



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

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## **CMAQ Project Selection Committee**

**Annotated Agenda**

**Thursday, April 11, 2019**

**11:00 a.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** **11:00a.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—January 8, 2019**  
ACTION REQUESTED: Approval
- 4.0 Program Monitoring**
- 4.1 Project Programming Status Sheets**  
Recurring reports on the programming status of active and deferred CMAQ and TAP-L projects  
ACTION REQUESTED: Information
- 4.2 Programming Summary and Obligation Goal**  
Update on CMAQ obligations for federal fiscal year (FFY) 2019  
ACTION REQUESTED: Information
- 5.0 Project Changes**
- 5.1 Cook County DOTD – Elgin O’Hare Western Access (I-294 at IL 64/North Ave – Stage 2) (03-96-0021)**  
Cost change – Transfer \$3,353,000 CMAQ (\$4,191,000 total) from right of way in FFY 2019 to construction in FFY 2020  
ACTION REQUESTED: Approval
- 5.2 Brookfield – Bicycle Parking at Congress Park and Brookfield Metra Stations (05-18-0002)**  
Schedule change – Move design engineering from FFY 2021 to FFY 2019 and construction from FFY 2022 to FFY 2020  
ACTION REQUESTED: Approval

- 5.3 Alsip Park District, Dolton Park District, and the City of Blue Island– Cal-Sag Trail (06-06-0061)**  
Cost change – Reinstate \$7,037,000 CMAQ (\$8,795,500 total) in FFY 2019  
ACTION REQUESTED: Approval
- 5.4 Bensenville – IL 83 Multi-Use Path (08-16-0001)**  
Cost change – Increase of \$436,000 CMAQ (\$687,000 total) for construction in FFY 2019  
ACTION REQUESTED: Approval
- 5.5 Aurora – Edgelawn Drive Bikeway (09-16-0002)**  
Cost change – Increase of \$19,298 CMAQ (\$24,123 total) for design engineering in FFY 2019 and \$212,280 CMAQ (\$265,349 total) for construction in FFY 2020  
ACTION REQUESTED: Approval
- 5.6 Mundelein – Mundelein Metra Station at McKinley Ave (10-16-0006)**  
Cost change – Increase of \$2,796,000 CMAQ (\$2,995,000 total) for construction in FFY 2019  
ACTION REQUESTED: Approval
- 5.7 Lake Villa – IL 83 Multi-Use Path (10-16-0013)**  
Cost change – Increase of \$136,000 CMAQ (\$170,000 total) for construction in FFY 2019  
ACTION REQUESTED: Approval
- 5.8 CTA – Red Purple Modernization (16-10-9001)**  
Schedule change – Move \$50,000,000 CMAQ for implementation from FFY 2020 to FFY 2019  
ACTION REQUESTED: Approval
- 5.9 CTA – Purchase Electric Buses (16-14-0001)**  
Cost change – Transfer \$3,000,000 CMAQ from deferred CDOT – Chicago Area Alternative Fuel Deployment Project (01-12-0004)  
ACTION REQUESTED: Approval
- 5.10 Carol Stream – Southeast Carol Stream Bike Path (08-17-0021)**  
Cost change – Transfer \$208,857 TAP-L (\$261,071 total) from right of way in FFY 2021 to design engineering in FFY 2020  
ACTION REQUESTED: Approval
- 5.11 Romeoville – IL 83 Multi-Use Path (12-15-0001)**  
Cost change – Reinstate \$90,000 TAP-L (\$112,000 total) for construction in FFY 2019  
ACTION REQUESTED: Approval

**6.0 FFY 2020-2024 Program Development**

Staff will provide a summary of applications received during the call for projects that closed on March 15, 2019. A [full report](#) of applications received was included with the committee meeting materials and is available on CMAP's Call for Projects webpage.

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 Thursday, July 18, 2019 at 11:00 a.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 – Tuesday, January 8, 2019**

**Committee Members:** Doug Ferguson, Chair (CMAP), Darwin Burkhart (IEPA) (via phone), Chris Schmidt (IDOT), John Donovan (FHWA), Mark Pitstick (RTA), Keith Privett (CDOT), Tom Rickert (Counties)

**Staff Present:** Teri Dixon

**Others Present:** Akram Chaudhry, Justin Effinger, Emily Karry, Mike Klemens, Joshua Klingenstein, Chris Liroy, Ryan Peterson, Brian Stepp, Mike Sullivan (via phone), David Tomzik (via phone), Nimrod Warda

**1.0 Call to Order**

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

**2.0 Agenda Changes and Announcements**

There were no agenda changes.

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

On a motion by Mr. Pitstick and seconded by Mr. Schmidt, the minutes of the November 1, 2018 were approved.

**4.0 Program Monitoring**

**4.1 Project Programming Status Sheets**

Mr. Ferguson presented the program status sheets for active and deferred CMAQ and TAP-L funded projects.

**4.2 Programming Summary and Obligation Goal**

Mr. Ferguson reported that the CMAQ programming summary and obligation goal was included in the Committee packets and noted \$42 million has been obligated so far this federal fiscal year.

**5.0 Project Changes**

**5.1 CDOT – 7st St at B&OCT (CSX) (01-06-0058)**

Mr. Ferguson reported that the sponsorship of this project has been transfer to IDOT per the request of its original sponsor CDOT. CDOT is still participating in the project.

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

Mr. Ferguson reported that the sponsor requested a cost increase of \$270,480 CMAQ (\$338,100 total) for construction and construction engineering in FFY 2019.

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

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

Mr. Ferguson reported that the sponsor requested a cost increase of \$894,000 CMAQ (\$1,117,000 total) for construction in FFY 2019.

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

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

Mr. Ferguson reported that the sponsor requested a scope change and a cost increase of \$45,000 CMAQ (\$56,800 total) for preliminary engineering in FFY 2019 for this project.

On a motion made by Mr. Schmidt, seconded by Mr. Rickert, the requested scope change and cost increase were approved.

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

Mr. Ferguson reported that the sponsor requested a scope change and a cost increase of \$1,354,400 CMAQ (\$1,693,000 total) for construction in FFY 2020.

On a motion made by Mr. Rickert, seconded by Mr. Schmidt, the requested scope change and cost increase were approved.

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

Mr. Ferguson reported that the sponsor requested 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.

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

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

Mr. Ferguson reported that the sponsor requested a 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.

On a Motion by Mr. Privett, seconded by Mr. Rickert, the requested transfer was approved.

**6.0 FFY 2020-2024 Program Development**

Mr. Ferguson informed the committee that Tuesday January 15, 2019 would begin the Call for Projects for the FFY2020-2024 CMAQ, TAP-L and Surface Transportation Program (STP) Shared Fund. There will be two informational webinars about these funding opportunities, January 15 and January 17.

**7.0 Other Business**

Mr. Ferguson asked the committee to consider an earlier meeting time. Staff will be reaching out to committee members for discussion. Mr. Schmidt inquired about the participation of the Council of Mayors in the CMAQ process and making sure they are properly represented on the Committee. Mr. Schmidt also made a request to staff to see if the time stamp on submitted application in eTIP could be hard coded so that original application date could be retained. In the last call for projects staff had to make changes to sponsors application because of the eTIP system which changed their submission date in the system which was problematic for IDOT program auditors. Staff will work with the eTIP consultant to see if this can be done.

**8.0 Public Comment**

There were no comments from the public.

**9.0 Next Meeting**


The next meeting is scheduled for April 11. Time to be determined.

**10.0 Adjournment**

On a motion made by Mr. Schmidt, and seconded by Mr. Rickert, the meeting was adjourned at 2:30 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	\$ 20,400			2022	\$ 201,320	\$ 221,720	\$ 201,320
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
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	16-14-0001	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
Bottleneck Elimination	01-06-0058	City of Chicago	IDOT OIPI	71st St and CSX Grade Separation (GS19)	2019	\$ 900,000					\$ 900,000	\$ 900,000
Intersection Improvement	08-12-0003	DuPage	Elmhurst	IL 56/Butterfield Rd at York St	2019	\$ 128,000	2019	\$ 349,000	2021	\$ 1,029,000	\$ 1,506,000	\$ 1,506,000
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	\$ 393
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	\$ -
Bottleneck Elimination	09-18-0003	Kane Kendall	Kane County DOT	Randall Road at Weld Road/US 20					2019	\$ 7,959,245	\$ 7,959,245	\$ 1,608
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	\$ 2,094,400	\$ 2,094,400	\$ 2,094,400
Signal Interconnect	10-16-0005	Lake	Lake County DOT	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd					2020	\$ 1,508,000	\$ 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							Project Total	Unobligated Balance
					ENG		ROW		CON/IMP				
					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	\$ 205,925	
Access to Transit	04-16-0003	North Central	Bellwood	St. Charles Road Access to Transit	2020	\$ 40,000			2020	\$ 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 - Stage 1					2019	\$ 23,921,870	\$ 23,921,870	\$ 23,921,870	
Intersection Improvement	03-96-0021	North Central	Cook County DOTD	I-294 at IL 64/North Av - Stage 2			2019	\$3,352,800	2020	\$ 2,195,204	\$ 5,548,004	\$ 5,548,004	
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 DOTD	Old Orchard Rd from Edens Expressway to Skokie Blvd					2021	\$ 5,636,000	\$ 5,636,000	\$ 5,636,000	
Intersection Improvement	02-14-0004	North Shore	IDOT D1	Willow Rd at Pflingsten Rd			2019	\$ 204,000	2020	\$ 800,400	\$ 1,004,400	\$ 637,600	
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	
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					2020	\$ 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	\$ -	
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	
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	07-09-0003	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	



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	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
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	MYB	\$1,600,000			MYB	\$ 28,757,000	\$ 30,357,000	\$ 30,357,000
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
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	2019	\$ 45,000			MYB	\$ 249,000	\$ 294,000	\$ 294,000
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
Bottleneck Elimination	03-96-0021	Northwest	Cook County DOT	Touhy Av and UPRR					MYB	\$ 23,289,000	\$ 23,289,000	\$ 23,289,000
Intersection Improvement	03-96-0021	Northwest	Cook County DOT	Elmhurst Rd and Touhy Av/IL 72					MYB	\$ 11,450,000	\$ 11,450,000	\$ 11,450,000
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
Direct Emissions Reduction	13-14-0001	Regionwide	IEPA	Chicago Area Green Fleet Grant Program					MYB	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Direct Emissions Reduction	13-16-0001	Regionwide	IDOT	Railsolve\Ingredion Switcher Locomotive Engine Replacement					MYB	\$ 2,692,300	\$ 2,692,300	\$ 2,692,300
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
<b>TOTAL</b>						<b>\$5,214,600</b>	<b>\$ 792,000</b>			<b>\$193,312,700</b>	<b>\$ 199,319,300</b>	<b>\$ 199,307,300</b>

 **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	2020	\$ 128,000	2021	\$ 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	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	2020	\$ 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					2020	\$ 1,145,000	\$ 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	\$ 90,000			MYB	\$ 1,228,800	\$ 1,318,800	\$ 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	\$ 135,052,551	\$ 75,950,669	\$ 59,101,882	\$ 199,743,400	\$ (140,641,518)	\$ 152,878,323	\$ 51,460,099	\$ 101,418,224
2020	\$ 111,825,951	\$ 94,620,330	\$ 17,205,621	\$ -	\$ 17,205,621	\$ 111,825,951		
2021	\$ 111,825,951	\$ 86,989,111	\$ 24,836,840	\$ -	\$ 24,836,840	\$ 111,825,951		
2022	\$ 111,825,951	\$ 104,039,489	\$ 7,786,462	\$ -	\$ 7,786,462	\$ 111,825,951		
2023	\$ 111,825,951	\$ -	\$ 111,825,951	\$ -	\$ 111,825,951	\$ 111,825,951		
	<u>\$ 582,356,355</u>	<u>\$ 361,599,599</u>	<u>\$ 220,756,756</u>	<u>\$ 199,743,400</u>	<u>\$ 21,013,356</u>	<u>\$ 600,182,127</u>		

Current as of 3/28/19

- 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 on 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	\$ 51,460,099 (-)
FFY 2019 Advanced Construction	\$ 42,533,596 (-)
Prior Years' Advanced Construction	\$ 20,108,860 (-)
	<u>\$ 135,052,551</u>



Chicago Metropolitan  
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**MEMORANDUM**

**To:** CMAQ Project Selection Committee  
**From:** CMAP Staff  
**Date:** April 4, 2019  
**Re:** CMAQ/TAP-L Project Change Requests for consideration on April 11, 2019

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Project sponsors requested committee consideration of nine CMAQ projects and two TAP-L cost, schedule, and scope changes. The sponsors' requests are included in the meeting packet and a re-ranking analysis is available upon request. Staff recommends approval of all changes.

Below is a summary of the impacts of the staff-recommended changes on the fiscal constraint of the Transportation Improvement Program (TIP). The FFY 2019 current program amount is the new funding in FFY 2019 and carryover from former years and does not include programmed funds that have been obligated. Approximately \$63 million is currently in Advanced Construction status and is accounted for in the FFY 2019 unprogrammed balance, although staff does not expect the full amount of Advanced Construction funding to be converted in the current federal fiscal year.



	CMAQ					Request
	2019	2020	2021	2022	2023	
Current Program*	\$75,950,669	\$94,620,330	\$86,989,111	\$104,039,489	\$0	
Unprogrammed Balance*	\$59,101,882	\$17,205,621	\$24,836,840	\$7,786,462	\$111,825,951	
<b>Sponsor requested changes</b>						
Cook County DOTH (03-96-0021)	-\$3,353,000	\$3,353,000				Transfer ROW in 19 to CON in 20
Brookfield (05-18-0002)	\$20,400	\$201,304	-\$20,400	-\$201,304		Move ENG 2 from 21 to 19 and CON from 22 to 20
Cal-Sag (06-06-0061)	\$7,037,000					Reinstate CON in 19
Bensenville (08-16-0001)	\$436,000					Increase for CON in 19
Aurora (09-16-0002)	\$19,298	\$212,280				Increase for E2 in 19 and CON in 20
Mundelein (10-16-0006)	\$2,796,000					Increase for CON in 19
Lake Villa (10-16-0013)	\$136,000					Increase for CON in 19
CTA (16-10-9001)	\$50,000,000	-\$50,000,000				Move partial IMP from 20 to 19
CTA (16-14-0001)	\$3,000,000					Transfer from MYB 01-12-0004
Sum of Changes From Requests	\$60,091,698	-\$46,233,416	-\$20,400	-\$201,304	\$0	
<b>Sum of Recommended Changes</b>	\$60,091,698	-\$46,233,416	-\$20,400	-\$201,304	\$0	
<b>Recommended Revised Program</b>	<b>\$136,042,367</b>	<b>\$48,386,914</b>	<b>\$86,968,711</b>	<b>\$103,838,185</b>	<b>\$0</b>	
<b>Rec. Rev. Unprogrammed Balance</b>	<b>-\$989,816</b>	<b>\$63,439,037</b>	<b>\$24,857,240</b>	<b>\$7,987,766</b>	<b>\$111,825,951</b>	
	<b>TAP-L</b>					
	2019	2020	2021	2022	2023	Request
Current Program*	\$34,970,580	\$10,466,248	\$4,720,136	\$0	\$0	
Unprogrammed Balance*	\$3,168,688	-\$1,349,144	\$4,396,968	\$9,117,104	\$9,117,104	
<b>Sponsor requested changes</b>						
Carol Stream (08-17-0021)		\$208,857	-\$208,857			Transfer partial ROW in 21 to E2 in 20
Romeoville (12-15-0011)	\$90,000					Reinstate E2 in 19
Sum of Changes From Requests	\$90,000	\$208,857	-\$208,857	\$0	\$0	
<b>Sum of Recommended Changes</b>	<b>\$90,000</b>	<b>\$208,857</b>	<b>-\$208,857</b>	<b>\$0</b>	<b>\$0</b>	
<b>Recommended Revised Program</b>	<b>\$35,060,580</b>	<b>\$10,675,105</b>	<b>\$4,511,279</b>	<b>\$0</b>	<b>\$0</b>	
<b>Rec. Rev. Unprogrammed Balance</b>	<b>\$3,078,688</b>	<b>-\$1,558,001</b>	<b>\$4,605,825</b>	<b>\$9,117,104</b>	<b>\$9,117,104</b>	

\*Source: CMAP FFY 2019-24 TIP

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

#### **Cook County DOTH – Elgin O’Hare Western Access (I-294 at IL 64/North Ave – Stage 2) (03-96-0021)**

The project is approved for \$3,353,000 CMAQ (\$4,191,000 total) for right of way acquisition in FFY 2019 and \$2,195,130 CMAQ (\$2,100,000 total) for construction in FFY 2020.

The sponsor is requesting to transfer \$3,353,000 CMAQ (\$4,191,000 total) from right of way in FFY 2019 to construction in FFY 2020. The Illinois Tollway funded right of way acquisition, and the construction cost increase is due to unit increases after further developing the concept project estimates. The project ranking among all 2016-2020 intersection improvement projects did not change.



*Recommendation to the CMAQ Project Selection Committee:*

Approval of the request to transfer \$3,353,000 CMAQ (\$4,191,000 total) from right of way in FFY 2019 to construction in FFY 2020 for Cook County DOT – Elgin O’Hare Western Access (I-294 at IL 64/North Ave – Stage 2) (03-96-0021)

**Brookfield – Bicycle Parking at Congress Park and Brookfield Metra Stations (05-18-0002)**

The project is approved for \$20,400 CMAQ (\$25,500 total) for engineering in FFY 2021 and \$201,304 CMAQ (\$251,634 total) for construction in FFY 2022.

The project is ahead of schedule, and the sponsor is requesting to move engineering from FFY 2021 to FFY 2019 and construction from FFY 2022 to FFY 2020.

*Recommendation to the CMAQ Project Selection Committee:*

Approval of the request to move of \$20,400 CMAQ (\$25,500 total) for engineering from FFY 2021 to FFY 2019 and \$201,304 CMAQ (\$251,634 total) for construction from FFY 2022 to FFY 2020 for Brookfield – Bicycle Parking at Congress Park and Brookfield Metra Stations (05-18-0002)

**Alsip Park District, Dolton Park District, and the City of Blue Island – Cal-Sag Trail (06-06-0061)**

The Alsip Park District project section was approved for \$16,000 TAP-L (\$20,000 total) for Right of way acquisition in FFY 2016 and \$2,479,000 TAP-L (\$3,098,750 total) for construction. The Dolton Park District project section was approved for \$3,542,000 TAP-L (\$4,427,500 total) for construction. The City of Blue Island project section was approved for \$1,823,000 CMAQ (\$2,278,000 total) for construction. The project has experienced several delays and funds for construction were deferred in FFY 2018.

The remaining project sections to complete the trail are targeting the September 2019 letting, and the sponsors are requesting to reinstate construction funds. The construction costs for the Alsip Park District section have decreased to \$1,672,000 federal (\$2,090,000 total). The current TAP-L program will not allow the reinstatement of the total request under fiscal constraint. Since the project was already evaluated and approved for CMAQ funding, staff recommends reinstating all requested construction funds in the CMAQ program.

*Recommendation to the CMAQ Project Selection Committee:*

Approval of reinstating \$1,672,000 CMAQ (\$2,090,000 total) to Alsip Park District, \$3,542,000 CMAQ (\$4,427,500 total) to Dolton Park District, and \$1,823,000 CMAQ (\$2,278,000 total) to the city of Blue Island for construction in FFY 2019 for– Cal-Sag Trail (06-06-0061)

**Bensenville – IL 83 Multi-Use Path (08-16-0001)**

The project is approved for \$300,000 CMAQ (\$415,000 total) for construction in FFY 2019.

The sponsor is requesting a cost increase of \$436,000 CMAQ (\$687,000 total) for construction in FFY 2019 due to an unanticipated culvert redesign and extension required to construct the path.

The project is targeting a November 2019 letting. The project ranking among all 2016-2020 bicycle facility projects changed from 2<sup>nd</sup> to 4<sup>th</sup>; seven funded projects rank lower than 4<sup>th</sup>.

*Recommendation to the CMAQ Project Selection Committee:*

Approval of the cost increase of \$436,000 CMAQ (\$687,000 total) for construction in FFY 2019 for Bensenville – IL 83 Multi-Use Path (08-16-0001)

**Aurora – Edgelawn Drive Bikeway (09-16-0002)**

The project is approved for \$26,870 CMAQ (\$35,587 total) for design engineering in FFY 2019 and \$268,870 CMAQ (\$336,046 total) for construction/construction engineering in FFY 2020.

The sponsor is requesting cost increases of \$19,298 CMAQ (\$24,123 total) for design engineering in FFY 2019 and \$212,280 CMAQ (\$265,349 total) for construction/construction engineering in FFY 2020 due to increased unit costs since initial estimate done in 2015. The project is targeting a February 2020 letting. The project ranking among all 2016-2020 bicycle facility projects changed from 7<sup>th</sup> to 10<sup>th</sup>; five funded projects rank lower than 10<sup>th</sup>.

*Recommendation to the CMAQ Project Selection Committee:*

Approval of the cost increases of \$19,298 CMAQ (\$24,123 total) for design engineering in FFY 2019 and \$212,280 CMAQ (\$265,349 total) for construction/construction engineering in FFY 2020 for Aurora – Edgelawn Drive Bikeway (09-16-0002)

**Mundelein – Mundelein Metra Station at McKinley Avenue (10-16-0006)**

The project is approved for \$320,000 CMAQ (\$400,000 total) for design engineering in FFY 2018 and \$1,360,000 CMAQ (\$4,123,636 total) for construction/construction engineering in FFY 2019.

The sponsor is requesting a cost increase of \$2,796,000 CMAQ (\$2,995,000 total) for construction/construction engineering in FFY 2019 due to various cost increases associated with unanticipated complexities in the project requirements after the original estimate. The pedestrian overpass is now proposed to include elevators, a roofed structure, and additional water and sanitary services. The project is targeting a September 2019 letting. The project ranking among all 2016-2020 transit access projects did not change.

*Recommendation to the CMAQ Project Selection Committee:*

Approval of the cost increase of \$2,796,000 CMAQ (\$2,995,000 total) for construction/construction engineering in FFY 2019 for Mundelein – Mundelein Metra Station at McKinley Avenue (10-16-0006)

**Lake Villa – Access to Transit at Lake Villa Metra Station (10-16-0013)**

The project is approved for \$16,000 CMAQ (\$25,000 total) for design engineering in FFY 2018 and \$248,000 CMAQ (\$310,000 total) for construction/construction engineering in FFY 2019.

The sponsor is requesting a cost increase of \$136,000 CMAQ (\$170,000 total) for construction/construction engineering in FFY 2019 due to additional ADA and drainage requirements. The project is targeting an August 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:*

Approval of the cost increase of \$136,000 CMAQ (\$170,000 total) for construction/construction engineering in FFY 2019 for Lake Villa – Access to Transit at Lake Villa Metra Station (10-16-0013)

**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 2020. In November 2018, the CMAQ Project Selection Committee approved a schedule change to move \$25,000,000 CMAQ for implementation from FFY 2019 to FFY 2020. At that time, the CTA was requesting more funds but due to programming constraints, only \$25,000,000 was available. There will be a rescission of federal transportation funding on July 1, 2020 based on the unobligated program balances as of September 30, 2019. In an effort to reduce the amount of funds to be rescinded from the CMAQ program in northeastern Illinois, staff recommends moving an additional \$50,000,000 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, and the final \$25,000,000 CMAQ for implementation will remain in FFY 2020.

*Recommendation to the CMAQ Project Selection Committee:*

Approval of the recommended schedule change to move \$50,000,000 CMAQ for implementation from FFY 2020 to FFY 2019 for CTA – Red Purple Modernization (16-10-9001)

**CTA – Purchase Electric Buses (16-14-0001)**

The project is approved for \$8,000,000 CMAQ (\$10,000,000 total) for implementation in FFY 2019.

The sponsor is requesting to transfer \$3,000,000 CMAQ from CDOT – Chicago Area Alternative Fuel Deployment Project (01-12-0004). CDOT's project is deferred due to Buy America waivers, and the delay has become an obstacle for CTA's electric bus program, which would receive \$3,000,000 CMAQ through the CDOT program. To avoid further delay, the sponsor proposed to transfer funds from FHWA to an existing project with FTA.

*Recommendation to the CMAQ Project Selection Committee:*

Approval of the requested transfer of \$3,000,000 CMAQ from implementation in MYB for CDOT – Chicago Area Alternative Fuel Deployment Project (01-12-0004) to implementation in FFY 2019 for CTA – Purchase Electric Buses (16-14-0001)

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

**Carol Stream – Southeast Carol Stream Bike Path (08-17-0021)**

The project is approved for \$128,000 TAP-L (\$160,000 total) for design engineering in FFY 2020, \$455,200 TAP-L (\$894,200 total) for right of way acquisition in FFY 2021 and \$1,361,000 total for construction in FFY 2022.

The sponsor is requesting to transfer \$208,857 TAP-L (\$261,071 total) from right of way in FFY 2021 to design engineering in FFY 2020 due to additional costs in engineering agreements and decreased right of way costs.

*Recommendation to the CMAQ Project Selection Committee:*

Approval of the request to \$208,857 TAP-L (\$261,071 total) from right of way in FFY 2021 to design engineering in FFY 2020 for Carol Stream – Southeast Carol Stream Bike Path (08-17-0021)

**Romeoville – ComEd ROW Bike Path (12-15-0011)**

The project was approved for \$90,000 TAP-L (\$112,000 total) for design engineering in FFY 2016 and \$1,229,000 TAP-L (\$1,536,000 total) for construction in FFY 2017. Due to incompleteness of prior phases, both phases were deferred in FFY 2018.

The project received design approval, and the sponsor is requesting to reinstate \$90,000 TAP-L (\$112,000 total) for design engineering in FFY 2019.

*Recommendation to the CMAQ Project Selection Committee:*

Approval of reinstating \$90,000 TAP-L (\$112,000 total) for design engineering in FFY 2019 for Romeoville – ComEd ROW Bike Path (12-15-0011)

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	03-96-0021	Sponsor	Cook County Department of Transportation & Highways
Project Location Description	I-294 at IL 64/North Av		

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

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2007	\$876,000					<input checked="" type="checkbox"/>
ENG 2	2014	\$1,978,566					<input checked="" type="checkbox"/>
ROW	2019	\$4,191,000	\$3,353,000	80%	CMAQ	Local	<input type="checkbox"/>
CONST	2019	\$26,002,057	\$20,801,625	80%	CMAQ	Local	<input type="checkbox"/>
CE	2019	\$3,900,305	\$3,120,245	80%	CMAQ	Local	
CONST	2019	\$3,534,777	\$2,195,130	80%	CMAQ	Local	
<b>Total</b>		<b>\$40,482,705</b>	<b>\$29,469,800</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	2007	\$876,000					
ENG 2	2014	\$1,978,566					
ROW	2019	\$4,191,000					
CONST	2019	\$26,002,057	\$20,801,625	80%	CMAQ	Local	3/2019
CE	2019	\$3,900,305	\$3,120,245	80%	CMAQ	Local	
CONST	2020	\$8,472,180	\$5,548,130	65%	CMAQ	Local	1/2020
CE	2020	\$1,270,827					
<b>Total</b>		<b>\$46,690,935</b>	<b>\$29,469,800</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	2019	\$0	-\$3,353,000	0%	To CONST

<b>CONST</b>	2020	\$4,937,403	+\$3,353,000		From ROW
<b>CE</b>	2020	\$1,270,827			
<b>Total</b>		<b>\$6,208,230</b>	<b>\$0</b>		

### Reason for Request

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

ROW allocation has been locally funded by Tollway. Funds originally dedicated for ROW are needed for construction & construction engineering due to project cost increases after the concept project estimates were further developed.

### 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-91-200-17	V02M(043)	
ENG			
IMP			

### Additional Comments

## CMAQ/TAP Schedule Change Request Form

### Project Identification

TIP ID	05-18-0002	Sponsor	Village of Brookfield
Project Location Description	Brookfield and Congress Park METRA Stations		

### Currently Programmed Schedule

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

### Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	N/A	
ENG2	2019	1/30/2019
ROW	N/A	
CONST	2020	11/18/2019

### Reason for Request

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

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### Additional Comments

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## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	06-06-0061	Sponsor	Alsip Park District, Blue Island Park District
Project Location Description	Cal-Sag Trail		

### 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	MYB	\$3,098,750	\$2,479,000		TAP-L		<input type="checkbox"/>
CONST	MYB	\$4,427,500	\$3,542,000		TAP-L		
CONST	MYB	\$2,278,000	\$1,823,000		CMAQ		
<b>Total</b>		<b>\$9,804,250</b>	<b>\$7,844,000</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 federal authorization date**
ENG1							
ENG 2							
ROW							
CONST	2019	\$2,090,000	\$1,672,000		CMAQ		June 2019
COSNT	2019	\$4,427,500	\$3,542,000		CMAQ		June 2019
CONST	2019	\$2,278,000	\$1,823,000		CMAQ		June 2019
<b>Total</b>		<b>\$8,795,500</b>	<b>\$7,037,000</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)
ENG1					
ENG 2					
ROW					
CONST					
CE					
<b>Total</b>		<b>-\$1,008,750</b>	<b>-\$807,000</b>		

### Reason for Request

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

Remaining sections on the June 2019 state letting. Per CMAP staff, change TAP-L funds to CMAQ funds. Project is federally eligible for CMAQ funding.

### State and Federal Project Information

Select One.

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

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

### Additional Comments

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	08-16-0001	Sponsor	Village of Bensenville
Project Location Description	IL Route 83 – Multi Use Path (Foster Ave to Bryn Mawr Ave)		

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

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1		40					<input type="checkbox"/>
ENG 2		40					<input type="checkbox"/>
ROW							<input type="checkbox"/>
CON/CE	2019	375	300		CMAQ	Local	<input type="checkbox"/>
CON/CE	2019	134	90		STP	Local	
<b>Total</b>		<b>589</b>	<b>390</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		84					2/2017
ENG 2		124					3/2018
ROW							
CON/CE	2019	935	736		CMAQ	Local	11/2019
CON/CE	2019	134	90		STP	Local	
CE						Local	11/2019
<b>Total</b>		<b>1,277</b>	<b>826</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	2017	44			
ENG 2	2018	84			
ROW					

CON/CE	2019	687	436		
<b>Total</b>		<b>687</b>	<b>436</b>		

### Reason for Request

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

At the time of the application, the Village had not anticipated extending the existing culvert under IL-83 to construct the multi-use path. During Phase I, it was determined the culvert needs to be extended. Based on BCR review comments from IDOT, they don't allow 3<sup>rd</sup> generation extension of existing culverts under State highways. Therefore, the Village must remove the 2<sup>nd</sup> generation of the culvert extension and construct one continuous culvert extension to accommodate the path. Furthermore, due to the petroleum pipelines located in the IL-83 ROW at the culvert extension location, the culvert can only be extended so far. However, in order to eliminate conflict with the pipelines, the design has been revised to include C&G along IL-83, which reduced the overall length of the culvert extension. This design approach has been approved by IDOT but the additional C&G will also require local drainage improvements within the IL-83 pavement, additional traffic control as well as removal of existing shoulder.

### 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

There are three separate petroleum pipelines running along the IL-83 ROW. In general, they are shallow and have very little horizontal clearance between them. The only way to avoid those conflicts was to shorten up the culvert extension which required removal of the existing shoulder along IL-83 and replace it with proposed C&G.

This project holds regional significance. Per the DuPage County Regional Bikeway Map as well as Village of Bensenville Comprehensive Plan, the EOWA corridor shared-use path connects to proposed local bikeways which connect to Bensenville Metra Station (1.9 miles) and Wood Dale Metra Station (1.5 miles) from its southern terminus. The northern terminus of this project connects to a existing path within EOWA corridor which leads to Pace Bus Route 223 (0.4 miles). Pace Route 223 has connectivity to CTA Rosemont Station which also offers transfers to multiple other Pace Routes as well as the CTA Blue Line. The path also connects to EOWA bike path recently installed by the Tollway that leads into Busse Woods.

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	<b>09-16-0002</b>	Sponsor	<b>City of Aurora</b>
Project Location Description	<b>Edgelawn Drive Bikeway Project</b>		

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

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2018	25,000.00	NA	NA	NA	Local	<input type="checkbox"/>
ENG 2	2018	33,587.00	26,870.00	80	CMAQ	Local - MFT	<input type="checkbox"/>
ROW	NA	NA	NA	NA	NA	NA	<input type="checkbox"/>
CONST	2019	335,876.00	268,700.00	80	CMAQ	Local - MFT	<input type="checkbox"/>
CE	2019	33,587.00	26,870.00	80	CMAQ	Local - MFT	
<b>Total</b>		<b>428,051.10</b>	<b>322,440.48</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	2018	25,000.00	NA	NA	NA	Local (In House)	NA
ENG 2	2019	57,710.00	46,168.00	80	CMAQ	Local-MFT	8/15/2019
ROW	NA	NA	NA	NA	NA	NA	NA
CONST	2020	577,102.00	461,682.00	80	CMAQ	Local-MFT	2/20/2020
CE	2020	57,710.00	46,168.00	80	CMAQ	Local-MFT	2/20/2020
<b>Total</b>		<b>692,522.00</b>	<b>554,018.00</b>				

### Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	NA	NA	NA	NA	NA
ENG 2	2019	+24,123.00	+19,298.00	80	NA
ROW	NA	NA	NA	NA	NA
CONST	2020	+241,226.00	+192,982.00	80	NA
CE	2020	+24,123.00	+19,298.00	80	NA
<b>Total</b>		<b>289,472.00</b>	<b>231,578.00</b>		

## Reason for Request

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

The current Engineer's estimate for Construction comes up to \$577,102.00, which increases the Phase 2 Design Engineering and the Construction Engineering cost accordingly, hence the City is requesting for additional funds. The increase in cost reflects increase in the unit prices for most pay items compared to the initial cost estimation done back in 2015. The project will have some drainage related items that has contributed to the overall cost. Engineering cost also have increased from 2015, hence, the City requests CMAP staff consider the factors and kindly approve the request.

## State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-251-16	CMM-4003(712)	
ROW	R-		
CONST	C-91-251-16	CMM-4003(713)	
ENG			
IMP			

## Additional Comments

The City respectfully requests CMAP staff to approve the cost increase for Construction, Phase 3- Construction Engineering and Phase 2-Design Engineering.

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	10-16-0006	Sponsor	Village of Mundelein
Project Location Description	Mundelein Metra Station at McKinley Avenue		

### 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		130				LPA	<input checked="" type="checkbox"/>
ENG 2	2018	420	320	76%	CMAQ	LPA	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2019	3,818	1,055	27%	CMAQ	LPA/STATE	<input type="checkbox"/>
CE	2019	382	305	80%	CMAQ	LPA	
<b>Total</b>		<b>4,750</b>	<b>1,680</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		130				LPA	03/04/2013
ENG 2	2018	420	320	76%	CMAQ	LPA	04/13/2018
ROW							
CONST	2019	6,620	3,696	56%	CMAQ	LPA/STATE	06/14/2019
CE	2019	575	460	80%	CMAQ	LPA	06/14/2019
<b>Total</b>		<b>7,745</b>	<b>4,476</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	2,802	2,641	56%	
CE	2019	193	155	80%	
<b>Total</b>		<b>2,995</b>	<b>2,796</b>		



## Reason for Request

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

The project consists of a pedestrian overpass above the CN railroad for commuters at the Metra Station in Village of Mundelein. To accommodate handicap commuters, elevators have been proposed. Additionally to accommodate railroad requirements and protect commuters from the elements a roofed structure is needed. To meet fire code the overpass structure needs a fire sprinkler system which also required the need to bring water and sanitary sewer service to the structure. The overpass structure contains many elements that reside outside of a typical transportation bridge project. The original cost estimate generated by the architect during the initial stages of the project did not account for all the items needed and is obsolete. The current estimate is based on the actual quantities in the Contract Plans. Pre-final plans and estimate of cost have been submitted to IDOT. With this request for increase in funds, CMAQ share of the cost for construction will be at 56%, as there are substantial State and Village funds in the project. The project was scheduled for the June 14, 2019 State letting; and has been moved to September 20, 2019 State letting contingent upon approval of the request for additional CMAQ funds

## State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-333-16	DOAD (595)	
ROW	R-		
CONST	C-91-336-16	JFPP (620)	
ENG			
IMP			

## Additional Comments

State Grade Crossing Protection Fund contribution of \$2,000,000 maximum for Construction Phase.

The Village funded Phase I engineering as well as provided the 20% local match for Phase II engineering.

The currently programmed CMAQ funds contribute 27% of the Construction Phase cost. The Village is requesting CMAQ participation at 56% of the Construction Phase cost.

The pre-final plans were submitted to IDOT on January 4, 2019 and final plans will be submitted to IDOT on March 4, 2019; as such Phase II engineering is complete. Without additional CMAQ funding participation the Village will have to delay the project.

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	<b>10-16-0013</b>	Sponsor	<b>Village of Lake Villa</b>
Project Location Description	Creating and extending the sidewalk network to improve access to the Lake Villa Metra Station (Cedar Ave, Lake Ave, Central Ave)		

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

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
<b>ENG1</b>							<input checked="" type="checkbox"/>
<b>ENG 2</b>	2018	24.9	16	64	CMAQ	Lake Villa	<input type="checkbox"/>
<b>ROW</b>							<input type="checkbox"/>
<b>CONST</b>	2019	290	232	80	CMAQ	Lake Villa	<input type="checkbox"/>
<b>CE</b>	2019	20	16	80	CMAQ	Lake Villa	
<b>Total</b>		<b>334.9</b>	<b>264</b>	<b>79</b>	<b>CMAQ</b>	<b>Lake Villa</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	24.9	16	64	CMAQ	Lake Villa	June 8, 2108
<b>ROW</b>							
<b>CONST</b>	2019	435	348	80	CMAQ	Lake Villa	August 2, 2019
<b>CE</b>	2019	45	36	80	CMAQ	Lake Villa	August 2, 2019
<b>Total</b>		<b>480</b>	<b>384</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)
<b>ENG1</b>					
<b>ENG 2</b>					
<b>ROW</b>					
<b>CONST</b>	2019	145	116	80	N/A
<b>CE</b>	2019	25	20	80	N/A
<b>Total</b>		<b>170</b>	<b>136</b>	<b>80</b>	

### Reason for Request

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

Pre-Final design based on surveyed base yielded one location on Cedar Avenue that required construction above a simple straight line sidewalk to maintain ADA requirements; Survey also yielded additional storm drainage impacts not apparent in initial phase.

### 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-91-260-18	HYY4(752)	
ROW	R-		
CONST	C-91-154-18	B6ME(038)	
ENG			
IMP			

### Additional Comments



567 West Lake Street  
Chicago, Illinois 60661-1498  
TEL 312-664-7200  
[www.transitchicago.com](http://www.transitchicago.com)

April 11, 2019

Project Selection Committee  
Congestion Mitigation and Air Quality Improvement (CMAQ) Program  
Chicago Metropolitan Agency for Planning (CMAP)  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Dear CMAQ Project Selection Committee:

In coordination with the Chicago Department of Transportation (CDOT), the Chicago Transit Authority (CTA) is requesting that the CMAQ Project Selection Committee reduce CDOT's Drive Clean Chicago grant award by \$3 million (TIP #01-12-0004) and increase CTA's FY 2019 CMAQ award by the same amount (TIP #16-04-0001, currently \$8 million for the purchase of electric buses and chargers).

This effective transfer of the \$3 million grant award would serve to achieve the intended goal of the Drive Clean Chicago program: to reduce vehicle emissions throughout the Chicago region. To date, CDOT has been unable to launch the second round of CMAQ funding for Drive Clean Chicago due to a technicality in the Federal Highway Administration's (FHWA) approval process for CDOT's funding.

If CDOT had received FHWA clearance to proceed with re-opening the Drive Clean Chicago program, CTA would have been eligible to receive a point-of-sale discount of \$150,000 for each of the 20 electric buses in its current order – a total discount of \$3 million. CTA budgeted for this discount and is reliant on it to offset a portion of the incremental cost of its electric bus purchase underway this year.

The Committee's approval of this request for the \$3 million award transfer will enable CTA to apply for release of the funding through the Federal Transit Administration (FTA), rather than the FHWA, thereby resolving the current hold-up. This will facilitate spend-down of the CDOT Drive Clean Chicago grant for its original purpose and accomplish the emissions reduction benefits that the Committee anticipated when it approved CDOT's grant award.

On behalf of CTA, and in partnership with CDOT, thank you in advance for your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads "Don Gismondi".

Don Gismondi  
Director, Capital Grants  
Chicago Transit Authority (CTA)



CHICAGO DEPARTMENT OF TRANSPORTATION  
CITY OF CHICAGO

April 3, 2019

Project Selection Committee  
Congestion Mitigation and Air Quality Improvement (CMAQ) Program  
Chicago Metropolitan Agency for Planning (CMAP)  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Dear CMAQ Project Selection Committee:

In coordination with the Chicago Transit Authority (CTA), the Chicago Department of Transportation (CDOT), is requesting that the CMAQ Project Selection Committee reduce CDOT's Drive Clean Chicago federal grant award (TIP ID 01-12-0004) by \$3,000,000 in order to increase CTA's Electric Bus Program award (TIP ID 16-18-0001) by the same amount.

CDOT developed and launched the Drive Clean Chicago program with the goal of reducing vehicle emissions throughout the Chicago region. As part of Drive Clean Chicago, CDOT provides a point-of-sale discount toward Class 2 through Class 8 electric and hybrid vehicles. However, CDOT has had to delay implementation of the second round of CMAQ funding for Drive Clean Chicago due to technical issues in the Federal Highway Administration's (FHWA) approval process for vehicle projects.

This delay has now become an obstacle to CTA's electric bus program, as CTA budgeted with expectation that this discount would be available to offset a portion of the electric buses' incremental cost. Because CTA would be eligible to receive \$150,000 per electric bus through this program, this totals \$3,000,000 toward its current purchase of 20 electric buses. Therefore, transferring the \$3 million of CMAQ award from CDOT to CTA would still fulfill the original intent of the grant award, and would enable CTA to process these funds as part of a Federal Transit Administration (FTA) grant instead of FHWA to avoid the technical issues that have arisen.

Approval of this request would expedite the purchase of the vehicles and thereby more quickly accomplish a portion the emissions reduction benefits anticipated in the original award. Also, by effectively spending down part of the CDOT Drive Clean Chicago grant award, it will help reduce the region's unobligated balance for the CMAQ program.

On behalf of CDOT, and our partner CTA, thank you for your consideration of this request.

Sincerely,

Luann Hamilton  
Deputy Commissioner

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	<b>08-17-0021</b>	Sponsor	<b>Carol Stream</b>
Project Location Description	Southeast Carol Stream Bike 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	160,000	0	0%		Local	<input checked="" type="checkbox"/>
ENG 2	2019	160,000	128,000	80%	TAP-L	Local	<input type="checkbox"/>
ROW	2020	569,000	455,200	80%	TAP-L	Local	<input type="checkbox"/>
CONST	2022	1,361,173	1,021,000	75%	STU	Local	<input type="checkbox"/>
CE	2022	88,000	0	0%		Local	
<b>Total</b>		<b>2,338,173</b>	<b>1,604,200</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	160,000	0	0%		Local	12/6/16
ENG 2	2020	421,071	336,857	80%	TAP-L	Local	10/1/19
ROW	2021	329,000	246,343	75%	TAP-L	Local	10/1/20
CONST	2022	1,542,000	1,021,000	66%	STU	Local	1/22
CE	2022	225,000	0	0%		Local	1/22
<b>Total</b>		<b>2,677,071</b>	<b>1,604,200</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	2017	0	0		
ENG 2	2020	+261,071	+208,857	80%	From ROW
ROW	2021	-240,000	-208,857	75%	To ENG 2
CONST	2022	+180,827	0		
CE	2022	+137,000	0		
<b>Total</b>					



### Reason for Request

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

Shifting TAP funds from ROW to Eng 2 to account for ROW fee consultants cost in Design Engineering Agreement.

### 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-91-261-18	I1EH(312)	
ROW	R-91-016-18	SRGC(315)	
CONST	C-91-166-17	REJB(596)	
ENG			
IMP			

### Additional Comments



# Call for Projects Summary

## CMAQ and TAP-L

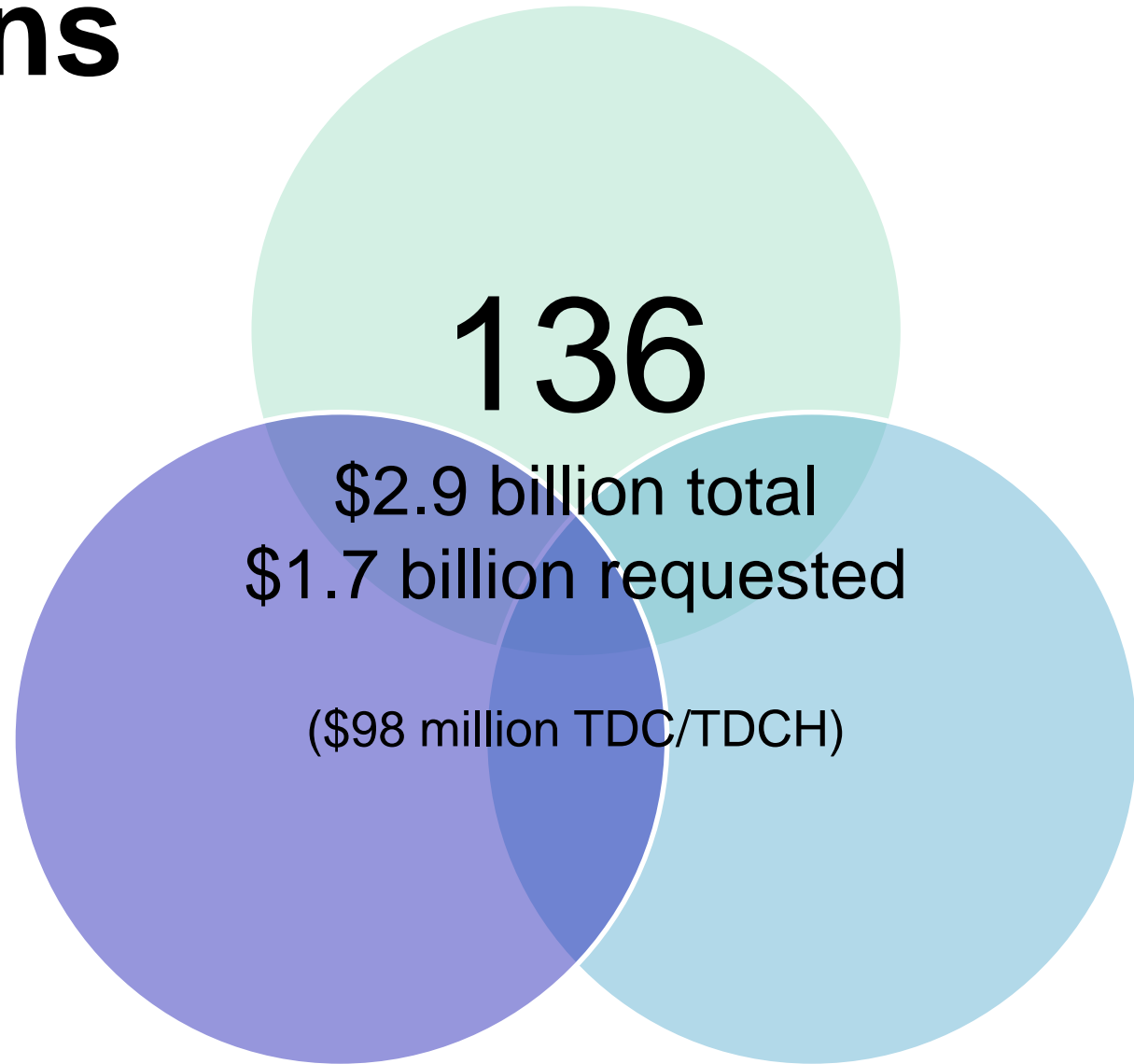
April 11, 2019





# All Applications

CMAQ, TAP-L,  
and STP-Shared



The summary data provided in this presentation is based on raw application data as entered by project sponsors and is subject to minor modifications based on review and evaluation of individual projects. In particular, adjustments to financial data are likely.

# CMAQ

## Quick Facts:

- Projects are located in 82 different municipalities
- There are 49 unique sponsors
- 2 sponsors are requesting only ENG 1 funding (\$379K)

99

\$1.6 billion total  
\$1.1 billion requested  
((\$82 million TDC)

# TAP-L

## Quick Facts:

- Projects are located in 27 different municipalities
- There are 29 unique sponsors
- 1 sponsors is requesting only ENG 1 funding (\$200K)

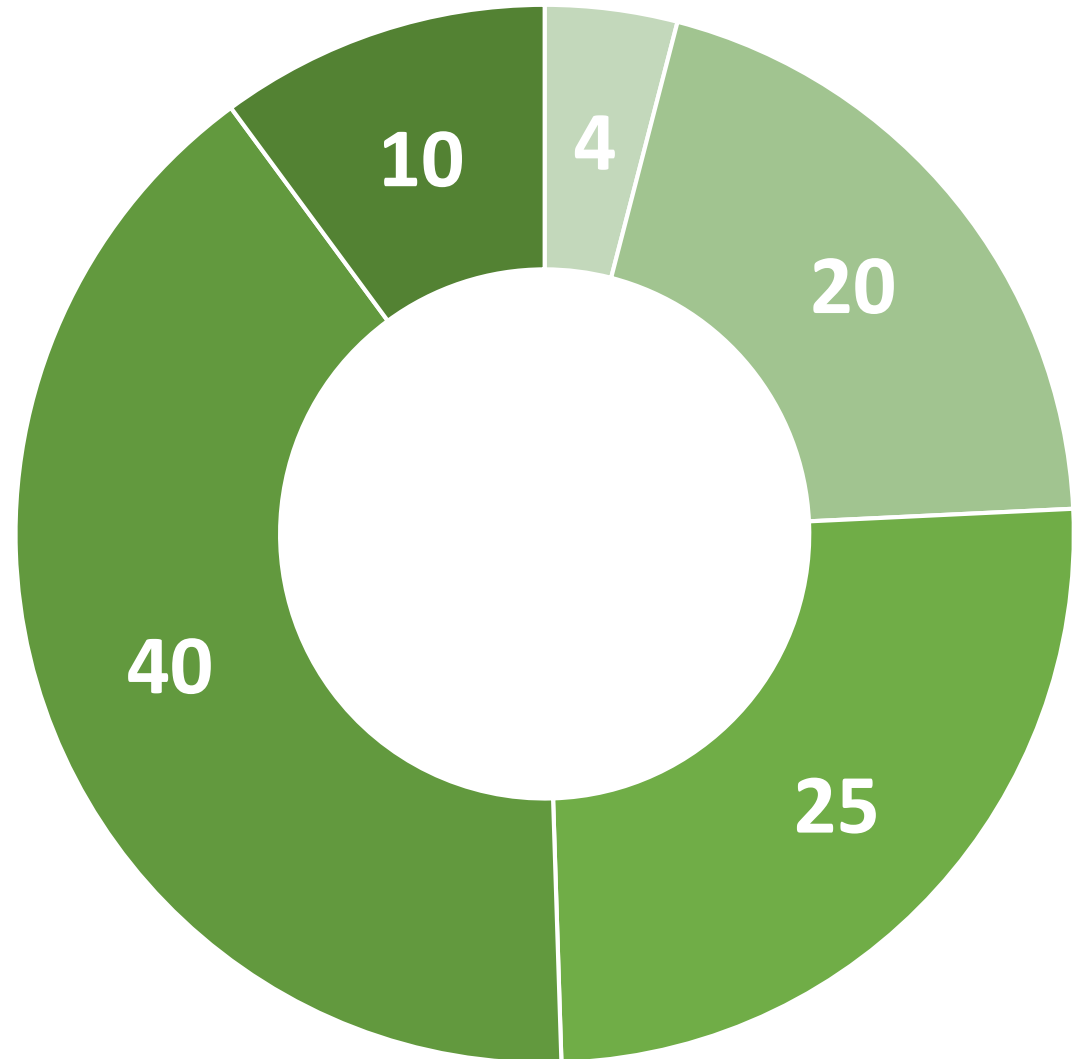
30

\$212 million total  
\$340 million requested

# Sponsors

## CMAQ & TAP-L

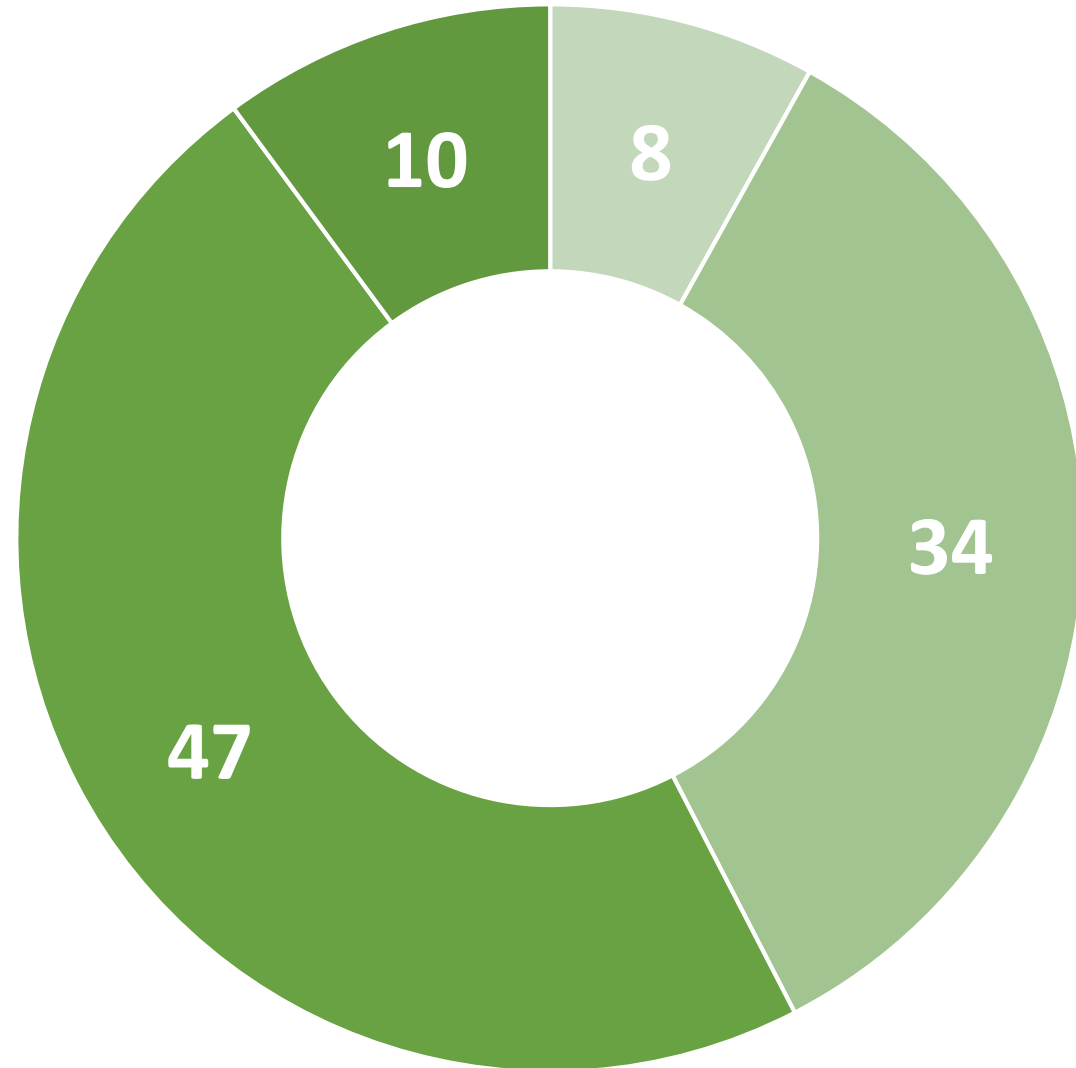
- Chicago
- Counties
- IDOT
- Municipalities
- Transit



# Project Locations

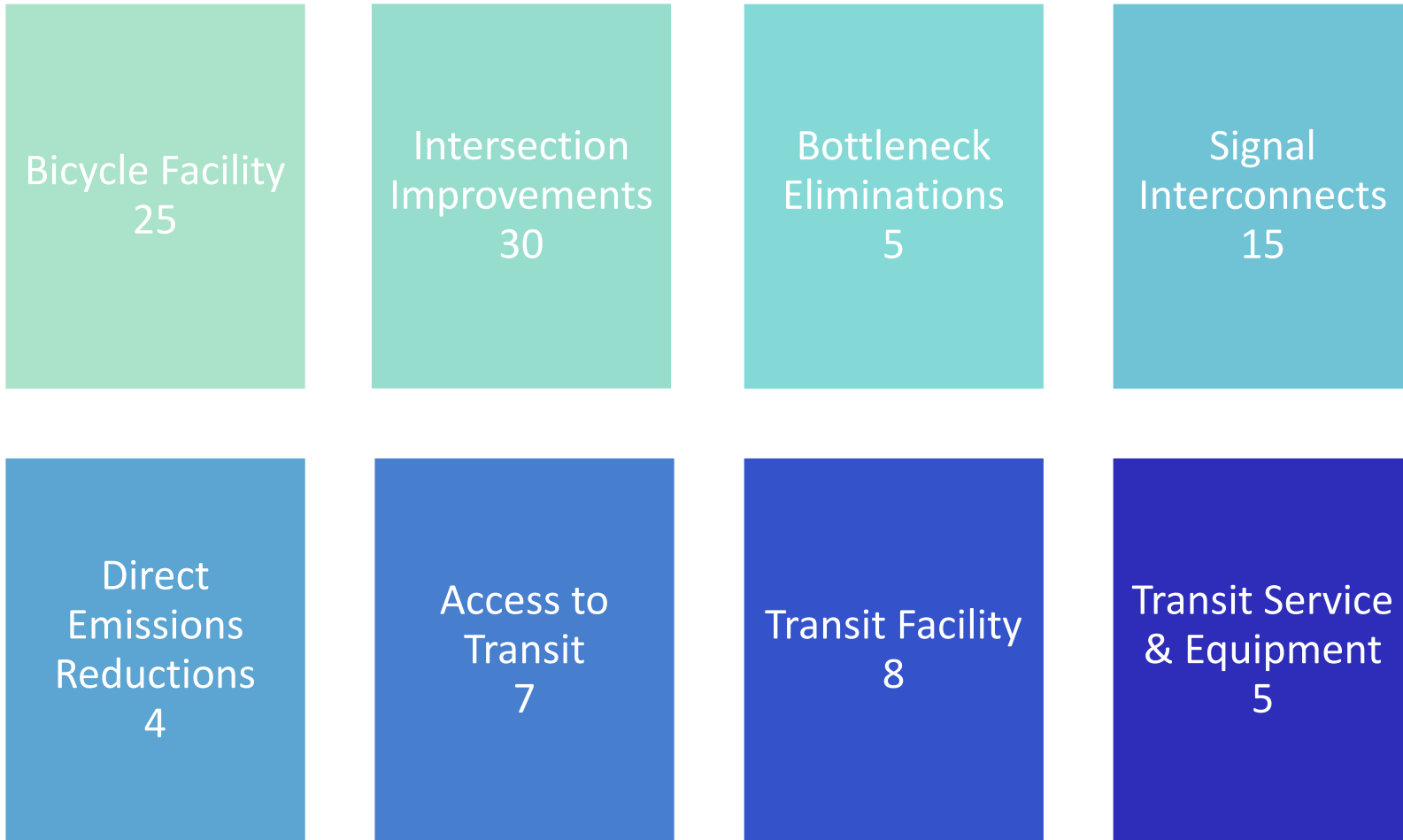
CMAQ & TAP-L

- Chicago
- Suburban Cook
- Collar Counties
- Regionwide



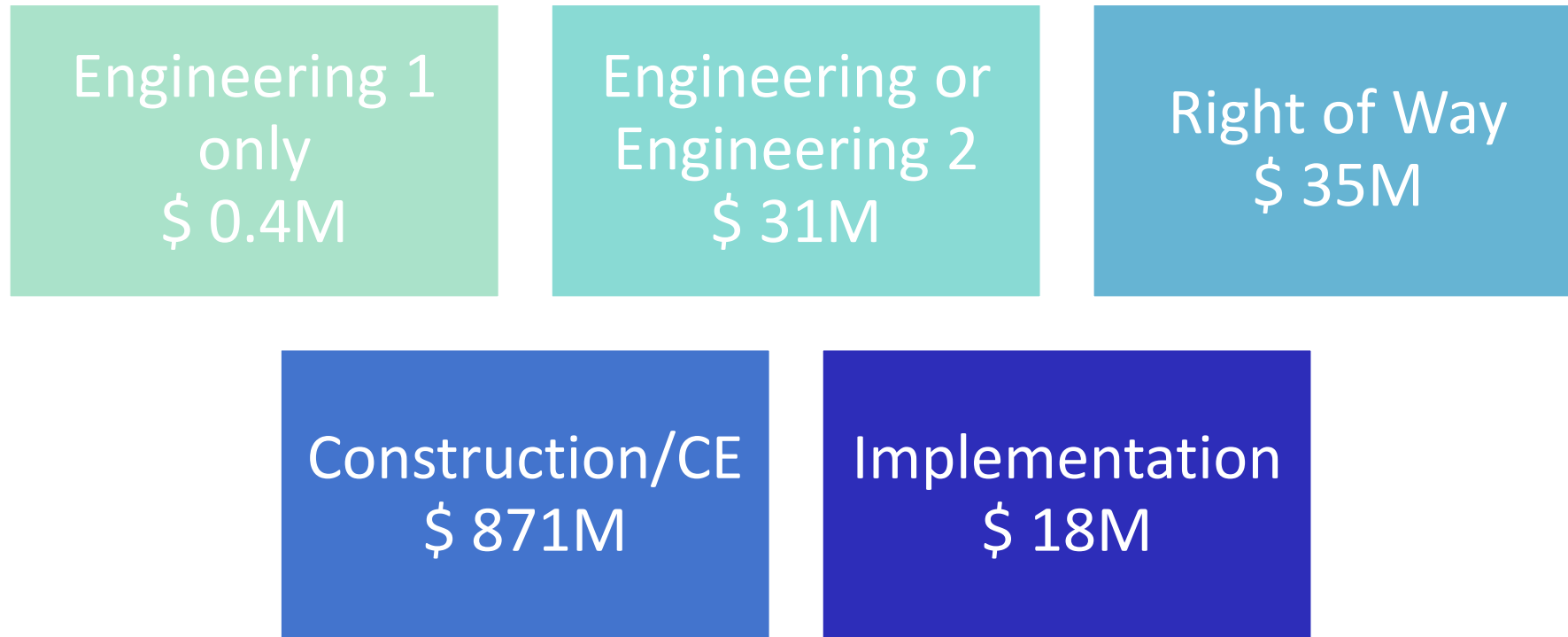
# Project Type – CMAQ & TAP-L

## CMAQ & STP-L



# Request by Phase

## CMAQ & STP-L





[www.cmap.illinois.gov/onto2050](http://www.cmap.illinois.gov/onto2050)  
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