 federal (\$299,000 total) for engineering in 2002 and 2003, \$174,600 federal (\$219,000 total) for implementation in 2008, and \$1,186,315 federal (\$1,482,894 total) for implementation in 2010 for Bike Marketing (now the Go! neighborhood campaigns), and \$2,000,000 for implementation in 2014 for TravelSmart. In October 2012, the Travel Smart funds sunset and were deferred.

The sponsor is requesting a cost increase of \$160,000 federal (\$200,000 total) in FFY 2016 funds to be added to the FFY 2013 implementation contract to implement a sixth Go! campaign in 2016.

A re-ranking was not completed due to the scope of the project.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested increase of \$160,000 federal (\$200,000 total) for Chicago Bikes Marketing Campaign (TIP ID 01-01-0011).

CDOT – Washington/Wabash, State/Lake and Clark/Division Stations (TIP IDs 01-12-0008, 01-02-0030, and 01-96-0008)

The Washington/Wabash Station project (TIP ID 01-12-0008) was originally approved for \$42,873,000 federal for phase II engineering and construction in FFY 2013. In 2013, \$43,415,000 federal was transferred from the Clark/Division and Morgan St. projects. In 2015, an additional \$670,000 was transferred from Morgan St., bringing the total programmed amount to \$88,958,000 federal. The State/Lake Station project (TIP ID 01-02-0030) was originally approved for \$480,000 for phase I engineering in FFY 2002, and \$4,000,000 for phase 2 engineering in FFY 2017, which is currently programmed in FFY 2016. The Clark/Division Station project (TIP ID 01-96-0008) was originally approved for \$1,560,000 for engineering in 1996 and 2000, \$12,000,000 federal for ROW in FFY 2006, \$800,000 federal for implementation in FFY 2008, and \$109,240,000 for construction in FFYs 2010-2012. \$24,520,000 federal has been transferred from ROW and

construction to the Grand/State project (01-95-0060) and \$40,000,000 federal has been transferred from construction to the Washington/Wabash project.

The sponsor is currently requesting to transfer \$1,500,000 federal from the Clark/Division construction funding to phase 2 engineering for State/Lake and \$5,500,000 from Clark/Division construction to Washington/Wabash construction. The sponsor is also requesting to cancel the transfer of \$670,000 federal from Morgan St. Station (TIP ID 01-09-0003) construction to Washington/Wabash construction that was approved by the committee on September 3, 2015.

If approved, there would be no net change to the CMAQ funding programmed on these projects. The total CMAQ funding programmed for Washington/Wabash would increase to \$91,788,000, for State/Lake would increase to \$5,980,000, and for Clark/Division would decrease to \$52,080,000.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested transfers.

Administrative Modifications:

CDOT – Walk Chicago (TIP ID 01-06-0004)

As part of the request for additional funding for the Chicago Bikes Marketing Campaign (TIP ID 01-01-0011, the sponsor identified \$160,000 federal (\$200,000 total) in unneeded funds that are currently deferred on this project. Staff withdrew the unneeded funds as an administrative modification.

RTA- Access to Transit Group (TIP ID 13-16-0002)

The RTA requested the transfer of sponsorship for its Access to Transit Group project to 11 local sponsors. Each of the municipalities has agreed to the transfer of sponsorship.

The 11 projects and their associated funding are:

Municipality	PHASE 2 ENGINEERING		CONSTRUCTION/CE		PROJECT TOTAL	
	CMAQ	Total	CMAQ	Total	CMAQ	Total
Bellwood	\$40,000	\$50,000	\$560,000	\$700,000	\$600,000	\$750,000
Chicago Ridge	\$55,716	\$69,645	\$742,876	\$928,595	\$798,592	\$998,240
Cicero	\$19,200	\$24,000	\$186,080	\$232,600	\$205,280	\$256,600
Evanston	\$0	\$0	\$56,000	\$70,000	\$56,000	\$70,000
Lake Villa	\$16,000	\$20,000	\$248,000	\$310,000	\$264,000	\$330,000
Midlothian	\$48,000	\$60,000	\$736,000	\$920,000	\$784,000	\$980,000
Mount Prospect	\$0	\$0	\$134,800	\$168,500	\$134,800	\$168,500
Oak Forest	\$36,000	\$45,000	\$415,910	\$519,887	\$451,910	\$564,887
Richton Park	\$17,760	\$22,200	\$263,842	\$329,803	\$281,602	\$352,003
Skokie	\$20,984	\$26,230	\$230,824	\$288,530	\$251,808	\$314,760
University Park	\$36,000	\$45,000	\$357,400	\$446,750	\$393,400	\$491,750
Total	\$289,660	\$362,075	\$3,931,732	\$4,914,665	\$4,221,391	\$5,276,739

CMAQ Schedule Change Request Form

Project Identification

TIP ID	02-06-0034	Sponsor	City of Evanston
Project Location Description	Green Bay Corridor Improvements		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	N/A
ENG2	N/A
ROW	N/A
CONST	2019

Phase	Programmed FFY
ENG	N/A
IMP	N/A

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	Complete	
ENG2	2015	Dec 2015
ROW	N/A	N/A
CONST	2016	January 22, 2016

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG	Complete	
IMP	N/A	

Reason for Request

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

The phase II engineering plans are complete and submitted to IDOT on December 7, 2015 for March 2016 letting.

Additional Comments

This project will be constructed in conjunction with an existing STP-funded project set for the March 2016 construction letting. The CMAQ Funding is required along with STP Funding to construct the entire Emerson/Ridge/Green Bay and Green Bay Corridor Improvement Project.

CMAQ Scope Change Request Form

Project Identification

TIP ID	06-09-0004	Sponsor	Bedford Park
Project Location Description	BRC. Clearing Yard Switcher Retrofit		

Revised Project Scope

Belt Railway Company is requesting to increase the number of locomotives purchased with CMAQ funds from 8 to 10. The additional 2 locomotives would increase the amount of CMAQ funded needed by \$2,535,000.

Changes to Location/Limits (if applicable)

Map Attached

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

Changes to Emissions Benefit Analysis

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

Cost/Schedule Changes

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

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	06-09-0004	Sponsor	Bedford Park
Project Location Description	BRC, Clearing Yard Switcher Retrofit		

Currently Programmed Funding – Before cost change(s)

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

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
IMP	2011	\$14,261,002	\$9,269,651	65%	CMAQ		
Total		\$18,765,182	\$12,194,651	65%			

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
IMP	2011	\$18,161,002	\$11,804,651	65%	CMAQ		
Total		\$18,161,002	\$11,804,651	65%	CMAQ		

Requested Cost Changes (+/-)

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

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP	2011	\$3,900,000	\$2,535,000	65%	
Total		\$3,900,000	\$2,535,000	65%	

Reason for Request

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

The cost change is related to BRC's desire to increase the number of locomotives purchased with CMAQ funds from 8 to 10. The match ratio would remain 65/35.

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-91-732-10	CMM-9003(693)	
ENG			
IMP			

Additional Comments

All of the programmed funds have been obligated. The 2009 phase has also received a FV so any increase would result in a MPA to the 2011 phase.

THE BELT RAILWAY COMPANY OF CHICAGO
6900 SOUTH CENTRAL AVENUE * BEDFORD PARK, ILLINOIS 60638



Timothy E. Coffey
General Counsel, Secretary
& Director of Human Resources

Phone: 708-496-4112
Fax: 708-496-2608
Email: tcoffey@beltrailway.com

September 9, 2015

Via Email: (RPatronsky@cmap.illinois.gov) and Regular Mail

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

Scope Change Request

Re: Acquisition of Low-Emissions Locomotives by The Belt Railway Company of Chicago for use in Northeast Illinois National Ambient Air Quality Standards Non-Attainment Area

Project: CMM-9003(693)

Job No.: C-91-732-10

Dear Mr. Patronsky:

In connection with the project referenced above, herein is The Belt Railway Company of Chicago's (BRC) formal scope change request to increase the number of locomotives it acquires from eight to ten, and increase the amount of federal CMAQ funding from an amount Not To Exceed \$9,269,651.00 (as stated in Agreement Amendment No. 2, copy enclosed) to \$11,804,651. BRC is also requesting that the CMAQ contribution remain at the previously agreed value of 65% of total purchase price.

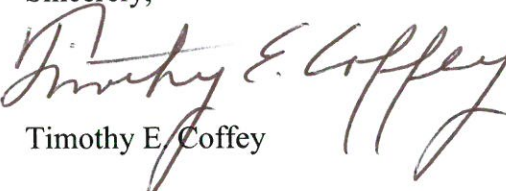
As you are aware, BRC has been an active participant in this program since its inception, having been approved for the purchase of eight (8) low-emissions locomotives; and has depended greatly on the funding provided therein. Because of this funding, BRC has been able to significantly upgrade its aging, less environmentally-friendly locomotive fleet in a relatively short timeframe.

In connection with BRC's desire to purchase two (2) additional EMD 710-ECO locomotives, we recently received budgetary pricing of \$1,950,000 per unit from Electro-Motive Diesel in LaGrange, IL, the Original Equipment Manufacturer of the 710-ECO prime mover. We have found the 710-ECO design to be the best combination of the newest, environmentally-friendly technology and a proven, long lasting core design. Given BRC's lower track speed (25 mph) train operations and regular locomotive maintenance in the same shop by an experienced and stable workforce, these locomotives can have extraordinarily long lives. The longer the equipment remains in service, the more substantial the environmental payoff for the community.

Finally, I refer you to the August 7, 2015 Letter of Support previously provided to CMAP by Bedford Park Village President David R. Brady endorsing the BRC's direct emissions reduction initiative.

Please contact me if you have any questions or desire any additional information.

Sincerely,



Timothy E. Coffey

Enclosure

cc: Via Email

Jason Johnson - IDOT

Honorable David R. Brady

Patrick O'Brien - BRC

Hugh J. Simon - BRC

CMAQ Cost Change Request Form

Project Identification

TIP ID	05-09-0002	Sponsor	Cicero
Project Location Description	Cicero Rail Yard Locomotive Diesel Retrofit		

Currently Programmed Funding – Before cost change(s)

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

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP	Deferred	\$3.64M	\$1.82M	50%	FHWA	Private	<input type="checkbox"/>
Total		\$3.64M	\$1.82M	50%	FHWA	Private	

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP	2016	\$4.2 M	\$2.6M	43%	FHWA	Private	
Total		\$4.2 M	\$2.6M	43%	FHWA	Private	

Requested Cost Changes (+/-)

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

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP	Deferred	+ \$560,000	+ \$780,000	62%	
Total					

Reason for Request

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

The project was delayed because available locomotives models meeting the ULEL requirements were not performing well and BNSF was not prepared to take on more of that particular model. New ULEL offerings are now available but costs have increased by \$560,000 for a new total cost of approximately \$4.2M for two locomotives. After further financial analysis it was determined that additional grant funds totaling \$780,000 are needed to make the project financially viable.

Original Project Cost: \$3.64 M
 Original Grant Award: \$1.82M
 New Project Cost: \$4.2 M
 Requested Grant Award: \$2.6 M
 New BNSF Cost: \$1.6M

State and Federal Project Information

Select One.

State/Federal Project or Grant Numbers Provided Below

Most recently *approved* PPI Form Attached

Local Agency Agreement Attached

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

ROW	R-		
CONST	C-		
ENG			
IMP	C91-885-09	CMM-9003(451)	

Additional Comments

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CMAQ Cost Change Request Form

Project Identification

TIP ID	04-12-0005	Sponsor	Village of Oak Park
Project Location Description	Bike Parking Facilities (includes Covered Bike Parking along CTA Blue Line and North Blvd from Marion St to Forest Ave Intermodal Station Bike Parking)		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2013	0	0	0			<input checked="" type="checkbox"/>
ENG 2	Deferred (14)	50	40	80	CMAQ	Local	<input checked="" type="checkbox"/>
ROW	n/a	n/a	n/a	n/a			<input type="checkbox"/>
CONST	Deferred (15)	260	208	80	CMAQ	Local	<input type="checkbox"/>
CE	Deferred (15)	25	20	80	CMAQ	Local	
Total		335	268	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	2013	0	0	0		Local	3/20/2014
ENG 2	2015	16	0	0		Local	10/22/15
ROW	n/a	n/a	n/a	n/a			
CONST	2016	355	284	80	CMAQ	Local	3/17/2016
CE	2016	27	22	80	CMAQ	Local	3/17/2016
Total		398	306	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	2015	-34	-40	0	TO CONST & CE
ROW	n/a				
CONST	2016	95	76	80	From ENG2
CE	2016	2	1.4	80	From ENG2
Total		63	38	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.

Oak Park completed ENG2 with local funds to avoid further delays following long phase 1 process. Request transfer ENG2 funds to CONST and CE. Cost increase requested due to cost increases of bike parking structures, racks, and required bridge approach pavement work. Project includes 100% locally funded parking lot resurfacing. Engineer's Estimate has total cost \$415,392 with \$354,860 at the 80/20 share for eligible items and \$60,532 for locally funded parking lot. Parking lot costs are not shown in cost change form to avoid confusion.

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-154-13	CMM-4003 (139)	
ROW	R-		
CONST	C-91-154-13	CMM-4003 (140)	
ENG			
IMP			

Additional Comments

Oak Park has proposal in hand for CE at \$26,778 total. Local letting anticipated 3/17/2016.

CMAQ Scope Change Request Form

Project Identification

TIP ID	16-14-0001	Sponsor	Chicago Transit Authority
Project Location Description	Purchase and Install up to 32 Hybrid Engines on 60' Articulated Buses		

Revised Project Scope

The total scope of this project will provide for the cost differential to purchase up to 27 fully accessible, all-electric propulsion battery-powered buses.

Changes to Location/Limits (if applicable)

Map Attached

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

Changes to Emissions Benefit Analysis

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

Cost/Schedule Changes

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

Additional Comments

Please see attached.

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

BICYCLE AND PEDESTRIAN FACILITIES – N/A
Miles of existing bicycle/pedestrian facilities intersecting the proposed facility: _____ Identify intersecting facilities:
Trip attractors linked directly to the proposed facility. For a pedestrian facility, identify transit service to which direct access is provided.

Changes to Emissions Benefit Analysis – Direct Emissions Reduction

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 checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/> Diesel, 15 ppm sulfur		
Model Year (all vehicles in a group should have the same model year): 2002			
Before project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): 402,084 gallons			
After project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): 0 gallons			
Before project Annual Vehicle Miles/vehicle in group: 55,845 miles Annual Idling Hours/vehicle in group: 2,214 hours			
After project Annual Vehicle Miles/vehicle in group: 55,845 miles Annual Idling Hours/vehicle in group: 0 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 – Electric Bus	27
Compressed Natural Gas (CNG) Replacement		Engine Repower	
Lean NOx Catalyst/Diesel Particulate Filter		Engine Replacement	
Post-Implementation Fuel Type (select one):	<input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input type="checkbox"/> Diesel, 500 ppm sulfur <input type="checkbox"/> Diesel, 15 ppm sulfur (non-road only) <input type="checkbox"/> Emulsion <input checked="" type="checkbox"/> Electricity		
Diesel Vehicle Replacement Applicants Expected remaining life of vehicles being replaced (years): 16			
Total Number of Vehicles (all groups combined): 27 vehicles			



Additional Comments

The CTA is proposing a scope and schedule change to support the differential cost of purchasing pure electric buses instead of hybrid buses.

The Chicago Transit Authority is taking action to replace older diesel and hybrid-electric buses with all-electric battery-powered, zero emission buses. The CTA proposes to expand its fleet of two all-electric buses. As part of the plan for future electric bus expansion, CTA needs to expand its fleet now to further perform in service tests of the electric bus technology. This will allow CTA to properly plan the appropriate powertrain mix for our next large procurement of over 1,000 buses in 2020.

In order to further reduce CTA's emission footprint and maintain the current level of service, CTA is requesting a scope clarification to replace up to 27 of the 6400 Series buses with all-electric battery-powered buses. The original FY 2014-2018 grant request provided funding for the cost differential between up to 32 sixty-foot conventional diesel-powered buses and hybrid diesel electric buses.

The acquisition of up to 27 all-electric battery-powered buses will serve in CTA's efforts to continue to evaluate innovative propulsion technologies, as well as to directly decrease emissions and improve local air quality. The buses to be replaced are Nova Low Floor Buses (6400 Series), with an average age of 13 years. These buses are equipped with Cummins ISC 250 engines that were under the certification family 2CEXH0505CAM (see <http://tinyurl.com/lawo9ly>). Even with the current replacement schedule, CTA will continue to operate 125 of these older higher emission buses.

CTA purchased its first two all-electric buses in 2014. These battery-powered buses provide customers with a cleaner, quieter ride that reduces fuel costs and significantly decreases emissions, which means improved air quality for Chicago area residents. The electric buses offer greater emissions savings over hybrid buses. The electric bus has zero emissions. The electric bus is powered by energy stored in rechargeable batteries instead of an internal combustion engine; the bus is propelled by an electric motor. These buses are performing well and require minimum maintenance.

The deployment of up to 27 all-electric buses would complement our existing fleet of two electric buses. Adding more electric buses would help accelerate the adoption of electric buses across the CTA fleet, which would have a significant direct impact on regional emissions reductions. Since an electric bus would produce zero tailpipe emissions, a fleet of 27 buses would reduce the emissions in Chicago by the following as compared to a hybrid 40-foot bus.

	Per Bus/Year		Per Bus/Lifetime	
Pollutant	Hybrid	Electric	Hybrid	Electric
CO	0.28	0.48	3.41	5.78
CO ₂	21.55	165.30	258.54	1983.61
HC	0.04	0.07	0.47	0.80
NO _x	0.58	1.12	6.98	13.50
PM _{2.5}	0.03	0.05	0.31	0.58
PM _{2.5} Health Benefit (\$/yr)	\$ 51,000	\$ 97,000	\$ 612,000	\$ 1,164,000
Fuel Quantity Reduced (Gallons)				
	1,941	14,892	23,294	178,704
Estimated Fuel Savings	\$ 6,134	\$ 20,253	\$ 73,609	\$ 243,037.44
Idle Hours Reduced	-	2,214	-	26,570
Health Benefit/Bus Cost Ratio	0.255	0.323	3.060	3.880
	Per Fleet/Year		Per Fleet/Lifetime	
Pollutant	Hybrid	Electric	Hybrid	Electric
CO	7.67	13.00	92.02	156.02
CO ₂	581.72	4463.13	6980.61	53557.59
HC	1.06	1.79	12.69	21.52
NO _x	15.71	30.37	188.54	364.46
PM _{2.5}	0.71	1.30	8.46	15.56
PM _{2.5} Health Benefit (\$/yr)	\$1,377,000	\$ 2,619,000	\$ 16,524,000	\$ 31,428,000
Fuel Quantity Reduced (Gallons)				
	52,411.50	402,084	628,938.02	4,825,008
Estimated Fuel Savings	\$ 165,620	\$ 546,834.24	\$ 1,987,444	\$ 6,075,936
Idle Hours Reduced	-	59,781.66	-	717,380
Health Benefit/Bus Cost Ratio	0.255	0.323	3.060	3.880

Based on the emission results, CTA will have a health benefit to cost ratio of 3.880 over the lifetime of the fleet of electric buses versus a cost ratio of 3.060 for a fleet of hybrid buses.

Additionally, CTA will save money in operational costs via maintenance and fuel over a hybrid bus. Per staff estimate, approximately \$546,834 per year on fuel costs with a fleet of 27 electric buses could be saved versus \$381,281 per year more than a fleet of 32 hybrid buses.

Note:

- CTA currently has two electric buses with depot charging. Current weekday service is averaging 97 miles per day per bus. Staff plans to utilize en-route charging for the 27 electric buses; and staff anticipates even higher utilization than our current electric buses since these buses can theoretically stay in service continuously. In fact, Proterra has demonstrated 700 miles charging within a 24 hour period with en-route charging (<http://cleantechnica.com/2014/05/18/proterra-electric-bus-sets-new-record-driving-700-miles-24-hours/>).

With the 25 highest mileage current runs identified per the previous CMAP grant, CTA could potentially run ~153 miles/day/electric bus. (~55,845 miles/year). CTA has other funding for the chargers earmarked and is not requesting chargers for this scope clarification.

-For DEQ inputs, staff assumed the following:

- Emission reductions are based on the replacement of a Nova 6400 Series bus. This average mileage of this fleet is 32,938 miles with 792 idle hours/bus/year. The average 6400 series bus uses 8,783.5 gallons/yr.
- The hybrid bus fleet would be a 1 for 1 replacement with a Nova 6400 Series bus (i.e. same annual mileage and idle hours). In order to convert to hybrid fuel economy, staff assumed fuel savings (~8%) based on the difference in the 4300 Series hybrid verses diesel fleet.
- The average en-route electric bus would be utilized for 55,845 miles. With similar mileage, a 6400 Series Nova would use ~14,892 gallons/yr with 2,214 idle hours.

-Depot Charging: Bus charges exclusively at the garage location. The range of the bus is limited by the battery capacity.

-En-Route Charging: The bus battery will charge during revenue service with overhead charging. (i.e. no need to return to garage to re-charge) Typically, charging is done for 5-10 min for every 1 hour of operation.

Costs

The following illustrates the costs to purchase hybrid engines and electric buses. This project does not have a change to the overall awarded budget of \$8,112,000.

Cost Differential Diesel to Hybrid

FY 2014-2018 Funding		Cost Per Bus	Number of Buses	Total Original Request
Original Request	Purchase Up to 32 Hybrid Engines for Articulated Buses	316,000	32	10,112,000
Funded Award	Purchase Up to 32 Hybrid Engines for Articulated Buses	316,000	26	8,112,000

Cost Differential Diesel to Electric

Scope Clarification - No Change in Overall Budget		Cost Per Bus	Number of Buses	Total
	Purchase Up to 27 Forty Foot Electric Buses	300,444	27	8,112,000

CMAQ Cost Change Request Form

Project Identification

TIP ID	02-12-0001	Sponsor	IDOT – D1
Project Location Description	IL 68/Dundee Rd at Landwehr Rd and Pfingsten 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	In-House	84	0	0	n/a	State	<input checked="" type="checkbox"/>
ENG 2	In-House	140	0	0	n/a	State	
ROW	FFY15	200	160	80	CMAQ	State	<input checked="" type="checkbox"/>
CONST	FFY16	1,400	1,120	80	CMAQ	State	<input type="checkbox"/>
CE							
Total		1,824	1,280	70			

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	In-House	84	0	0	n/a	State	
ENG 2	In-House	140	0	0	n/a	State	
ROW	FFY15	200	160	80	CMAQ	State	05/31/2015
CONST	FFY16	1,900	1,520	80	CMAQ	State	01/22/2016
CE							
Total		2,324	1,680	72			

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	FFY16	500	400	80	
CE					
Total		500	400	80	

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

Reason for Request

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

Cost of project has increased as a result of the availability of Phase II Pre-final updated cost estimate based on detailed quantity calculations and current bid tab pricing. The major portion of the cost increase is due to additional traffic signal and combination lighting pay items.

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-90-008-14		
CONST	C-91-501-12		
ENG			
IMP			

Additional Comments

CMAQ Schedule Change Request Form

Project Identification

TIP ID	03-96-0004	Sponsor	IDOT – D1
Project Location Description	I-90 from Cumberland Av to Harlem Av (EB Improvement)		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	In-house
ENG2	In-house
ROW	N/A
CONST	FFY19

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	In-house	
ENG2	In-house	
ROW	N/A	
CONST	FFY16	06/17/2016

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

Reason for Request

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

Target letting date for the I-90 – Cumberland to Harlem Auxiliary Lanes project is 07/29/2016 and would need to be advanced to FFY16 to meet this date.

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	03-96-0004	Sponsor	IDOT – D1
Project Location Description	I-90 from Cumberland Av to Harlem Av (EB Improvement)		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished *
ENG1	In-house	750	0	0	n/a	State	<input checked="" type="checkbox"/>
ENG 2	In-house	900	0	0	n/a	State	<input type="checkbox"/>
ROW	Not Required	0	0	0	0	0	<input type="checkbox"/>
CONST+CE	FFY19	11,400	9,100	80	CMAQ	State	<input type="checkbox"/>
CE							
Total							

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	In-house	750	0	0	n/a	State	
ENG 2	In-house	1,249	0	0	n/a	State	
ROW	Not Required	0	0	0	0	0	
CONST+CE	FFY16	15,300	12,240	80	CMAQ	State	06/17/2016
CE							
Total							

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	In-House	0	0		
ENG 2	In-House	0	0		
ROW	Not Required	0	0		
CONST	FFY16	3,140	3,140	80	
CE					
Total		3,140	3,140	80	

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

Reason for Request

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

Cost of project has increased as a result of the availability of Phase II Preliminary Design Estimate. The majority of the cost increase is associated with the need to include additional work not included in the Phase I estimate for the eastbound contract. This work includes: foundation work for Noise Barrier 3 along Higgins Avenue, I-90 inside shoulder reconstruction, milling and resurfacing of Higgins Avenue required by retaining wall and foundation work, access road to new communications shelter, increase to 100 foot temporary light poles during construction, and upgrade roadway lighting to LED luminaries.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-91-376-14		
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	12-12-0005	Sponsor	IDOT – D1
Project Location Description	US 6 Southwest Hwy FROM Gougar Rd (WILL)		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	In-house	90	0	0	n/a	State	
ENG 2	In-house	150	0	0	n/a	State	
ROW	2015	200	160	80	CMAQ	State	06/30/2013
CONST	2016	1,500	1,200	80	CMAQ	State	
CE							
Total		1,940	1,360	70			

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	In-house	90	0	0	n/a	State	
ENG 2	In-house	150	0	0	n/a	State	
ROW	2015	200	160	80	CMAQ	State	06/30/2013
CONST	FFY16	1,840	1,472	80	CMAQ	State	01/22/2016
CE							
Total		2,280	1,632	72			

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	FFY16	340	272	80	
CE					
Total		340	272	80	

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

Reason for Request

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

Cost of project has increased as a result of the availability of Phase II Pre-final updated cost estimate based on detailed quantity calculations and current bid tab pricing. The major portion of cost increase was for traffic signal, culvert, sidewalk and erosion control pay items.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-91-022-13		
CONST	C-91-559-12		
ENG			
IMP			

Additional Comments

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CMAQ Scope Change Request Form

Project Identification

TIP ID	01-01-0011	Sponsor	Chicago Department of Transportation
Project Location Description	Chicago Bikes Marketing Campaign (FY13 a.k.a. "Individualized Travel Marketing")		

Revised Project Scope

The number of communities served by the "Go!" marketing program will increase from 5 to 6, increasing households reached by 7,500.

Changes to Location/Limits (if applicable)

Map Attached

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

Changes to Emissions Benefit Analysis

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

Cost/Schedule Changes

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

Additional Comments

As an "other" project, the remaining pages of this form are not germane. CDOT recommends a 20% increase in emissions prevented vs. the original analysis.

CMAQ Cost Change Request Form

Project Identification

TIP ID	01-01-0011 01-06-0004	Sponsor	Chicago Department of Transportation
Project Description	Chicago Bikes Marketing Campaign (FY13 a.k.a. "Individualized Travel Marketing") Walk Chicago		

Currently Programmed Funding – Before cost change(s)

01-01-0011 Chicago Bikes Marketing Campaign

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	02	149	119	80	CMAQ	City	<input checked="" type="checkbox"/>
	03	150	120	80	CMAQ	City	<input checked="" type="checkbox"/>
IMP	09	219	175	80	CMAQ	City	<input checked="" type="checkbox"/>
	13	1483	1186	80	CMAQ	City	<input checked="" type="checkbox"/>
	MYB (16)	2500	2000	80	CMAQ	City	<input type="checkbox"/>
Total		4501	3600	80			

Notes: FY09 and FY13 are for Individualized Travel Marketing, while FY 16 is for a Travel Aggregator Application.

01-06-0004 Walk Chicago

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	MYB (16)	200	160	80	CMAQ	City	<input type="checkbox"/>
Total		200	160	80	CMAQ	City	

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

01-01-0011 Chicago Bikes Marketing Campaign

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**
ENG	02	149	119	80	CMAQ	City	6/1/2002
	03	150	120	80	CMAQ	City	7/1/2003
IMP	09	217	175	80	CMAQ	City	4/7/2009
	13	1682	1346	80	CMAQ	City	9/1/2012
	MYB (16)	1875	1500	80	CMAQ	City	
	MYB (16)	625	500	80	CMAQ	City	
Total		4698	3760				

01-06-0004 Walk Chicago

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	NA	0	0	NA	NA	NA	NA
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)
IMP 01-01-0011	13	200	160	80	IMP 01-06-0004
IMP 01-06-0004	MYB	-200	-160	80	IMP 01-01-0011
Total		0	0*	80	

*Although the net increase is \$0, this request includes reinstating \$160 thousand in funds, which are currently deferred, into FFY 2016.

Reason for Request

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

Due to capacity and contracting challenges, CDOT has not able to launch a standalone Walk Chicago! Program. Since the project was first awarded in 2006, Chicago’s active transportation culture and environment have changed significantly. Policy changes have included a pedestrian-first modal hierarchy in CDOT’s design practices and “Must-stop for pedestrians” signs and legislation. In support of these actions, a non-CMAQ eligible safety oriented program was prioritized.

Marketing of walking was instead integrated into CDOT’s Go! program (Awarded CMAQ funding and included in the TIP as “Chicago Bikes Marketing Campaign”). This program uses national best practices to reduce trips by automobile and increase walking as well as biking and transit. Since its launch in 2013 four neighborhoods (Bronzeville, Pilsen, Albany Park, Edgewater) have all seen success with customized outreach and events. The fifth community (TBD) is slated for 2016.

Because the Go! program is effectively serving the general intent of the original grant, CDOT requests restoring \$160,000 in CMAQ funds from Walk Chicago! and transferring them into the Go! program.

This will allow CDOT to target a sixth community of 7,500 households in 2016-7 and do to so quickly as a cost amendment to an existing 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 X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-		
ENG			
IMP 01-01-0011 01-06-0004	P-88-020-10 P-88-013-11	CMM-6000 (323) CMM-6000 (340)	

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	01-96-0008 01-12-0008 01-02-0030	Sponsor	Chicago Department of Transportation
Project Location Description	Clark/Division Station – Red Line (funds from) Washington/Wabash Consolidated Station – Loop Elevated (funds to) State/Lake Station – Loop Elevated (funds to)		

Clark/Division 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 (Grant suffix)	Match Fund Source	Phase Accomplished*
ENG1	2006	720	600	80%	CMAQ (X385)	STATE	<input checked="" type="checkbox"/>
ENG 2	2008	200	160	80%	CMAQ (X291)	CITY	<input checked="" type="checkbox"/>
	2008	1000	800	80%	CMAQ (X010-0)	CITY	
IMP	2008 ##	1000	800	80%	CMAQ (X291)	STATE	<input checked="" type="checkbox"/>
CONST	2010 ###	600	480	80%	CMAQ (X291-01)	CITY	<input checked="" type="checkbox"/>
	2010 (pt)	12,050	9,640	80%	CMAQ (X010-01)	NA**	
	2010 (pt)	7,000	7,000	100%	CMAQ (X010-02)	NA**	
	2013	11,360	11,360	100%	CMAQ (X010-02)	NA**	
	2013	20,000	20,000	100%	CMAQ (X010-02)	NA**	
	2014	8,240	8,240	100%	CMAQ (X010-02)	NA**	
CE	2014	Incl above	Incl above				
Total		62,170 ##	59,080 ##	95 %			

Clark/Division 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 (Grant suffix)	Local Match Fund Source	federal authorization date**
ENG1	2006	720	600	80%	CMAQ (X385)	STATE	
ENG 2	2008 #	200	160	80%	CMAQ (X291)	CITY	
	2008	1000	800	80%	CMAQ (X010-0)	CITY	
IMP	2008 #	1000	800	80%	CMAQ (X291)	CITY	
CONST	2010 #	600	480	80%	CMAQ (X291-01)	CITY	
	2010 (pt)	12,050	9,640	80%	CMAQ (X010-01)	NA**	
	2010 (pt)	7,000	7,000	100%	CMAQ (X010-02)	NA**	
	2013	11,360	11,360	100%	CMAQ (X010-02)	NA**	
	2013	20,000	20,000	100%	CMAQ (X010-02)	NA**	
	2014	1,240	1,240	100%	CMAQ (X010-02)	NA**	
CE	2014	Incl above	Incl above				
Total		55,170	52,080	95%			

** Energy Act Exemption

Assigned to match CMAQ program report. TEAM shows as 1200/960 in ENG2, 600/480 as ROW, and 0/0 as CONST

TIP Shows 88,600 lump sum under FY12 as IMP; this matches total of FTA Grant IL-95-X010 CONST lines prior to 40,000 deduction for previous 40,000 transfer to Washington/Wabash

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***	4,085	4,085	100%	CMAQ	TDC	<input checked="" type="checkbox"/>
	2012**	40,000	40,000	100%	CMAQ	TDC	
	2014	39,273	39,273	100%	CMAQ	TDC	
CE	2014	Incl above	Incl above			CITY	
Total		88,188	86,958	98%	CMAQ	CITY	

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	
ROW							
CONST	2010/12***	3,415	3,415	100%	CMAQ	TDC	
	2012**	40,000	40,000	100%	CMAQ	TDC	
	2014	39,273	39,273	100%	CMAQ	TDC	
	2014	5,500	5,500	100%	CMAQ	N/A (Energy Act exemption)	
CE	2014	Incl above	Incl above			CITY	
Total		93,688	91,788	98%	CMAQ	CITY	

* 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

*** Transfer from Morgan listed as 2010 in TIP, but combined with 2012 funds in CMAQ Program, this proposal cancels that request

State/Lake 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	2002	600	480	80	CMAQ	TIF	<input checked="" type="checkbox"/>
ENG 2	2015	2,500	2,000	80	CMAQ	TBD	<input type="checkbox"/>
	2016	2,500	2,000	80	CMAQ	TBD	
ROW							<input type="checkbox"/>
CONST	MYB*	25,400	TBD	0	MYB	TBD	<input type="checkbox"/>
	2018*	66,600	TBD	0	TBD	TBD	
CE							
Total		97,600	4,480	5%			

State Lake 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	2002	600	480	80%	CMAQ	TIF	
ENG 2	2016**	5,500	5,500	100%	CMAQ	TDCs***	
ROW							
CONST	MYB (2018?)*	25,400	TBD	0	TBD	TBD	
	2018*	66,600	TBD	0	TBD	TBD	
CE							
Total		98,100	5,980	6%			

* TIP shows \$25.4M of MYB as placeholder, but estimated need per FY16 CMAQ app is \$92M.

** assumes end of FY15 rollover to FY16.

*** TIF used in ENG1 now expired, IDOT-DPIT staff indicate availability of Transit TDCs.

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 (State/Lake)	2016	+500	+1500	100%	From Clark/Div CONST
ROW					
CONST (Wash/Wab)	2014	+5,500	+5,500	100%	From C/D Const
		-670	-670	100%	9/3/15 move cxl
(Morgan)	2010	670	670	100%	9/3/15 move cxl
(Clark/Division)	2010	-7,000	-7,000	100%	To W/W & S/L
CE					
Total		-1000	0		

Reason for Request

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

Clark/Division station continues to show cost recovery benefits from the change in traffic controls. Now that the project is substantially complete and in punch list we know that at least \$7,000,000 of the original grant funds will not be necessary at this location and CDOT wishes to transfer them to two of its other Central Area rapid transit projects that do require more funds.

This FTA Grant was awarded during the period when the Energy Act permitted 100% federal share on certain projects. To preserve this status, these moves would be executed as a budget revision to the existing grant IL-95-X027 by adding geographic scope to the existing ALIs.

Washington/Wabash bid costs exceeded engineers estimates by \$7.5 million (\$74,850,000 vs \$67,332,394.96). While the bid was able to be awarded it left insufficient budget for force account and contingencies for change orders.

NOTE: On the 9/3/2015, the CMAQ PSC approved a requested transfer of \$670,000 from funds from the Morgan station project for the same purpose. However, following the meeting, it was determined that invoice processing left the available funds in the local TIF overmatch line instead of the FTA grant line. Therefore, CDOT withdraws the 9/3/2015 request and substitutes this one.

State/Lake is expected to require some design revisions from the Phase I concept in regards to elevator locations, and thus a 10% increase in engineering budget is needed. Also, CDOT wishes to convert the match for the previously awarded CMAQ funds from local match to Transit Transportation Development Credits, with this transfer recovering the shortfall.

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-X045 (provisional) = State/Lake
ROW	R-		
CONST	C-		IL-95-X010 = Clark/Division IL-95-X027 = Wash./Wabash

Additional Comments

CDOT attempted to obligate the existing FY15 funds for State/Lake (01-02-0030) with a grant application IL-95-X045 in FTA's TEAM software. It was provisionally approved by FTA staff, pending execution of the FHWA-FTA transfer. However, because the transfer was not executed prior the end of FY15 (and thus grant making via TEAM), a new application to use all \$4M of originally awarded funds will be prepared in the replacement TrAMS system when it opens, and thus, may have a different grant number.