



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

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CMAQ Project Selection Committee

Annotated Agenda

Tuesday, January 8, 2019

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—November 1, 2018**
ACTION REQUESTED: Approval
- 4.0 Program Monitoring**
- 4.1 Project Programming Status Sheets**
The recurring reports on the programming status of active and deferred projects and the line item changes since the last meeting of the Project Selection Committee are attached.
ACTION REQUESTED: Information
- 4.2 Programming Summary and Obligation Goal**
An update on CMAQ obligations for federal fiscal year (FFY) 2019 will be provided.
ACTION REQUESTED: Information
- 5.0 Project Changes**
- 5.1 CDOT – 7st St at B&OCT (CSX) (01-06-0058)**
The sponsor requested to transfer sponsorship to IDOT.
ACTION REQUESTED: Information
- 5.2 Melrose Park – North Avenue Commuter Bicycle Path (04-08-0001)**
The sponsor is requesting a cost increase of \$270,480 CMAQ (\$338,100 total) for construction and construction engineering in FFY 2019.
ACTION REQUESTED: Approval of the requested cost increase

5.3 Aurora – Aurora Transportation Center Enhancement Project (09-16-0004)

The sponsor is requesting a cost increase of \$894,000 CMAQ (\$1,117,000 total) for construction in FFY 2019.

ACTION REQUESTED: Approval of the requested cost increase

5.4 North Chicago – Robert McClory Bike Path Realignment (10-13-0015)

The sponsor is requesting a scope change and a cost increase of \$45,000 CMAQ (\$56,800 total) for preliminary engineering in FFY 2019.

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

5.5 Lake County – Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd (10-16-0002)

The sponsor is requesting a scope change and a cost increase of \$1,354,400 CMAQ (\$1,693,000 total) for construction in FFY 2020.

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

5.6 Lake County – Sunset Ave/Golf Rd/Glenwood Ave from McAree Rd to Sheridan Rd (10-16-0005)

The sponsor is requesting a schedule change to move construction from FFY 2019 to FFY 2020 and to transfer \$80,000 CMAQ (\$100,000 total) from right of way in FFY 2019 to construction in FFY 2020.

ACTION REQUESTED: Approval of the requested schedule change and transfer

5.7 Niles – Howard St Bicycle Path (03-13-0010)

The sponsor is requesting to transfer of \$73,200 TAP-L (\$91,500 total) for design engineering in FFY 2019 and \$65,000 TAP-L (\$130,000 total) for right of way in FFY 2019 to construction in FFY 2020.

ACTION REQUESTED: Approval of the requested transfer

6.0 FFY 2020-2024 Program Development

An update will be provided.

ACTION REQUESTED: Information

7.0 Other Business

8.0 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.

9.0 Next Meeting

The committee's next meeting is scheduled for Thursday, April 11, 2019
at 2:00 p.m.

10.0 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, November 1, 2018

- Committee Members:** Doug Ferguson, Chair (CMAQ), Darwin Burkhart (IEPA) (via phone), John Donovan (FHWA), Mark Pitstick (RTA), Keith Privett (CDOT), Chris Schmidt (IDOT) (via phone), Chris Snyder (Counties)
- Staff Present:** Teri Dixon, Erin Kenney, Stephanie Levine, Jen Maddux, Simone Weil
- Others Present:** Travis Bandstra, Emily Bergstrom, Mike Connelly, Laura Fedak, Erin Fiorini, Jackie Forbes, Chris Gheysen, Jason House, Mike Klemens, Joshua Klingenstein, Daniel Knickelbein, Steven Mannella, Jack Melhuish, Ryan Peterson, Leslie Phemister (via phone), Tom Rickert, Cody Sheriff, Brian Stepp, Ed Szydowski, David Tomzik, Michael Weiser

1.0 Call to Order

Mr. Ferguson called the meeting to order at 2:03 p.m.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes – August 16, 2018

On a motion by Mr. Pitstick and seconded by Mr. Snyder, the minutes of the August 16, 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 and noted that the sheets were updated following the submittal of the fall project status updates.

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 \$87 million in August to nearly \$112 million at the end of FFY 2018. While the region spent its annual allotment, it fell short of the \$128 million obligation goal.

Ms. Maddux presented the recommended obligation goal of \$152.88 million for FFY 2019. On a motion by Mr. Snyder and seconded by Mr. Pitstick, the FFY 2019 obligation goal was approved.

5.0 Project Changes

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

Ms. Maddux reported that the sponsor requested a schedule change to move \$400,000 CMAQ (\$500,000 total) for construction from FFY 2021 to FFY 2019.

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

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

Ms. Maddux reported that the sponsor requested 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.

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

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

Ms. Maddux reported that the sponsor requested a scope change to remove the shelters from the project scope. The requested scope change reduces the cost of construction to \$30,400 CMAQ (\$38,500 total).

On a motion made by Mr. Privett, and seconded by Mr. Snyder, the requested scope change and cost decrease were approved.

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

Ms. Maddux reported that the sponsor requested to reinstate \$21,000 CMAQ (\$26,000 total) for preliminary engineering in FFY 2019. Due to incompleteness, the project was deferred in FFY 2012, and the village is working with IDOT to complete the project.

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

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

Ms. Maddux reported that the sponsor requested 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.

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

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

Ms. Maddux reported that the sponsor requested to transfer \$5,000 CMAQ (\$6,000 total) from design engineering to construction in FFY 2019.

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

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

Ms. Maddux reported that the sponsor requested a cost increase of \$454,000 CMAQ (\$568,000 total) for construction in FFY 2019.

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

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

Ms. Maddux reported that the sponsor requested a cost increase of \$500,000 CMAQ (\$625,000 total) for construction in FFY 2019.

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

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

Ms. Maddux reported that the sponsor requested 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.

On a motion made by Mr. Snyder, and seconded by Mr. Pitstick, the requested cost increase and schedule change were approved.

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

Ms. Maddux reported that the sponsor requested a schedule change to move \$8,000,000 CMAQ (\$10,000,000 total) for implementation from FFY 2021 to FFY 2019.

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

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

Ms. Maddux reported that the sponsor requested a schedule change a schedule change to move \$25,000,000 CMAQ for implementation from FFY 2020 to FFY 2019.

Mr. Connelly stated that the project is rapidly advancing, and CTA is readying to sign a design-build contract so the CMAQ funding will be put to use in 2019.

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

6.0 FFY 2020-2024 Program Development

Mr. Ferguson reported that the committee packets included a memo addressing prior discussions regarding the evaluation criteria for the CMAQ and TAP-L programs. He stated that staff is anticipating the next call for projects to open on January 15, 2019 in conjunction with the STP program.

Mr. Ferguson reported that staff had originally proposed using NOx in the cost benefit scores for all projects, but is now proposing to only use them with the Direct Emissions Reduction projects and calculating the emissions benefit score. He noted that staff will continue to analyze the NOx benefit for each project since CMAP is required to report it for federal performance measures.

Mr. Ferguson reported that the Regional Priority criteria score for Inclusive Growth would remain as proposed at the August meeting.

Mr. Ferguson reported that the rest of the proposed changes are related to the highway project Transportation Impact Criteria. The first proposed change is to drop the CMP network score to avoid double counting points for projects that also have high traffic volumes which have a large impact on the emissions cost benefit scores. The Transit Benefit score is proposed to be replaced with the Corridor/Transit Improvement score. Finally, the Reliability score will remain at 15 points because the Safety score would remain at 5 points. The method for calculating the Safety score would change from only giving points to IDOT 5% locations to a safety need score based upon the safety road index (SRI) which will be for all roads. Sponsors will need to show how the project will address the safety need in their application to receive the Safety need score. The SRI is used by IDOT to identify the 5% locations so there is continuity between old and new score.

Mr. Schmidt stated that the proposed changes are good.

Mr. Snyder asked whether the data source for the Safety need score will be provided. Mr. Ferguson replied that the information will be available in a map and the highest scored segment of a project will be used for the project score.

Mr. Rickert asked whether the Corridor criteria must be multimodal. Mr. Ferguson replied that the application must show the project is part of a corridor by providing evidence of currently programmed projects or corridor studies. Mr. Snyder asked whether Strategic Regional Arterials (SRAs) would qualify. Mr. Ferguson replied that SRAs would be considered.

Mr. Pitstick stated that he appreciated the adjustments and discussions on the proposed changes.

On a motion made by Mr. Pitstick and seconded by Mr. Schmidt, the evaluation and criteria changes for the next call for projects were approved.

7.0 2019 Meeting Schedule

On a motion made by Mr. Pitstick and seconded by Mr. Snyder, the 2019 committee meeting dates were approved.

8.0 Other Business

Mr. Privett reported that today is the deadline for submitting comments on the Surface Transportation Board’s rulemaking that affects many rails-to-trails projects by limiting the amount of times railbanking may occur. Mr. Privett stated that CMAP filed comments in opposition, citing IDOT’s “It Takes Time” that outlines the length of time these types of projects take, and CDOT appreciates CMAP staff and administration in filing in this docket.

Mr. Privett reported that the American Institute of Architects Design Excellence Awards recently acknowledged the CMAQ funded Washington/Wabash CTA elevated station with an award in the “Distinguished Building” category as well as a certificate of merit in the “Delightful Detail” category.

Mr. Pitstick reported that the CMAQ funded Interagency Signage project, on which RTA, CTA, Metra and Pace have been working for years, has nearly completed the first phase of project implementation with signage at Harvey, Museum Campus, Montrose/Mayfair, Lake Cook Road, Elgin, Naperville, and Lisle.

9.0 Public Comment

There were no comments from the public.

10.0 Next Meeting

The next meeting is scheduled for January 8, 2019 at 2:00 p.m.

11.0 Adjournment

On a motion made by Mr. Privett, and seconded by Mr. Snyder, the meeting was adjourned at 2:41 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	\$ 30,400	\$ 30,400	\$ 30,400
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					2019	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000
Transit Facility Improvement	16-10-9001	City of Chicago	CTA	Red and Purple Line Modernization					2020	\$ 75,000,000	\$ 75,000,000	\$ 75,000,000
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					2019	\$ 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	\$ 45,000	\$ 45,000	\$ 45,000
Signal Interconnect	08-18-0003	DuPage	DuPage County DOT	Central Signal System Expansion					2019	\$ 4,009,399	\$ 4,009,399	\$ 454,000
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					2019	\$ 7,959,245	\$ 7,959,245	\$ 7,959,245
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	\$ 2,098,000
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

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds							
					ENG		ROW		CON/IMP		Project Total	Unobligated Balance
					FFY	Amount	FFY	Amount	FFY	Amount		
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
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 DOTH	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 DOTH	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	2019	\$ 39,040			2020	\$ 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 DOTH	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 Pflugsten 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 DOTH	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 DOTH	Lake Cook Rd at Weiland Rd					2019	\$ 4,185,000	\$ 4,185,000	\$ 4,185,000
Intersection Improvement	03-11-0020	Northwest	Cook County DOTH	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 DOTH	Touhy Av and UPRR					2019	\$ 23,289,000	\$ 23,289,000	\$ 23,289,000
Intersection Improvement	03-96-0021	Northwest	Cook County DOTH	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					2019	\$ 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	Railserv/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

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		
Other	17-94-0002	Regionwide	Pace	Vanpool Program					2019	\$ 7,520,000	\$ 7,520,000	\$ 7,520,000
Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	2019	\$ 21,000						\$ 21,000
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	\$ 70,000			2019	\$ 940,000	\$ 1,010,000	\$ 977,002
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
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							
					ENG		ROW		CON/IMP		Project Total	Deferred Balance
					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	\$ 1,503,840
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

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		
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
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	\$ 11,000			MYB	\$ 190,000	\$ 201,000	\$ 201,000
Bicycle & Pedestrian	06-06-0061	Southwest	Palos Heights	Blue Island: Cal-Sag Trail East-West Blue Island Segment (Kedzie to Ashland)					MYB	\$ 1,823,000	\$ 1,823,000	\$ 1,823,000
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							
					ENG		ROW		CON/IMP		Project Total	Unobligated Balance
					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 Dr/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	2021	\$ 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	2021	\$ 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					MYB	\$ 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					MYB	\$ 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
2019	\$ 165,394,868	\$ 158,733,695	\$ 6,661,173	\$ 133,872,400	\$ (127,211,227)	\$ 152,878,323	\$ 41,933,399	\$ 110,944,924
2020	\$ 111,825,951	\$ 95,978,800	\$ 15,847,151	\$ -	\$ 15,847,151	\$ 111,825,951		
2021	\$ 111,825,951	\$ 83,385,111	\$ 28,440,840	\$ -	\$ 28,440,840	\$ 111,825,951		
2022	\$ 111,825,951	\$ 106,664,905	\$ 5,161,046	\$ -	\$ 5,161,046	\$ 111,825,951		
2023	\$ 111,825,951	\$ -	\$ 111,825,951	\$ -	\$ 111,825,951	\$ 111,825,951		
	<u>\$ 612,698,672</u>	<u>\$ 444,762,511</u>	<u>\$ 167,936,161</u>	<u>\$ 133,872,400</u>	<u>\$ 34,063,761</u>	<u>\$ 600,182,127</u>		

Current as of 12/17/18

- 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 the annual allotment plus one half of the unobligated balance from FFY 2018 as of 9/30/2018. Source: November 1, 2018 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 2019 Federal Apportionment	\$ 111,825,951
Prior Years' Unobligated Balance	\$ 137,329,155 (+)
	<u>\$ 249,155,106</u>
FFY 2019 Obligated	\$ 41,933,399 (-)
FFY 2019 Advanced Construction	\$ 15,321,979 (-)
Prior Years' Advanced Construction	\$ 26,504,860 (-)
	<u>\$ 165,394,868</u>



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: December 21, 2018
Re: CMAQ/TAP-L Project Change Requests for consideration on January 8, 2019

Five CMAQ projects and one TAP-L project submitted cost, schedule, and scope change requests for committee consideration. One project requested a change in sponsorship and was handled by staff administratively. 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 \$42 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*	\$158,733,695	\$95,978,800	\$83,385,111	\$106,664,905	\$0	2019 current program does not include obligated funds.
Unprogrammed Balance*	\$6,661,173	\$15,847,151	\$28,440,840	\$5,161,046	\$111,825,951	
Sponsor requested changes						
Melrose Park (04-08-0001)	\$270,480					Increase for CON/CE in 19
Aurora (09-16-0004)	\$894,000					Increase for CON in 19
North Chicago (10-13-0015)	\$45,000					Increase for ENG1 in 19
Lake County (10-16-0002)		\$1,354,400				Increase for CON/CE in 20
Lake County (10-16-0005)	-\$1,508,000	\$1,508,000				Move CON from 19 to 20 and transfer ROW in 19 to CON in 20
Sum of Changes From Requests	-\$298,520	\$2,862,400	\$0	\$0	\$0	
Sum of Recommended Changes	-\$298,520	\$2,862,400	\$0	\$0	\$0	
Recommended Revised Program	\$158,435,175	\$98,841,200	\$83,385,111	\$106,664,905	\$0	
Rec. Rev. Unprogrammed Balance	\$6,959,693	\$12,984,751	\$28,440,840	\$5,161,046	\$111,825,951	
	TAP-L					
	2019	2020	2021	2022	2023	Notes
Current Program*	\$36,411,180	\$9,720,048	\$4,720,136	\$0	\$0	
Unprogrammed Balance*	\$1,728,088	-\$602,944	\$4,396,968	\$9,117,104	\$9,117,104	
Sponsor requested changes						
Niles (03-13-0010)	-\$138,200	\$138,200				Transfer ENG2 and ROW in 19 to CON in 20
Sum of Changes From Requests	-\$138,200	\$138,200	\$0	\$0	\$0	
Sum of Recommended Changes	-\$138,200	\$138,200	\$0	\$0	\$0	
Recommended Revised Program	\$36,272,980	\$9,858,248	\$4,720,136	\$0	\$0	
Rec. Rev. Unprogrammed Balance	\$1,866,288	-\$741,144	\$4,396,968	\$9,117,104	\$9,117,104	

*Source: CMAP FFY 2019-24 TIP

CDOT – 71st St at B&OCT (CSX) (CREATE GS19) (01-06-0058)

The project was approved for \$900,000 CMAQ (\$1,125,000 total) for design engineering in FFY 2019.

The sponsor requested to transfer project sponsorship to IDOT's Office of Intermodal Project Implementation. All other design and construction funding from public sources will be administered by IDOT, and this change will simplify project administration.

Staff administratively approved the requested sponsorship transfer for 71st St at B&OCT (CSX) (CREATE GS19) (01-06-0058) from CDOT to IDOT.

For Committee Consideration (CMAQ):

Melrose Park – North Avenue Commuter Bicycle Path (04-08-0001)

The project was approved for \$56,000 CMAQ (\$70,000 total) for preliminary engineering in FFY 2008, \$110,000 CMAQ (\$137,000 total) for design engineering in FFY 2015 and \$1,540,000 CMAQ (\$2,100,000 total) for construction in FFY 2016.

The sponsor is requesting a cost increase of \$270,480 CMAQ (\$338,100 total) for construction and construction engineering in FFY 2019. The project was let in 2016, and the cost increase is due to field changes and modifications to accommodate requirements of the railroad, non-

working days that were not anticipated at the time of bid letting, and extended timeframe it took the contractor to complete the work.

A re-ranking was completed with the project ranking changing from 7th to 10th among all 2008 Bicycle Facilities projects. Six funded project ranks lower than 10th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested cost increase of \$270,480 CMAQ (\$338,100 total) for construction and construction engineering in FFY 2019 for Melrose Park – North Avenue Commuter Bicycle Path (04-08-0001).

Aurora – Aurora Transportation Center Enhancement Project (09-16-0004)

This project was approved for \$598,071 CMAQ (\$747,588 total) for design engineering in FFY 2018 and \$8,027,911 CMAQ (\$13,456,588 total) for construction in FFY 2019.

In 2017, the Committee approved a request to transfer design engineering funds to construction and a cost increase of \$2,856,942 CMAQ for construction in FFY 2018, for the sponsor to complete design engineering with local funds and for CMAQ to fund 80% of the total cost of construction.

The sponsor is requesting a cost increase of \$894,000 CMAQ (\$1,117,000 total) for construction in FFY 2019. The project was let on January 19, 2018 and the requested increase is for CMAQ to fund 80% of the awarded amount to cover the difference between the programmed amount and the actual bid amount.

A re-ranking was completed with the project ranking unchanged at 2nd among all 2016-2020 Transit Access projects. Four funded projects rank lower than 2nd.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested cost increase of \$894,000 CMAQ (\$1,117,000 total) for construction in FFY 2019 for Aurora – Aurora Transportation Center (ATC) Enhancements (TIP ID 09-16-0004).

North Chicago – Robert McClory Bike Path Realignment (10-13-0015)

The project was approved for \$18,000 CMAQ (\$22,000 total) for preliminary engineering in FFY 2014, \$28,000 CMAQ (\$35,000 total) for design engineering, and \$249,000 CMAQ (\$311,000 total) for construction. Due to incompleteness, the design engineering and construction were deferred in FFY 2014.

The sponsor is requesting a scope change to investigate the feasibility of the path on the west side of Sheridan Road as the road will be reduced from a 4-lane section to a 3-lane section, and traffic will shift to the east to provide room for the proposed multi-use path on the west side of Sheridan Road. The proposed scope change will not affect the emissions benefits of the project. The project is currently in preliminary engineering and the sponsor is also requesting a cost

increase of \$45,000 CMAQ (\$56,800 total) for preliminary engineering in FFY 2019. Additional Phase I work is necessary to investigate shifting the path to the west side of Sheridan Road.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested scope change and cost increase of \$45,000 CMAQ (\$56,800 total) for preliminary engineering in FFY 2019 for North Chicago – Robert McClory Bike Path Realignment (10-13-0015).

Lake County DOT – Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd (10-16-0002)

The project was approved for \$740,000 CMAQ (\$925,000 total) for construction in FFY 2020.

The sponsor is requesting a scope change to include infrastructure changes to accommodate the implementation of flashing yellow arrows. The flashing yellow arrows will allow for alternate traffic signal sequencing, which will result in a reduction in vehicle delay along the corridor as well as at each signalized left turns, thus a reduction in congestion, left turn queuing and an improvement in air quality as compared to the current proposed adaptive signal control technology operations at this location. As a result of the scope change, the sponsor is also requesting a cost increase of \$1,354,400 CMAQ (\$1,693,000 total) for construction in FFY 2020. The project is targeting an August 2020 letting.

A re-ranking was completed with the project ranking changing from 1st to 4th among all 2016-2020 Signal Interconnect projects. Three funded project ranks lower than 4th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested scope change and cost increase of \$1,354,400 CMAQ (\$1,693,000 total) for construction in FFY 2020 for Lake County DOT – Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd (10-16-0002).

Lake County DOT – Sunset Ave/Golf Rd/Glenwood Ave from McAree Rd to Sheridan Rd (10-16-0005)

The project was approved for \$80,000 CMAQ (\$100,000 total) for right of way in FFY 2019 and \$1,428,000 CMAQ (\$1,785,000 total) for construction in FFY 2019.

The sponsor is requesting a schedule change to move construction from FFY 2019 to FFY 2020 and a cost change to fund right of acquisition locally and to transfer \$80,000 CMAQ (\$100,000 total) from right of way in FFY 2019 to construction in FFY 2020.

A re-ranking was completed with the project ranking remaining unchanged at 6th among all 2016-2020 signal interconnect projects.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested schedule change and transfer of \$80,000 CMAQ (\$100,000 total) from right of way in FFY 2019 to construction FFY 2020 for Lake County DOT – Sunset Ave/Golf Rd/Glenwood Ave from McAree Rd to Sheridan Rd (10-16-0005).

For Committee Consideration (TAP-L):

Niles – Howard Street Bicycle Path (03-13-0010)

The project was approved for \$73,200 TAP-L (\$91,500 total) for design engineering in FFY 2019, \$65,000 TAP-L (\$130,000 total) for right of way in FFY 2019, and \$1,006,800 TAP-L (\$1,258,500 total) for construction in FFY 2020.

The sponsor is requesting to fund design engineering and right of acquisition locally and to transfer \$73,200 TAP-L (\$91,500 total) for design engineering in FFY 2019 and \$65,000 TAP-L (\$130,000 total) for right of way in FFY 2019 to construction in FFY 2020.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested transfer of \$73,200 TAP-L (\$91,500 total) for design engineering in FFY 2019 and \$65,000 TAP-L (\$130,000 total) for right of way in FFY 2019 to construction in FFY 2020 for Niles – Howard Street Bicycle Path (03-13-0010).



CHICAGO DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO

December 4, 2018

Doug Ferguson, Chair
CMAQ Program
Chicago Metropolitan Agency for Planning
233 S. Wacker, Suite 800
Chicago, Illinois 60606

Subject: Transfer of sponsorship for CREATE project GS19

Dear Mr. Ferguson:

The Chicago Department of Transportation requests to transfer sponsorship of the 71st St at B&OCT (CSX) Rail-Highway Grade Separation project (CREATE project GS19) to IDOT. The TIP ID of the project is 01-06-0058.

Since the award of a \$900,000 CMAQ grant to CDOT for Phase 2 Engineering, the partners in the CREATE Program have secured federal INFRA grant and other railroad, state, and local funding sufficient to complete overall design and construction of GS19 and the closely related P3 flyover project. All of the other GS19 and P3-related design and construction funding from public sources will be administered by IDOT's Office of Intermodal Project Implementation (OIPI). It will simplify administration of the project if all public funding for these projects is managed by the same agency; indeed, due to the construction funds the overall project is listed in the TIP as assigned to IDOT OIPI.

CDOT will continue to remain engaged in the project as a key stakeholder, design review party, and partner in the CREATE Program.

Thank you for your consideration of this request. If you have further questions, you may contact me at 312-744-1987 or Keith Privett at 312-744-1981.

Sincerely,

Luann Hamilton
Deputy Commissioner

JS:KP

Cc: Jeffrey Sriver, Grant Davis, Keith Privett (CDOT);
Jen Maddux (CMAP); Sam Tuck, Chris Schmidt (IDOT)

CMAQ/TAP Cost Change Request Form

Project Identification

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

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	09	\$69,793	\$55,835	80	CMAQ	Local	<input checked="" type="checkbox"/>
ENG 2	14	\$137,000	\$109,600	80	CMAQ	MFT	<input checked="" type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	16	\$1,750,000	\$1,400,000	80	CMAQ	MFT	<input checked="" type="checkbox"/>
CE	16	\$175,000	\$140,000	80	CMAQ	MFT	
Total		\$2,131,793	\$1,705,435				

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	09	\$69,793	\$55,835	80	CMAQ	LOCAL	11/8/2013
ENG 2	14	\$137,000	\$109,600	80	CMAQ	MFT	6/1/2014
80ROW							
CONST	16	\$2,000,000	\$1,600,000	80	CMAQ	MFT	03/04/2016
CE	16	\$263,100	\$210,480	80	CMAQ	MFT	03/04/2016
Total		\$2,469,893	\$1,975,915				

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1		0	0	80	
ENG 2		0	0	80	
ROW					
CONST		\$250,000	\$200,000	80	
CE		\$88,100	\$70,480	80	
Total		\$338,100	\$270,480		

Reason for Request

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

Construction cost increases due to field changes and modifications to accommodate requirements of railroad, engineering cost increase due non-working days that were not anticipated at the time of bid letting and extended time frame it took contractor to complete work.

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-553-08	CMM-9003(074)	
ENG 2	D-91-553-08	CMM-9003(075)	
ROW	R-		
CONST	C-91-553-08	CMM-9003(076)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	09-16-0004	Sponsor	City of Aurora
Project Location Description	Aurora Transportation Center Enhancement Project		

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		387	0	0%	None	Local	<input checked="" type="checkbox"/>
ENG 2		1,098	0	0%	None	Local	<input checked="" type="checkbox"/>
ROW		300	0	0%	None	Local	<input checked="" type="checkbox"/>
CONST	2018	13,155	10,524	80%	CMAQ	Local	<input type="checkbox"/>
CE	2018	1,198	958	80%	CMAQ	Local	
Total		14,353	11,482	80%			

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		387	0	0%	None	Local	
ENG 2		1,098	0	0%	None	Local	
ROW		300	0	0%	None	Local	
CONST	2018	14,272	11,418	80%	CMAQ	Local	01/19/2018
CE	2018	1,198	958	80%	CMAQ	Local	
Total		15,470	12,376	80%			

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	1,117	894	80%	
CE					
Total					

Reason for Request

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

The project was let by IDOT on January 19, 2018 and the low bid amount was \$14,271,674.33.
The City is requesting 80% of the awarded amount to cover the difference between the programmed amount and the actual bid amount(\$894,000)

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-91-279-16	WXJJ(747)	

Additional Comments

The City of Aurora funded 100% of the Phase 1 and Phase 2 Engineering and the necessary Right-of-Way costs for the project. The City is requesting CMAQ funding to fund 80% of the awarded construction costs for the project.

CMAQ/TAP Scope Change Request Form

Project Identification

TIP ID	10-13-0015	Sponsor	City of North Chicago
Project Location Description	Realignment of the Robert McClory Bike Path parallel to Sheridan Rd From Martin Luther King, Jr. Drive To 24th Street		

Revised Project Scope

The project is currently within Phase I. The location of the proposed multi-use path was previously along the east side of Sheridan Road. Additional Phase I work is necessary to investigate shifting the path to the west side of Sheridan Road to reduce impacts to the Naval Station Great Lakes (NSGL) property. The NSGL has closed the entrance located at the east leg of the Sheridan Road/MLK Jr. Drive intersection. The City indicated that this closure will be permanent. As a result, the Sheridan Road northbound right turn lane and southbound left turn lane will be eliminated from the intersection of Sheridan Road/MLK Jr. Drive. Additional Phase I work is needed to investigate the feasibility of the path on the west side of Sheridan Road as the road will be reduced from a 4-lane section to a 3-lane section and traffic will shift to the east to provide room for the proposed multi-use path on the west side of Sheridan Road.

Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved Robert McClory Multi-use path parallel to Sheridan Rd	Marked Route # FAU 2744	
North/West Reference Point/Cross St/Intersection Martin Luther King, Jr. Drive	Marked Route # FAU 1230	Municipality & County Lake County
South/East Reference Point/Cross St/Intersection 24 th Street	Marked Route # MUN 4050	Municipality & County North Chicago
Other Project Location Information The project is located in the City of North Chicago in Lake County. The study limits are along the west side of Sheridan Road from 24th Street to Martin Luther King (MLK) Jr. Drive. The proposed construction limits are from the Robert McClory Bike Trail (RMBT) at Sheridan Road and 24th Street to the intersection of IL 137 and MLK Jr. Drive. Lane channelization will also be done on Main Street. The project will tie into the existing RMBT at 24th Street and MLK Jr. Drive.		

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

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

BICYCLE AND PEDESTRIAN FACILITIES
Miles of existing bicycle/pedestrian facilities intersecting the proposed facility: _____ Identify intersecting facilities:
Trip attractors linked directly to the proposed facility. For a pedestrian facility, identify transit service to which direct access is provided.
Indicate safety and attractiveness improvements
Off-Street Bicycle Facility - Provide traffic volumes, speeds and percent trucks on adjacent roadway.

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

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

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	10-13-0015	Sponsor	City of North Chicago
Project Location Description	Realignment of the Robert McClory Bike Path parallel to Sheridan Rd From Martin Luther King, Jr. Drive To 24th Street		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished *
ENG1	2014	\$22.0	\$18.0	80	CMAQ	N Chicago	<input type="checkbox"/>
ENG 2	MYB	\$35.0	\$28.0	80	CMAQ	N Chicago	<input type="checkbox"/>
ROW	N/A						<input type="checkbox"/>
CONST	MYB	\$311.0	\$249.0	80	CMAQ	N Chicago	<input type="checkbox"/>
CE							
Total		\$368	\$295	80			

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	2019	\$78.8	\$63.0	80	CMAQ	N Chicago	07/19
ENG 2	2021	\$76.2	\$61.0	80	CMAQ	N Chicago	03/21
ROW	N/A						
CONST	2022	\$761.7	\$609.4	80	CMAQ	N Chicago	01/22
CE	2022	\$91.4	\$73.1	80	CMAQ	N Chicago	01/22
Total		\$1,008.1	\$806.5	80			

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	2019	\$56.8	\$45.0	80	N/A
ENG 2					
ROW					
CONST					
CE					
Total		\$56.8	\$45.0	80	N/A

Reason for Request

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

The project is currently within Phase I. The location of the proposed multi-use path was previously along the east side of Sheridan Road. Additional Phase I work is necessary to investigate shifting the path to the west side of Sheridan Road to reduce impacts to the Naval Station Great Lakes (NSGL) property. The NSGL has closed the entrance located at the east leg of the Sheridan Road/MLK Jr. Drive intersection. The City indicated that this closure will be permanent. As a result, the Sheridan Road northbound right turn lane and southbound left turn lane will be eliminated from the intersection of Sheridan Road/MLK Jr. Drive. Additional Phase I work is needed to investigate the feasibility of the path on the west side of Sheridan Road as the road will be reduced from a 4-lane section to a 3-lane section and traffic will shift to the east to provide room for the proposed multi-use path on the west side of Sheridan Road. Additional funds are requested for investigating the western path location within the Phase 1 study.

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-91-218-14	CMM-4003(280)	
ENG 2	D--91-218-14	CMM-4003(281)	
ROW	R-		
CONST	C--91-218-14	CMM-4003(282)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Scope Change Request Form

Project Identification

TIP ID	10-16-0002	Sponsor	Lake County DOT
Project Location Description	CH 57 Butterfield Rd from Allanson Rd to IL 137 Buckley Rd/Peterson Rd		

Revised Project Scope

This project will deploy flashing yellow arrows at seven out of the eight traffic signal locations that will deploy Adaptive Signal Control Technologies (ASCT). The additional scope will include infrastructure changes to accommodate the implementation of flashing yellow arrows in accordance with the MUTCD. The flashing yellow arrows will allow for alternate traffic signal sequencing, which will result in a reduction in vehicle delay along the corridor as well as at each signalized left turns, this a reduction in congestion, left turn queuing and a improvement in air quality as compared to the current proposed adaptive signal control technology operations at this location. The additional scope will also include relocating existing ITS equipment onto the new traffic signal infrastructure.

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

A before and after measure of effectiveness output from Synchro was performed for all peak periods. Overall, the total vehicle delay for the three peak hours are expected to be reduced by a combined 29 hours, with direction average corridor speed improvements too.

The deployment of flashing yellow arrows could provide benefits for other groups of signalized intersections throughout the Chicago metropolitan area where traditional 5-section protected/permitted operations can inhibit traffic flow during peak periods, especially for corridors near

or over saturation levels.

The flashing yellow arrow also provides a safety benefit over the traditional 5-section protected/permitted operations. According to the Illinois Center for Transportation research report No. FHWA-ICT-16-010, left turn-related and left turn opposing through crashes for flashing yellow arrows had a 21.7 to 24.8% reduction when compared to the traditional 5-section protected/permitted operations.

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

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

TRAFFIC FLOW IMPROVEMENTS	
Attach updated “After Improvement” Input Module Worksheets	
Type of Project (Check One) <input checked="" type="checkbox"/> Intersection Improvement <input type="checkbox"/> Bottleneck Elimination	
Project Length (Miles – Bottleneck Elimination and Multiple Intersections Only): <u>3.7</u>	
Posted Speeds (Miles Per Hour For Each Street): <u>40</u>	
Current Traffic Volume For Each Street (ADT – Indicate Year): <u>22,489 (2017)</u>	
Are pedestrian or bicycle facilities to be added as part of this project? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If “Yes” is checked, and the scope change involves these facilities, complete the section on pedestrian/bicycle facilities.	
Do queues currently clear on the major street at signalized intersections in the pm peak period? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

TRANSIT PROJECTS	
Project Type (Check One): <input type="checkbox"/> System Start-Up <input type="checkbox"/> Transfer <input type="checkbox"/> Service & Equipment <input type="checkbox"/> Facility	
Auto Trips Eliminated Per Day (Round Trips): _____	
Length Of Auto Trips Eliminated (One-Way Miles To The Nearest Tenth): _____	
Auto Trips Diverted Per Day (Round Trips): _____	
Line-Haul Length Of Diverted Trips (One-Way Miles To The Nearest Tenth): _____	
Project Life (Years): _____	
Provide basis for parameters used to estimate benefits (e.g., ridership, auto occupancy, trip length. See instructions): _____	

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	10-16-0002	Sponsor	Lake County DOT
Project Location Description	CH 57 Butterfield Rd from Allanson Rd to IL 137 Buckley Rd/Peterson Rd		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2	2017	148.5	0	01			<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2020	740	652	80	CMAQ	Local	<input type="checkbox"/>
CE	2020	110	88	80	CMAQ	Local	
Total		998.5	740				

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	2017	311.8	0	0			
ROW							
CONST	2020	2380	1904	80	CMAQ	Sales Tax	8/2020
CE	2020	238	190.4	80	CMAQ	Sales Tax	8/2020
Total		2929.7	2094.4				

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	2020	1565	1252	80	8/2020
CE	2020	128	102.4	80	8/2020
Total		1693	1354.4	80	

Reason for Request

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

This project will deploy flashing yellow arrows at seven out of the eight traffic signal locations that will deploy Adaptive Signal Control Technologies (ASCT). The flashing yellow arrows will allow for alternate traffic signal sequencing, which will result in a reduction in vehicle delay along the corridor as well as at each signalized left turns, this a reduction in congestion, left turn queuing and improvement in air quality as compared to the current proposed adaptive signal control technology operations at this location.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-91-279-17	THHC(943)	
ENG			
IMP			

Additional Comments

Scope change form and schedule change form will be submitted with this cost change request.

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	10-16-0005	Sponsor	Lake County DOT
Project Location Description	CH 46 Sunset Av/Golf Rd/Glenwood Av from McAree Rd to IL 137 Sheridan Rd		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	2019
CONST	2019

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		
CONST	2020	4/2020

Reason for Request

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

ROW acquisition is underway with local funds, but will not be certified in time to make a letting in FFY2019, therefore the County is requesting to reprogram construction, CE funds into FFY2020.

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	10-16-0005	Sponsor	Lake County DOT
Project Location Description	CH 46 Sunset Av/Golf Rd/Glenwood Av from McAree Rd to IL 137 Sheridan Rd		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW	2019	100	80	80	CMAQ	Sales Tax	<input type="checkbox"/>
CONST	2019	1785	1428	80	CMAQ	Sales Tax	<input type="checkbox"/>
CE							
Total		1885	1508				

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	2019	100	0	0		Sales Tax	11/2019
CONST	2020	1745.4	1396	80	CMAQ	Sales Tax	4/2020
CE	2020	140	112	80			
Total		1985.4	1508				

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	2019	0	-80	0	To CON
CONST	2020	100	80	80	From ROW
CE					
Total		100	0		

Reason for Request

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

Because the ROW needs for this project are relatively small, the County has decided to use local funds for ROW acquisition in order to complete this phase in a timelier manner. The County is therefore, requesting to transfer \$80k in federal funds from ROW to Construction to cover the most recent cost estimate.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-91-007-16	419H(743)	
CONST	C-91-157-16	Q5RM(365)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-13-0010	Sponsor	Village of Niles
Project Location Description	Niles Howard Street Bicycle Path		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2017	20.0	0	0	N/A	Local	<input checked="" type="checkbox"/>
ENG 2	2019	441.5	73.2	80	TAP-L	Local	<input type="checkbox"/>
ROW	2019	130.0	65.0	50	TAP-L	Local	<input type="checkbox"/>
CONST	2019	5,894.1	915.3	80	TAP-L	Local	<input type="checkbox"/>
CE	2019	114.4	91.5	80	TAP-L	Local	
Total		6,600.0	1,145.0				

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	20.0	0	0	N/A	Local	
ENG 2	2019	407.3	0	0	N/A	Local	
ROW	2019	331.9	0	0	N/A	Local	
CONST	2020	6,266.4	1,053.5	80	TAP-L	Local	
CE	2020	600.0	91.5	80	TAP-L	Local	
Total		7,625.6	1,145.0				

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	2017				
ENG 2	2019	(34.2)	(73.2)		CONST
ROW	2019	201.9	(65.0)		CONST
CONST	2020	372.3	138.2		ENG2/ROW
CE	2020	485.6	0		
Total		1,025.6	0		

Reason for Request

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

The Village elected to utilize MFT funds for the ENG 2 and ROW phases of the project. The Village is requesting that the CMAQ/TAP funds originally earmarked for ENG 2 and ROW be transferred to CONST.

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