



# Chicago Metropolitan Agency for Planning

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## **CMAQ Project Selection Committee**

**Annotated Agenda**

**Thursday, April 12, 2018**

**2:00 p.m.**

**Teleconference # 800-747-5150, Access Code 3868691**

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

- 1.0 Call to Order** **2:00 p.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—January 4, 2018**  
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) 2018 will be provided.  
ACTION REQUESTED: Discussion
- 4.3 Indiana Harbor Belt Railroad Locomotive Fuel Conversion (TIP ID 13-14-0002)**  
An update on the progress of this project will be provided.  
ACTION REQUESTED: Information
- 5.0 Project Changes**
- 5.1 IDOT – IL 59 at Bartlett Rd (TIP ID 03-12-0002)**  
The sponsor is requesting to transfer \$456,000 federal (\$570,000 total) from deferred construction to right of way in FFY 2018.  
ACTION REQUESTED: Approval of the requested transfer.

- 5.2 Richton Park – Richton Park Metra Electric Station Area Access (TIP ID 07-16-0005)**  
The sponsor is requesting a cost increase of \$32,554 federal (\$40,692 total) for phase 2 engineering and \$111,210 federal (\$72,801 total) for construction/construction engineering in FFY 2018.  
ACTION REQUESTED: Approval of the requested cost increase.
- 5.3 Geneva – East State St from Fox River to Kirk Rd (TIP ID 09-10-0024)**  
The sponsor is requesting a schedule change to move \$4,271,618 federal (\$5,339,522 total) for construction/construction engineering from FFY 2019 to FFY 2021 and a cost increase of \$2,136,000 federal (\$2,670,000 total) for right of way in FFY 2018.  
ACTION REQUESTED: Approval of the requested schedule change and cost increase.
- 5.4 Kane County DOT – Fabyan Pkwy at Kirk Rd (TIP ID 09-12-0011)**  
The sponsor is a cost increase of \$3,312,000 federal (\$2,090,000 total) for construction/construction engineering in FFY 2018.  
ACTION REQUESTED: Approval of the requested cost increase.
- 5.5 Aurora – Montgomery Rd Multi-Use Path (TIP ID 09-16-0003)**  
The sponsor is requesting a cost change to fund phase 2 engineering locally, to transfer \$35,839 federal (\$44,799 total) from phase 2 engineering to construction and a cost increase of \$185,932 federal (\$232,415 total) for construction/construction engineering in FFY 2018.  
ACTION REQUESTED: Approval of the requested cost change and increase.
- 5.6 IDOT – IL 176 at Roberts Rd (TIP ID 10-14-0021)**  
The sponsor is requesting a schedule change to move construction/construction engineering from FFY 2019 to FFY 2018 and a cost increase of \$55,000 federal (\$149,000 total) for construction/construction engineering in FFY 2018.  
ACTION REQUESTED: Approval of the requested schedule change and cost increase.
- 5.7 Mundelein – Maple Ave Bike Path (TIP ID 10-16-0001)**  
The sponsor is requesting a cost increase of \$645,000 federal (\$806,000 total) for construction/construction engineering in FFY 2018.  
ACTION REQUESTED: Approval of the requested cost increase.
- 5.8 McHenry County DOT – Randall Rd at Algonquin Rd (TIP ID 11-03-0018)**

The sponsor is requesting a cost increase of \$3,345,000 federal (\$4,182,000 total) for construction in FFY 2018.

ACTION REQUESTED: Approval of the requested cost increase.

**5.9 IDOT – US 6 at Gougar Rd (TIP ID 12-12-0005)**

The sponsor is requesting a cost increase of \$400,000 federal (\$500,000 total) for construction in FFY 2018.

ACTION REQUESTED: Approval of the requested cost increase.

**5.10 RTA – Chicagoland Commute Options (TIP ID 13-12-0004)**

The sponsor is requesting a scope change to purchase a data set about commute patterns.

ACTION REQUESTED: Approval of the requested scope change.

**5.11 Forest Preserve District of DuPage County – West Branch Regional Trail – Winfield Mounds Segment (TIP ID 08-14-0002)**

The sponsor is requesting a cost increase of \$53,000 federal (\$66,000 total) for construction engineering.

ACTION REQUESTED: Approval of the requested cost increase.

**6.0 FFY 2020-2024 Program Development**

Presentation from staff on proposed evaluation and criteria changes for the next call for projects.

ACTION REQUESTED: Discussion

**7.0 Performance Measures**

An update on target setting for the required CMAQ performance measures.

ACTION REQUESTED: Discussion

**8.0 FAST Act**

An update will be provided on changes to the CMAQ program based on MAP-21 and the FAST Act.

ACTION REQUESTED: Information

**9.0 Other Business**

**10.0 Public Comment**

This is an opportunity for comments from members of the audience.

The amount of time available to speak will be at the chair's discretion.

**11.0 Next Meeting**

The committee's next meeting is scheduled for June 14, 2018 at 2:00 p.m.

**12.0 Adjournment**

**CMAQ Project Selection Committee Members:**

\_\_\_\_ Darwin Burkhart

\_\_\_\_ Mark Pitstick

\_\_\_\_ Chris Schmidt

\_\_\_\_ Luann Hamilton

\_\_\_\_ Jeffery Schielke

\_\_\_\_ Chris Snyder

\_\_\_\_ Douglas Ferguson, Chair



**CMAQ Project Selection Committee**  
**DRAFT Minutes – Thursday January 4, 2018**

- Committee Members:** Douglas Ferguson, Chair (CMAP), Darwin Burkhart (IEPA via phone), Tony Greep (FTA), Chris Snyder (Counties), Jessica Hector-Hsu (RTA), Keith Privett (CDOT, Christopher Schmidt (IDOT)
- Staff Present:** Jesse Elam, Tom Kotarac, Jen Maddux, Tim McMahon, Gordon Smith, Joe Szabo
- Others Present:** Laura Fedak (via phone), Emily Karry, Steve Mannella, Derek Peebles, Brian Pigeon (via phone), Tom Rickert, Brian Stepp, Mike Sullivan, Dave Tomzik (via phone), Mike Walczak, Michael Weiser

**1.0 Call to Order**

Mr. Ferguson called the meeting to order at 2:05 p.m.

**2.0 Agenda Changes and Announcements**

Mr. Ferguson announced that there were no agenda changes or announcements.

**3.0 Approval of Minutes – September 14, 2017**

On a motion by Mr. Snyder and seconded by Mr. Schmidt, the minutes of the November 2, 2017 meeting were approved.

**4.0 Program Monitoring**

**4.1 Project Programming Status Sheets**

Mr. Ferguson reported that the project programming status sheets were included in Committee packets, noting that the sheets only display projects programmed in 2018 to 2020. He stated that staff is in the process of converting the CMAQ tracking system from a standalone database to the online eTIP database and that new full program reports are expected to be available for the Committee's April meeting and that the project listings are publicly available on the eTIP public website.

**4.2 Programming Summary and Obligation Goal**

Mr. Ferguson reported that the programming summary and obligation goal was included in Committee packets, noting that so far in FFY 2018 the region has

obligated \$14 million and that \$30-\$40 million is expected to be obligated in early FFY 2018.

#### 4.3 October 2017 Status Updates

Ms. Maddux reported that a memo regarding details of the October 2017 status updates was included in Committee packets, noting that the status updates summary attempted to provide understanding of the relatively low obligation rate in FFY 2017. She reported that all project sponsors reported some delay preventing project accomplishment in 2017. Ms. Maddux stated that the information would be used, along with data from previous update cycles, in consideration of modified program management policies.

Mr. Snyder observed that the low amount of funding delayed due to preliminary engineering aligned with the program development policy that phase 1 engineering must be completed prior to applying for CMAQ funding. He stated that there is little a local agency can do to expedite the land acquisition process and that it isn't easy for local agencies to secure a quick-take process through the state legislature. Mr. Snyder also reported that the state and counties submitted a request to USDOT that engineering done with local funding be considered a "soft match" to federal funding, which is currently prohibited by federal law; if ever approved, the agreement process may be condensed. Mr. Snyder questioned what a delay in design engineering may include if not land acquisition or agreements and suggested that in the next update cycle staff request more specific information.

Mr. Privett stated that when a project receives design engineering and construction funding in the same award cycle, even if programmed in different years, design engineering can delay construction. He noted that a detail to consider in regard to the agreement process is the standard IDOT District 1 process versus the special process for direct emissions reduction projects.

Mr. Privett thanked staff for revising the update process, reducing duplication of effort involved in prior update cycles.

Ms. Hector-Hsu asked how the region's performance compares to other large regions receiving CMAQ funding. Ms. Maddux replied that to her knowledge CMAP's active program management policies are the most involved in comparison to peer MPOs and that staff will research best practices in other regions.

Mr. Rickert asked what is meant by "Internal Coordination" as a reason for delay. Mr. Ferguson replied that it means different things to different agencies but that it intended to mean coordination among different departments of an agency.

Mr. Schmidt asked whether diesel retrofit projects were included in the amount of funding delayed due to the IDOT agreement process. Ms. Maddux confirmed that they were. Mr. Schmidt stated that some of that process is out of IDOT's control. He also stated that IDOT is currently reviewing the FHWA/FTA transfer process in order to streamline projects.

Ms. Maddux acknowledged that future status update requests will need to gain more specific details in order to clarify sticking points in project implementation, noting that reasons for delay are open to the interpretation of each project sponsor.

## 5.0 Project Changes

### 5.1 Des Plaines –Ballard Road from Bender Road to Good Avenue (TIP ID 03-12-0005)

Ms. Maddux reported that Des Plaines requested reinstatement of \$453,000 federal (\$567,000 total) for construction in FFY 2018 and a cost change to fund construction engineering locally. Staff recommended approval of the proposed changes.

On a motion made by Mr. Snyder and seconded by Mr. Privett, the requested reinstatement and cost change was approved.

### 5.2 Bensenville – IL 83 from Bryn Mawr Ave to Foster Ave (TIP ID 08-16-0001)

Ms. Maddux reported that Bensenville requested a transfer of \$32,000 federal (\$40,000 total) from phase 2 engineering in FFY 2018 to construction in FFY 2019. The project ranking did not change and staff recommended approval of the proposed change.

On a motion made by Mr. Schmidt and seconded by Mr. Snyder, the requested transfer was approved.

### 5.3 Bensenville – Railroad Avenue/Metra Station Access Improvements (TIP ID 08-17-0026)

Ms. Maddux reported that Bensenville requested a schedule change to move \$400,000 federal (\$500,000 total) from FFY 2022 to FFY 2018. Staff recommended approval of the proposed change.

Ms. Hector-Hsu stated that this project was a part of RTA's Access to Transit group and she was pleasantly surprised the project was ready for construction already. She asked whether the sponsor had taken all necessary steps with CMAP and IDOT to move forward to construction. Ms. Maddux confirmed that the project is on the April 2018 state letting.

On a motion made by Mr. Privett and seconded by Mr. Snyder, the requested schedule change was approved.

### 5.4 Lake County – Washington Street at CN/Metra Crossing (TIP ID 10-08-0031)

Ms. Maddux reported that Lake County requested a cost increase of \$2,098,900 federal (\$2,623,000 total) for. The project ranking did not change and staff recommended approval of the proposed change.

On a motion made by Mr. Snyder and seconded by Mr. Schmidt, the requested cost increase was approved.

Mr. Snyder stated that a significant cost for local agencies on railroad projects is railroad flagging; it is also considered a “no bid” item and guaranteed to incur change orders.

**5.5 Hanover Park – Hawk Hollow Forest Preserve Trail (TIP ID 08-16-0003)**

Ms. Maddux reported that Hanover Park requested a cost increase of \$30,900 federal (\$38,600 total) for construction. Staff recommended approval of the proposed changes.

On a motion made by Mr. Snyder and seconded by Mr. Privett, the requested cost increase was approved.

**6.0 FAST Act**

Mr. Ferguson reported that staff is working on setting performance targets for the CMAQ program, coordinating with IDOT and partners in northwest Indiana. As reminder to the committee, the region will be required to set targets for peak hour excessive delay, percent of non-SOV travel and on-road mobile source emissions reduced by CMAQ funded projects. Staff will be presenting targets to the committee over the next few meetings and seeking the committee members input. The targets will be published as part of the ON TO 2050 plan.

**7.0 Other Business**

There was no other business.

**8.0 Public Comment**

There were no comments from the public.

**9.0 Next Meeting**

Mr. Ferguson stated that the next meeting is scheduled for April 12, 2018.

**10.0 Adjournment**

On a motion made by Mr. Schmidt and seconded by Mr. Snyder, the meeting was adjourned at 2:35 p.m.

**CMAQ Project Selection Committee Members:**

____ Darwin Burkhart	____ Mark Pitstick	____ Chris Schmidt
____ Luann Hamilton	____ Jeffery Schielke	____ Chris Snyder
____ Douglas Ferguson, Chair		



 **Chicago Metropolitan Agency for Planning**  
**FFY 2018-2022 CMAQ Program Summary**

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						
					ENG		ROW		CON/IMP		Project Total
					FFY	Amount	FFY	Amount	FFY	Amount	
Intersection Improvement	05-16-0001	Central	Berwyn	16st St from Harlem Av to Ridgeland Av	2018	\$ 59,600					\$ 59,600
Access to Transit	05-18-0001	Central	Berwyn	Depot District Streetscape Project					2021	\$ 523,200	\$ 523,200
Access to Transit	05-18-0002	Central	Brookfield	Brookfield Metra Station Bicycle Parking	2021	\$ 44,344			2022	\$ 177,376	\$ 221,720
Access to Transit	05-16-0003	Central	Cicero	Cicero Access to Transit Improvements					2018	\$ 186,080	\$ 186,080
Access to Transit	05-14-0001	Central	LaGrange	LaGrange Stone Av Metra Station Area Pedestrian Access Improvements					2018	\$ 1,012,000	\$ 1,012,000
Other	05-16-0002	Central	Riverside	Central Business District Bike Parking					2018	\$ 48,400	\$ 48,400
Demonstration	01-02-0027	City of Chicago	CDOT	Cicero Ave Smart Corridor					2018	\$ 2,187,000	\$ 2,187,000
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station					2022	\$ 59,930,000	\$ 59,930,000
Bicycle & Pedestrian Bottleneck Elimination	01-06-0004	City of Chicago	CDOT	Walk to Transit - Series 2					2018	\$ 2,163,000	\$ 2,163,000
Direct Emissions Reduction	01-06-0058	City of Chicago	CDOT	71st St and CSX Grade Separation (GS19)	2019	\$ 900,000					\$ 900,000
Direct Emissions Reduction	01-12-0004	City of Chicago	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 3					2018	\$ 10,400,000	\$ 10,400,000
Direct Emissions Reduction	01-12-0004	City of Chicago	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 3					2019	\$ 10,400,000	\$ 10,400,000
Direct Emissions Reduction	01-18-0005	City of Chicago	CDOT	Drive Electric Chicago - EV Fleet Program					2021	\$ 15,507,000	\$ 15,507,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase V-2	2018	\$ 1,200,000					\$ 1,200,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase V-3	2018	\$ 1,000,000					\$ 1,000,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - 2014-2016 Series					2019	\$ 13,782,600	\$ 13,782,600
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - 2016-2017 Series	2019	\$ 2,066,000			2019	\$ 5,106,000	\$ 7,172,000
Transit Facility Improvement	16-10-9001	City of Chicago	CTA	Red and Purple Line Modernization	2018	\$ 25,000,000			2020	\$ 100,000,000	\$ 125,000,000
Transit Service	16-13-0005	City of Chicago	CTA	Ashland Av Transit Signal Priority and Signal Modernization-Irving Park Rd to Cermak Rd					2019	\$ 8,890,857	\$ 8,890,857
Direct Emissions Reduction	16-18-0001	City of Chicago	CTA	Purchase of Up to 10 Electric Buses and two En-route Charging Stations					2021	\$ 8,000,000	\$ 8,000,000
Bicycle & Pedestrian	08-16-0001	DuPage	Bensenville	IL 83 from Bryn Mawr Av to Foster Av					2019	\$ 299,738	\$ 299,738
Access to Transit	08-17-0026	DuPage	Bensenville	Railroad Avenue Enhancement Project/Bensenville Metra Station Access Improvements					2018	\$ 400,000	\$ 400,000
Access to Transit	08-16-0002	DuPage	Clarendon Hills	Burlington Av Metra Station Bicycle Parking Shelter	2019	\$ 4,400			2019	\$ 39,760	\$ 44,160
Signal Interconnect	08-18-0003	DuPage	DuPage County DOT	Central Signal System Expansion 1					2019	\$ 2,503,056	\$ 2,503,056
Signal Interconnect	08-18-0003	DuPage	DuPage County DOT	Central Signal System Expansion 2					2019	\$ 1,052,343	\$ 1,052,343
Transit Facility Improvement	08-18-0005	DuPage	Elmhurst	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements					2021	\$ 10,000,000	\$ 10,000,000
Signal Interconnect	09-16-0001	Kane Kendall	Aurora	Indian Trail Rd from IL25/Aurora Av to Pensbury Ln					2019	\$ 905,607	\$ 905,607
Bicycle & Pedestrian	09-16-0002	Kane Kendall	Aurora	Edgelawn Dr Bikeway Project	2018	\$ 26,870			2018	\$ 295,570	\$ 322,440
Bicycle & Pedestrian	09-16-0003	Kane Kendall	Aurora	Montgomery Rd Multi-use Path	2018	\$ 35,839			2018	\$ 394,229	\$ 430,068
Access to Transit	09-16-0004	Kane Kendall	Aurora	Aurora Transportation Center (ATC) Enhancements					2018	\$ 11,482,924	\$ 11,482,924
Intersection Improvement	09-08-0005	Kane Kendall	Carpentersville	IL 31 at Huntley Rd					2018	\$ 5,501,000	\$ 5,501,000

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total
					ENG		ROW		CON/IMP		
					FFY	Amount	FFY	Amount	FFY	Amount	
Bicycle & Pedestrian Intersection Improvement	09-10-0024	Kane Kendall	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd			2018	\$ 48,000	2019	\$ 404,550	\$ 452,550
Intersection Improvement	09-10-0024	Kane Kendall	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd			2018	\$ 216,000	2019	\$ 3,867,068	\$ 4,083,068
Intersection Improvement	09-09-0010	Kane Kendall	Kane County	Huntley Rd at Galligan Rd					2018	\$ 1,059,000	\$ 1,059,000
Intersection Improvement	09-12-0011	Kane Kendall	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77					2018	\$ 3,846,000	\$ 3,846,000
Signal Interconnect	09-14-0004	Kane Kendall	Kane County DOT	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd					2018	\$ 830,700	\$ 830,700
Bottleneck Elimination	09-18-0003	Kane Kendall	Kane County DOT	Randall Road at Weld Road/US 20					2022	\$ 4,956,245	\$ 4,956,245
Bicycle & Pedestrian Intersection Improvement	09-96-0017	Kane Kendall	Kane County	Longmeadow Road Bike Path Extensions					2018	\$ 1,400,000	\$ 1,400,000
Intersection Improvement	10-14-0021	Lake	IDOT D1	IL 176 at Roberts Rd					2018	\$ 780,000	\$ 780,000
Intersection Improvement	10-00-0117	Lake	Lake County DOT	Fairfield Rd at IL 134					2019	\$ 699,000	\$ 699,000
Intersection Improvement	10-00-0129	Lake	Lake County DOT	Hart Rd at US 14/W Northwest Hwy					2019	\$ 2,063,917	\$ 2,063,917
Signal Interconnect	10-16-0002	Lake	Lake County DOT	Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd					2018	\$ 739,690	\$ 739,690
Signal Interconnect	10-16-0004	Lake	Lake County DOT	US 12/Rand Rd from IL 176 Ramps to Miller Rd					2018	\$ 1,836,960	\$ 1,836,960
Signal Interconnect	10-16-0005	Lake	Lake County DOT	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd			2018	\$ 80,000	2019	\$ 1,428,320	\$ 1,508,320
Intersection Improvement	10-18-0002	Lake	Lake County DOT	Wadsworth Road at Lewis Avenue Intersection Improvement					2022	\$ 2,786,960	\$ 2,786,960
Access to Transit	10-16-0013	Lake	Lake Villa	Lake Villa TOD Sidewalk and Multi-use Path Connections to Metra	2018	\$ 16,000			2019	\$ 248,000	\$ 264,000
Bicycle & Pedestrian Access to Transit	10-16-0001	Lake	Mundelein	Maple Av Bike Path					2018	\$ 938,500	\$ 938,500
Access to Transit	10-16-0006	Lake	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station	2018	\$ 320,000			2019	\$ 1,360,000	\$ 1,680,000
Access to Transit	10-18-0003	Lake	Waukegan	Waukegan Metra Station and Pace Route Access Improvements	2021	\$ 40,000			2022	\$ 168,704	\$ 208,704
Intersection Improvement	11-18-0001	McHenry	Crystal Lake	Intersection Improvements at US 14 and Virginia Rd					2021	\$ 1,450,505	\$ 1,450,505
Intersection Improvement	11-03-0018	McHenry	McHenry County DOT	Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect and Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd (11-12-0006)					2018	\$ 13,183,000	\$ 13,183,000
Access to Transit	04-16-0003	North Central	Bellwood	St. Charles Road Access to Transit	2018	\$ 40,000			2019	\$ 560,000	\$ 600,000
Bottleneck Elimination	03-96-0021	North Central	Cook County DOTH	I-294 to and from Franklin Avenue/Green Street					2022	\$ 19,838,971	\$ 19,838,971
Intersection Improvement	03-96-0021	North Central	Cook County DOTH	I-294 at IL 64/North Av			2018	\$3,352,800	2019	\$ 26,117,074	\$ 29,469,874
Access to Transit	04-18-0002	North Central	Melrose Park	Melrose Park Metra Station and Pace Route Access Improvements	2021	\$ 39,040			2022	\$ 332,800	\$ 371,840
Access to Transit	04-18-0001	North Central	Northlake	Northlake Pace Route Access Improvements	2021	\$ 30,656			2022	\$ 153,280	\$ 183,936
Intersection Improvement	02-97-0006	North Shore	Cook County DOTH	Old Orchard Rd from Edens Expressway to Skokie Blvd					2020	\$ 5,636,000	\$ 5,636,000
Intersection Improvement	02-14-0004	North Shore	IDOT D1	Willow Rd at Pflugsten Rd			2018	\$ 204,000	2019	\$ 800,400	\$ 1,004,400
Intersection Improvement	02-16-0006	North Shore	IDOT D1	Golf Rd at Harms Rd					2019	\$ 660,000	\$ 660,000
Bicycle & Pedestrian Access to Transit	02-14-0003	North Shore	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	2018	\$ 32,000			2019	\$ 440,000	\$ 472,000
Access to Transit	02-16-0013	North Shore	Skokie	Skokie Bicycle Parking at Dempster and Oakton	2018	\$ 20,984			2019	\$ 230,824	\$ 251,808
Intersection Improvement	03-11-0020	Northwest	Cook County DOTH	Lake Cook Rd at IL 83/McHenry Rd					2018	\$ 2,974,000	\$ 2,974,000

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total
					ENG		ROW		CON/IMP		
					FFY	Amount	FFY	Amount	FFY	Amount	
Intersection Improvement	03-11-0020	Northwest	Cook County DOTH	Lake Cook Rd at Weiland Rd					2018	\$ 4,185,000	\$ 4,185,000
Intersection Improvement	03-11-0020	Northwest	Cook County DOTH	Lake Cook Rd at Buffalo Grove Rd					2018	\$ 5,113,000	\$ 5,113,000
Bottleneck Elimination	03-96-0021	Northwest	Cook County DOTH	Touhy Av and UPRR					2018	\$ 23,289,000	\$ 23,289,000
Intersection Improvement	03-96-0021	Northwest	Cook County DOTH	Elmhurst Rd and Touhy Av/IL 72					2018	\$ 11,450,000	\$ 11,450,000
Bicycle & Pedestrian	03-12-0005	Northwest	Des Plaines	Ballard Rd from Bender Rd to Good Av					2018	\$ 428,542	\$ 428,542
Access to Transit	03-18-0001	Northwest	Hanover Park	US 20 Pedestrian Access to Hanover Park Metra Station	2021	\$ 24,000			2022	\$ 372,000	\$ 396,000
Intersection Improvement	03-12-0002	Northwest	IDOT D1	IL 59 at W Bartlett Rd			2018	\$ 432,000	MYB	\$ 2,640,000	\$ 3,072,000
Intersection Improvement	03-14-0004	Northwest	IDOT D1	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St					2018	\$ 3,730,000	\$ 3,730,000
Bottleneck Elimination	03-18-0006	Northwest	IDOT D1	I-90 WB Improvements from IL 43 to I-190					2018	\$ 26,146,400	\$ 26,146,400
Intersection Improvement	03-18-0007	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Wise Rd			2021	\$ 240,000	2021	\$ 1,106,000	\$ 1,346,000
Intersection Improvement	03-18-0008	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Barrington Rd			2021	\$ 552,000	2021	\$ 1,625,000	\$ 2,177,000
Bicycle & Pedestrian	03-18-0004	Northwest	Palatine	Roselle Road/Euclid Avenue Multi-Use Path					2021	\$ 400,000	\$ 400,000
Intersection Improvement	03-03-0102	Northwest	Schaumburg	IL 62/Algonquin Rd at Meacham Rd			2018	\$ 360,000	2019	\$ 2,320,000	\$ 2,680,000
Intersection Improvement	03-14-0017	Northwest	Schaumburg	Woodfield Rd at IL 53					2019	\$ 2,106,000	\$ 2,106,000
Other	01-16-0003	Regionwide	IDOT D1	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	2018	\$ 281,600			2019	\$ 2,816,000	\$ 3,097,600
Other	13-18-0001	Regionwide	IDOT D1	IDOT Central Traffic Management System					2022	\$ 6,386,000	\$ 6,386,000
Direct Emissions Reduction	13-14-0001	Regionwide	IEPA	Chicago Area Green Fleet Grant Program					2019	\$ 6,000,000	\$ 6,000,000
Direct Emissions Reduction	13-14-0002	Regionwide	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion					2019	\$ 3,000,000	\$ 3,000,000
Direct Emissions Reduction	13-14-0002	Regionwide	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion					2020	\$ 3,000,000	\$ 3,000,000
Direct Emissions Reduction	13-16-0001	Regionwide	IEPA	Railsolve/Ingredion Switcher Locomotive Engine Replacement					2018	\$ 2,692,300	\$ 2,692,300
Access to Transit	18-18-0001	Regionwide	Metra	Metra Bike Parking Expansion					2021	\$ 306,000	\$ 306,000
Direct Emissions Reduction	18-18-0002	Regionwide	Metra	Locomotive Acquisition and Rehabilitation					2021	\$ 44,800,000	\$ 44,800,000
Transit Facility Improvement	09-14-0005	Regionwide	Pace	Randall Rd Transit Infrastructure Improvements					2018	\$ 1,240,000	\$ 1,240,000
Transit Service	17-12-0001	Regionwide	Pace	I-90 Corridor Transit Access Improvement Project					2018	\$ 9,390,000	\$ 9,390,000
Transit Service	17-12-0001	Regionwide	Pace	I-90 Corridor Transit Access Improvement Project					2019	\$ 10,330,000	\$ 10,330,000
Transit Facility Improvement	17-18-0001	Regionwide	Pace	Pulse Dempster Line					2021	\$ 10,040,512	\$ 10,040,512
Other	17-94-0002	Regionwide	Pace	Vanpool Program					2018	\$ 4,096,000	\$ 4,096,000
Other	17-94-0002	Regionwide	Pace	Vanpool Program					2019	\$ 7,520,000	\$ 7,520,000
Access to Transit	07-18-0002	South	Chicago Heights	Chicago Heights Pace Bus Terminal Improvements	2021	\$ 12,000			2022	\$ 87,935	\$ 99,935
Access to Transit	07-16-0003	South	Midlothian	Midlothian Metra Station Area Access Improvements					2018	\$ 736,000	\$ 736,000
Access to Transit	07-16-0004	South	Oak Forest	Oak Forest TOD Area Access to Transit Improvements	2018	\$ 36,000			2019	\$ 415,910	\$ 451,910
Access to Transit	07-18-0003	South	Olympia Fields	Olympia Fields Metra Station and Pace Route Access Improvements	2021	\$ 67,200			2022	\$ 332,800	\$ 400,000
Direct Emissions Reduction	07-14-0010	South	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers					2018	\$ 851,000	\$ 851,000
Access to Transit	07-16-0005	South	Richton Park	Richton Park Metra Electric Station Area Access					2018	\$ 263,842	\$ 263,842

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total
					ENG		ROW		CON/IMP		
					FFY	Amount	FFY	Amount	FFY	Amount	
Bicycle & Pedestrian	07-16-0001	South	Sauk Village	Sauk Trail/Cottage Grove Av Bike Path Improvements	2018	\$ 124,800					\$ 124,800
Direct Emissions Reduction	06-18-0001	Southwest	Bedford Park	The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project					2021	\$ 2,723,500	\$ 2,723,500
Direct Emissions Reduction	06-18-0001	Southwest	Bedford Park	The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project					2022	\$ 2,925,000	\$ 2,925,000
Access to Transit	06-16-0010	Southwest	Chicago Ridge	Chicago Ridge Metra Station Area Access Improvements					2019	\$ 1,316,850	\$ 1,316,850
Bicycle & Pedestrian	06-06-0061	Southwest	Palos Heights	Re-Alignment Design Eng Cal-Sag Trail Stage 1 to Burnham Greenway Bike Trail	2018	\$ 280,000					\$ 280,000
Bicycle & Pedestrian	06-06-0061	Southwest	Palos Heights	Blue Island: Cal-Sag Trail East-West Blue Island Segment (Kedzie to Ashland)					2019	\$ 1,823,000	\$ 1,823,000
Bicycle & Pedestrian	12-18-0001	Will	Elwood	Village of Elwood Mississippi Street Bike Path	2018	\$ 12,064					\$ 12,064
Bicycle & Pedestrian	12-12-0004	Will	Frankfort	St. Francis Rd Multi-Use Trail					2018	\$ 188,000	\$ 188,000
Intersection Improvement	12-12-0005	Will	IDOT D1	US 6/Southwest Hwy at Gougar Rd					2018	\$ 2,420,000	\$ 2,420,000
Intersection Improvement	12-18-0003	Will	Joliet	Jefferson Street US 52 & Houbolt Road	2021	\$ 32,000	2022	\$ 200,000	2022	\$ 425,416	\$ 657,416
Intersection Improvement	12-18-0004	Will	Joliet	Jefferson Street US 52 & I-55 Southbound Ramps	2021	\$ 160,000			2022	\$ 1,908,560	\$ 2,068,560
Signal Interconnect	12-18-0005	Will	Joliet	Black Road Traffic Signal Interconnection Project					2021	\$ 904,800	\$ 904,800
Intersection Improvement	12-08-0003	Will	Will County Department of Highways	Laraway Rd at Cedar Rd					2018	\$ 3,153,600	\$ 3,153,600



**Chicago Metropolitan Agency for Planning**  
CMAQ Deferred Program Summary

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total
					ENG		ROW		CON/IMP		
					FFY	Amount	FFY	Amount	FFY	Amount	
Bicycle & Pedestrian	01-01-0011	City of Chicago	CDOT	Chicago Bikes Marketing Campaign-Phase IV-TravelSmart					MYB	\$ 2,000,000	\$ 2,000,000
Signal Interconnect	01-03-0002	City of Chicago	CDOT	Stony Island Ave from Midway Plaisance to US 12/US 20/95th St					MYB	\$ 4,032,000	\$ 4,032,000
Signal Interconnect	01-03-0004	City of Chicago	CDOT	Roosevelt Rd from Western Ave to US 41/Lake Shore Dr					MYB	\$ 3,929,600	\$ 3,929,600
Bicycle & Pedestrian	01-06-0005	City of Chicago	CDOT	Walk to Transit - Series 3	2018	\$ 560,000			MYB	\$ 1,860,000	\$ 2,420,000
Other	01-09-0005	City of Chicago	CDOT	Traffic Management Center Integrated Corridor Management					MYB	\$ 1,520,000	\$ 1,520,000
Other	01-12-0002	City of Chicago	CDOT	Arterial VMS Traveler Information System, Phase I	MYB	\$ 172,000			MYB	\$ 1,141,200	\$ 1,313,200
Other	01-12-0005	City of Chicago	CDOT	Arterial Detection System Improvements					MYB	\$ 975,200	\$ 975,200
Signal Interconnect	01-12-0006	City of Chicago	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr	MYB	\$ 124,000			MYB	\$ 820,000	\$ 944,000
Signal Interconnect	01-12-0007	City of Chicago	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	MYB	\$ 122,000			MYB	\$ 806,000	\$ 928,000
Signal Interconnect	01-17-0014	City of Chicago	CDOT	Wireless Signal Interconnects	2018	\$ 1,600,000			MYB	\$28,757,000	\$ 30,357,000
Demonstration	01-18-0006	City of Chicago	CDOT	Chicago Advisory Systems: Truck Route, Arterial Congestion, and Detour Event					MYB	\$ 1,072,000	\$ 1,072,000
Intersection Improvement	08-12-0004	DuPage	DuPage County DOT	55th St at Main St					MYB	\$ 3,090,000	\$ 3,090,000
Intersection Improvement	08-12-0003	DuPage	Elmhurst	IL 56/Butterfield Rd at York St	2018	\$ 240,000	MYB	\$ 349,920	MYB	\$ 1,025,920	\$ 1,615,840
Transit Service	08-05-0005	DuPage	Oak Brook	Oak Brook Employment Area Distributor Service					MYB	\$ 910,000	\$ 910,000
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	MYB	\$ 143,801			MYB	\$ 2,397,000	\$ 2,540,801
Bicycle & Pedestrian	09-12-0009	Kane Kendall	Elgin	Elgin CBD Bike Racks Program	2018	\$ 12,000			MYB	\$ 64,800	\$ 76,800
Intersection Improvement	09-10-0016	Kane Kendall	IDOT D1	IL 47 at Plato Rd					MYB	\$ 2,400,000	\$ 2,400,000
Bicycle & Pedestrian	10-13-0015	Lake	North Chicago	North Chicago Lakefront Bike Path	MYB	\$ 28,320			MYB	\$ 249,040	\$ 277,360
Bottleneck Elimination	11-09-0006	McHenry	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings					MYB	\$ 938,000	\$ 938,000
Bicycle & Pedestrian	04-11-0009	North Central	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd					MYB	\$ 452,000	\$ 452,000
Bicycle & Pedestrian	04-12-0007	North Central	Northlake	Northwest Av from Grand Av to North Av	MYB	\$ 57,200			MYB	\$ 629,600	\$ 686,800
Bottleneck Elimination	02-97-0006	North Shore	Cook County DOT	Old Orchard Rd from Edens Expressway to Skokie Blvd					MYB	\$ 800,000	\$ 800,000
Bicycle & Pedestrian	02-06-0035	North Shore	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd					MYB	\$ 446,000	\$ 446,000
Bicycle & Pedestrian	03-12-0011	Northwest	Des Plaines	Des Plaines - Pedestrian Refuge Medians					MYB	\$ 144,800	\$ 144,800
Bicycle & Pedestrian	03-12-0010	Northwest	Mount Prospect	Bike/Ped Crossing at Mount Prospect Road and Northwest Highway	MYB	\$ 20,000			MYB	\$ 272,000	\$ 292,000
Bicycle & Pedestrian	03-12-0012	Northwest	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av					MYB	\$ 94,000	\$ 94,000
Direct Emissions Reduction	13-14-0002	Regionwide	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion					MYB	\$25,192,000	\$ 25,192,000
Bicycle & Pedestrian	07-12-0004	South	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham					MYB	\$ 3,161,600	\$ 3,161,600
Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	MYB	\$ 11,000			MYB	\$ 190,000	\$ 201,000
Intersection Improvement	12-12-0003	Will	Will County Department of Highways	Bell Rd/CH 16 at 143rd St/CH 37					MYB	\$10,384,000	\$ 10,384,000



**Chicago Metropolitan Agency for Planning**  
FFY 2018-2020 TAP-L Program Summary

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	TAP-L Funds						Project Total
					ENG		ROW		CON/IMP		
					FFY	Amount	FFY	Amount	FFY	Amount	
Bicycle & Pedestrian	01-06-0002	City of Chicago	CDOT	43rd St Access Bridge to the Lakefront Trail					2018-2019	\$23,800,000	\$ 23,800,000
Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path	2018	\$ 578,000			2020	\$ 4,520,000	\$ 5,098,000
Bicycle & Pedestrian	08-11-0017	DuPage	Bensenville	Church Rd from Irving Park Rd to Grove Av					2018	\$ 541,620	\$ 541,620
Bicycle & Pedestrian	08-17-0021	DuPage	Carol Stream	Southeast Carol Stream Bike Paths					2019	\$ 380,000	\$ 380,000
Bicycle & Pedestrian	08-04-0011	DuPage	DuPage County DOT	East Branch DuPage River Trail - Benedictine Connector from Burlington Av to College Av			2018	\$ 712,000	2021	\$ 280,000	\$ 992,000
Bicycle & Pedestrian	08-12-0040	DuPage	DuPage County DOT	Gary Av Trail from Great Western Trail to Army Trail Rd					2019	\$ 260,000	\$ 260,000
Bicycle & Pedestrian	08-16-0017	DuPage	Forest Preserve District of DuPage County	North Central DuPage Regional Trail	2019	\$ 152,000					\$ 152,000
Bicycle & Pedestrian	08-16-0019	DuPage	Forest Preserve District of DuPage County	West Branch DuPage River Trail Extension	2019	\$ 240,000	2019	\$ 80,000	2020	\$ 2,410,134	\$ 2,730,134
Bicycle & Pedestrian	08-16-0003	DuPage	Hanover Park	Hawks Hollow Forest Preserve Trail Connection from Lawrence Av/County Farm Rd to Lawrence Av/Morton Rd					2018	\$ 103,700	\$ 103,700
Bicycle & Pedestrian	09-18-0001	Kane Kendall	Aurora	East New York Street Bike Path					2019	\$ 428,680	\$ 428,680
Bicycle & Pedestrian	09-18-0002	Kane Kendall	Forest Preserve District of Kane County	Great Western Trail Extension	2018	\$ 38,400	2018	\$ 500,000	2019	\$ 141,634	\$ 680,034
Bicycle & Pedestrian	09-16-0005	Kane Kendall	Forest Preserve District of Kane County	Fox River Trail under UPRR from Raymond Dt/Riverview Dr to Poplar Creek					2018	\$ 2,085,267	\$ 2,085,267
Bicycle & Pedestrian	02-18-0002	North Shore	Cook County DOTH	Skokie Valley Trail Extension-Northbrook					2018	\$ 2,780,936	\$ 2,780,936
Bicycle & Pedestrian	02-16-0008	North Shore	Glenview	Milwaukee Av/Lake Av/Sanders Rd (IL-21) multi-use path					2018	\$ 523,808	\$ 523,808
Bicycle & Pedestrian	02-18-0001	North Shore	Skokie	Skokie Valley Trail-Golf Rd to Dempster St	2018	\$ 176,000	2018	\$ 608,000	2020	\$ 2,096,000	\$ 2,880,000
Bicycle & Pedestrian	03-18-0005	Northwest	Elk Grove	Oakton St and Busse Rd Multi-Use Path					2019	\$ 162,545	\$ 162,545
Bicycle & Pedestrian	03-13-0010	Northwest	Niles	Howard St Bicycle Path	2018	\$ 73,200	2018	\$ 65,000	2020	\$ 1,006,800	\$ 1,145,000
Bicycle & Pedestrian	03-18-0002	Northwest	Schaumburg	Higgins Rd Bike Path	2018	\$ 33,600			2019	\$ 482,160	\$ 515,760
Bicycle & Pedestrian	07-18-0001	South	Country Club Hills	BP Pipeline Shared Use Path	2018	\$ 134,408					\$ 134,408
Bicycle & Pedestrian	06-06-0061	Southwest	Alsip Park District	Cal-Sag Trail East - Alsip Segment East of Cicero Ave along northside of channel to Kedzie Ave and 131st St					2018	\$ 2,694,000	\$ 2,694,000
Bicycle & Pedestrian	06-06-0061	Southwest	Dolton	Cal-Sag Trail East - Dolton Leg from Indiana Ave and 137th St to Burnham Greenway Trail					2018	\$ 3,542,000	\$ 3,542,000
Bicycle & Pedestrian	12-15-0011	Will	Romeoville	Multi-Use Path through ComEd ROW from Airport Rd/Butler Rd & I-55 and Weber Rd	2018	\$ 89,600			2019	\$ 1,228,800	\$ 1,318,400
Bicycle & Pedestrian	12-18-0002	Will	Romeoville	NGPL Multi-Use Trail	2018	\$ 56,000			2019	\$ 757,600	\$ 813,600



## 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
2018	\$ 191,757,711	\$ 178,914,564	\$ 12,843,147	\$ 100,782,000	\$ (87,938,853)	\$ 128,175,633	\$ 41,192,548	\$ 86,983,085
2019	\$ 111,412,281	\$ 123,522,849	\$ (12,110,568)	\$ -	\$ (12,110,568)	\$ 106,075,633		
2020	\$ 111,412,281	\$ 108,636,000	\$ 2,776,281	\$ -	\$ 2,776,281	\$ 106,075,633		
2021	\$ 111,412,281	\$ 88,974,982	\$ 22,437,299	\$ -	\$ 22,437,299	\$ 106,075,633		
2022	\$ 111,412,281	\$ 110,634,822	\$ 777,459	\$ -	\$ 777,459	\$ 106,075,633		
	\$ 637,406,835	\$ 610,683,217	\$ 26,723,618	\$ 100,782,000	\$ (74,058,382)	\$ 552,478,164		

Current as of 4/11/18

- 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 2018 includes the unobligated balance from prior years, with funds currently in Advanced Construction considered to be obligated. FFY 2018-2022 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 2018 includes balance amounts from prior years. Source: eTIP database
- Deferred Funds Not Programmed:** Deferred funds for project phases that have not demonstrated readiness for the reinstatement of funds. FFY 2018 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 2, 2017 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: FHWA FMIS database
- Obligations Needed to Meet Goal:** Obligation Goal less Current FFY Obligations to Date.

**Current Year Unobligated Balance Calculations:**

FFY 2018 Federal Apportionment	\$ 111,412,281
Prior Years' Unobligated Balance	\$ 98,830,763 (+)
	\$ 210,243,044
FFY 2018 Advanced Construction	\$ 18,485,333 (-)
	\$ 191,757,711





# Chicago Metropolitan Agency for Planning

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## MEMORANDUM

**To:** CMAQ Project Selection Committee  
**From:** CMAP Staff  
**Date:** Revised April 11, 2018  
**Re:** CMAQ/TAP-L Project Change Requests for consideration on April 12, 2018

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Eleven projects (10 CMAQ and 1 TAP-L) submitted scope, cost and schedule change requests for committee consideration. The sponsors' requests are attached; a re-ranking analysis is available upon request.

A summary of the impacts of the staff recommended schedule and cost changes on the fiscal constraint of the Transportation Improvement Program (TIP) is shown below. The FFY 2018 Current Program amount included below is the new funding in FFY 2018 and carryover from former years. Approximately \$18 million is currently in Advanced Construction status in prior fiscal years and is accounted for in the FFY 2018 Unprogrammed Balance below, although staff does not expect the full amount of Advanced Construction funding to be converted within the current federal fiscal year.



	CMAQ					Notes
	2018	2019	2020	2021	2022	
Current Program*	\$178,914,564	\$123,522,849	\$108,636,000	\$88,974,982	\$110,634,822	Revised 4/11/18
Unprogrammed Balance*	\$12,843,147	-\$12,110,568	\$2,776,281	\$22,437,299	\$777,459	
<b>Sponsor requested changes</b>						
03-12-0002	\$456,000					Transfer CON (deferred) to ROW
07-16-0005	\$143,764					Increase for E2 and CON
09-10-0024	\$2,136,000	-\$4,271,618		\$4,271,618		Move CON 19 to 21 and increase for ROW in 18
09-12-0011	\$3,312,000					Increase for CON
09-16-0003	\$185,932					Transfer E2 to CON (revenue neutral in 18) and increase CON
10-14-0021	\$835,000	-\$780,000				CON 19 to 18 and increase CON
10-16-0001	\$645,000					Increase for CON
11-03-0018	\$3,345,000					Increase for CON
12-12-0005	\$400,000					Increase for CON
Sum of Changes From Requests	\$11,458,696	-\$5,051,618	\$0	\$4,271,618	\$0	
<b>Sum of Recommended Changes</b>	<b>\$11,458,696</b>	<b>-\$5,051,618</b>	<b>\$0</b>	<b>\$4,271,618</b>	<b>\$0</b>	
<b>Recommended Revised Program</b>	<b>\$190,373,260</b>	<b>\$118,471,231</b>	<b>\$108,636,000</b>	<b>\$93,246,600</b>	<b>\$110,634,822</b>	
<b>Rec. Rev. Unprogrammed Balance</b>	<b>\$1,384,451</b>	<b>-\$7,058,950</b>	<b>\$2,776,281</b>	<b>\$18,165,681</b>	<b>\$777,459</b>	
	<b>TAP-L</b>					
	2018	2019	2020	2021	2022	Notes
Current Program*	\$34,517,079	\$10,953,619	\$10,032,934	\$280,000	\$0	
Unprogrammed Balance*	\$4,884,025	-\$1,836,515	-\$915,830	\$8,837,104	\$9,117,104	
<b>Sponsor requested changes</b>						
08-14-0002	\$53,000					Increase for CE
Sum of Changes From Requests	\$53,000	\$0	\$0	\$0	\$0	
<b>Sum of Recommended Changes</b>	<b>\$53,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Recommended Revised Program</b>	<b>\$34,570,079</b>	<b>\$10,953,619</b>	<b>\$10,032,934</b>	<b>\$280,000</b>	<b>\$0</b>	
<b>Rec. Rev. Unprogrammed Balance</b>	<b>\$4,831,025</b>	<b>-\$1,836,515</b>	<b>-\$915,830</b>	<b>\$8,837,104</b>	<b>\$9,117,104</b>	

\* Source: CMAP FY 2014-19 TIP.

## **For Committee Consideration (CMAQ):**

### **IDOT – IL 59 at Bartlett Rd (TIP ID 03-12-0002)**

The project was approved for \$96,000 federal (\$120,000 total) for right of way in FFY 2012 and \$480,000 federal (\$600,000 total) for construction in FFY 2013. In FFY 2015, the Committee approved a scope change and cost increases for both right of way and construction. The current programmed amounts are \$432,000 federal (\$540,000 total) for right of way and \$2,640,000 federal (\$3,300,000 total) for construction. Construction funds are currently deferred.

The sponsor is requesting to transfer \$456,000 federal (\$570,000 total) from construction to right of way in FFY 2018 due to increased right of way costs from a revised scope due to local agency coordination.

#### *Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the transfer of \$456,000 federal (\$570,000 total) from construction to right of way in FFY 2018 for IDOT – IL 59 at Bartlett Rd (TIP ID 03-12-0002).

### **Richton Park – Richton Park Metra Electric Station Area Access (TIP ID 07-16-0005)**

The project was approved for \$17,760 federal (\$22,200 total) for phase 2 engineering in FFY 2016 and \$263,842 federal (\$329,803 total) for construction/construction engineering in FFY 2018.

The sponsor is requesting a cost increase of \$32,554 federal (\$40,692 total) for phase 2 engineering and \$111,210 federal (\$72,801 total) for construction/construction engineering in FFY 2018 due to the addition of unanticipated elements requested by IDOT and Cook County.

The project was originally ranked in a group with the other Regionwide Transit Access Improvements projects. A re-ranking of the group shows that the project ranking was unchanged at 3rd among all 2016-2020 Transit Access projects. Three funded projects rank lower than 3rd .

#### *Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the cost increase of \$32,554 federal (\$40,692 total) for phase 2 engineering and \$111,210 federal (\$72,801 total) for construction/construction engineering in FFY 2018 for Richton Park – Richton Park Metra Electric Station Area Access (TIP ID 07-16-0005).

### **Geneva – East State St from Fox River to Kirk Rd (TIP ID 09-10-0024)**

The project was approved for \$264,000 federal (\$330,000 total) for right of way in FFY 2018 and \$4,271,618 federal (\$5,339,522 total) for construction/construction engineering in FFY 2019.

The sponsor is requesting a schedule change to move \$4,271,618 federal (\$5,339,522 total) for construction/construction engineering from FFY 2019 to FFY 2021 and a cost increase of \$2,136,000 federal (\$2,670,000 total) for right of way in FFY 2018 due to the state no longer providing right of way funding.

Since the project was awarded funding in both the Bicycle Facilities and Intersection Improvement project categories, two re-ranking analyses were completed. The project ranking changed from 18<sup>th</sup> to 27<sup>th</sup> among all 2012-2016 Bicycle Facilities projects; three funded projects rank lower than 27<sup>th</sup>. The project ranking changed from 9<sup>th</sup> to 13<sup>th</sup> among all 2012-2016 Intersection Improvement projects; zero funded projects rank lower than 13<sup>th</sup>.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the schedule change to move \$4,271,618 federal (\$5,339,522 total) for construction/construction engineering from FFY 2019 to FFY 2021 the cost increase of \$2,136,000 federal (\$2,670,000 total) for right of way in FFY 2018 for Geneva – East State St from Fox River to Kirk Rd (TIP ID 09-10-0024).

**Kane County DOT – Fabyan Pkwy at Kirk Rd (TIP ID 09-12-0011)**

The project was approved for \$285,000 federal (\$356,000 total) for phase 1 engineering in FFY 2012, \$356,000 federal (\$445,000 total) for phase 2 engineering in FFY 2015, \$280,000 federal (\$350,000 total) for right of way in FFY 2017 and \$3,846,000 federal (\$4,807,400 total) for construction/construction engineering in FFY 2018.

The sponsor is requesting a cost increase of \$3,312,000 federal (\$2,090,000 total) for construction/construction engineering in FFY 2018 due to increased costs since the project was awarded in 2012. The project is targeting a September 2018 letting.

A re-ranking was completed with the project ranking changing from 73<sup>rd</sup> to 81<sup>st</sup> among all 2012-2016 Intersection Improvement projects. Two funded projects rank lower than 81<sup>st</sup>.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the cost increase of \$3,312,000 federal (\$2,090,000 total) for construction/construction engineering in FFY 2018 for Kane County DOT – Fabyan Pkwy at Kirk Rd (TIP ID 09-12-0011).

**Aurora – Montgomery Rd Multi-Use Path (TIP ID 09-16-0003)**

The project was approved for \$35,839 federal (\$44,799 total) for phase 2 engineering in FFY 2018 and \$394,229 federal (\$492,786 total) for construction in FFY 2018.

The sponsor is requesting a cost change to fund phase 2 engineering locally, to transfer \$35,839 federal (\$44,799 total) from phase 2 engineering to construction and a cost increase of \$185,932 federal (\$232,415 total) for construction/construction engineering in FFY 2018 due to increased costs in engineer's estimates.

A re-ranking was completed with the project ranking changing from 11<sup>th</sup> to 13<sup>th</sup> among all 2016-2020 Bicycle Facility projects. Three funded projects rank lower than 13<sup>th</sup>.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the cost change to fund phase 2 engineering locally, to transfer \$35,839 federal (\$44,799 total) from phase 2 engineering to construction and a cost increase of

\$185,932 federal (\$232,415 total) for construction/construction engineering in FFY 2018 for Aurora – Montgomery Rd Multi-Use Path (TIP ID 09-16-0003).

**IDOT – IL 176 at Roberts Rd (TIP ID 10-14-0021)**

The project was approved for \$80,000 federal (\$100,000 total) for right of way in FFY 2017 and \$780,000 federal (\$975,000 total) for construction/construction engineering in FFY 2019.

The sponsor is requesting a schedule change to move construction/construction engineering from FFY 2019 to FFY 2018 and a cost increase of \$55,000 federal (\$149,000 total) for construction/construction engineering in FFY 2018 due to revised construction costs based on current unit prices and engineers estimate based on pre-final contract plans.

A re-ranking was completed with the project ranking remaining unchanged at 4<sup>th</sup> among all 2016-2020 Intersection Improvement projects. Six funded projects rank lower than 4<sup>th</sup>.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the schedule change and cost increase of \$55,000 federal (\$149,000 total) for construction/construction engineering in FFY 2018 for IDOT – IL 176 at Roberts Rd (TIP ID 10-14-0021).

**Mundelein – Maple Ave Bike Path (TIP ID 10-16-0001)**

The project was approved for \$36,000 federal (\$45,000 total) for phase 2 engineering in FFY 2017 and \$938,500 federal (\$1,173,125 total) for construction/construction engineering in FFY 2018. The Committee approved a cost increase for \$23,000 federal for phase 2 engineering in FFY 2016.

The sponsor is requesting a cost increase of \$645,000 federal (\$806,000 total) for construction/construction engineering in FFY 2018 due to unanticipated needs for a retaining wall and additional traffic control. The project is targeting the August 2018 state letting.

A re-ranking was completed with the project ranking changing from 15<sup>th</sup> to 23<sup>rd</sup> among all 2016-2020 Bicycle Facility projects. Three funded projects rank lower than 23<sup>rd</sup>.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the cost increase of \$645,000 federal (\$806,000 total) for construction/construction engineering in FFY 2018 for Mundelein – Maple Ave Bike Path (TIP ID 10-16-0001).

**McHenry County DOT – Randall Rd at Algonquin Rd (TIP ID 11-03-0018)**

The project was approved for \$10,583,000 federal (\$13,229,000 total) for construction in FFY 2017.

The sponsor is requesting a cost increase of \$3,345,000 federal (\$4,182,000 total) for construction in FFY 2018 due to changes in design, project delays, more accurate estimates and increased unit and materials costs. The project is targeting a June letting.

A re-ranking was completed with the project ranking changing from 7<sup>th</sup> to 11<sup>th</sup> among all 2014-2018 Intersection Improvement projects. One funded project ranks lower than 11<sup>th</sup>.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the cost increase of \$3,345,000 federal (\$4,182,000 total) for construction in FFY 2018 for McHenry County DOT – Randall Rd at Algonquin Rd (TIP ID 11-03-0018).

**IDOT – US 6 at Gougar Rd (TIP ID 12-12-0005)**

The project was approved for \$160,000 federal (\$200,000 total) for right of way in FFY 2013 and \$800,000 federal (\$1,000,000 total) for construction/construction engineering in FFY 2014. The Committee has approved four cost increase requests from FFY 2013 to FFY 2017 for construction, with the current total programmed amount at \$2,420,000 federal (\$3,120,000 total) for construction in FFY 2018.

The sponsor is requesting a cost increase of \$400,000 federal (\$500,000 total) for construction in FFY 2018 due to a design change to reduce the right of way required.

A re-ranking was completed with the project ranking remaining unchanged at 55<sup>th</sup> among all 2012-2016 Intersection Improvement projects. Eleven funded projects rank lower than 55<sup>th</sup>.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the cost increase of \$400,000 federal (\$500,000 total) for construction in FFY 2018 for IDOT – US 6 at Gougar Rd (TIP ID 12-12-0005).

**RTA – Chicagoland Commute Options (TIP ID 13-12-0004)**

The project was approved for \$1,112,000 federal (\$1,236,000 total) for implementation in FFY 2012.

The sponsor is requesting a scope change to partner with IDOT to purchase a large, comprehensive data set about commute patterns, which will allow the agencies to understand travel behavior more thoroughly and to use this information to shape travel behavior and adapt transit services to more accurately meet the needs of the traveling public. The expectation is that such information will shape operational shifts that will result in reductions in SOV travel throughout the region.

A re-ranking was completed with the project ranking changing from 1<sup>st</sup> to 2<sup>nd</sup> among all 2012-2016 “Other” projects. Seven funded projects rank lower than 2<sup>nd</sup>.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the scope change for RTA – Chicagoland Commute Options (TIP ID 13-12-0004).

**For Committee Consideration (TAP-L):**

**Forest Preserve District of DuPage County – West Branch Regional Trail – Winfield Mounds Segment (TIP ID 08-14-0002)**

The project was approved for \$189,200 federal (\$236,500 total) in CMAQ funds for phase 2 engineering in FFY 2014 and \$2,126,587 federal (\$2,658,234 total) in TAP-L funds for construction and construction engineering in FFY 2016.

The sponsor is requesting a cost increase of \$53,000 federal (\$66,000 total) for construction engineering and observation for non-working days that were not anticipated at the time of bid letting.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the requested cost increase of \$53,000 federal (\$66,000 total) for construction engineering for Forest Preserve District of DuPage County – West Branch Regional Trail – Winfield Mounds Segment (TIP ID 08-14-0002).

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	03-12-0002	Sponsor	IDOT – District One
Project Location Description	IL 59 at Bartlett 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							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW	2014	540	432	80	CMAQ	State	<input type="checkbox"/>
CONST	Deferred	3390	2640	78	CMAQ	State	<input type="checkbox"/>
CE							
<b>Total</b>		<b>3510</b>	<b>2736</b>	<b>78</b>	<b>CMAQ</b>	<b>State</b>	

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"/>
<b>Total</b>							

### 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	2018	1110	888	80	CMAQ	State	
CONST	Deferred	2600	2080	80	CMAQ	State	
CE							
<b>Total</b>		<b>3170</b>	<b>2536</b>	<b>80</b>	<b>CMAQ</b>	<b>State</b>	

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							
<b>Total</b>							

### 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	2018	570	456	80	Const.
CONST					
CE					
<b>Total</b>		<b>570</b>	<b>456</b>	<b>80</b>	<b>Const.</b>

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

### Reason for Request

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

Revised scope due to local agency coordination, design approval on updated scope was granted in 12/2017.

### State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-004-16		
ENG 2	D-91-457-16		
ROW	R-91-023-16		
CONST	C-91-457-16		
ENG			
IMP			

### Additional Comments



## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	07-16-0005	Sponsor	Village of Richton Park
Project Location Description	FAU 1632/Sauk Trail: Governors Hwy to Richton Square 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	N/A						<input checked="" type="checkbox"/>
ENG 2	2016	22.200	17.760	80	CMAQ	RTA	<input type="checkbox"/>
ROW	N/A						<input type="checkbox"/>
CONST	2018	353.778	264.000	75	CMAQ	RTA	<input type="checkbox"/>
CE	2018	42.434	0.000	0	CMAQ	RTA	
<b>Total</b>		<b>418.412</b>	<b>281.760</b>		<b>CMAQ</b>	<b>RTA</b>	

### 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	2016	62.892	50.314	80	CMAQ	RTA	7/27/2016
ROW							
CONST	2018	416.900	333.520	80	CMAQ	RTA	6/15/2018
CE	2018	52.113	41.690	80	CMAQ	RTA	6/15/2018
<b>Total</b>		<b>531.905</b>	<b>425.524</b>		<b>CMAQ</b>	<b>RTA</b>	

### 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	2016	+40.692	+32.554	80	
ROW					
CONST	2018	+63.122	+69.520	80	
CE	2018	+9.679	+41.690	80	
<b>Total</b>		<b>+113.493</b>	<b>+143.764</b>		

## Reason for Request

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

The maintenance of traffic requested by the owners (IDOT/CCDOH) is an order of magnitude greater than that which was anticipated at concept resulting in additional design\coordination effort and a higher estimated construction cost for additional construction items. The existing traffic signals' conditions were discovered to be different than anticipated at concept which required additional field investigations, design\coordination effort resulting a higher estimated construction cost due to the additional construction items. The engineering and construction cost has increased due the addition of unanticipated elements requested/required by owners (IDOT/CCDOH)/permitting agencies.

## State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-283-16	4003744	
ROW	R-		
CONST	C-91-283-16	4FN5197	
ENG			
IMP			

## Additional Comments

## CMAQ/TAP Schedule Change Request Form

### Project Identification

TIP ID	09-01-0024	Sponsor	City of Geneva
Project Location Description	East State Street from Fox River to Kirk Road		

### Currently Programmed Schedule

Phase	Programmed FFY
ENG1	Complete
ENG2	At Prefinal
ROW	FFY2018
CONST	FFY2019

### Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	Complete	Complete
ENG2	At Prefinal	At Prefinal
ROW	FFY2018	
CONST	FFY2021	

### Reason for Request

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

The State of Illinois does not have the ability to provide funds for ROW acquisition along East State Street (IL 38). The State of Illinois has issued a Letter of Intent to finance/fund the construction of the project in the amount of \$6,512,613.60 but in order to obtain the necessary ROW for the project, the City is requesting funding from CMAQ. The City of Geneva has secured ITEP, CMAQ, and STP grants for this vital project on their central gateway into town. East State Street is also considered a Principal Arterial Route through Kane County and it is vital that this failing roadway be modernized.

### Additional Comments

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	<b>09-10-0024</b>	Sponsor	<b>City of Geneva</b>
Project Location Description	East State Street from Fox River to Kirk Road		

### Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1		262				LOCAL	<input checked="" type="checkbox"/>
ENG 2		909				LOCAL	<input checked="" type="checkbox"/>
ROW	FFY2018	330	264	80	CMAQ	LOCAL	<input type="checkbox"/>
CONST	FFY2019	5340	4272	80	CMAQ	LOCAL	<input type="checkbox"/>
CONST	FFY2019	1519	1215	80	ITEP	LOCAL	
CONST	FFY2019	3333	2500	75	STP	LOCAL	
CONST	FFY2019	6512	6512	100	STATE	IDOT	
CE						LOCAL	
<b>Total</b>		<b>18205</b>	<b>14763</b>				

### 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		262				LOCAL	
ENG 2		909				LOCAL	
ROW	FFY2018	3000	2400	80	CMAQ	LOCAL	
CONST	FFY2020	5340	4272	80	CMAQ	LOCAL	
CONST	FFY2020	1519	1215	80	ITEP	LOCAL	
CONST	FFY2020	3333	2500	75	STP	LOCAL	
CONST	FFY2020	6512	6512	100	STATE	IDOT	
CE						LOCAL	
<b>Total</b>		<b>20875</b>	<b>16899</b>				

## 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	FY2018	2670	2136	80	n/a
CONST					
CE					
<b>Total</b>	<b>FY 2018</b>	<b>2670</b>	<b>2136</b>	<b>80</b>	

## Reason for Request

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

The State of Illinois does not have the ability to provide funds for ROW acquisition along East State Street (IL 38). The State of Illinois has issued a Letter of Intent to finance/fund the construction of the project in the amount of \$6,512,613.60 but in order to obtain the necessary ROW for the project, the City is requesting funding from CMAQ. The City of Geneva has secured ITEP, CMAQ, and STP grants for this vital project on their central gateway into town. East State Street is also considered a Principal Arterial Route through Kane County and it is vital that this failing roadway be modernized.

## State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-373-13	TE-00D1(934)	
ROW	R-91-373-13		
CONST	C-91-373-13	TE-00D1(935)	
ENG			
IMP			

## Additional Comments

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	<b>09-12-0011</b>	Kane County DOT	
Project Location Description	Fabyan Parkway at Kirk Road		

### Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2013	356	285	80%	CMAQ	Local	X <input type="checkbox"/>
ENG 2	2015	445	356	80%	CMAQ	Local	X <input type="checkbox"/>
ROW	2016	2,486	280	12%	CMAQ	Local	X <input type="checkbox"/>
CONST	2018	7,201	3,561	50%	CMAQ	Local	<input type="checkbox"/>
CE	2018	356	285	80%	CMAQ		
<b>Total</b>		<b>10,844</b>	<b>4,767</b>				

### 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	408	285	70%	CMAQ	Local	
ENG 2	2015	586	356	61%	CMAQ	Local	
ROW	2016	2,486	280	12%	CMAQ	Local	
CONST	2018	8,947	7,158	80%	CMAQ	Local/State	8/10/ 2018
CE	2018	700	0	0%		Local	
<b>Total</b>	<b>2018</b>	<b>13,127</b>	<b>8,079</b>				

### Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2013	52	0		
ENG 2	2015	141	0		
ROW	2016	0	0		
CONST	2018	1,746	3,597	80%	
CE	2018	344	-285		CE to C
<b>Total</b>		<b>2,283</b>	<b>3,312</b>		

### Reason for Request

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

Prefinal P S & E will be completed for submittal on 4/13/18 in preparation for a 9/21/2018 letting. Cost estimates for completion of work has increased since project was awarded funding in 2012 and KDOT is requesting that CMAQ funding be increased to 80% of total constructions costs for eligible 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-		
CONST	C-		
ENG			
IMP			

### Additional Comments

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	<b>09-16-0003</b>	Sponsor	<b>Aurora</b>
Project Location Description	<b>Montgomery Rd Multi-Use Path</b>		

### 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*
<b>ENG1</b>	2018	30,000.00	NA	NA	NA	Local	<input type="checkbox"/>
<b>ENG 2</b>	2018	44,798.75	35,839.00	80	CMAQ	Local	<input type="checkbox"/>
<b>ROW</b>	NA	NA	NA	NA	NA	NA	<input type="checkbox"/>
<b>CONST</b>	2018	447,987.50	358,390.00	80	CMAQ	Local-MFT	<input type="checkbox"/>
<b>CE</b>	2018	44,798.75	35,839.00	80	CMAQ	Local-MFT	
<b>Total</b>		<b>567,585.00</b>	<b>430,068.00</b>				

### 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**
<b>ENG1</b>	2018	30,000.00	NA	NA	NA	Local-Internal	5/11/2017 (Local)
<b>ENG 2</b>	2018	51,028.61	0	80	CMAQ	Local	1/4/2018
<b>ROW</b>	NA	NA	NA	NA	NA	NA	NA
<b>CONST</b>	2018	700,000.00	560,000.00	80	CMAQ	Local - MFT	8/3/2018
<b>CE</b>	2018	70,000.00	56,000.00	80	CMAQ	Local-MFT	6/20/2018
<b>Total</b>		<b>851,028.61</b>	<b>616,000.00</b>				



## 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	NA	NA	NA	NA	NA
ENG 2	2018	+6,229.86	-35,839.00	0	Transfer funds from ENG 2 to CONST
ROW	NA	NA	NA	NA	NA
CONST	2018	+209,173.50	+167,339.00	80	NA
CONST	2018	+44,798.75	+35,839.00	80	Transferring funds from Eng 2 to Const.
CE	2018	+23,241.50	+18,593.00	80	NA
<b>Total</b>	<b>2018</b>	<b>283,443.61</b>	<b>185,932.00</b>		-

## Reason for Request

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

City of Aurora is using local funds to pay for Phase 2 engineering for Montgomery Road Multi-Use Path. The currently allotted Phase 2 Federal funds will need to be moved to Construction (including Construction Engineering). The Engineer's estimate for Construction comes up to \$700,000.00, which increases the CE cost accordingly, hence the City is requesting for additional funds.

## State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-252-16	R76H(450)	
ROW	R-		
CONST	C-91-252-16	C9A7(314)	
ENG			
IMP			

## Additional Comments

We respectfully request CMAQ staff to move funds from Engineering II to Construction (includes Construction Engineering) and approve of the cost increase for Construction & Construction Engineering for Montgomery Road Multi-Use Path Project.

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	<b>10-14-0021</b>	Sponsor	<b>IDOT – District One</b>
Project Location Description	<b>IL 176 at Roberts Rd</b>		

### Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG	In house	146					<input type="checkbox"/>
ROW	2018	100	80	80	CMAQ	State	<input type="checkbox"/>
CONST	2019	975	780	80	CMAQ	State	<input type="checkbox"/>
CE							
<b>Total</b>		<b>1221</b>	<b>860</b>				

### 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**
ENG	In house	146					
ROW	2018	100	80	80	CMAQ	State	
CONST	2018	1124	835	74	CMAQ	State	6/22/2018
CE							
<b>Total</b>		<b>1370</b>	<b>915</b>				

### 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	2018	149	55	37	
CE					
<b>Total</b>		<b>149</b>	<b>55</b>	<b>37</b>	

### Reason for Request

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

Revised construction cost is based on current unit prices and engineers estimate based on pre-final contract plans.

### State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-705-09		
ENG 2	D-91-337-14		
ROW	R-91-040-13		
CONST	C-91-337-14		
ENG			
IMP			

### Additional Comments

Project is not at the full 80% federal match due to local agency participation.

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	10-16-0001	Sponsor	Village of Mundelein
Project Location Description	Maple Ave Bike Path between Midlothian Rd and US Route 45 (Lake St)		

### Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2	17	74	59	80	CMAQ	Local	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	18	1074	859	80	CMAQ	Local	<input type="checkbox"/>
CE	18	100	80	80	CMAQ	Local	
<b>Total</b>		<b>1248</b>	<b>998</b>				

### 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	17	74	59	80	CMAQ	Local	12/15/2016
ROW							
CONST	18	1800	1440	80	CMAQ	Local	6/22/2018
CE	18	180	144	80	CMAQ	Local	6/22/2018
<b>Total</b>		<b>2054</b>	<b>1643</b>				

### 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	18	726	581		
CE	18	80	64		
<b>Total</b>		<b>806</b>	<b>645</b>		

## Reason for Request

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

CONST and CE costs have increased. The proposed bike path is along a state route and a retaining wall is required to keep the improvements within the existing right-of-way. During detailed design of the retaining wall an existing sanitary force main was discovered below the footing necessitating relocation of the sanitary force main. In addition it was determined due to the footing dimensions and resultant excavation limits in order to construct the wall that temporary shoring would be required to support the roadway pavement of Maple Avenue during construction. Due to the proximity of temporary shoring requirements additional traffic control and temporary concrete barrier walls were needed to maintain two-way traffic during construction. These costs were not reasonably foreseen at the time the estimate was prepared for the funding application.

## 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-91-183-16	CMM-4003(649)	
ROW	R-		
CONST	C-91-183-16	H5LE(048)	
ENG			
IMP			

## Additional Comments

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	<b>11-03-0018</b>	Sponsor	<b>McHenry County Division of Transportation</b>
Project Location Description	Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect		

### Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2008	1,019	545	53	STR	MFT	<input checked="" type="checkbox"/>
ENG 2	2014	3,400	0	0			<input checked="" type="checkbox"/>
ROW	2014	8,541	0	0			<input type="checkbox"/>
CONST	2018	13,229	10,583	80	CMAQ	MFT, RTA	<input type="checkbox"/>
CE	2018	2,483	0	0			
<b>Total</b>		<b>28,672</b>	<b>11,128</b>	<b>39</b>			

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2008	1,019	545	53	STR	MFT	12/23/2013
ENG 2	2014	3,400	0	0			2/4/2014
ROW	2014	8,541	0	0			2/4/2014
CONST	2018	17,411	13,928	80	CMAQ	MFT, RTA	6/15/2018
CE	2018	2,483	0	0			5/4/2018
<b>Total</b>		<b>32,854</b>	<b>14,473</b>	<b>44</b>			

### 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	2018	4,182	3,345	80	
CE					
<b>Total</b>	<b>2018</b>	<b>4,182</b>	<b>3,345</b>	<b>80</b>	

## Reason for Request

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

Increase in construction cost associated with the Randall and Algonquin Road intersection is attributed to several factors, including:

- Project delays which have increased materials costs;
- Increases in unit costs;
- Changes in project design from a continuous flow intersection (CFI) to a conventional intersection with triple left turn lanes;
- The inclusion and consideration of associated pay items that were not included in the previous cost estimate;
- More accurate maintenance of traffic cost estimate;
- More developed ADA, drainage, and signal design.

## 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

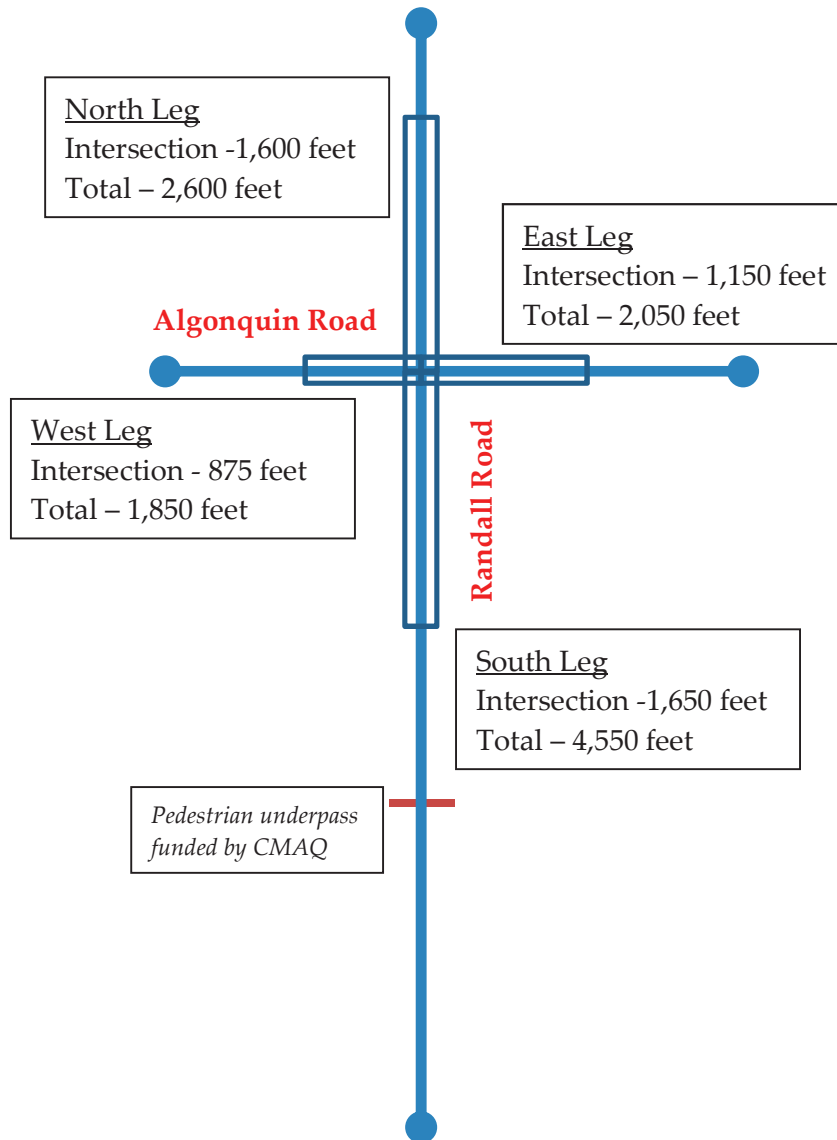
Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-91-212-14	PW2V(306)	
ENG			
IMP			

## Additional Comments

This project is complicated by to the fact that our original application was for a “continuous flow intersection” at Randall and Algonquin, which defined the intersection as approximately 3,250 feet along Randall Road and 2,025 feet along Algonquin Road (see diagram below). However, the Randall/Algonquin intersection is only a component (47.7% by linear feet) of the larger Randall Road project, which extends far beyond the intersection limits and includes other work such as a pedestrian underpass.

New construction cost estimates related to the roadway (excluding the CMAQ-funded pedestrian underpass project and local work related to Stonegate Road) put the cost at approximately \$36.5 million. We know 47.7% of that work is associated with the intersection of Randall and Algonquin Roads, which puts the actual/estimated cost of the intersection at \$17.411 million.

This results in an intersection cost increase of \$4,182,000 (\$13,229,000 to \$17,411,000). As we are looking for CMAQ funding to maintain the 80%/20% funding distribution, McHenry County is requesting an additional \$3,345,000 in Federal funding for the project.





## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	12-12-0005	Sponsor	IDOT – District One
Project Location Description	US 6 at Gougar 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	90	0				<input type="checkbox"/>
ENG 2	In house	150	0				<input type="checkbox"/>
ROW	2018	200	160	80	CMAQ	State	<input type="checkbox"/>
CONST	2018	3120	2420	78	CMAQ	State	<input type="checkbox"/>
CONST							
<b>Total</b>		<b>3560</b>	<b>2580</b>	<b>72</b>	<b>CMAQ</b>	<b>State</b>	

### 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				
ENG 2	In house	150	0				
ROW	2018	200	160	80	CMAQ	State	
CONST	2018	3620	2820	78	CMAQ	State	6/22/2018
CE							
<b>Total</b>		<b>4060</b>	<b>2980</b>	<b>73</b>			

### 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	2018	500	400	78	
CE					
<b>Total</b>		<b>500</b>	<b>400</b>	<b>78</b>	

### Reason for Request

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

Land acquisition coordination with the Forest Preserve District of Will County. Updated construction cost to accommodate change in design from open ditch to curb & gutter to reduce right-of-way required.

### State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-91-031-12		
ENG 2	D-91-559-12		
ROW	R-91-022-13		
CONST	C-91-559-12		
ENG			
IMP			

### Additional Comments

Project is not at the full 80% federal match due to local agency participation.

## CMAQ/TAP Scope Change Request Form

### Project Identification

TIP ID	13-12-0004	Sponsor	RTA
Project Location Description	Chicagoland Commute Options		

### Revised Project Scope

RTA proposes to partner with IDOT to purchase a large, comprehensive data set about commute patterns based on current probe-based or other data sources. Such “Big data” will allow the transit and transportation agencies to understand travel behavior more thoroughly and comprehensively than ever before and to use this information to shape travel behavior as well as to adapt transit services to more accurately meet the needs of the traveling public. Key research questions that can be answered using this information include:

- Why is bus ridership decreasing and what strategies would stem off this trend?
- In what areas of the region are people using transit for some trips but could potentially be using it for more, such that a strong market for traditional TDM strategies exists.
- What common, high-volume origin-destination pairs are underserved by fixed-route transit based on the number of people taking these trips using other means? These could be commute trips or non-work trips.
- What regional roadways are good candidates for bus priority treatment given the number of people currently traveling on transit or delayed in SOVs on the same roadway?
- How do non-transportation-related factors (e.g. weather, special events) effect people’s daily mode choice and what types of strategies could move more SOV trips to transit?
- How do different types of travelers in different types of modes currently use the urban curb space, and how do cities manage, regulate, or price it accordingly?

This information has the potential to radically change transit and transportation agencies’ approach to service planning, marketing, TDM strategies, and corridor management.

The federal share for this project would continue to be 90% in accordance with FHWA CMAQ policy. The local match will come from the RTA's Capital program. This grant will utilize FY 2012 CMAQ funding.

#### Targets

Year 1: Work with data company to develop locally-calibrated dataset and tool for accessing it

Years 2-3: Use data to answer key TDM-related research questions that can inform operational choices

## Changes to Location/Limits (if applicable) N/A

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 Region-wide		

## Changes to Emissions Benefit Analysis (not required of TAP projects)

- 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

This project will inform regional transit and transportation agencies about granular travel patterns across the region so that the agencies can modernize their approach to TDM and modify transit services to meet the needs of the traveling public through regular operating programs. The expectation is that such information will shape operational shifts that will result in reductions in SOV travel throughout the region.

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

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

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

<b>TRANSIT PROJECTS</b>
Project Type (Check One): <input type="checkbox"/> System Start-Up <input type="checkbox"/> Transfer <input type="checkbox"/> Service & Equipment <input type="checkbox"/> Facility
Auto Trips Eliminated Per Day (Round Trips): <u>81,000</u>
Length Of Auto Trips Eliminated (One-Way Miles To The Nearest Tenth): <u>9</u>
Auto Trips Diverted Per Day (Round Trips): <u>N/A</u>
Line-Haul Length Of Diverted Trips (One-Way Miles To The Nearest Tenth): <u>N/A</u>
Project Life (Years): <u>5</u>
Provide basis for parameters used to estimate benefits (e.g., ridership, auto occupancy, trip length. See <a href="#">instructions</a> ): SOV reductions were calculated using the same benchmark research applied in the original application, based on outcomes from peer cities’ historic transportation demand management programs that indicated TDM concepts could reduce SOV travel by 1-3%. The base for SOV travel was updated based on the Total Workers in the 6-County RTA region that Drove Alone as reported in the 2010 CTPP and compiled in RTAMS. The resulting reduction in SOV commuter travel is 27,000-81,000 daily trips. The project life is assume to be 5 years, which includes the analysis years and two years afterwards when the information gained is used to inform operational changes.

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	08-14-0002	Sponsor	Forest Preserve District of DuPage County
Project Location Description	West Branch Regional Trail from Winfield Mounds to West DuPage Woods		

### Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input checked="" type="checkbox"/>
ENG 2	2016	237	189	80	CMAQ	Local	<input checked="" type="checkbox"/>
ROW	N/A	N/A	N/A	N/A	N/A	N/A	<input checked="" type="checkbox"/>
CONST	2017	2,430	1,944	80	TAP	Local	<input type="checkbox"/>
CE	2017	228	182	80	TAP	Local	
<b>Total</b>							

### 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	2016	237	189	80	CMAQ	Local	
ROW		N/A	N/A		N/A	N/A	
CONST	2017	2,430	1,944	80	TAP	Local	
CE	2017	294	235	80	TAP	Local	
<b>Total</b>							

### 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		66	53	80	
<b>Total</b>					

### Reason for Request

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

Construction Engineering and observation for non-working day periods that were not anticipated at time of bid letting.

### State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-294-14	CMM-4003(324)	
ROW	R-		
CONST	C-91-294-14	TE-01D1(053)	
ENG			
IMP			

### Additional Comments