



# Chicago Metropolitan Agency for Planning

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Chicago, Illinois 60606

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## **CMAQ Project Selection Committee**

**Annotated Agenda**

**Thursday, November 1, 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 – August 16, 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 years (FFY) 2018 and 2019 will be provided. Staff will make a recommendation for the obligation goal for FFY 2019.  
ACTION REQUESTED: Approval of the obligation goal for FFY 2019.
- 5.0 Project Changes**
- 5.1 Palatine – Roselle Road/Euclid Avenue Multi-Use Path (03-18-0004)**  
The sponsor is requesting a schedule change to move \$400,000 CMAQ (\$500,000 total) for construction from FFY 2021 to FFY 2019.  
ACTION REQUESTED: Approval of the requested schedule change

- 5.2 Melrose Park – Metra Station and Pace Route Access Improvements (04-18-0002)**  
The sponsor is requesting a schedule change to move \$39,040 CMAQ (\$48,800 total) for design engineering from FFY 2021 to FFY 2019 and \$296,000 CMAQ (\$370,000 total) for construction from FFY 2022 to FFY 2020.  
ACTION REQUESTED: Approval of the requested schedule change
- 5.3 Riverside – Central Business District Bike Parking (05-16-0002)**  
The sponsor is requesting a change to remove bike shelters from the project scope and an associated cost reduction of \$18,600 CMAQ (\$22,500 total) for construction in FFY 2019.  
ACTION REQUESTED: Approval of the requested scope change and cost reduction
- 5.4 Hazel Crest – Commuter Parking along Park Ave from 167th St to 171st St (07-09-0003)**  
The sponsor is requesting reinstatement of \$21,000 CMAQ (\$26,000 total) for preliminary engineering in FFY 2019.  
ACTION REQUESTED: Approval of the requested reinstatement
- 5.5 Oak Forest – TOD Area Access to Transit Improvements (07-16-0004)**  
The sponsor is requesting cost increases of \$51,000 CMAQ (\$64,000 total) for design engineering, \$419,000 CMAQ (\$524,000 total) for construction and \$105,000 CMAQ (\$131,000 total) for construction engineering in FFY 2019.  
ACTION REQUESTED: Approval of the requested cost increases
- 5.6 Clarendon Hills – Metra Station Bicycle Parking (08-16-0002)**  
The sponsor is requesting a transfer of \$5,000 CMAQ (\$6,000 total) from design engineering to construction in FFY 2019.  
ACTION REQUESTED: Approval of the requested transfer
- 5.7 DuPage County DOT – Central Signal System Expansion (08-18-0003)**  
The sponsor is requesting a cost increase of \$454,000 CMAQ (\$568,000 total) for construction in FFY 2019.  
ACTION REQUESTED: Approval of the requested cost increase
- 5.8 Carpentersville – IL 31 at Huntley Rd (09-08-0005)**  
The sponsor is requesting a cost increase of \$500,000 CMAQ (\$625,000 total) for construction in FFY 2019.  
ACTION REQUESTED: Approval of the requested cost increase

**5.9 Kane County DOT – Randall Rd at Weld Rd/US 20 (09-18-0003)**

The sponsor is requesting a cost increase of \$3,003,000 CMAQ (\$3,752,000 total) for construction and a schedule change to move construction from FFY 2022 to FFY 2019.

ACTION REQUESTED: Approval of the requested cost increase and schedule change

**5.10 CTA – Purchase of up to 10 Electric Buses and Two En-Route Charging Stations - Systemwide (16-18-0001)**

The sponsor is requesting a schedule change to move \$8,000,000 CMAQ (\$10,000,000 total) for implementation from FFY 2021 to FFY 2019.

ACTION REQUESTED: Approval of the requested schedule change

**5.11 CTA – Red Purple Modernization (16-10-9001)**

The sponsor is requesting a schedule change to move \$25,000,000 CMAQ for implementation from FFY 2020 to FFY 2019.

ACTION REQUESTED: Approval of the requested schedule change

**6.0 FFY 2020-2024 Program Development**

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

ACTION REQUESTED: Approval

**7.0 2019 Meeting Schedule**

Proposed meeting dates for 2019 are:

<b>PSC Meeting</b>	<b>Changes Due</b>	<b>TC Meeting</b>	<b>Letting Date(s)</b>
1/8/19 (Tue)	12/13/18	1/18/19	4/26/19 & 6/14/19
4/11/19	3/28/19	4/26/19	8/2/19 & 9/20/19
7/18/19	7/3/19	8/2/19	11/8/19
9/5/19	8/22/19	9/20/19	1/17/20
10/31/19	10/17/19	11/15/19	3/6/20

ACTION REQUESTED: Approval

**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 Tuesday, January 8, 2019 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

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



**CMAQ Project Selection Committee**  
**DRAFT Minutes – Thursday August 16, 2018**

- Committee Members:** Doug Ferguson, Chair (CMAQ), Darwin Burkhardt (IEPA) (via phone), Tom Kelso (IDOT) (via phone), John Donovan (FHWA), Mark Pitstick (RTA), Keith Privett (CDOT), Tom Rickert (Counties)
- Staff Present:** Teri Dixon, Jen Maddux, Paul Mizner, Jeff Schnobrich, Simone Weil
- Others Present:** Jackie Forbes (via phone), Cole Jackson, Mike Klemens, Joshua Klingenstein, Ronald Nordmeyer, Kevin Peralta (via phone), Ted Sianis, Brian Stepp, Mike Sullivan, David Tomzik (via phone), Michael Weiser

**1.0 Call to Order**

Mr. Ferguson called the meeting to order at 2:04 p.m.

**2.0 Agenda Changes and Announcements**

Mr. Ferguson announced that there were no agenda changes and stated that CMAP's ON TO 2050 plan launch event is October 10, 2018 with details on postcards at the sign-in table.

**3.0 Approval of Minutes—June 14, 2018**

On a motion by Mr. Pitstick and seconded by Mr. Rickert, the minutes of the June 14, 2018 were approved.

**4.0 Program Monitoring**

**4.1 Project Programming Status Sheets**

Ms. Maddux presented the program status summary sheets for active and deferred CMAQ and TAP-L funded projects.

Mr. Pitstick noted the different format of the reports and Ms. Maddux explained that the prior reports were generated using an Access database. CMAP staff is transitioning to solely using the eTIP database and while reports will be generated using this software at a later date, they are currently being produced in Excel.

**4.2 Programming Summary and Obligation Goal**

Ms. Maddux reported that CMAQ programming summary and obligation goal was included in the Committee packets and noted an increase in cumulative obligations from \$64 million in June to \$87 million in August. Mr. Pitstick noted that the region is overprogrammed in FFY 2018, and Ms. Maddux confirmed that while the program amount is higher than the annual allotment, the region maintains fiscal constraint and overprogramming is a tool to reach the annual obligation goal.

## 5.0 Project Changes

### 5.1 Olympia Fields – Metra Station and Pace Route Access Improvements (07-18-0003)

Ms. Maddux reported that the sponsor requested to withdraw the project due to constituent concerns and CMAP staff removed the project from the program.

### 5.2 Streamwood – US 20 Pedestrian Access to Hanover Park Metra Station (03-18-0001)

Ms. Maddux reported that the project was originally sponsored by the Village of Hanover Park and sponsorship was transferred to the Village of Streamwood since the majority of the project limits are within Streamwood.

Ms. Maddux reported that the sponsor is requesting to transfer \$24,000 CMAQ (\$30,000 total) from construction to design engineering and \$16,000 CMAQ (\$20,000 total) from construction to construction engineering due to increased engineering costs resulting from additional tasks identified in preliminary engineering. The sponsor is also requesting a schedule change to move design engineering from FFY 2021 to FFY 2018 and construction and construction engineering from FFY 2022 to FFY 2019.

On a motion made by Mr. Pitstick, and seconded by Mr. Rickert, the requested transfers and schedule changes were approved.

### 5.3 Richton Park – Metra Electric Station Area Access (07-16-0005)

Ms. Maddux reported that the project was let on June 15, 2018 and the bid documents did not include additional construction and engineering costs based on addendums. Costs have also increased due to project delays, permitting, change orders, and increased coordination among IDOT and Cook County DOTD.

Ms. Maddux reported that the sponsor is requesting cost increases of \$16,208 CMAQ (\$20,260 total) for design engineering, \$81,667 CMAQ (\$111,218 total) for construction and \$6,801 CMAQ (\$8,502 total) for construction engineering in FFY 2018.

On a motion made by Mr. Rickert, and seconded by Mr. Pitstick, the requested cost increases were approved.

### 5.4 Crystal Lake – US 14 at Virginia Rd (11-18-0001)

Ms. Maddux reported that the sponsor is requesting a schedule change to move construction from FFY 2021 to FFY 2019.

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

#### **5.5 IDOT – US Route 52 & I-55 Southbound Ramps (12-18-0004)**

Ms. Maddux reported that project was originally sponsored by the City of Joliet and sponsorship was transferred to IDOT since it's on state routes and outside the jurisdiction of the City.

Ms. Maddux reported that the sponsor is requesting a schedule change to move design engineering from FFY 2021 to FFY 2019.

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

#### **5.6 Joliet – Black Road Traffic Signal Interconnection (12-18-0005)**

Ms. Maddux reported that the sponsor is requesting a schedule change to move construction from FFY 2021 to FFY 2019.

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

### **6.0 CMAQ Performance Plan**

Mr. Ferguson reported that under MAP-21 and the FAST Act, CMAP is required to produce a CMAQ Performance Plan outlining performance targets that will be submitted by IDOT on October 1, 2018.

Mr. Pitstick asked whether other CMAQ performance measure materials were presented to the committee previously. Mr. Ferguson responded that the Peak Hour Excessive Delay measure was new to the committee because staff had not completed the analysis by the committee's prior meeting. The data collection was a challenge and it required coordination with IDOT, INDOT and NIRPC to reach consensus on a single target for the urbanized area.

Mr. Ferguson asked the committee members to provide any comments or changes to him in the next month as staff needs to turn the plan over to IDOT prior to October 1, 2018.

### **7.0 FFY 2020-2024 Program Development**

Mr. Ferguson reported that the memo on updates to program development includes responses to comments received from the CMAQ PSC Committee as well as from the Regional Transportation Operations Coalition. Regarding the air quality cost effectiveness component of evaluation, staff proposed to include NOx emissions reductions in addition to the currently evaluated VOC and PM<sub>2.5</sub> emissions and presented the scores of projects evaluated in the last program development cycle. Mr. Pitstick recalled that years ago there were certain project categories that did not show NOx improvements but the presented scores are not reflective of that. Mr. Ferguson responded that projects that show low VOC benefits also perform poorly in NOx benefits. He noted

that no certain project category did not show any NOx benefits, which may be due to staff's use of the updated USEPA MOVES model.

Mr. Ferguson reported that the changes in the transportation impact criteria measure of evaluation are focused primarily on highway project scoring, as presented at the June committee meeting. Feedback received on this measure outlined concern specific to the safety improvement component and whether staff has the capability to properly measure it. Mr. Ferguson clarified that the proposal regards safety improvement as a planning factor and not as an engineering measure. Mr. Rickert stated that the proposed changes do not assist the region in making progress toward the targets considered in the CMAQ Performance Plan by reducing the points for the reliability factor. The region has dedicated funds for safety improvements while safety is also a component of every project, and the proposed weighted criteria will have minimal impact. Mr. Ferguson responded that the 10 points dedicated to safety will not change the intention of the CMAQ program, and while safety may not be specific to this funding it is an important performance measure for the region, and the limited funding dedicated to safety projects may not move the needle enough. The committee resolved that discussions regarding safety will continue over the next few months.

Mr. Rickert asked for clarification on the corridor and transit component of the proposed changes. Mr. Ferguson replied that the intent is to give points to projects that are or are a part of a corridor improvement. Mr. Pitstick stated that if it is too easy to meet the corridor threshold, then every highway project will get points for being on a corridor and transit improvement will become irrelevant. Mr. Ferguson replied that staff is willing to consider a gradation type scoring for this measure.

Finally, Mr. Ferguson reported on staff responses to comments received on the regional priority criteria measure of evaluation. The proposal includes eliminating the parking component and including an inclusive growth factor, which is comprised of people of color under the poverty line traveling on the region's highway and transit network, based on the regional travel model. The committee discussed that projects may receive a maximum of ten points if they meet any of the three components of the regional priority criteria. Mr. Rickert stated his support for inclusive growth and stated his concern over the lack of usage on state and county routes in many of the counties in the region. He stated that projects that will provide access to jobs for communities in need will not be eligible under this point category. Mr. Privett asked whether points would be awarded as the highest value or the average along the length of the project. Mr. Ferguson responded that staff will need to assess that and have more internal discussion.

## **8.0 Other Business**

Mr. Burkhart asked whether staff researched other MPO practices in regard to evaluating projects on air quality cost effectiveness, transportation impact, and regional priorities. Mr. Ferguson replied that many MPOs use much more simplistic methods, such as average air quality cost effectiveness for a specific project type. Mr. Ferguson noted that the Volpe Center has been creating a tool for project evaluation for which CMAP staff was consulted, and staff would attempt to gather more information on other practices.



Mr. Tomzik reported that on August 13<sup>th</sup>, Pace and the Tollway opened the station on Barrington Road and I-90. The dedication ceremony is scheduled for August 21<sup>st</sup> and the station will be dedicated to Mike Bolton. Mr. Tomzik thanked the committee for the project funding.

Mr. Privett reported that today is his 28<sup>th</sup> anniversary with CDOT.

**9.0 Public Comment**

There were no comments from the public.

**10.0 Next Meeting**

The next meeting is scheduled for November 1, 2018 at 2:00 p.m.

**11.0 Adjournment**

On a motion made by Mr. Rickert, and seconded by Mr. Privett, the meeting was adjourned at 2:54 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 2019-2022 CMAQ Program Summary**

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Unobligated Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Access to Transit	05-18-0001	Central	Berwyn	Depot District Streetscape Project					2021	\$ 523,200	\$ 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	\$ 221,720
Access to Transit	05-16-0003	Central	Cicero	Cicero Access to Transit Improvements					2019	\$ 186,080	\$ 186,080	\$ 186,080
Other	05-16-0002	Central	Riverside	Central Business District Bike Parking					2019	\$ 49,000	\$ 49,000	\$ 49,000
Demonstration	01-02-0027	City of Chicago	CDOT	Cicero Ave Smart Corridor					2019	\$ 2,187,000	\$ 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	\$ 59,930,000
Bottleneck Elimination	01-06-0058	City of Chicago	CDOT	71st St and CSX Grade Separation (GS19)	2019	\$ 900,000					\$ 900,000	\$ 900,000
Direct Emissions Reduction	01-18-0005	City of Chicago	CDOT	Drive Electric Chicago - EV Fleet Program					2021	\$ 15,507,000	\$ 15,507,000	\$ 15,507,000
Demonstration	01-18-0006	City of Chicago	CDOT	Chicago Advisory Systems: Truck Route, Arterial Congestion, and Detour Event					2019	\$ 1,072,000	\$ 1,072,000	\$ 1,072,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase V-2	2019	\$ 1,200,000					\$ 1,200,000	\$ 1,200,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase V-3	2019	\$ 1,000,000					\$ 1,000,000	\$ 1,000,000
Transit Facility Improvement	16-10-9001	City of Chicago	CTA	Red and Purple Line Modernization					2020	\$ 100,000,000	\$ 100,000,000	\$ 100,000,000
Transit Service	16-13-0005	City of Chicago	CTA	Ashland Av Transit Signal Priority and Signal Modernization-Irving Park Rd to Cermak Rd					2020	\$ 8,891,000	\$ 8,891,000	\$ 8,891,000
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	\$ 8,000,000
Bicycle & Pedestrian	08-16-0001	DuPage	Bensenville	IL 83 from Bryn Mawr Av to Foster Av					2020	\$ 300,000	\$ 300,000	\$ 300,000
Access to Transit	08-16-0002	DuPage	Clarendon Hills	Burlington Av Metra Station Bicycle Parking Shelter	2019	\$ 5,000			2019	\$ 40,000	\$ 45,000	\$ 45,000
Signal Interconnect	08-18-0003	DuPage	DuPage County DOT	Central Signal System Expansion					2019	\$ 3,555,400	\$ 3,555,400	\$ -
Transit Facility Improvement	08-18-0005	DuPage	Elmhurst	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements					2021	\$ 10,000,000	\$ 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	\$ 906,000	\$ 906,000	\$ 906,000
Bicycle & Pedestrian	09-16-0002	Kane Kendall	Aurora	Edgelawn Dr Bikeway Project	2019	\$ 27,000			2019	\$ 296,000	\$ 323,000	\$ 323,000
Intersection Improvement	09-10-0024	Kane Kendall	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd			2019	\$ 2,400,000	2021	\$ 4,272,000	\$ 6,672,000	\$ 6,672,000
Intersection Improvement	09-12-0011	Kane Kendall	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77					2019	\$ 7,158,000	\$ 7,158,000	\$ 7,158,000
Bottleneck Elimination	09-18-0003	Kane Kendall	Kane County DOT	Randall Road at Weld Road/US 20					2022	\$ 4,956,245	\$ 4,956,245	\$ 4,956,245
Intersection Improvement	10-00-0129	Lake	Lake County DOT	Hart Rd at US 14/W Northwest Hwy					2019	\$ 2,064,000	\$ 2,064,000	\$ 2,064,000
Bottleneck Elimination	10-08-0031	Lake	Lake County DOT	Washington St/CH A22 at CN/Metra Crossing					2019	\$ 2,098,900	\$ 2,098,900	\$ 2,098,900
Signal Interconnect	10-16-0002	Lake	Lake County DOT	Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd					2020	\$ 740,000	\$ 740,000	\$ 740,000
Signal Interconnect	10-16-0005	Lake	Lake County DOT	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd			2019	\$ 80,000	2019	\$ 1,428,000	\$ 1,508,000	\$ 1,508,000
Intersection Improvement	10-18-0002	Lake	Lake County DOT	Wadsworth Road at Lewis Avenue Intersection Improvement					2022	\$ 2,786,960	\$ 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					2019	\$ 248,000	\$ 248,000	\$ 248,000
Access to Transit	10-16-0006	Lake	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station					2019	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000
Access to Transit	10-18-0003	Lake	Waukegan	Waukegan Metra Station and Pace Route Access Improvements	2021	\$ 40,000			2022	\$ 168,704	\$ 208,704	\$ 208,704
Intersection Improvement	11-18-0001	McHenry	Crystal Lake	Intersection Improvements at US 14 and Virginia Rd					2019	\$ 1,450,505	\$ 1,450,505	\$ 1,450,505

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds							Project Total	Unobligated Balance
					ENG		ROW		CON/IMP				
					FFY	Amount	FFY	Amount	FFY	Amount			
Access to Transit	04-16-0003	North Central	Bellwood	St. Charles Road Access to Transit	2019	\$ 40,000			2019	\$ 560,000	\$ 600,000	\$ 600,000	
Bottleneck Elimination	03-96-0021	North Central	Cook County DOTD	I-294 to and from Franklin Avenue/Green Street					2022	\$ 19,838,971	\$ 19,838,971	\$ 19,838,971	
Intersection Improvement	03-96-0021	North Central	Cook County DOTD	I-294 at IL 64/North Av			2019	\$3,352,800	2019	\$ 26,117,074	\$ 29,469,874	\$ 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	\$ 371,840	
Access to Transit	04-18-0001	North Central	Northlake	Northlake Pace Route Access Improvements	2021	\$ 30,656			2022	\$ 153,280	\$ 183,936	\$ 183,936	
Intersection Improvement	02-97-0006	North Shore	Cook County DOTD	Old Orchard Rd from Edens Expressway to Skokie Blvd					2020	\$ 5,636,000	\$ 5,636,000	\$ 5,636,000	
Intersection Improvement	02-14-0004	North Shore	IDOT D1	Willow Rd at Pfingsten Rd			2019	\$ 204,000	2020	\$ 800,400	\$ 1,004,400	\$ 1,004,400	
Intersection Improvement	02-16-0006	North Shore	IDOT D1	Golf Rd at Harms Rd					2019	\$ 660,000	\$ 660,000	\$ 660,000	
Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	2019	\$ 32,000			2019	\$ 440,000	\$ 472,000	\$ 472,000	
Access to Transit	02-16-0013	North Shore	Skokie	Skokie Bicycle Parking at Dempster and Oakton	2019	\$ 21,000			2020	\$ 231,000	\$ 252,000	\$ 251,808	
Intersection Improvement	03-11-0020	Northwest	Cook County DOTD	Lake Cook Rd at IL 83/McHenry Rd					2019	\$ 2,974,000	\$ 2,974,000	\$ 2,974,000	
Intersection Improvement	03-11-0020	Northwest	Cook County DOTD	Lake Cook Rd at Weiland Rd					2019	\$ 4,185,000	\$ 4,185,000	\$ 4,185,000	
Intersection Improvement	03-11-0020	Northwest	Cook County DOTD	Lake Cook Rd at Buffalo Grove Rd					2019	\$ 5,113,000	\$ 5,113,000	\$ 5,113,000	
Bottleneck Elimination	03-96-0021	Northwest	Cook County DOTD	Touhy Av and UPRR					2019	\$ 23,289,000	\$ 23,289,000	\$ 23,289,000	
Intersection Improvement	03-96-0021	Northwest	Cook County DOTD	Elmhurst Rd and Touhy Av/IL 72					2019	\$ 11,450,000	\$ 11,450,000	\$ 11,450,000	
Intersection Improvement	03-18-0007	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Wise Rd			2019	\$ 240,000	2021	\$ 1,106,000	\$ 1,346,000	\$ 1,346,000	
Intersection Improvement	03-18-0008	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Barrington Rd			2019	\$ 552,000	2021	\$ 1,625,000	\$ 2,177,000	\$ 2,177,000	
Bicycle & Pedestrian	03-18-0004	Northwest	Palatine	Roselle Road/Euclid Avenue Multi-Use Path					2021	\$ 400,000	\$ 400,000	\$ 400,000	
Intersection Improvement	03-03-0102	Northwest	Schaumburg	IL 62/Algonquin Rd at Meacham Rd					2019	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	
Intersection Improvement	03-14-0017	Northwest	Schaumburg	Woodfield Rd at IL 53					2019	\$ 2,106,000	\$ 2,106,000	\$ 2,106,000	
Access to Transit	03-18-0001	Northwest	Streamwood	US 20 Pedestrian Access to Hanover Park Metra Station	2019	\$ 48,000			2020	\$ 348,000	\$ 396,000	\$ 396,000	
Other	13-18-0001	Regionwide	IDOT D1	IDOT Central Traffic Management System					2022	\$ 6,386,000	\$ 6,386,000	\$ 6,386,000	
Direct Emissions Reduction	13-14-0001	Regionwide	IEPA	Chicago Area Green Fleet Grant Program					2019	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	
Direct Emissions Reduction	13-14-0001	Regionwide	IEPA	Chicago Area Green Fleet Grant Program					2020	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	
Direct Emissions Reduction	13-14-0001	Regionwide	IEPA	Chicago Area Green Fleet Grant Program					2021	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	
Direct Emissions Reduction	13-14-0001	Regionwide	IEPA	Chicago Area Green Fleet Grant Program					2022	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	
Direct Emissions Reduction	13-16-0001	Regionwide	IEPA	Railserve\Ingredion Switcher Locomotive Engine Replacement					2019	\$ 2,692,300	\$ 2,692,300	\$ 2,692,300	
Access to Transit	18-18-0001	Regionwide	Metra	Metra Bike Parking Expansion					2021	\$ 306,000	\$ 306,000	\$ 306,000	
Direct Emissions Reduction	18-18-0002	Regionwide	Metra	Locomotive Acquisition and Rehabilitation					2021	\$ 44,800,000	\$ 44,800,000	\$ 44,800,000	
Transit Service	17-12-0001	Regionwide	Pace	I-90 Corridor Transit Access Improvement Project					2019	\$ 10,330,000	\$ 10,330,000	\$ 10,330,000	
Transit Facility Improvement	17-18-0001	Regionwide	Pace	Pulse Dempster Line					2021	\$ 10,040,500	\$ 10,040,500	\$ 10,040,500	
Other	17-94-0002	Regionwide	Pace	Vanpool Program					2019	\$ 7,520,000	\$ 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	\$ 99,935	
Access to Transit	07-16-0004	South	Oak Forest	Oak Forest TOD Area Access to Transit Improvements					2019	\$ 416,000	\$ 416,000	\$ 419,002	

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Unobligated Balance
					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	2019	\$ 125,000					\$ 125,000	\$ 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	\$ 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	\$ 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	\$ 1,316,850
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	\$ 1,823,000
Intersection Improvement	12-12-0005	Will	IDOT D1	US 6/Southwest Hwy at Gougar Rd					2019	\$ 2,820,000	\$ 2,820,000	\$ 2,820,000
Intersection Improvement	12-18-0004	Will	IDOT D1	Jefferson Street US 52 & I-55 Southbound Ramps	2019	\$ 160,000			2022	\$ 1,908,560	\$ 2,068,560	\$ 2,068,560
Intersection Improvement	12-18-0003	Will	Joliet	Jefferson Street US 52 & Houbolt Road	2021	\$ 32,000	2022	\$ 200,000	2022	\$ 425,416	\$ 657,416	\$ 657,416
Signal Interconnect	12-18-0005	Will	Joliet	Black Road Traffic Signal Interconnection Project					2019	\$ 904,800	\$ 904,800	\$ 904,800
Intersection Improvement	12-08-0003	Will	Will County DOH	Laraway Rd at Cedar Rd					2019	\$ 3,154,000	\$ 3,154,000	\$ 3,154,000



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

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Deferred Balance
					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	\$ 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	\$ 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	\$ 3,929,600
Bicycle & Pedestrian	01-06-0005	City of Chicago	CDOT	Walk to Transit - Series 3	MYB	\$ 560,000			MYB	\$ 1,860,000	\$ 2,420,000	\$ 2,420,000
Other	01-09-0005	City of Chicago	CDOT	Traffic Management Center Integrated Corridor Management					MYB	\$ 1,520,000	\$ 1,520,000	\$ 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	\$ 1,313,200
Direct Emissions Reduction	01-12-0004	City of Chicago	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 3					MYB	\$ 20,800,000	\$ 20,800,000	\$ 20,800,000
Other	01-12-0005	City of Chicago	CDOT	Arterial Detection System Improvements					MYB	\$ 975,200	\$ 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	\$ 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	\$ 928,000
Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path					MYB	\$ 578,000	\$ 578,000	\$ 578,000
Signal Interconnect	01-17-0014	City of Chicago	CDOT	Wireless Signal Interconnects	2019	\$ 1,600,000			MYB	\$ 28,757,000	\$ 30,357,000	\$ 28,757,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - 2014-2016 Series					MYB	\$ 13,782,600	\$ 13,782,600	\$ 13,782,600
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - 2016-2017 Series	MYB	\$ 2,066,000			MYB	\$ 5,106,000	\$ 7,172,000	\$ 7,172,000
Intersection Improvement	08-12-0003	DuPage	Elmhurst	IL 56/Butterfield Rd at York St	2019	\$ 240,000	MYB	\$ 349,920	MYB	\$ 1,025,920	\$ 1,615,840	\$ 1,375,840
Transit Service	08-05-0005	DuPage	Oak Brook	Oak Brook Employment Area Distributor Service					MYB	\$ 910,000	\$ 910,000	\$ 910,000
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	MYB	\$ 144,000			MYB	\$ 2,397,000	\$ 2,541,000	\$ 2,541,000
Bicycle & Pedestrian	09-12-0009	Kane Kendall	Elgin	Elgin CBD Bike Racks Program	2019	\$ 12,000			MYB	\$ 64,800	\$ 76,800	\$ 64,800
Intersection Improvement	10-00-0117	Lake	Lake County DOT	Fairfield Rd at IL 134					MYB	\$ 699,000	\$ 699,000	\$ 699,000
Bicycle & Pedestrian	10-13-0015	Lake	North Chicago	North Chicago Lakefront Bike Path	MYB	\$ 28,000			MYB	\$ 249,000	\$ 277,000	\$ 277,000
Bottleneck Elimination	11-09-0006	McHenry	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings					MYB	\$ 938,000	\$ 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	\$ 452,000
Bicycle & Pedestrian	04-12-0007	North Central	Northlake	Northwest Av from Grand Av to North Av	MYB	\$ 57,000			MYB	\$ 630,000	\$ 687,000	\$ 687,000
Bottleneck Elimination	02-97-0006	North Shore	Cook County DOT	Old Orchard Rd from Edens Expressway to Skokie Blvd					MYB	\$ 800,000	\$ 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	\$ 446,000
Intersection Improvement	03-12-0002	Northwest	IDOT D1	IL 59 at W Bartlett Rd			2019	\$ 792,000	MYB	\$ 2,184,000	\$ 2,976,000	\$ 2,976,000
Bicycle & Pedestrian	03-12-0011	Northwest	Des Plaines	Des Plaines - Pedestrian Refuge Medians					MYB	\$ 71,000	\$ 71,000	\$ 71,000
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	\$ 292,000
Bicycle & Pedestrian	03-12-0012	Northwest	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av					MYB	\$ 94,000	\$ 94,000	\$ 94,000
Other	01-16-0003	Regionwide	IDOT D1	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	MYB	\$ 281,600			MYB	\$ 2,816,000	\$ 3,097,600	\$ 3,097,600
Direct Emissions Reduction	13-14-0002	Regionwide	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion					MYB	\$ 31,192,000	\$ 31,192,000	\$ 31,192,000

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Deferred Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Bicycle & Pedestrian	07-12-0004	South	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham					MYB	\$ 3,162,000	\$ 3,162,000	\$ 3,162,000
Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	MYB	\$ 33,000			MYB	\$ 190,000	\$ 223,000	\$ 223,000
Intersection Improvement	12-12-0003	Will	Will County DOH	Bell Rd/CH 16 at 143rd St/CH 37					MYB	\$ 10,384,000	\$ 10,384,000	\$ 10,384,000

 **Chicago Metropolitan Agency for Planning**  
**FFY 2019-2020 TAP-L Program Summary**

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	TAP-L Funds						Project Total	Unobligated Balance
					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					2019	\$ 23,800,000	\$ 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	2019	\$ 578,000			2020	\$ 4,520,000	\$ 5,098,000	\$ 5,098,000
Bicycle & Pedestrian	08-11-0017	DuPage	Bensenville	Church Rd from Irving Park Rd to Grove Av					2019	\$ 661,000	\$ 661,000	\$ 661,000
Bicycle & Pedestrian	08-17-0021	DuPage	Carol Stream	Southeast Carol Stream Bike Paths	2019	\$ 128,000	2020	\$ 455,200			\$ 583,200	\$ 583,200
Bicycle & Pedestrian	08-04-0011	DuPage	DuPage County DOT	East Branch DuPage River Trail - Benedictine Connector from Burlington Av to College Av			MYB	\$ 712,000	MYB	\$ 280,000	\$ 992,000	\$ 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	\$ 260,000
Bicycle & Pedestrian	08-16-0017	DuPage	DuPage County FPD	North Central DuPage Regional Trail	2019	\$ 152,000					\$ 152,000	\$ 152,000
Bicycle & Pedestrian	08-16-0019	DuPage	DuPage County FPD	West Branch DuPage River Trail Extension	2019	\$ 240,000	2019	\$ 80,000	2020	\$ 2,410,134	\$ 2,730,134	\$ 2,730,134
Bicycle & Pedestrian	09-18-0001	Kane Kendall	Aurora	East New York Street Bike Path					2020	\$ 428,680	\$ 428,680	\$ 428,680
Bicycle & Pedestrian	09-18-0002	Kane Kendall	Kane County FPD	Great Western Trail Extension	2019	\$ 38,400	2019	\$ 500,000	2020	\$ 141,634	\$ 680,034	\$ 680,034
Bicycle & Pedestrian	09-16-0005	Kane Kendall	Kane County FPD	Fox River Trail under UPRR from Raymond Dt/Riverview Dr to Poplar Creek					2019	\$ 2,085,267	\$ 2,085,267	\$ 2,085,267
Bicycle & Pedestrian	02-18-0002	North Shore	Cook County DOTH	Skokie Valley Trail Extension-Northbrook			2019	\$ 156,800	2020	\$ 2,624,136	\$ 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					MYB	\$ 524,000	\$ 524,000	\$ 524,000
Bicycle & Pedestrian	02-18-0001	North Shore	Skokie	Skokie Valley Trail-Golf Rd to Dempster St	2019	\$ 176,000	2019	\$ 608,000	2020	\$ 2,096,000	\$ 2,880,000	\$ 2,880,000
Bicycle & Pedestrian	03-18-0005	Northwest	Elk Grove	Oakton St and Busse Rd Multi-Use Path					2019	\$ 162,545	\$ 162,545	\$ 162,545
Bicycle & Pedestrian	03-13-0010	Northwest	Niles	Howard St Bicycle Path	2019	\$ 73,200	2019	\$ 65,000	2020	\$ 1,006,800	\$ 1,145,000	\$ 1,145,000
Bicycle & Pedestrian	03-18-0002	Northwest	Schaumburg	Higgins Rd Bike Path	2019	\$ 33,600			2019	\$ 482,160	\$ 515,760	\$ 515,760
Bicycle & Pedestrian	07-18-0001	South	Country Club Hills	BP Pipeline Shared Use Path	2019	\$ 134,408					\$ 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					2019	\$ 2,694,000	\$ 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					2019	\$ 3,542,000	\$ 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	MYB	\$ 89,600			MYB	\$ 1,228,800	\$ 1,318,400	\$ 1,318,400
Bicycle & Pedestrian	12-18-0002	Will	Romeoville	NGPL Multi-Use Trail	2019	\$ 56,000			2020	\$ 757,600	\$ 813,600	\$ 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	\$ 82,104,743	\$ 77,859,067	\$ 4,245,676	\$ 100,854,800	\$ (96,609,124)	\$ 128,175,633	\$ 111,718,095	\$ 16,457,538
2019	\$ 111,412,281	\$ 117,117,678	\$ (5,705,397)	\$ -	\$ (5,705,397)	\$ 106,075,633		
2020	\$ 111,412,281	\$ 111,702,000	\$ (289,719)	\$ -	\$ (289,719)	\$ 106,075,633		
2021	\$ 111,412,281	\$ 96,930,151	\$ 14,482,130	\$ -	\$ 14,482,130	\$ 106,075,633		
2022	\$ 111,412,281	\$ 111,953,966	\$ (541,685)	\$ -	\$ (541,685)	\$ 106,075,633		
	<u>\$ 527,753,867</u>	<u>\$ 515,562,862</u>	<u>\$ 12,191,005</u>	<u>\$ 100,854,800</u>	<u>\$ (88,663,795)</u>	<u>\$ 552,478,164</u>		

Current as of 9/30/18

- 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 not considered to be programmable since they may be converted at any time. FFY 2018-2022 apportionments are estimates based upon the current apportionment. See calculation below. Source: FHWA FMIS database
- Currently Programmed:** Net amounts programmed on active project phases, not including obligated funds in the current FFY. Source: eTIP database
- Deferred Funds Not Programmed:** Funds for project phases that have been deferred and have not demonstrated readiness for reinstatement. Source: eTIP database
- Unprogrammed Balance:** For current FFY, 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 FFY, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed.
- Obligation Goal:** Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years. FFY 2018 is the annual allotment plus one half of the unobligated balance from FFY 2017. Source: November 2, 2017 CMAQ Project Selection Committee meeting
- Current FFY Obligations to Date:** Obligations (Federal Authorizations) as of the current date. Projects in Advanced Construction are not included as obligations. Sources: eTIP database and FHWA FMIS database
- Obligations Needed to Meet Goal:** Obligation goal less current FFY obligations as of the current date.

**Current Year Unobligated Balance:**

FFY 2018 Federal Apportionment	\$ 111,412,281	
Prior Years' Unobligated Balance	\$ 140,023,311	(+)
	<u>\$ 251,435,592</u>	
FFY 2018 Obligated	\$ 111,718,095	(-)
FFY 2018 Advanced Construction	\$ 24,169,394	(-)
Prior Years' Advanced Construction	\$ 33,443,360	(-)
	<u>\$ 82,104,743</u>	





## 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
2019	\$ 215,469,087	\$ 144,618,269	\$ 70,850,818	\$ 149,169,640	\$ (78,318,822)	\$ 152,878,323	\$ -	\$ 152,878,323
2020	\$ 111,825,951	\$ 117,946,400	\$ (6,120,449)	\$ -	\$ (6,120,449)	\$ 111,825,951		
2021	\$ 111,825,951	\$ 101,477,296	\$ 10,348,655	\$ -	\$ 10,348,655	\$ 111,825,951		
2022	\$ 111,825,951	\$ 102,301,191	\$ 9,524,760	\$ -	\$ 9,524,760	\$ 111,825,951		
2023	\$ 111,825,951	\$ -	\$ 111,825,951	\$ -	\$ 111,825,951	\$ 111,825,951		
	<b>\$ 662,772,891</b>	<b>\$ 466,343,156</b>	<b>\$ 196,429,735</b>	<b>\$ 149,169,640</b>	<b>\$ 47,260,095</b>	<b>\$ 600,182,127</b>		

Current as of 10/25/18

- 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 2019 includes the unobligated balance from prior years, with funds currently in Advanced Construction not considered to be programmable since they may be converted at any time. FFY 2019-2023 apportionments are estimates based upon the current apportionment. See calculation below. Source: FHWA FMIS database
- Currently Programmed:** Net amounts programmed on active project phases, not including obligated funds in the current FFY. Source: eTIP database
- Deferred Funds Not Programmed:** Funds for project phases that have been deferred and have not demonstrated readiness for reinstatement. Source: eTIP database
- Unprogrammed Balance:** For current FFY, 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 FFY, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed.
- Obligation Goal:** Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years. Future goals will be determined at the start of each FFY. [FFY 2019 is proposed to be the annual allotment plus one half of the unobligated balance from FFY 2018.](#)
- Current FFY Obligations to Date:** Obligations (Federal Authorizations) as of the current date. Projects in Advanced Construction are not included as obligations. Sources: eTIP database and FHWA FMIS database
- Obligations Needed to Meet Goal:** Obligation goal less current FFY obligations as of the current date.

**Current Year Unobligated Balance:**

FFY 2019 Federal Apportionment	\$ 111,825,951	
Prior Years' Unobligated Balance	\$ 137,329,155	(+)
	\$ 249,155,106	
FFY 2019 Obligated	\$ -	(-)
FFY 2019 Advanced Construction	\$ -	(-)
Prior Years' Advanced Construction	\$ 33,686,019	(-)
	\$ 215,469,087	



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**MEMORANDUM**

**To:** CMAQ Project Selection Committee  
**From:** CMAP Staff  
**Date:** October 25, 2018  
**Re:** CMAQ/TAP-L Project Change Requests for consideration on November 1, 2018

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Eleven CMAQ projects submitted cost, schedule, and scope 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 changes on the fiscal constraint of the Transportation Improvement Program (TIP) is shown below. The FFY 2019 current program amount included below is the new funding in FFY 2019 and carryover from former years; it does not include programmed funds that have been obligated. Approximately \$34 million is currently in Advanced Construction status and is accounted for in the FFY 2019 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
	2019	2020	2021	2022	2023	
Current Program*	\$144,618,269	\$117,946,400	\$101,477,296	\$102,301,191	\$0	
Unprogrammed Balance*	\$70,850,818	-\$6,120,449	\$10,348,655	\$9,524,760	\$111,825,951	
<b>Sponsor requested changes</b>						
Palatine (03-18-0004)	\$400,000		-\$400,000			Move CON from 21 to 19
Melrose Park (04-18-0002)	\$39,040	\$296,000	-\$39,040	-\$296,000		Move E2 from 21 to 19 and CON from 22 to 20
Riverside (05-16-0002)	-\$18,600					Decrease for CON in 19
Hazel Crest (07-09-0003)	\$21,000					Reinstate E1 in 19
Oak Forest (07-16-0004)	\$575,000					Increase for E2 and CON in 19
Clarendon Hills (08-16-0002)						Transfer E2 to CON in 19 (revenue neutral)
DuPage County DOT (08-18-0003)	\$454,000					Increase for CON in 19
Carpentersville (09-08-0005)	\$500,000					Increase for CON in 19
Kane County DOT (09-18-0003)	\$7,959,245			-\$4,956,245		Move CON from 22 to 19 and increase for CON in 19
CTA (16-18-0001)	\$8,000,000		-\$8,000,000			Move IMP from 21 to 19
CTA (16-10-9001)	\$25,000,000	-\$25,000,000				Move partial IMP from 20 to 19
Sum of Changes From Requests	\$42,929,685	-\$24,704,000	-\$8,439,040	-\$5,252,245	\$0	
<b>Sum of Recommended Changes</b>	<b>\$42,929,685</b>	<b>-\$24,704,000</b>	<b>-\$8,439,040</b>	<b>-\$5,252,245</b>	<b>\$0</b>	
<b>Recommended Revised Program</b>	<b>\$187,547,954</b>	<b>\$93,242,400</b>	<b>\$93,038,256</b>	<b>\$97,048,946</b>	<b>\$0</b>	
<b>Rec. Rev. Unprogrammed Balance</b>	<b>\$27,921,133</b>	<b>\$18,583,551</b>	<b>\$18,787,695</b>	<b>\$14,777,005</b>	<b>\$111,825,951</b>	
	<b>TAP-L</b>					
	2019	2020	2021	2022	2023	Notes
Current Program*	\$36,706,380	\$14,440,184	\$0	\$0	\$0	
Unprogrammed Balance*	\$1,432,888	-\$5,323,080	\$9,117,104	\$9,117,104	\$9,117,104	
<b>Sponsor requested changes</b>						
Sum of Changes From Requests	\$0	\$0	\$0	\$0	\$0	
<b>Sum of Recommended Changes</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Recommended Revised Program</b>	<b>\$36,706,380</b>	<b>\$14,440,184</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Rec. Rev. Unprogrammed Balance</b>	<b>\$1,432,888</b>	<b>-\$5,323,080</b>	<b>\$9,117,104</b>	<b>\$9,117,104</b>	<b>\$9,117,104</b>	

\*Source: CMAP FFY 2019-23 TIP

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

#### **Palatine – Roselle Road/Euclid Avenue Multi-Use Path (03-18-0004)**

The project was approved for \$400,000 CMAQ (\$500,000 total) for construction in FFY 2021.

The sponsor is requesting a schedule change to move construction from FFY 2021 to FFY 2019, effectively changing the sunset dates from FFY 2023 to FFY 2021. The project is on schedule for a June 2019 letting.

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

Staff recommends approval of the requested schedule change to move \$400,000 CMAQ (\$500,000 total) for construction to FFY 2019 for Palatine – Roselle Road/Euclid Avenue Multi-Use Path (03-18-0004).

### **Melrose Park – Metra Station and Pace Route Access Improvements (04-18-0002)**

The project was approved for \$39,040 CMAQ (\$48,800 total) for design engineering in FFY 2021 and \$296,000 CMAQ (\$370,000 total) for construction in FFY 2022.

The sponsor is requesting a schedule change to move design engineering from FFY 2021 to FFY 2019 and construction from FFY 2022 to FFY 2020, effectively changing the sunset dates from FFY 2023 and FFY 2024 to FFY 2021 and FFY 2022, respectively. The project is on schedule for a January 2020 letting.

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

Staff recommends approval of the requested schedule change to move 39,040 CMAQ (\$48,800 total) for design engineering to FFY 2019 and \$296,000 CMAQ (\$370,000 total) for construction to FFY 2020 for Melrose Park – Metra Station and Pace Route Access Improvements (04-18-0002).

### **Riverside – Central Business District Bike Parking (05-16-0002)**

The project was approved for \$49,000 CMAQ (\$61,000 total) for construction in FFY 2018 to install bike racks and shelters in the village's central business district and near the Metra station.

The sponsor is requesting a scope change to remove the shelters from the project scope due to the lack of adequately sized locations in close enough proximity to the train station platform, and instead maximizing the number of bike racks near the station. The requested scope change reduces the cost of project to \$30,400 CMAQ (\$38,500 total). A re-ranking analysis was not performed since the proposed scope change will not affect the emissions benefits of the project and the cost reduction would decrease the cost per kilogram of VOC eliminated.

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

Staff recommends approval of the requested scope change and cost reduction of \$18,600 CMAQ (\$22,500 total) for construction in FFY 2019 for Riverside – Central Business District Bike Parking (05-16-0002).

### **Hazel Crest – Commuter Parking along Park Ave from 167th St to 171st St (07-09-0003)**

The project was approved for \$21,000 CMAQ (\$26,000 total) for preliminary engineering in FFY 2009, \$11,000 CMAQ (\$14,000 total) for design engineering in FFY 2009, and \$190,000 CMAQ (\$237,000 total) for construction in FFY 2010. Due to incompleteness, the project was deferred in FFY 2012.

The village is working with IDOT to complete the project and the sponsor is requesting reinstatement of \$21,000 CMAQ (\$26,000 total) for preliminary engineering in FFY 2019.

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

Staff recommends approval of the requested reinstatement of \$21,000 CMAQ (\$26,000 total) for preliminary engineering in FFY 2019 for Hazel Crest – Commuter Parking along Park Ave from 167th St to 171st St (07-09-0003).

**Oak Forest – TOD Area Access to Transit Improvements (07-16-0004)**

The project was approved for \$36,000 CMAQ (\$45,000 total) for design engineering in FFY 2018 and \$416,000 CMAQ (\$520,000 total) for construction in FFY 2019.

The sponsor is requesting cost increases of \$51,000 CMAQ (\$64,000 total) for design engineering, \$419,000 CMAQ (\$524,000 total) for construction and \$105,000 CMAQ (\$131,000 total) for construction engineering in FFY 2019. The previous costs were underestimated, and the current cost estimate incorporates items identified using survey-obtained field conditions and conforms to revised ADA requirements that IDOT adopted since the origination of the project. The project is targeting a June 2019 letting.

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 3<sup>rd</sup> among all 2016-2020 transit access projects.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the requested cost increases of \$34,000 CMAQ (\$42,000 total) for design engineering, \$419,000 CMAQ (\$524,000 total) for construction and \$105,000 CMAQ (\$131,000 total) for construction engineering in FFY 2019 for Oak Forest – TOD Area Access to Transit Improvements (07-16-0004).

**Clarendon Hills – Metra Station Bicycle Parking (08-16-0002)**

The project was approved for \$5,000 CMAQ (\$6,000 total) for design engineering in FFY 2019 and \$40,000 CMAQ (\$50,000 total) for construction in FFY 2019.

The sponsor is requesting to transfer \$5,000 CMAQ (\$6,000 total) from design engineering to construction in FFY 2019. The sponsor will fund design engineering locally, and the project is targeting a June 2019 letting.

A re-ranking was completed with the project ranking remaining unchanged at 4<sup>th</sup> among all 2016-2020 transit access projects.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the requested transfer \$5,000 CMAQ (\$6,000 total) from design engineering to construction in FFY 2019 for Clarendon Hills – Metra Station Bicycle Parking (08-16-0002).

**DuPage County DOT – Central Signal System Expansion (08-18-0003)**

The project was approved for \$3,555,400 CMAQ (\$4,444,250 total) for construction in FFY 2018.

The sponsor is requesting a cost increase of \$454,000 CMAQ (\$568,000 total) for construction in FFY 2018 due to increased quantities of fiber and conduit based on final design and increased costs of steel. The project is targeting a November 2018 letting.

A re-ranking was completed with the project ranking remaining unchanged at 1<sup>st</sup> among all 2018-2022 signal interconnect projects.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the requested cost increase \$454,000 CMAQ (\$568,000 total) for construction for DuPage County DOT – Central Signal System Expansion (08-18-0003).

**Carpentersville – IL 31 at Huntley Rd (09-08-0005)**

The project was approved for \$237,600 CMAQ (\$297,000 total) for preliminary engineering in FFY 2008, \$190,400 CMAQ (\$244,400 total) for design engineering in FFY 2014, and \$2,636,800 CMAQ (\$3,296,000 total) for construction in FFY 2015. In FFY 2017, the CMAQ Project Selection Committee approved a cost increase of \$2,604,200 CMAQ (\$3,255,250 total) for construction due to the east-west leg of the intersection inadvertently being left out of the original application.

The sponsor is requesting a cost increase of \$500,000 CMAQ (\$625,000 total) for construction in FFY 2019. The project was let in April 2018 and the requested increase is due to the need to remove and replace sanitary lines and a storage tank that were not foreseen during engineering and due to a miscalculation in the pavement removal quantity.

Based on cost estimates submitted in the original application, the project ranked 2<sup>nd</sup> among all 2008 Intersection Improvement projects. A re-ranking was completed with the project ranking remaining unchanged at 4<sup>th</sup> from the 2017 re-ranking. Eleven funded projects rank lower than 4<sup>th</sup>.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the requested cost increase of \$500,000 CMAQ (\$625,000 total) for construction in FFY 2019 for Carpentersville – IL 31 at Huntley Rd (09-08-0005).

**Kane County DOT – Randall Rd at Weld Rd/US 20 (09-18-0003)**

The project was approved for \$4,956,245 CMAQ (\$6,801,553 total) for construction in FFY 2022.

The sponsor is requesting a cost increase of \$3,003,000 CMAQ (\$3,752,000 total) for construction due to soil remediation, additional drainage impacts, increases in unit prices of major structural items, and lengthening of a retaining wall structure. The sponsor is also requesting a schedule change to move construction from FFY 2022 to FFY 2019, effectively changing the sunset date from FFY 2024 to FFY 2021. The project is targeting a March 2019 letting.

A re-ranking was completed with the project ranking remaining unchanged at 3<sup>rd</sup> among all 2018-2022 bottleneck elimination projects.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the requested cost increase of \$ CMAQ (\$ total) for construction and the schedule change to move \$ CMAQ (\$ total) for construction from FFY 2022 to FFY 2019 for Kane County DOT – Randall Rd at Weld Rd/US 20 (09-18-0003).

**CTA – Purchase of up to 10 Electric Buses and Two En-Route Charging Stations - Systemwide (16-18-0001)**

The project was approved for \$8,000,000 CMAQ (\$10,000,000 total) for implementation in FFY 2021.

The sponsor is requesting a schedule change to move implementation to FFY 2019, effectively changing the sunset date from FFY 2023 to FFY 2021, to initiate the project ahead of schedule. In June 2018, the CTA awarded a contract to purchase up to 45 all-electric buses and this CMAQ funding will provide partial funding for the order.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the requested schedule change to move \$8,000,000 CMAQ (\$10,000,000 total) for implementation from FFY 2021 to FFY 2019 for CTA – Purchase of up to 10 Electric Buses and Two En-Route Charging Stations - Systemwide (16-18-0001).

**CTA – Red Purple Modernization (16-10-9001)**

The project was approved for \$25,000,000 CMAQ for engineering in FFY 2018 and \$100,000,000 CMAQ for implementation in FFY 2021.

The sponsor is requesting a schedule change to move \$25,000,000 CMAQ for implementation from FFY 2020 to FFY 2019. The advancement of CMAQ funds to the project will help to ensure proper cash flow in coordination with construction schedules.

*Recommendation to the CMAQ Project Selection Committee:*

Staff recommends approval of the requested schedule change to move \$25,000,000 CMAQ for implementation from FFY 2020 to FFY 2019 for CTA – Red Purple Modernization (16-10-9001).

## CMAQ/TAP Schedule Change Request Form

### Project Identification

TIP ID	03-18-0004	Sponsor	Village of Palatine
Project Location Description		Roselle Road/Euclid Road Multi-Use Path	

### Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	
CONST	2021

Phase	Programmed FFY
ENG	
IMP	

### Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		2017
ENG2		2018
ROW		
CONST	2021	2019

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.

Project will be ready for construction in FFY 2019.

### Additional Comments



## **Project Identification**

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

## **Currently Programmed Schedule**

Please provide the currently programmed federal fiscal year (FFY) for every phase (use the appropriate phases for your project), including completed phases. The FFY begins on October 1 and ends September 30 of each year. Enter N/A for ROW if no ROW is required for the project.

## **Requested Schedule**

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

Note: If the requested schedule change moves a phase(s) into any year earlier than the year it was initially programmed in, the phase's sunset year will be changed to a corresponding earlier year. For example, if funds that were initially programmed in FFY15, with a sunset of FFY17 are reprogrammed in FFY14, the sunset will be changed to FFY16. Schedule change requests to move a phase(s) to a later year will not, however, result in the sunset year moving back as well. For example, if funds that were initially programmed in FFY15, with a sunset of FFY17 are reprogrammed in FFY16, the sunset will remain FFY17.

## **Reason for Request**

Briefly describe the reason for the schedule change (this information will be used to develop the PSC agenda).

## **Additional Comments**

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

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

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

**Requests should be submitted according to the schedule outlined on the current calendar of [Transportation Meetings and Deadlines](#). Requests received after the CMAQ Revision Request deadline for a particular PSC meeting will not be considered until the next scheduled meeting.**

## CMAQ/TAP Schedule Change Request Form

### Project Identification

TIP ID	04-18-0002	Sponsor	North Central Council of Mayors
Project Location Description	Pedestrian improvements along Broadway Ave from Rice St to Metra Station. Improvements include pedestrian crossings, bus shelters and covered bicycle parking at the station.		

### Currently Programmed Schedule

Phase	Programmed FFY
ENG1	N/A
ENG2	2021
ROW	N/A
CONST	FFY 2022

### Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	Completed	8/28/2017
ENG2	2019	3/1/19
ROW	N/A	
CONST	2020	1/2020

### Reason for Request

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

Phase I is completed and Village wishes to begin Phase II Engineering in order to move the project construction up to 2020 to provide the benefit as soon as possible.

### Additional Comments

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**VIA E-MAIL**

August 7, 2018

Michael Fricano  
Planning Liaison  
West Central Municipal Conference  
2000 Fifth Ave., Building N  
River Grove, IL 60171  
[mfricano@westcook.org](mailto:mfricano@westcook.org)

**RE: Riverside Central Business District Bicycle Parking Project (TIP ID 05-16-0002) Scope Change**

Dear Mr. Fricano:

The Village of Riverside is requesting a scope change for our CMAQ/TAP grant for its CBD Bicycle Parking Project and associated funding change. The Village is proposing to remove the bike shelter from the scope of the project due to the lack of adequately sized locations in close enough proximity to the Train Station Platform. The Village Board is recommending maximizing the number of bike racks in close proximity to the train station and platform instead. The project would continue to include approximately 50 bike racks throughout the central business district. The change in scope will reduce the cost of the project. Staff is estimating the reduction to be approximately \$22,000; the original project cost estimate was \$60,500, the new estimate is \$38,500.

Attached are the completed CMAQ/TAP Scope Change Request Form and CMAQ/TAP Cost Change Request Form.

I can be reached at [sabt@riverside.il.us](mailto:sabt@riverside.il.us) or 708.447.1241 ext. 238 with any questions.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Sonya Abt", with a long horizontal line extending to the right.

Sonya Abt, AICP  
Community Development Director

/Attachments

*Provide quality municipal services to our residents and visitors in a fiscally responsible manner consistent with our Village's historic tradition and community atmosphere.*

## CMAQ/TAP Scope Change Request Form

### Project Identification

TIP ID	05-16-0002	Sponsor	RIVERSIDE
Project Location Description		RIVERSIDE CENTRAL BUSINESS DISTRICT	

### Revised Project Scope

Remove Bike Shelter from project scope and replace with additional bike racks in the train station area. Scope will continue to have the 50 bike racks throughout the central business district.

### 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 (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

No locations with adequate depth to accommodate a bike shelter in close proximity to platform. Locations identified were too far away and Village Board believed they would not be utilized. They recommended maximizing bike racks at the train station instead to provide parking for commuters.

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	05-16-0002	Sponsor	RIVERSIDE
Project Location Description		RIVERSIDE CENTRAL BUSINESS DISTRICT	

### 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	2018	\$60,500	\$49,000	80%	CMAQ	LOCAL	<input type="checkbox"/>
CE							
<b>Total</b>		<b>\$60,500</b>	<b>\$49,000</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							
CONST	2018	\$38,500	\$30,400	80%	CMAQ	LOCAL	
CE							
<b>Total</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					
CONST		-\$22,000	\$0	N/A	N/A
CE					
<b>Total</b>		<b>-\$22,000</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.

REMOVAL OF BIKE SHELTER(S) FROM THE SCOPE HAS REDUCED THE COST OF THE PROJECT BY \$22,000.

### 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-		
ENG			
IMP			

### Additional Comments

PROJECT SCOPE CHANGE WILL REDUCE THE COST OF THE PROJECT AND THEREFORE THE FEDERAL SHARE.

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	<b>07-16-0004</b>	Sponsor	<b>Oak Forest</b>
Project Location Description	Oak Forest TOD Area Access to Transit Improvements – Sidewalk Installation Various Routes		

### 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>							<input type="checkbox"/>
<b>ENG 2</b>	2018	45	36	80	CMAQ	RTA – Access to Transit	<input type="checkbox"/>
<b>ROW</b>							<input type="checkbox"/>
<b>CONST</b>	2019	565	452	80	CMAQ	RTA – Access to Transit	<input type="checkbox"/>
<b>CE</b>							
<b>Total</b>		<b>610</b>	<b>488</b>	<b>80</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*
<b>ENG</b>							<input type="checkbox"/>
<b>IMP</b>							<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**
<b>ENG1</b>							
<b>ENG 2</b>	2018	109	87	80	CMAQ	RTA – Access to Transit; Local Agency Funds	10/13/2017
<b>ROW</b>							
<b>CONST</b>	2019	1,089	871	80	CMAQ	RTA – Access to Transit;	6/14/2019

						Local Agency Funds	
CE	2019	131	105	80	CMAQ	Local Agency Funds	Est. May/June 2019
<b>Total</b>		<b>1,329</b>	<b>1,063</b>	<b>80</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		+64	+51		
ROW					
CONST		+524	+419		
CE		+131	+105		
<b>Total</b>		<b>+719</b>	<b>+575</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.

The reason for the CMAQ Cost Change Request is the project cost estimate has been scrutinized and revised using the topographical survey and preliminary engineering plans that have been developed to date. It was discovered that the previously estimated cost for the proposed sidewalks were underestimated. Additionally, the current project cost estimate has been refined incorporating items identified using survey-obtained field conditions and to conform with revised ADA requirements that have been adopted by IDOT since the origination of this project.



## State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-309-16	CMM-4003(761)	
ROW	R-		
CONST	C-91-309-16	CMM-4003(762)	
ENG			
IMP			

### Additional Comments

The original scope of this project has not changed.

## Project Identification

Provide the project identification exactly as it appears in the CMAQ or TAP programs. The current CMAQ Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>). Individual project line items are listed alphabetically by sponsor in the year in which they are programmed.

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

Provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. For deferred phases, the programmed year should be entered as MYB. All line items funded with other sources should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW or CE if no ROW or CE is required for the project.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years. Each row should include one fund source and one FFY.

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

Enter the actual costs included in the most recent Engineer’s Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW or CE if no ROW or CE is required for the project.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years. Each row should include one fund source and one FFY.

\*\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated start date of the phase.

\*\*\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

## Requested Cost Changes (+/-)

Enter the changes (positive and negative) to the total cost of each phase and the CMAQ funding requested (difference between currently programmed funds and actual/estimated cost). If any line is the same as the currently programmed funding, enter zeroes. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and enter the phase(s) funds are being transferred to in the “Transfer to/from phase(s)” column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use separate rows for the transferred amount and the new funding being requested.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years.

## **Reason for Request**

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda).

## **State and Federal Project Information**

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310). Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

## **Additional Comments**

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses. There is no need to repeat information supplied elsewhere on the form; information provided only in a cover letter should be repeated, however.

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

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

**Requests should be submitted according to the schedule outlined on the current calendar of [Transportation Meetings and Deadlines](#). Requests received after the CMAQ Revision Request deadline for a particular PSC meeting will not be considered until the next scheduled meeting.**

ENGINEER'S OPINION OF PROBABLE COST  
OAK FOREST SIDEWALK IMPROVEMENTS  
OAK FOREST, ILLINOIS  
REVISION: OCTOBER 17, 2018

ITEM NO.	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	EXTENSION
20101200	ROOT PRUNE	EACH	\$80.00	45	\$ 3,600.00
20101300	TREE PRUN 1-10	EACH	\$45.00	9	\$ 405.00
20101350	TREE PRUN OVER 10	EACH	\$150.00	16	\$ 2,400.00
20101400	FERTILIZER N	POUND	\$2.50	109	\$ 272.50
20101500	FERTILIZER K	POUND	\$2.50	109	\$ 272.50
20101600	FERTILIZER P	POUND	\$2.50	109	\$ 272.50
20101700	SUPPLEMENTAL WATERING	UNIT	\$1,900.00	9	\$ 17,100.00
20200100	EARTH EXCAVATION	CU YD	\$20.00	2,347	\$ 46,940.00
20201200	UNSUITABLE REMOVAL	CU YD	\$25.00	1,369	\$ 34,225.00
21101615	TOPSOIL F&P 4"	SQ YD	\$5.00	8,449	\$ 42,245.00
25200100	SODDING	SQ YD	\$5.00	8,449	\$ 42,245.00
35101600	AGG BASE CSE B 4	SQ YD	\$7.00	9,697	\$ 67,879.00
35102000	AGG BASE CSE B 8	SQ YD	\$13.00	2,860	\$ 37,180.00
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	\$110.00	493	\$ 54,230.00
42300200	CONCRETE DRIVEWAY, 6"	SQ YD	\$42.00	895	\$ 37,590.00
42400200	PCC SIDEWALK, 5"	SQ FT	\$5.00	66,212	\$ 331,060.00
42400300	PCC SIDEWALK, 6"	SQ FT	\$5.50	12,313	\$ 67,721.50
42400800	DETECTABLE WARNINGS	SQ FT	\$45.00	590	\$ 26,550.00
44000200	DRIVEWAY REMOVAL	SQ YD	\$10.00	5,160	\$ 51,600.00
44000600	PCC SIDEWALK REMOVAL	SQ FT	\$3.00	1,738	\$ 5,214.00
44201670	CLASS D PATCHES, TYPE 1, 2 INCH	SQ YD	\$45.00	187	\$ 8,415.00
56400300	ADJ FIRE HYDRANT	EACH	\$3,000.00	4	\$ 12,000.00
56500600	ADJ BUFFALO BOX	EACH	\$220.00	4	\$ 880.00
60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME & GRATE	EACH	\$2,500.00	2	\$ 5,000.00
60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	\$500.00	6	\$ 3,000.00
60255500	ADJ MANHOLE	EACH	\$375.00	7	\$ 2,625.00
60265700	ADJ VALVE VAULT	EACH	\$550.00	4	\$ 2,200.00
60266600	ADJ VALVE BOX	EACH	\$225.00	11	\$ 2,475.00
60500050	REMOVING CATCH BASINS	EACH	\$175.00	2	\$ 350.00
67100100	MOBILIZATION	L SUM	\$50,000.00	1	\$ 50,000.00
70100***	TRAFFIC CONT	L SUM	\$25,000.00	1	\$ 25,000.00
72000100	TY 1 SIGN	SQ FT	\$20.00	82	\$ 1,640.00
72400500	SIGN ASSEMB REM TY A	EACH	\$85.00	21	\$ 1,785.00
72900100	METAL POST TY A	FOOT	\$15.00	229	\$ 3,435.00
78000400	THERM LINE, 6	FOOT	\$1.50	1,316	\$ 1,974.00
78000650	THERM LINE, 24	FOOT	\$6.50	203	\$ 1,319.50
X0327301	RELOCATE EXISTING MAILBOX	EACH	\$250.00	6	\$ 1,500.00
X0327611	BRICK PAVERS DRIVEWAY	SQ FT	\$15.00	704	\$ 10,560.00
X3500003	FURNISHING AND ERECTING MODULAR BLOCK RETAINING WALL	SQ FT	\$35.00	500	\$ 17,500.00
X4400500	COMB. C&G REM AND REPLACE (SPECIAL)	FOOT	\$40.00	841	\$ 33,640.00
XXXXXXXX	REMOVE AND REPLACE CONCRETE STAIRS	L SUM	\$5,000.00	1	\$ 5,000.00
Z0013798	CONSTRUCTION LAYOUT	L SUM	\$30,000.00	1	\$ 30,000.00

**TOTAL ESTIMATED CONSTRUCTION COST: \$ 1,089,300.50**

ESTIMATED REMAINING DESIGN ENGINEERING (10%): \$ 108,930.05

ESTIMATED CONSTRUCTION ENGINEERING (12%): \$ 130,716.06

**TOTAL ESTIMATED PROJECT COST: \$ 1,328,946.61**

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	08-16-0002	Sponsor	Village of Clarendon Hills
Project Location Description	Burlington Avenue Metra Station Bicycle Parking Shelter		

### 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	2019	6	5	80	CMAQ	Local	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2019	50	40	80	CMAQ	Local	<input type="checkbox"/>
CE							
<b>Total</b>		<b>56</b>	<b>45</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	2019	6	0	0		Local	
ROW							
CONST	2019	56	45	80	CMAQ	Local	
CE							
<b>Total</b>		<b>62</b>	<b>45</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			-5	0	To CONST
ROW					
CONST		+6	+5	80	From ENG 2
CE					
<b>Total</b>		<b>+6</b>	<b>0</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.

The Village of Clarendon Hills is wanting to let the project on a June, 2019 IDOT Letting. The Village did not want to endure a lengthy delay of getting a Phase II Engineering Agreement approved through IDOT and are proceeding with the Phase II Engineering with 100% local funds. Therefore, they would like to transfer the federal Phase II Engineering CMAQ dollars to Construction.

## State and Federal Project Information

Select One.

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

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

## **Additional Comments**

A draft PPI form has been submitted to IDOT that covers the current CMAQ Bike Parking Shelter project along with the recently approved ITEP award for the Streetscape project at the same location. Both the CMAQ Bike Parking Shelter project and the ITEP Streetscape project will be combined into one construction contract.

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	<b>08-18-0003</b>	Sponsor	<b>DuPage County Div of Transportation</b>
Project Location Description	Central Signal System Expansion 1 & 2		

### 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	2017	1	0	0%	None	impact fees/ local gas	<input checked="" type="checkbox"/>
ENG 2	2017	325	0	0%	None	impact fees/ local gas	<input checked="" type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2019	4,039	3,231	80%	CMAQ	impact fees/ local gas	<input type="checkbox"/>
CE	2019	405	324	80%	CMAQ	impact fees/ local gas	
<b>Total</b>		<b>4,767</b>	<b>3,555</b>	<b>75%</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	2017	1	0	0%	None	impact fees/ local gas	
ENG 2	2017	325	0	0%	None	impact fees/ local gas	
ROW							
CONST	2019	4,607	3,685	80%	CMAQ	impact fees/ local gas	
CE	2019	405	324	80%	CMAQ	impact fees/ local gas	
<b>Total</b>		<b>5,338</b>	<b>4,009</b>	<b>75%</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	2019	568	454	80%	
CE	2019	0	0	0	
<b>Total</b>		<b>568</b>	<b>454</b>	<b>80%</b>	



### Reason for Request

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

Final design resulted in increased quantity of fiber and conduit compared to preliminary estimates; increased cost for steel due to recent economic changes.

### 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-91-128-18	QIHB(040)	
ENG			
IMP			

### Additional Comments

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	09-08-0005	Sponsor	Village of Carpentersville
Project Location Description	IL 31 at Huntley 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	2008	296,281	237,025	80	CMAQ	Local	<input checked="" type="checkbox"/>
ENG 2	2014	244,000	190,000	78	CMAQ	Local	<input type="checkbox"/>
ENG 2	2014	610,000	427,000	70	STP	Local	
ENG 2	2014	107,000	0	0	STATE		
ROW	2015	1,200,000	860,000	69	STP	Local & State	<input checked="" type="checkbox"/>
CONST	2017	5,987,750	4,790,200	80	CMAQ	State	<input type="checkbox"/>
CONST	2017	3,422,750	2,738,200	80	STP	Local	
CONST	2017	1,000,000				Local	
CE	2017	888,500	710,800	80	CMAQ	State	
CE	2017	156,000	124,800	80	STP	Local	
<b>Total</b>		<b>13,912,281</b>	<b>10,078,025</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	2008	296,281	237,025	80	CMAQ	Local	
ENG 2	2014	244,000	190,000	78	CMAQ	Local	
ENG 2	2014	610,000	427,000	70	STP	Local	
ENG 2	2014	107,000	0	0	STATE		
ROW	2015	1,200,000	860,000	69	STP	Local & State	
CONST	2017	6,612,750	5,290,200	80	CMAQ	State	
CONST	2017	3,422,750	2,738,200	80	STP	Local	
CONST	2017	1,000,000				Local	

CE	2017	888,500	710,800	80	CMAQ	State	
CE	2017	156,000	124,800	80	STP	Local	
<b>Total</b>		<b>14,537,281</b>	<b>10,578,025</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					
CONST	2018	625,000	500,000		
CE					
<b>Total</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.

There are 24 existing sanitary service lines within the roadway that will be damaged by construction equipment during construction and will need to be replaced. The contractor has advised the Village that the roadway equipment required to be used will cause vibrations that will most likely severely damage the existing sanitary services.

An existing underground storage tank was found at the corner of IL 31 and Huntley Road. Extensive special waste studies were done by IDOT during the design phase and there was no existing knowledge of this storage tank. The tank must be removed and environmental coordination has begun.

The pavement removal quantity was inadvertently converted to a cubic yard unit when it was supposed to be a square yard quantity. Because of this, the quantity is off by 18,000 square yards.

### 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-91-386-08	CMM-8003(998)	
ENG 2	D-91-386-08	CMM-8003(999)	
ROW	R-91-019-08	CMM-9003(004)	
CONST	C-91-386-08	CMM-9003(002)	
ENG			
IMP			

### Additional Comments

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	09-18-0003	Sponsor	County of Kane
Project Location Description	Randall Road at Weld Road/US 20		

### 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		314					<input checked="" type="checkbox"/>
ENG 2		397					<input checked="" type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2022	5,632	4,505	80	CMAQ	LPA	<input type="checkbox"/>
CE		563	450	80	CMAQ	LPA	
<b>Total</b>		<b>6,906</b>	<b>4,955</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		314					
ENG 2		397					
ROW							
CONST		9,047	7,238	80	CMAQ	LPA	1/25/2019
CE		900	720	50	CMAQ	LPA	1/25/2019
<b>Total</b>		<b>10,658</b>	<b>7,958</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	2019	3,415	2,733	80	
CE	2019	337	270	80	
<b>Total</b>		<b>3,752</b>	<b>3,003</b>		

### Reason for Request

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

Increased cost for construction and CE due to remediation of poor on-site soils, additional drainage impacts, increase to unit price of major structural items, and lengthening of the retaining wall structure.

### 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-91-137-18	YD9C(562)	
ENG			
IMP			

### Additional Comments

P1 and P2 engineering was funded locally.

## CMAQ/TAP Schedule Change Request Form

### Project Identification

TIP ID	09-18-0003	Sponsor	County of Kane
Project Location Description	Randall Road at Weld Road/US 20		

### Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	
CONST	2022

### Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		
CONST	3/2019	1/25/2019

### Reason for Request

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

ROW was no longer necessary for the project and plans will be ready for a March 2019 letting

### Additional Comments

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## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	16-10-9001	Sponsor	CTA
Project Location Description	Red/Purple Line Modernization		

### 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							<input type="checkbox"/>
IMP	2020		\$100,000		CMAQ		<input type="checkbox"/>
<b>Total</b>			<b>\$100,000</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 FTA Grant approval date***
ENG							
IMP	2019		\$25,000		CMAQ		
IMP	2020		\$75,000		CMAQ		
<b>Total</b>			<b>\$100,000</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)
ENG					
IMP					
<b>Total</b>					

### Reason for Request

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

The CTA is undertaking the largest capital improvement project in CTA's history: the Red and Purple Modernization Program (RPM). The RPM Project will completely rebuild and increase the much needed capacity of the nearly century old North Red Line from Belmont to Howard and the Purple Line from Belmont to Linden in Wilmette. The Red Line is CTA's heaviest used transit line.



The reason for this request is: The project is progressing rapidly and a Design-Build Contract will be awarded in December 2018. CTA is currently doing advanced construction work required before the major construction contract begins. The advance of CMAQ funds to FY2019 is important to ensure a proper cash flow to keep pace with the current on-going construction and future construction schedule for the Project. Without the CMAQ funds, CTA might need to use short term loans which could increase the cost of the project. The advance of the CMAQ funds will benefit the overall financing of the Project.

## State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number <b>IL-2017-002-02</b>
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-		
ENG			
IMP			

## Additional Comments

## CMAQ/TAP Schedule Change Request Form

### Project Identification

TIP ID	16-18-0001	Sponsor	Chicago Transit Authority
Project Location Description	Purchase of Up To 10 Electric Buses and Two En-Route Charging Stations - Systemwide		

### Currently Programmed Schedule

Phase	Programmed FFY
ENG	
IMP	2021

### Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP	2019	2019

### Reason for Request

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

### Additional Comments

The CTA is requesting the acceleration of funding, in the amount of \$8,000,000, for the Purchase of up to 10 Electric Buses and Two En-Route Charging Stations from 2021 to 2019. The CTA is taking action to replace older diesel and hybrid-electric buses with all-electric battery-powered, zero emission buses.

On June 13, 2018, the CTA awarded a \$32 million contract for the Manufacture and Delivery of up to (45) Low Floor, (40) Foot, All-Electric Transit Buses and the Design-Build and Installation of up to (13) En-Route Charging Stations and Associated Spare Parts. These new all-electric buses will improve air quality, in addition to saving on fuel and maintenance costs.

CMAQ funding will provide partial funding for this bus order.

Please see the following link:

<https://www.transitchicago.com/cta-expands-electric-bus-fleet/>



## MEMORANDUM

**To:** Project Selection Committee

**From:** CMAP Staff

**Date:** October 25, 2018

**Re:** Modification of Proposed Changes for the FFY 2020-24 CMAQ and FFY 2020-22 TAP-L Call for Projects

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At the June and August meetings, staff proposed several changes for the January 2019 CMAQ and TAP-L call for projects for the Federal Fiscal Years 2020-2024 and 2020-2022 respectively<sup>1, 2</sup>. Based on the discussion at those meetings and discussions with individual members and other regional partners, a revised proposal is being submitted for consideration. The proposed revisions with final language for the application booklet are described in this memo.

### Revisions to Proposed Changes

1. NOx cost effectiveness will only be included in the scores for Direct Emissions Reduction project applications. The NOx cost effectiveness will account for 50% of the total cost benefit score with PM2.5 cost effectiveness making up the other 50%. The effects of using NOx to score the remaining projects would drastically alter the emphasis of the project types selected for funding. At this time, staff is not prepared to change the scoring method to include NOx for all project types but will continue to estimate NOx for all projects as required by FHWA. Staff will continue to explore the best way to incorporate NOx information into funding decisions.
2. Originally staff had proposed to modify the Safety score for highway projects under the Transportation Impact Criteria (TIC). The change was to include a safety “need” score and a safety “improvement” score. Several concerns were voiced about the “improvement” score and the ability of staff to capture the potential safety improvements of projects. Staff proposes to keep the new “need” score, which will remain on a 5 point scale and use IDOT’s safety road index (SRI). Highway project

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<sup>1</sup> CMAP Staff, “Proposed Changes for the FFY 2020-24 CMAQ and FFY 2020-22 TAP-L Call for Projects” memo to CMAQ Project Selection Committee, June 6, 2018

<sup>2</sup> CMAP Staff, “Follow up to Proposed Changes for the FFY 2020-24 CMAQ and FFY 2020-22 TAP-L Call for Projects” memo to CMAQ Project Selection Committee, August 14, 2018

applications would only receive the “need” score if the project demonstrated a safety improvement by providing the details of the improvement on the application materials. Staff will use the safety improvement information to continue to evaluate the potential of a safety “improvement” score.

3. Because the Safety score for highway TIC would remain at 5 points, the Reliability score would not be changed and would remain at 15 points.
4. Staff had proposed a new Corridor/Transit Improvement criteria for the highway TICs that would replace the On CMP Network and Transit Benefit scores. Comments were received that the threshold for receiving all 10 points was too low. Staff proposes that if a project is part of a demonstrated corridor improvement project or program, then it would receive 5 points. If the project includes a transit component as part of the scope of work that it would receive the additional 5 points. Highway projects would receive either zero, 5 or 10 points.
5. The Regional Priority criteria score for Inclusive Growth would remain as proposed at the August meeting.

## **CMAQ Project Selection Process Language for Application Booklet**

The primary consideration for CMAQ projects is the cost-effectiveness of their air emissions reductions, measured as either the cost per kilogram reduction of volatile organic compounds (VOC) or the cost per kilogram reduction of fine particulate matter (PM2.5) and Nitrogen Oxide (NOx). Projects will be ranked by their air quality cost-effectiveness within in their project type category.

Additional criteria for projects will be secondary to the air quality cost-effectiveness but will be considered when evaluating projects for potential funding. These are referred to as Transportation Impact Criteria and will be scored on a 30-point scale by project type category. The Transportation Impact Criteria and weights are as follows.

Project type	Criteria and Weights		
Highway	Reliability 15	Safety 5	Corridor/Transit Improvement 10
Transit	Ridership 15	Reliability (transit service) or asset condition (transit facilities) 15	
Bicycle	Safety & attractiveness 10	Transit accessibility 10	Facility connectivity 10
Direct Emissions Reduction	Benefits sensitive population 20	Annual health benefits 5	Improves public fleets 5

Projects meeting Regional Priorities outlined in ON TO 2050 will be given an additional 10 points. The regional priorities identified for this call are:

1. The project is a component of an ON TO 2050 regionally significant project.
2. The project is supportive of the inclusive growth principle of increasing access to opportunity for low income residents and people of color.
3. The zoning and urban design requirements in the area around a proposed transit project are supportive of transit (discussed under the “Scoring Transit Projects” section below).

The program of projects selected by the CMAQ Project Selection Committee will consider input from the modal focus groups along with other factors such as geographic balance, project readiness, sponsor capacity, and project mix.

## Scoring for Highway Projects

### ***Travel Time Reliability***

Improving travel time reliability is a critical aspect of congestion relief. A project’s ability to address travel time reliability is evaluated with both quantitative and qualitative components. The quantitative portion is based on the planning time index (PTI, 95<sup>th</sup> percentile travel time divided by free flow travel time) and has a maximum of **10 points**. The score is calculated based on the percentiles shown in the middle column in the table below. A PTI map is located on the CMAP website at [add PTI map link].

Maximum Approach PTI*	Percentile	Score
<= 1.40	0 - 50 <sup>th</sup>	2
1.41 to 1.81	51 <sup>st</sup> to 75 <sup>th</sup>	4
1.82 to 2.55	76 <sup>th</sup> to 90 <sup>th</sup>	6
2.56 to 3.35	91 <sup>st</sup> to 95 <sup>th</sup>	8
3.36 and greater	>95 <sup>th</sup>	10

\* Maximum corridor PTI for signal interconnects and for bottleneck eliminations; maximum intersection leg PTI for intersection improvements.

The qualitative dimension of the score has a maximum of **5 points** and is developed by determining whether the project has any of the following characteristics or helps implement any of the following as part of a larger program:

<i>Systematic Improvements</i>	Score
Integrated corridor management	5
Work zone management (traveler information improvements)	5
Truck travel information systems	4
Transit on-time performance improvement strategies	4
Ramp metering	4
Road weather management systems	2
Special event management	3
Traffic signal interconnect	4
Adaptive signal control	5
<i>Spot improvements:</i>	
Highway-rail grade separation with more than 10K AADT and more than 10K annual minutes of delay lasting > 10 minutes	5
Implementation of effective crash reduction strategy (e.g., access management) as part of highway improvement	3
Highway-rail grade separation in ICC top 20 delay list	3
Highway-rail grade separation with more than 5K AADT and >5K annual minutes of delays lasting > 10 minutes	2
Implementation of an access management strategy	2
Other highway-rail grade separation	1
<i>Incident Detection:</i>	
Traffic Management Center (TMC) to TMC Communications	4
Computer-aided dispatch (911 call center) to (TMC) communications	4
Extension or improvement of real-time traffic surveillance on regional expressways and tollways, including video and detectors	3
Integration of real-time probe data into incident detection procedures	3
Establishment of detector health program	3
<i>Incident Response:</i>	
Expansion of response operations capabilities (e.g., minutemen)	5

Dispatch improvements, including center-to-operator and supervisor-to-operator communications (including supervisor-bus communications)	4
Response equipment (e.g., minuteman vehicles)	4
<b><i>Incident Recovery:</i></b>	
Expediting coroner's/medical examiner's accident investigation process	5
Dynamic message signs (DMS, multiple, including arterial DMS)	3
Incident-responsive ramp meters	3
Speed management systems	2
On-scene communication, coordination, and cooperation	2
Highway closure detour routes development and improvement	2

### **Safety**

Safety is a consideration for all highway projects. If a project addresses a location with significant safety problems, it should be treated as a higher funding priority than other projects, all else being equal. Higher crash rates also are associated with nonrecurring congestion. Highway projects will receive a safety need score calculated using IDOT's safety road index (SRI) for roadway segments and intersections. The SRI score is based on the location's Potential for Safety Improvement (PSI) score. IDOT developed SRI scores for local and state routes and categorized them by peer group into critical, high, medium, low, or minimal. Within each peer group, locations categorized as critical have the highest PSIs, and locations categorized as minimal are less likely to have safety benefits from treatments. The proposed project's safety need score will be the highest SRI category along the project location. This will include both segment and intersection locations. A proposal will only receive a score of **1 to 5** points if the project includes potential safety improvements, so sponsors should be prepared to answer project safety improvement questions.

The safety need score point assignment:

<b>SRI</b>	<b>Points</b>
Critical	5
High	3
Medium	2
Low	1
Minimal	0

### **Corridor and Transit Improvement**

In an effort to encourage corridor and/or transit improvements, points will be awarded to projects that are part of a corridor improvement or have a transit element in the project design/scope. **Five (5) points** will be given to project applications that are corridor level improvements or are part of a corridor improvement. Applicants will need to provide evidence of the corridor improvement either through a completed corridor study or based upon programmed project(s) in the Transportation Improvement Projects (TIP). The TIP project(s) could constitute one single corridor project or multiple projects that make up a corridor.

Projects that include transit improvements as part of the overall project scope would receive **5 points**. This could include but is not limited to transit signal priority, cue jumps, dedicated bus lanes, fixed station/stop improvements, and pedestrian access to transit.

## Scoring for Direct Emissions Reduction Projects

### *Improving the Condition of Public Fleets*

Given public agency funding challenges and the condition of public fleets, as a matter of policy a project improving public sector vehicles should be a higher priority than one benefitting the private sector. The score is **5** if the project improves publicly owned fleets and **0** if it does not.

### *Annual Health Benefits*

Annual health benefits are calculated by U.S. Environmental Protection Agency’s Diesel Emissions Quantifier (<https://www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq>) at the county level and divided by annualized project costs. No points are given for a benefit/cost ratio less than \$1.00. One point is given for a cost/benefit ratio of \$1.00 and one point for each \$0.50 above that, with a maximum of **5 points**.

### *Benefits to Sensitive Populations*

Impacts from fine particulate matter emissions may be more pronounced in children and older adults, who are especially susceptible to illnesses caused or exacerbated by exposure to fine particulate matter. Minority and poverty status likely influence susceptibility as well. The sensitive population score shows diesel particulate concentrations in relation to persons who are over 65, under 5, minority, and low-income by census tract. The sensitive populations score map, [add update sensitive populations map], provides an indication of a project’s score. Higher index values indicate greater sensitivity. To score a project, the sensitive population index is then multiplied by an estimate of the population benefiting from the project, the magnitude of the emissions reduction, and the time of exposure. The final project score is assigned **0 to 20 points**.

## Scoring for Bicycle Facility Projects

### *Safety and Attractiveness Rating*

The “safety and attractiveness rating” scores the improvement in conditions for biking that result from building a facility. A project score is calculated as the safety and attractiveness rating after project less the rating before project, as shown in the table below. For example, a protected bike lane built on an arterial with no bicycle accommodation presently would receive a score of  $10 - 2 = 8$ . The score has a maximum value of **10 points**.

Narrative description	Rating
Impassable barrier for walking and bicycling	0
Arterial road with no bicycle accommodation	2
Arterial road with some bicycle accommodation, including marked shared lanes, and collector streets with no accommodation;	4
Low-speed, local streets with no bicycle accommodation	6
Unprotected bike lane; local and collector streets with full accommodation	8



Narrative description	Rating
Trail or arterial sidepath, cycletrack, protected bike lane, buffered bike lane	10

### **Connectivity**

Connectivity measures how much a bicycle project improves the ability to get from place to place by bicycle. The connectivity score is the greater of either (a) the connectivity of bikeways resulting from the project (shown in the table below), or (b) the project’s street network connectivity rating, measured with the pedestrian environment factor [add PEF link]. This maximum is then weighted by the land use diversity index [add LUD Index link], which emphasizes locations likely to generate short trips between nearby land uses conducive to cycling, to arrive at a final score. The score has a maximum value of 10. In general, projects in locations with a better pedestrian environment (typically above a PEF of about 25) and more mixed land uses will score better under the street network connectivity measure.

The following table shows the assignment of points related to improving bikeway connectivity:

Connectivity of bikeways resulting from the project	Value assigned
Project fills a gap between existing bikeways	10
Project intersects an existing bikeway	6
Project extends an existing bikeway	3
Project is a new isolated bikeway segment	0

### **Transit Accessibility Index**

Measuring transit accessibility helps ensure that a bicycle facility provides a realistic alternative to auto use by evaluating the potential to link bicycling with transit for longer trips. The maximum score on this measure is **10 points** (since the transit accessibility index ranges from 1 – 5, the index is weighted by 2 to produce the score). A map of the transit accessibility index is available at [add TA index link] and a full description of the calculation of the transit accessibility index is posted in the GO TO 2040 Update Indicator Methodology Appendix (update link).

## **Scoring for Transit Projects**

### **Ridership Increase**

Increasing ridership is one of the key indicators in ON TO 2050, and it helps to indicate the overall benefits of a transit project. With a maximum score of 15, projects are scored on their ability to increase transit ridership, as follows:

<b>Increased ridership</b>	<b>Score</b>
<254	3
255 - 436	6
437 - 1,002	9
1,002 - 1,829	12
>1,830	15

### ***Travel Time Reliability***

The travel time reliability score is composed of a quantitative measure of on-time performance (OTP) on the particular route with a qualitative evaluation of the project's impact on reliability. The travel time reliability criterion only applies to transit service and equipment. It takes a maximum of 15, with **7.5 points** coming from the quantitative measure.

<b>On-time performance</b>	<b>Score</b>
< 60%	7.5
60% - 70%	6.0
70% - 80%	4.5
80% - 90%	3.0
>90%	0

The qualitative element of the score is based on the presence of the reliability-enhancing features in the table below. Projects can receive up to **7.5 points** in this area.

<i>Rail</i>	<b>Score</b>
New Vehicles	1.25
Upgraded Switches	1.25
Upgraded Power Supply	1.25
Positive Train Control	1.25
Station Consolidation	1.25
Track Improvements	2.50
Reduction of Freight/Vehicle/Pedestrian Interference	3.75
<i>Bus</i>	
New Vehicles	1.25
Queue Jump/Bypass Lanes	1.25
Off-board Fare Collection	1.25
Reduced Stops/Express Service	1.50
New Dispatching/Decision Support Systems	1.25
Passenger Vehicle Movement Restrictions	1.25
Transit signal priority	3.00
Multi-Door Boarding with Off-board Fare Collection	2.50
Bus-on-Shoulders	4.00
Managed Lanes	5.00
Dedicated Bus Way	7.50
Far-side Stops	1.25

Bus Stop Upgrades	1.25
Near Level Boarding	2.00

For new service, an upgrade to conventional fixed route service will take a score based on the OTP of the local service on the route plus a qualitative score based on the reliability-enhancing features of the project.

**Existing Asset Condition**

Other things being equal, it is more important to fund a transit facility or purchase new equipment where these assets are in worse condition. On the project application form, sponsors will need to provide the condition of the asset they are improving from the RTA asset inventory. Condition is rated based on a 1 – 5 scale. This criterion only applies to transit facilities. Entirely new facilities and assets that score  $\geq 2.5$  on FTA’s five-level condition rating scale will receive a score of 0.

Rating Scale	Narrative Description	Score
$\geq 2.5$	State of Good Repair	0
2.4	Marginal	1
2.3	Marginal	2
2.2	Marginal	3
2.1	Marginal	4
2.0	Marginal	5
1.9	Worn	6
1.8	Worn	7
1.7	Worn	8
1.6	Worn	9
1.5	Worn	10
1.4	Worn	11
1.3	Worn	12
1.2	Worn	13
1.1	Worn	14
1.0	Worn	15

**Transit-Supportive Land Use**

One of the Regional Priorities is to promote transit investments in areas where zoning and urban design requirements are transit-supportive. This will be scored as follows:

Max Score	Criteria
7	Up to 4.5 points will be awarded based on the permitted density for residential and non-residential land uses within one-half mile of the transit station. If more than one residential or non-residential classification is zoned within the station area, points will be assigned to the classification with the highest permitted density.

Max Score	Criteria																		
	<p>Points will be assessed based on both residential <i>and</i> non-residential densities. If the two categories yield different point totals, the average of the two point totals will be awarded.</p> <p><b>Permitted Densities:</b></p> <table border="1" data-bbox="492 394 1263 678"> <thead> <tr> <th>Residential (DU/buildable acre)</th> <th>Non-Residential (Building Height*)</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>&lt; 6</td> <td>1 story (12 ft.)</td> <td>0</td> </tr> <tr> <td>&gt; 6 and ≤ 10</td> <td>2 story (24 ft.)</td> <td>1.0</td> </tr> <tr> <td>&gt; 10 and ≤ 16</td> <td>3 story (36 ft.)</td> <td>2.0</td> </tr> <tr> <td>&gt; 16 and ≤ 24</td> <td>4 story (48 ft.)</td> <td>3.0</td> </tr> <tr> <td>&gt; 24</td> <td>&gt; 4 story (&gt; 48 ft.)</td> <td>4.5</td> </tr> </tbody> </table> <p>*Building height given in feet based on 12 feet per story.</p> <p style="text-align: center;">AND</p> <p>Up to 2.5 points will be awarded based on <b>innovative parking requirements</b>, which supports denser development by increasing space available for other uses (one point for each strategy implemented):</p> <ul style="list-style-type: none"> <li>• Reduced minimum parking requirements</li> <li>• Enacted maximum parking requirements</li> <li>• Shared parking permitted</li> <li>• In-lieu parking fees permitted</li> <li>• Enacted bicycle parking requirements</li> <li>• Off-street parking is required behind or underneath buildings</li> <li>• Off-street parking is permitted off-site</li> </ul>	Residential (DU/buildable acre)	Non-Residential (Building Height*)	Points	< 6	1 story (12 ft.)	0	> 6 and ≤ 10	2 story (24 ft.)	1.0	> 10 and ≤ 16	3 story (36 ft.)	2.0	> 16 and ≤ 24	4 story (48 ft.)	3.0	> 24	> 4 story (> 48 ft.)	4.5
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> 16 and ≤ 24	4 story (48 ft.)	3.0																	
> 24	> 4 story (> 48 ft.)	4.5																	
3.0	<p>Up to 3 points will be awarded for the <b>presence of mixed-use zoning</b> within one-half mile of transit project (1 point for each strategy implemented):</p> <ul style="list-style-type: none"> <li>• Zoning allows vertical mixing of uses (e.g., residential units above ground-level retail or office).</li> <li>• Zoning allows pedestrian-friendly diverse land uses (e.g., drugstores, groceries, dry cleaning, banks, restaurants, gyms, hardware stores, etc.).</li> <li>• Zoning excludes car-dependent land uses (e.g., drive-through stores, strip malls, etc.).</li> </ul> <p>Communities that have implemented form-based codes may require additional qualitative analysis from CMAP staff to ensure their zoning meets the above standards.</p>																		

## Scoring Other CMAQ Projects

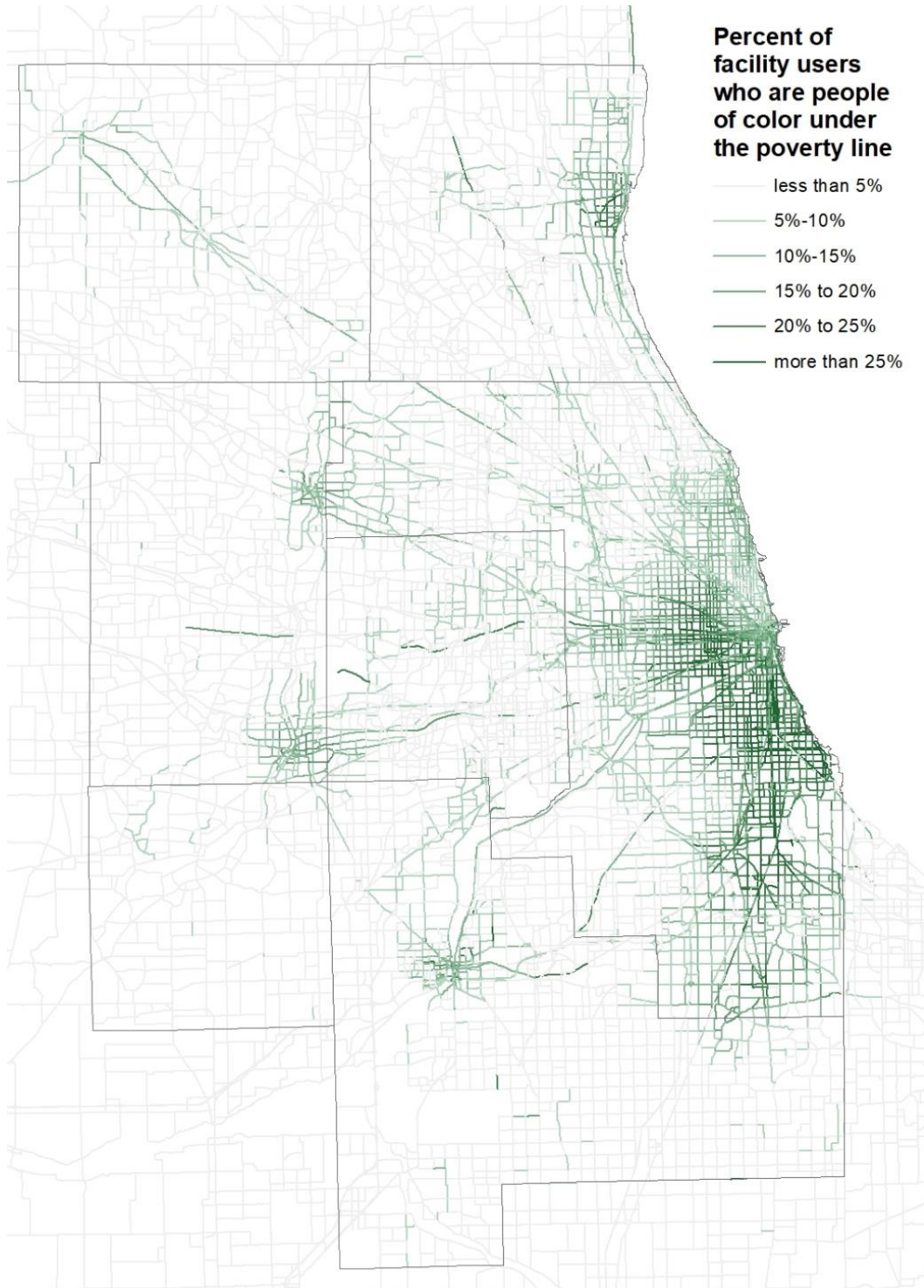
Some projects may not fit neatly into any of the categories above, and the CMAQ program at CMAP has an “Other Projects” submission form to accommodate these funding requests. For these projects, no transportation impact criteria would be used and the project will only be evaluated on the cost-effectiveness of emissions reduction.

## Scoring for Inclusive Growth Region Priority

Long-term regional prosperity requires economic opportunity for all residents and communities. Inclusive growth, one of the ON TO 2050 plan principles, focuses on strategies, including transportation investments, that can increase access to opportunity for low income residents and people of color, and help the region to be stronger and more successful economically.

All projects are evaluated based on the percent of travelers using a facility that are people of color below the poverty line, as modeled by the CMAP travel demand model. Projects can receive a maximum of **10 points**, which are awarded as follows (also see draft map below, which shows both roads and facilities):

<b>% of facility users who are nonwhite and under poverty line</b>	<b>Points</b>
0%-5%	0
5%-10%	2
10%-15%	4
15%-20%	6
20%-25%	8
25% or more	10



\*The map will be a link in the application booklet.

**Action requested: Approval**