



CMAQ Project Selection Committee Meeting
Annotated Agenda
May 13, 2008
10:30 a.m.

DuPage County Conference Room
233 S. Wacker Drive, Suite 800, Sears Tower
Chicago, Illinois

Note: the meeting materials can be found at <http://www.cmap.illinois.gov/cmaq/minutes.aspx>

1.0 Call to Order and Introductions 10:30 a.m.
Ross Patronsky, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Project Changes

- 3.1 Wilmette – Green Bay Rd from Lake Ave to Wilmette Ave (TIP ID 02-05-0002)
The sponsor is requesting a cost increase.
- 3.2 North Aurora – Oak St Bicycle/Pedestrian Bridge (TIP ID 09-06-0070)
The sponsor is requesting a cost increase.
- 3.3 Aurora – IL 31/River St from Prairie St to New York St (TIP ID 09-08-0009)
The sponsor is requesting a cost increase and scope change.

ACTION REQUESTED: Approval of staff recommendations, barring discussion of any individual project

4.0 Program Management

4.1 Lapsing Funds

A memorandum is attached explaining the potential for fund lapses and offering recommendations for action.

4.2 FY 2007 Project Status

A memorandum is attached discussing the status of projects programmed in FY 2007. This was the first year of multi-year programming; the expectation was that the first phase would begin in FY 2007.

4.3 Overall Program Obligation

A memorandum is attached discussing the level of program obligations.

ACTION REQUESTED: Discussion

5.0 Other Business

6.0 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. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

7.0 Next Meeting

The next meeting is scheduled for June 12, 2008 at 1:00pm.

8.0 Adjournment

CMAQ Project Selection Committee Members:

<input type="checkbox"/> Ross Patronsky, Chair	<input type="checkbox"/> Les Nunes	<input type="checkbox"/> Jeff Schielke
<input type="checkbox"/> Martin Buehler	<input type="checkbox"/> Mark Pitstick	
<input type="checkbox"/> Luann Hamilton	<input type="checkbox"/> Mike Rogers	

Attending CMAQ Project Selection Committee Meetings at Sears Tower:

CMAQ Project Selection Committee meetings are public meetings; the public is invited to attend. Passes are available for people attending these meetings at the CMAP offices. If you wish to attend but have not attended meeting regularly, please call or e-mail Doug Ferguson (312-386-8824, dferguson@cmap.illinois.gov) in advance to be added to the list. For requests or problems on the day of the meeting, please call the CMAP main reception desk at 312-454-0400. A driver's license, state ID, or passport will be required to enter.



MEMORANDUM

To: CMAQ Project Selection Committee
Date: May 8, 2008
From: Doug Ferguson, Associate Planner; Ross Patronsky, Senior Planner;
Re: CMAQ Project Change Requests

Three sponsors have requested project changes. The net change in the federal amount programmed resulting from the requests is \$689,642. The sponsors' requests are attached.

Wilmette – Green Bay Rd from Lake Ave to Wilmette Ave (TIP ID 02-05-0002)

The sponsor is requesting a cost increase for the above project in the amount of \$67,301 federal. The project received cost increases at the February 28, 2008 and April 11, 2008 meetings in the amounts of \$766,010 federal and \$41,786 federal. The project is on the April 25, 2008 bid letting and the lowest bid came in \$84,125 higher than the engineer's construction estimate.

The project's benefit ranking was re-evaluated. With the cost increase, the cost per ton of VOC eliminated increased from \$926,554 to \$956,603; its rank was unchanged at fifth.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost increase for the Wilmette – Green Bay Rd from Lake Ave to Wilmette Ave (TIP ID 02-05-0002) in the amount of \$67,301 federal for total CMAQ funding of \$1,954,149 federal (\$2,442,686 total).**

North Aurora – Oak St Bicycle/Pedestrian Bridge (TIP ID 09-06-0070)

The sponsor is requesting a costs increase for the above project in the amount of \$110,189 federal. The project was programmed in FY 2007 for construction in the amount of \$91,006 federal. The increase in construction costs was the result of the general inflation of construction costs and IDOT requiring that the width of the bridge be re-engineered to twelve feet.

The project's benefit ranking was re-evaluated. With the cost increase, the cost per kilogram of VOC eliminated increase from \$1,831 to \$3,632, its rank among bicycle facility projects dropped

from fifth to eighth which is below two projects not funded but ahead of two projects that were funded.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost increase for North Aurora – Oak St Bicycle/Pedestrian Bridge (TIP ID 09-06-0070) in the amount of \$110,189 federal for total CMAQ funding of \$201,195 federal (\$251,494 total).**

Aurora – IL 31/River St from Prairie St to New York St (TIP ID 09-08-0009)

The sponsor is requesting a cost increase for the above project in the amount of \$512,152 federal and a scope change moving the construction phase forward to 2008. The project was programmed in FY 2008 for phase II engineering and construction in the amount of \$216,576 federal. The phase II engineering was programmed in FY 2008 and construction in FY2009.

Wishing to expedite the project, the project used City funds to complete the engineering phase so that the project could be included on the September 19, 2008 letting. Construction estimates came in significantly higher than anticipated at \$828,100. This was due to several plan quantity items not being included in the initial estimates.

The project's benefit ranking was re-evaluated. With the cost increase, the cost per kilogram of VOC eliminated increase from \$867 to \$3,079, its rank among signal interconnect projects dropped from ninth to twentieth which is below four projects not selected for funding.

Recommendation to the CMAQ Project Selection Committee:

- **Consider the cost increase and scope change for Aurora – IL 31/River St from Prairie St to New York St (TIP ID 09-08-0009) in the amount of \$512,152 federal for total CMAQ funding of \$728,728 federal (\$910,910 total) and moving construction as an approved phase to FY 2008.**



VILLAGE OF WILMETTE

1200 WILMETTE AVENUE
WILMETTE, ILLINOIS 60091-0040

ENGINEERING
DEPARTMENT

(847) 853-7660
FAX (847) 853-7701
TDD (847) 853-7624

May 6, 2008

Mr. Doug Ferguson
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Re: Congestion Mitigation and Air Quality Grant (CMAQ)
TIP ID 02-05-002
Green Bay Road Traffic Signal Modifications
Village of Wilmette

Dear Mr. Ferguson:

The bid opening for the above-referenced project was April 25, 2008. The qualified lowest bidder is Landmark Contractors Inc, with a bid of \$1,370,642.11, which is \$84,125.11 or 6.5-percent over the engineer's estimate.

The purpose of this letter is to request a final funding adjustment for the Green Bay Road Traffic Signal Modification Project to bring the federal participation to 80-percent. The Village of Wilmette appreciates the Committee's previous recommendations to increase CMAQ funds for this project.

A history of the project's funding requests and the final as-bid costs are shown as follows:

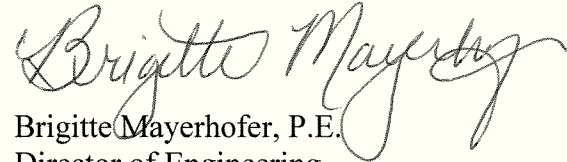
Project Expenses	Federal Share	Total	Fed %
2005 Grant Approved	\$ 737,000	\$ 960,000	76.8
2005 Request	\$1,079,052	\$1,387,815	77.8
February, 2008 Request	\$1,845,062	\$2,306,328	80.0
April, 2008 Request	\$1,886,848	\$2,358,560	80.0
May, 2008 Request	\$1,954,149*	\$2,442,686*	80.0

Amount of increase: \$ 67,301

* Includes \$114,900 (\$91,920 / 80-percent federal) for previously encumbered Phase II design.

As always, the Village of Wilmette appreciates the CMAQ selection committee's expedited review of this request. The Village has until May 15, 2008 to secure funding for the project so that IDOT can award the contract. I look forward to hearing from you concerning the date this request will be presented to the CMAQ selection Committee for approval. If you have any questions or require additional information, please feel free to contact me at (847) 853-7627.

Very truly yours,

A handwritten signature in cursive script that reads "Brigitte Mayerhofer".

Brigitte Mayerhofer, P.E.
Director of Engineering

C: President Christopher S. Canning and Village Board of Trustees
Michael Earl, Village Manager
Don Jakesch, TY Lin International
Bruce Bushnell, TY Lin International
Temi Latinwo, Local Roads, Illinois Department of Transportation
Alex Househ, Local Roads, Illinois Department of Transportation
Kevin Stallworth, Local Roads, Illinois Department of Transportation

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **02-05-0002**

Description: **Green Bay Rd from Lake Ave to Wilmette Ave**

Ranking Computation

	2005 Approved	2005 Request	2008 Request	2008-2 Request	2008-3 Request
Tons VOC eliminated	3.3891	2.5455	2.5455	2.5455	2.5455
Cost	\$ 960,000	\$ 1,387,815	\$ 2,306,328	\$ 2,358,560	\$ 2,442,686
\$/Ton VOC eliminated	\$ 283,261	\$ 545,199	\$ 906,035	\$ 926,554	\$ 959,603
Rank	3	4	5	5	5

Project Expenses

	Federal Share	Total	Federal %	Basis
2005 Approved	\$ 737,000	\$ 960,000	76.8%	Approved Projects
2005 Request	\$ 1,079,052	\$ 1,387,815	77.8%	Approved Increase
2008 Request	\$ 1,845,062	\$ 2,306,328	80.0%	Approved Increase
2008-2 Request	\$ 1,886,848	\$ 2,358,560	80.0%	Approved Increase
2008-3 Request	\$ 1,954,149	\$ 2,442,686	80.0%	Letter from Sponsor
Increase Amount	\$ 67,301	\$ 84,126		

Note: Including this current request, the total increase amounts for 2008 is \$875,097 federal.

FY 2005 CMAQ Program

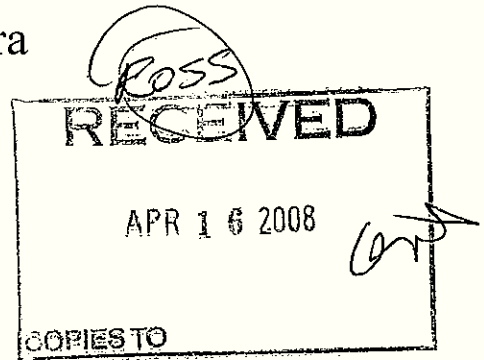
ID		Total \$	Fed \$	\$/Ton Voc	Select
Intersection Improvement					
II03052489	Palatine-Palatine Rd from Smith St to US 14/Northwest Hwy	\$3,368,000	\$2,694,000	\$155,774	\$2,694,000
II11052336	McHenry-IL 31 from McCullom Lake Rd to IL 120	\$3,175,000	\$2,540,000	\$178,043	\$2,540,000
II02052465	Wilmette-Green Bay Rd from Lake Ave to Linden Ave	\$921,000	\$737,000	\$283,261	\$737,000
II01052435	CDOT-Grand Ave from Long Ave to North Ave	\$1,465,000	\$1,172,000	\$286,959	
Revised Rank - 2005				\$545,199	
II09052427	Kane County DOT-Kirk Rd and IL 56	\$2,088,000	\$1,670,000	\$787,397	\$500,000
Revised Rank - 2008-3				\$959,603	
II09052431	Kane County DOT-Orchard Rd and Jericho Rd	\$1,999,400	\$1,599,500	\$1,039,853	\$1,100,000
II01052451	CDOT-Milwaukee Ave Signal Modernization from Higgins Rd to Montrose Ave	\$1,500,000	\$1,200,000	\$1,247,525	
II10052354	Lake County DOT-Hunt Club Rd at Wadsworth Rd	\$850,000	\$680,000	\$1,380,689	\$680,000
II10052350	Lake Zurich-US 12/Rand Rd at Ela Rd	\$159,000	\$127,000	\$1,820,543	\$127,000
II10052317	Grayslake-Atkinson Rd Extension	\$23,313,000	\$16,708,000	\$2,349,700	
II10052353	Lake County DOT-Hunt Club Rd at Millburn Rd	\$940,000	\$752,000	\$2,646,080	\$752,000
II12052357	Romeoville-IL 53/Independence Blv at University Pwy	\$677,000	\$542,000	\$2,699,834	
II11052365	McHenry County Highway Department-Rakow Rd at Pyott Rd	\$1,896,000	\$1,517,000	\$3,228,372	
II10052464	Vernon Hills-Fairway Dr and IL 60	\$2,083,000	\$1,666,400	\$4,090,421	
II08052349	Glen Ellyn-IL 38/Roosevelt Rd at Lambert Rd	\$332,000	\$265,600	\$4,160,818	
II01052483	CDOT-Chicago Ave Signal Modernizations/Intersection Improvements from Laram	\$4,347,600	\$3,478,080	\$4,191,921	
II03052467	Schaumburg-Barrington Rd from Schaumburg Rd to Holmes Way	\$1,616,200	\$1,292,900	\$4,389,160	
II07052308	South Holland-State St at 168th St	\$1,320,000	\$1,056,000	\$5,943,536	
II03052490	Rolling Meadows-IL 58/Golf Rd at IL 62/Algonquin Rd	\$500,000	\$400,000	\$6,295,635	
II12052492	Joliet-Essington Rd and Hennepin Dr	\$440,000	\$352,000	\$6,471,088	
II08052456	Naperville-US 34/Ogden Ave from Iroquois Ave to Fender Rd and Naper Blvd from	\$522,400	\$417,900	\$6,524,218	
II10052452	Lake County DOT-IL 176 and Fairfield Rd	\$3,434,000	\$2,748,000	\$7,999,312	
II06052462	Orland Park-US 45/LaGrange Rd and 143rd St	\$1,992,000	\$1,594,000	\$8,638,174	
II11052334	Crystal Lake-Pingree Rd at US14/Northwest Hwy	\$1,111,000	\$889,000	\$9,621,499	
II11052361	McHenry County Highway Department-Rakow Rd at IL 31	\$1,530,000	\$1,224,000	\$11,845,368	
II04052338	Forest Park-Des Plaines Ave at Randolph St	\$480,000	\$384,000	\$12,446,367	
II10052306	Gurnee-Cemetery Rd at Washington St	\$3,950,000	\$3,160,000	\$15,616,824	
II10052352	Lake County DOT-IL 131/Green Bay Rd at Wadsworth Rd	\$3,680,000	\$2,920,000	\$46,250,468	
II12052469	Will County Department of Highways-Laraway Rd at Cedar Rd	\$572,500	\$458,000	\$157,957,903	

Village of North Aurora

The Village with a View to the Future

April 10, 2008

Mr. Ross Patronsky
Chief of the CMAQ Program
233 S. Wacker Drive, Suite 800
Chicago, IL 60606



RE: Oak St Bicycle/Pedestrian Bridge (TIP ID 09-~~09~~-0070) Cost Increase Request
Letter ⁶

Dear Mr. Patronsky:

The Village of North Aurora, in conjunction with the Village's contracted engineer, Rempe-Sharpe, has revised the cost estimate for the Oak Street Bicycle/Pedestrian Bridge as a result of additional IDOT width requirements. The Village has budgeted the appropriate amount for the Construction and Construction Engineering for Fiscal Year 2008-2009 (beginning June 1st) in an effort to proceed with the Bike Bridge Project as soon as practicable.

This letter is intended to make the Project Selection Committee aware of the increased cost of the Bike Bridge Project since the initial 2006 grant application. Please see the most current, itemized, cost breakdown below.

**ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST
OAK STREET PEDESTRIAN BRIDGE
VILLAGE OF NORTH AURORA, ILLINOIS**

3/29/08

BY: JES

NA-327

<u>Item #</u>	<u>Item Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extended Price</u>
1	100'x12' Manufactured Bridge	1	EA	\$120,000.00	\$120,000.00
2	Concrete Abutments - Complete	2	EA	\$15,000.00	\$30,000.00
3	Bridge Placement - Complete	1	EA	\$10,000.00	\$10,000.00
4	Silt Fence	800	LF	\$4.00	\$3,200.00
5	Topsoil - Furnish & Place (4" Min.)	2590	SY	\$3.00	\$7,770.00
6	Seed, CL-2A	150	LB	\$2.00	\$300.00
7	Erosion Control Blanket	2590	SY	\$1.50	\$3,885.00
8	Fertilizer	150	LB	\$2.00	\$300.00
9	Earth Excavation	350	CY	\$10.00	\$3,500.00
10	Aggregate Base Course, 5"	500	SY	\$10.00	\$5,000.00
11	HMA Surface Course, Mix C, N50	42	TON	\$120.00	\$5,040.00
12	Handrails	280	LF	\$40.00	\$11,200.00

Village of North Aurora

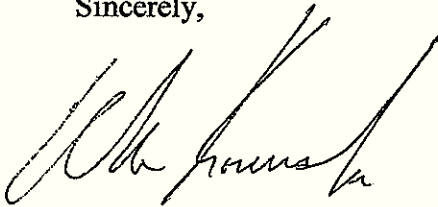
The Village with a View to the Future

13	Traffic Control	1	LS	\$1,000.00	\$1,000.00
	Sub Total Construction				\$201,195.00
	Contingency on Construction	15%			\$30,179.25
	Right of Way Acquisition	0.11	AC	\$50,000.00	\$5,500.00
	TOTAL				\$236,874.25

As a result of these cost increases from the original 2006 grant application, the Village of North Aurora would like to formally request a CMAQ Grant funding increase of \$110,189. This cost increase is substantial as a result of re-engineering the bridge to a 12' width from the original 8' standard. In addition to this widening, is the general inflation of construction costs.

The Village of North Aurora appreciates the time that the Project Selection Committee has taken to assist us in getting this important congestion mitigation project off the ground. Slowly but surely we are making headway. If you have any further questions or concerns please do not hesitate to contact me via email at wkornowske@vil.north-aurora.il.us or by telephone at (630) 897-8228, ext. 233.

Sincerely,



Wes Kornowske
Management Analyst
Village of North Aurora
25 E. State St.
North Aurora, IL 60542
p. (630) 897-8228, ext. 233
c. (630) 335-6016
f. (630) 897-8258
wkornowske@vil.north-aurora.il.us

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **09-06-0070**

Description: **Oak St Bicycle/Pedestrian Bridge**

Ranking Computation

	2007 approved	2008 Request
Kg VOC eliminated	76.4647	76.4647
Cost	\$ 140,010	\$ 277,746
\$/Kg VOC eliminated	\$ 1,831	\$ 3,632
Rank	5	8

Project Expenses

	Federal Share	Total	Federal %	Basis
2007 approved	\$ 91,006	\$ 113,758	80.0%	Approved Projects
2008 Request	\$ 201,195	\$ 251,494	80.0%	Letter from Sponsor
Increase Amount	\$ 110,189	\$ 137,736		

FY 2007 CMAQ Program

ID	Facility to be Improved	\$/Kilogram VOC Eliminated	CMAQ Funding 2007	CMAQ Funding 2008	CMAQ Funding 2009
Bicycle Facility					
BP01072789	CDOT-Streets for Cycling/Bike 2015 Plan Implementation	\$236	\$1,000,000	\$1,260,000	
BP10072758	Waukegan-Waukegan/North Chicago Lake Front Bike Path	\$1,077	\$80,000	\$800,000	
BP09072779	Elgin-Highland Ave from Randall Rd to McLean Blv	\$1,195			
BP03072799	Rolling Meadows-Plum Grove Rd from Bryant Ave to Kirchoff Rd	\$1,658	\$6,400	\$7,200	\$60,800
BP09072801	North Aurora-Oak St Bicycle/Pedestrian Bridge	\$1,831	\$91,006		
BP08072791	Woodridge-Woodridge Heritage Pwy Bike Path Links	\$3,173	\$24,000		
BP06072790	Palos Heights-Cal-Sag Greenway Trail	\$3,243			
BP02072763	Morton Grove-Ferris/Lehigh/Lincoln Ave Bicycle Path Study	\$3,599			
	Revised Rank	\$3,632			
BP12072797	Homer Glen-Homer Glen Community Bike Trail East Extension	\$3,771	\$44,800	\$307,200	
BP01072788	CDOT-Bloomingtondale Trail	\$4,122			
BP07072793	Forest Preserve District of Cook County-Thorn Creek Bicycle Trail Completion	\$4,322	\$380,480	\$304,400	\$3,805,055
BP11072773	McHenry County Conservation District-Prairie Trail Extension-Stage 1	\$4,814			
BP10072777	Wauconda-Garland Rd from Gossell Rd to Old Rand Rd	\$5,262			
BP11072772	Cary-Cary-Algonquin Rd Bikeway from Main St to Fox Trails Dr	\$5,308			
BP08072784	Roselle-Rodenburg Rd from Metra tracks to Travis Pwy	\$5,485			
BP07072795	Oak Forest-151st St/Central Ave from Oak Park Ave to 159th St	\$5,904			
BP12072794	Homer Township-I-355 from 135th St to Rt 6	\$6,192			
BP03072800	Rolling Meadows-Arlington Park Train Station Bicycle Lane Extension	\$6,359			
BP03072771	Schaumburg-Martingale Rd Bike Path	\$7,434			
BP12072796	Homer Glen-Homer Glen Community Bike Trail West Extension	\$7,978			
BP12072770	New Lenox-Metra Laraway Rd Station Bike Path	\$11,496			
BP08072792	Woodridge-Woodridge Bicycle/Pedestrian Bridge over IL 53	\$17,528			
BP12072765	New Lenox-Nelson Rd from Illinois Hwy to Delaney Rd	\$22,902			
BP01072786	CDOT-35th St Bicycle-Pedestrian Bridge	\$36,247			
BP12072798	Minooka-Three Rivers Bike Path-McEvelly Rd from Wabena Ave to Northcrest Dr	\$49,202			
BP09072755	Kane County DOT-Stearns Rd Bridge Corridor from McLean Blv to County Line	\$57,938			
BP09072752	Kane County DOT-Anderson Rd from IL 38 to Keslinger Rd	\$72,312			
BP09072776	Sugar Grove-Virgil Gilman Regional Bike Trail Connectors	\$144,315			



SEC Group, Inc.

Smith Engineering Consultants ■ SEC Automation ■ SEC Planning

May 7, 2008

Mr. Douglas Ferguson, Associate Planner
Chicago Metropolitan Agency for Planning
233 South Wacker Drive - Suite 800, Sears Tower
Chicago, Illinois 60606

RE: City of Aurora
IL 31/River Street from Prairie to New York Street
TIP ID Number 09-08-0009
Request for Increase of CMAQ Funds

Dear Mr. Ferguson:

The City of Aurora is requesting additional CMAQ funds in the amount of **\$512,152** for the completion of the above referenced project. The City applied for CMAQ funds for the engineering and construction of the above referenced Traffic Signals interconnect improvements project, and received approval of CMAQ funds in the amount of \$40,508 for Engineering (FY-08), \$176,068 for Construction, and Construction Engineering (FY-09). The cost of the project based on the actual plan quantities has increased substantially, as many of the items were left out at the time of the submittal of the Application due to the estimate being very preliminary.

To expedite the project, we are using City funds to pay for the Engineering so that the contract plans and documents can be readied for the September 19, 2008 letting. We are anticipating start of construction of the project in October of 2008. The revised Estimate of Construction Cost is \$828,100 which was submitted to IDOT Local Roads in Schaumburg on May 7, 2008 (original and the revised cost estimates included herewith).

It will be almost impossible for the City to construct the Traffic Signals interconnect improvements project on schedule without additional CMAQ funds as requested. We are hoping for a favorable response to our request, hence enabling us to move forward with the completion of the project in a timely manner (September 19, 2008 bid opening).

If you require additional information, please contact me at your convenience.

Sincerely,

SEC GROUP, INC.

Akram Chaudhry, P.E.
Principal

AC/fsg

cc: Honorable Thomas J. Weisner; Mayor, City of Aurora
Mr. Eric Gallt, P.E., City Traffic Engineer, City of Aurora
Mr. Christopher J. Holt, P.E.; IDOT Region 1, Bureau Chief of Local Roads and Streets
Mr. Chad Riddle, P.E.; IDOT Region 1, Bureau of Local Roads and Streets

Y:\Jobs\Smith\2007-07\090_AURO - Traffic Signals\070690-07_AURO IL Rte 31 (River St.) Traffic Signal\Correspondence\letters\River Street IL 31-D Ferguson-050608-ac.doc

Illinois • Texas

4500 Prime Parkway, McHenry, Illinois 60050 t. 815.385.1778 f. 815.385.1781 www.secgroupinc.com

**Illinois Route 31/River Street
City of Aurora**

May 7, 2008

Original Project Costs

Revised Opinion of Probable Cost	Total	CMAQ (80%)	City of Aurora (20%)
Phase II Engineering	\$50,635	\$40,508	\$10,127
Construction (includes Construction Engineering)	\$220,081	\$176,068	\$44,013
Total	\$270,716	\$216,576	\$54,140

Revised Project Costs per May 2008

Task	Total	CMAQ (80%)	City of Aurora (20%)
Phase II Engineering	\$50,635	\$0	* \$50,635
Construction	\$828,100	\$662,480	\$165,620
Phase III Engineering (10%)	\$82,810	\$66,248	\$16,562
Total	\$961,545	\$728,728	\$182,182
Request for Additional CMAQ Funds	\$512,152		

* To Expedite the Project, Phase II Engineering Paid 100% by the City of Aurora.

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **09-08-0009**

Description: **IL 31/River St from Prairie St to New York St**

Ranking Computation

	2008 Approved	2008 Request
Kg VOC eliminated	312.2411	312.2411
Cost	\$ 270,720	\$ 961,545
\$/Kg VOC eliminated	\$ 867	\$ 3,079
Rank	9	20

Project Expenses

	Federal Share	Total	Federal %	Basis
2008 Approved	\$ 216,576	\$ 270,176	80.2%	Approved Projects
2008 Request	\$ 728,728	\$ 910,910	80.0%	Letter from Sponsor
Increase Amount	\$ 512,152	\$ 640,734		

FY 2008 CMAQ Program

ID	Facility to be Improved	Project Total	Application Federal	\$ Per Kilo VOC Eliminated	Proposed Program	Proposed 2009
Signal Interconnect						
SI08082876	DuPage County DOT-Naperville Rd from Elm St to Danada Dr	\$ 325,500	\$ 248,000	\$ 339	\$ 248,000	
SI10082880	Lake County DOT-IL 60/Townline Rd from Oak Creek Plz to Butterfield Rd	\$ 180,000	\$ 144,000	\$ 410	\$ 144,000	
SI09082858	Aurora-Indian Trail Rd from Edgelawn Dr to IL 31/Lake St	\$ 512,011	\$ 409,608	\$ 460	\$ 34,134	\$ 375,474
SI08082873	DuPage County DOT-Lemont Rd from Plainfield Rd/83rd St to 97th St	\$ 504,000	\$ 384,000	\$ 482	\$ 384,000	
SI08082874	DuPage County DOT-Chicago/Maple Rd from Charles St to Patton Dr and College Rd from Chicago/Maple Rd to Abbywood Dr	\$ 819,000	\$ 335,000	\$ 536	\$ 335,000	
SI09082853	Kane County DOT-Randall Rd/Huntley Rd from Corporate Blv/Square Barn Rd to Huntly Rd/Sleepy Hollow Rd	\$ 1,745,000	\$ 1,396,000	\$ 568	\$ 86,000	\$ 1,310,000
SI09082854	Aurora-Galena Blv from Locust St to Ohio St	\$ 537,151	\$ 429,720	\$ 573	\$ 35,810	\$ 393,910
SI02082898	IDOT-US 14/IL 43/Dempster St from Harlem Ave to Morton Grove Park District/Prairie View Dr and south to US 14/Caldwell Ave	\$ 451,500	\$ 337,000	\$ 800	\$ 337,000	
SI09082861	Aurora-IL 31/River St from Prairie St to New York St	\$ 270,720	\$ 216,576	\$ 867	\$ 18,048	\$ 198,528
SI04082879	Oak Park-Washington Blv from Lombard Ave to Home Ave	\$ 306,600	\$ 245,000	\$ 889	\$ 32,000	\$ 213,000
SI10082885	Lake County DOT-Saint Mary's Rd from IL 137/Buckley Rd to Atkinson Rd/Terra Dr	\$ 281,000	\$ 225,000	\$ 905	\$ 225,000	
SI10082884	Lake County DOT-Butterfield Rd from IL 60/Townline Rd to US 45	\$ 238,000	\$ 190,000	\$ 976	\$ 190,000	
SI01082862	CDOT-IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave	\$ 10,695,000	\$ 8,108,000	\$ 1,287	\$ 8,108,000	
SI01082867	CDOT-Roosevelt Rd from Western Ave to US 41/Lake Shore Dr	\$ 6,140,000	\$ 4,568,000	\$ 1,620	\$ 4,568,000	
SI01082871	CDOT-79th Street from IL 50/Cicero Ave to Ashland Ave	\$ 6,825,000	\$ 5,460,000	\$ 1,767	\$ 440,000	\$ 5,020,000
SI07082896	IDOT-IL 83/147th St from Homan Ave to I-57/Dan Ryan Expy	\$ 1,722,000	\$ 1,288,000	\$ 1,833	\$ 1,288,000	
SI01082869	CDOT-IL 64/North Ave from Menard St to Ashland Ave	\$ 10,570,000	\$ 8,456,000	\$ 1,884		
SI02082886	Evanston-Emerson St from Asbury Ave to Elgin Rd	\$ 1,429,000	\$ 978,000	\$ 2,094		
SI01082864	CDOT-Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave	\$ 5,115,000	\$ 2,600,000	\$ 2,447		
SI01082870	CDOT-87th St from I-94/Dan Ryan NB on ramp from State St to I-90/Skyway SB on ramp from Anthony Ave	\$ 4,620,000	\$ 3,696,000	\$ 2,666		
Revised Rank				\$ 3,079		
SI12082897	IDOT-US 30/Lincoln Hwy from State St to Chicago Rd	\$ 2,086,000	\$ 1,560,000	\$ 3,694		
SI01082872	CDOT-Michigan Ave and Indiana Ave from 31st St to 63rd St	\$ 10,500,000	\$ 8,400,000	\$ 6,688		



MEMORANDUM

To: CMAQ Project Selection Committee
Date: May 7, 2008
From: Ross Patronsky, Senior Planner
Re: Potential Lapse of CMAQ Funds

Background

Federal funds apportioned to states are subject to “lapsing” if they remain unobligated for an extended period of time. Under current regulations, that time period is the end of the third fiscal year following the fiscal year in which the funds were apportioned. For example, funds apportioned in FY 2005 (the fiscal year beginning October 1, 2004) lapse at the end of FY 2008 (September 30, 2008).

When unobligated funds lapse, they are returned to the Highway Trust Fund for redistribution. The redistribution is based on federal appropriation legislation and apportionment rules; there is no way to specifically reclaim the funds lost.

To minimize the risk of lapsing funds, IDOT obligates the oldest funds in a program first, regardless of when the project being obligated was programmed. For example, if a project programmed in FY 2007 is to be obligated now and the oldest funds available are from FY 2005, then the project will be obligated using the FY 2005 funds. Similarly, a project programmed in FY 2002 that is coming in for an obligation will be obligated using FY 2005 funds if those are the oldest funds available.

The lapsing provision applies to individual programs, so that if CMAQ funds are at risk of lapsing, the risk can only be averted by obligating CMAQ projects.

Current Status

While no FY 2005 CMAQ funds are at risk of lapsing, approximately \$62 million in FY 2006 funds are at risk of lapsing at the end of FY 2009 (September 30, 2009). This amount is reduced by the amount of any rescissions between now and then; assuming that another rescission of approximately \$10 million takes place next year, approximately \$52 million in CMAQ funds are at risk of lapsing.

A review of obligations over the last three years indicates that approximately \$54 million in CMAQ funds were obligated annually. However, only \$37 million was obligated in the past year.

The lapse potential may be mitigated if the large rescission currently scheduled to take place at the end of SAFETEA-LU actually occurs. If the CMAQ program funds are rescinded in proportion to their share of total funds, then approximately \$30 million will be rescinded, leaving much less at risk of lapsing. However, the “cure” in this case is as bad as the disease, since the funds are lost to the CMAQ program either way.

Recommendations

It will be preferable to obligate enough funds to avoid a lapse. The following options can be considered as ways to obligate more funds:

- Grant cost increases unless there is an affirmative reason no to do so. In many respects, this is the current practice, so there may not be significant additional benefit in doing so. The main area in which this may change current practice is for projects with large increases. Historically sponsors of such projects have been advised to apply for funds in the next cycle. Granting the increase upon request would get the funds obligated sooner, assuming the sponsor can do so.

At the moment, for example, Lake County DOT has two previously-programmed intersection improvement projects proposed for FY 2009 funding – Hunt Club Rd at Millburn Rd and Hunt Club Rd at Wadsworth Rd. Originally programmed for \$1,432,000 federal, Lake County DOT is requesting an additional \$2,380,000 federal. They anticipate construction in 2009, so granting an increase would allow them to obligate the funds with more certainty.

However, more routine approval of cost increases could lead to project sponsors consciously underestimating project costs since an increase would almost be guaranteed.

- Program funds to projects that are more likely to be obligated by the end of the fiscal year. Historically transit projects have been able to obligate their funds within the fiscal year, although there are still \$4.7 million in transit projects programmed in FY 2006 or before that are not obligated. Still, transit projects remain a category that can obligate large sums soon.

It may be that locomotive retrofits can be obligated quickly, once the process is worked out. Currently, the CSXT locomotive retrofit programmed last year is in the process of developing a project agreement. It is hoped that any agreement developed can be used as a template for future projects of this type.

It should be noted that obligating transit projects in no way guarantees that the project will actually be completed. In fact, this may force the Committee to reprogram funds from uncompleted projects to other projects in the same transit grant to avoid having the

funds returned to the FTA account. This situation has confronted the Committee in the past.

- Identify a group of projects that are “qualified” for CMAQ funding, and obligate funds to individual projects as they become ready. For example, if twenty pedestrian projects are submitted in a given cycle, perhaps fifteen are found “qualified” – they have a “competitive” cost/benefit ratio, their readiness is satisfactory, and so on.

Then, as the projects become ready to obligate, funds are obligated to them. At some point, the funds available to obligate would be used up; projects coming in after that point would not receive CMAQ funds.

An advantage to this approach is that the CMAQ funds would be “overprogrammed” in the sense that more projects are qualified than can be funded. This gets past the barrier of programming only to the funds available, which results in a growing unobligated balance as projects are delayed.

A disadvantage of this approach is that the sponsors are not guaranteed funding – if they get to the obligation stage too late, then the funds might not be available. However, this may serve as a motivation to begin work on a project sooner.

Each of these approaches can be implemented – they are not mutually exclusive. Staff recommends that they all be considered.

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MEMORANDUM

To: CMAQ Project Selection Committee
Date: May 12, 2008
From: Ross Patronsky, Senior Planner
Re: Obligation Status of CMAQ Funds

Background

CMAQ funds are “obligated” or “federally authorized” when the Federal Highway Administration records in its system that the funds have been committed to a project. The commitment occurs when an agreement is executed between the implementing agency and IDOT to proceed with a particular project phase, .e.g, engineering, right-of- way acquisition, or construction. IDOT then notifies FHWA of the agreement. These agreements are called various things including “local project agreement” and “intergovernmental agreement.”

CMAQ funds are also obligated when they are transferred (“flexed”) to the Federal Transit Administration for inclusion in an FTA grant. This occurs when IDOT (DPIT) notifies FHWA that a grant application has been entered in the TEAM system, FTA’s system for tracking grants.

In neither case are the funds actually sent to IDOT or the implementer; rather a record is made that the funds are committed to the project and may not be committed to other projects. This is because the CMAQ program operates as a reimbursement program – the implementer is paid after the project is done – rather than a grant program in which the funds are distributed in advance of beginning the project.

Obligations actually are recorded against two financial systems. One is the funds apportioned to the CMAQ program. These are the funds appropriated by Congress in a budget bill. These funds are then apportioned to the states according to the formula set by Congress when the CMAQ program was created. When funds are apportioned, they are available until the end of the third federal fiscal year following the federal fiscal year in which they were apportioned. Thus, FY 2008 funds are available for obligation until the end of FY 2011 (September 30, 2011).

The other system is obligating authority, which is also established by Congress for each fiscal year. Unlike the apportionment, obligating authority is not available past the end of the fiscal year to which it applies – FY 2008 obligating authority expires on September 30, 2008. In

addition, obligating authority is not specific to a program; instead the state is given a lump sum of obligating authority to use for all FHWA programs.

Thus, if a project is ready for obligation, but the obligating authority for the year has been used, the project must wait until further obligating authority is released. CMAP staff is not aware that this is a routine occurrence, but it is possible, since Congress has set obligating authority at 85% - 90% of total apportionments for the past several years.

The fact that obligating authority is less than the apportionment is somewhat offset by a redistribution of obligating authority that takes place in August of each year. At this time, FHWA "reclaims" obligating authority that the states will not be able to use by the end of the fiscal year, and redistributes it to the states. This amount varies from year to year, but is on the order of five to ten percent of the apportionment.

Owing to the short time during which the obligating authority must be used, a significant portion of it is used for reimbursing "advance construction" projects. These are projects that have been implemented with state or local funds, but which FHWA has agreed may request federal reimbursement if funds become available. Most advance construction projects are state projects.

The disparity between obligating authority and apportionment is also partially offset by rescissions. When rescissions occur, they are taken against unobligated apportionments; obligating authority is unaffected. Thus, if the state has a total of \$1 billion in FHWA apportionments and \$850 million in obligating authority, there is a total of \$150 million in apportionments that may not be obligated in that fiscal year. However, if a \$100 million rescission is applied, then there is only a remaining balance of \$50 million in apportionments that may not be obligated in the fiscal year.

A final factor that must be taken into account when obligating projects is the availability of state appropriation. The state, as the agency that actually executes contracts for CMAQ projects, must have available in its own budget sufficient funds to pay for the entire cost of the project phase being obligated. This is the case even though the state will be reimbursed for the costs by the local implementer and FHWA. Furthermore, even though the state is reimbursed, the appropriation line item is not made whole. So, if a large number of CMAQ projects need obligation, it may be that there is insufficient state appropriation to cover them all.

Current Status

CMAQ funds are currently about 80% obligated over the life of the program - \$820 million obligated versus \$1.032 billion programmed since 1992. The percentage obligated has been reported to the Transportation Committee as part of the CMAQ report over the past several years and has remained relatively constant over that time. This means that, as the years go by, the absolute amount of unobligated CMAQ funds increases. The obligation summary attached shows that it now stands at approximately \$200 million, or about three years' worth of CMAQ apportionment.

While some CMAQ funds are unobligated because projects were completed under budget and the “final voucher” (final verification of expenditures) has not taken place, most funds are unobligated because projects are not progressing. As the attached report shows, projects with unobligated balances of at least \$100,000 represent roughly \$139 million in unobligated CMAQ funds, about two-thirds of the total unobligated CMAQ balance. Since there are 131 projects on the list, the unobligated balance averages about \$1 million per project.

Coincidentally, the total unobligated balance for these projects represents about two-thirds of the total CMAQ funds available to them. In other words, they have obligated about one-third of their funds. (Note that the unobligated balances are for fiscal years through 2007 only – amounts programmed in FY 2008 and later are not included, to avoid overstating the unobligated funds. In addition funds programmed for FY 2009 and later cannot be obligated yet.)

In addition to difficulties in getting projects obligated, there are also difficulties getting projects underway once they are obligated. Recently, FHWA has begun deobligating inactive projects – projects that are obligated, but have had no reimbursements for an extended period. While these projects are still in the CMAQ program, their deobligation indicates that they are not progressing to completion. Approximately \$8 million in CMAQ funds were deobligated in February and March of this year.

Discussion

CMAQ staff is in regular contact with project implementers; the 131 projects on the attached list have 216 follow-up contacts recorded in the database used to manage the program. Other contacts have been made (typically by telephone) that have not been recorded there.

Experience shows that implementers generally want to do the project, but are held back for different reasons – difficulties encountered during the engineering phase, lack of local match, local opposition to the project, requirements imposed by other agencies with facilities affected by the project (e.g., state highways or railroads). While these reasons are all understandable, the fact remains that the program is getting further and further behind in obligating funds.

As a step towards reducing the unobligated balance, the approach to programming was changed in 2007 so that funds were programmed to the federal fiscal year in which the funds could be expected to be expended. For example, if a project required engineering I, engineering II and construction, then engineering I would be programmed in FY 2007, engineering II in FY 2008 and construction in FY 2009. Currently, approximately \$84 million in CMAQ funds are programmed from FY 2009 through FY 2012.

Aside from multi-year programming to reduce the level of funds programmed far in advance of their need, it was also recommended that FY 2007 projects that had not begun the process of obligating funds within the year be subject to having the funds withdrawn. An accompanying memo discusses the status of these projects.

In addition to programming only phases that can reasonably be expected to be obligated in a fiscal year, and withdrawing funds from projects that have not proceeded, the program need to have enough projects “in the pipeline” to respond to delays that are bound to occur. The memorandum on lapsing funds has a recommendation with respect to identify a group of projects that are “qualified” for CMAQ funding that should, over time, improve the program’s obligation rate.

However, these steps do not address the issue of existing projects that are not obligating their funds. To date, there is not a straightforward approach to getting these project obligated. Recommendations on this point are welcome.

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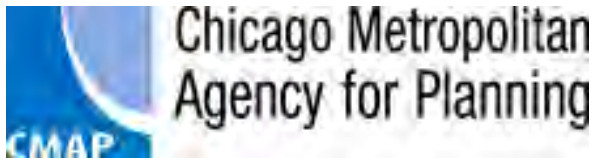


Chicago Metropolitan Agency for Planning

Obligation Summary by Fiscal Year

		Total Obligated	Programmed	Increased*	Withdrawn	Net Programmed	Percent Obligated
	1992	\$23,252,837	\$24,568,000	\$105,727		\$24,673,727	94.24%
	1993	\$41,797,180	\$40,600,797	\$46,654,920	\$878,720	\$86,376,997	48.39%
	1994	\$88,000,757	\$87,910,763	\$2,591,915	\$1,785,872	\$88,716,806	99.19%
	1995	\$22,641,955	\$32,835,045	\$1,327,938	\$10,535,701	\$23,627,282	95.83%
	1996	\$23,036,843	\$22,585,360	\$523,486	\$160,000	\$22,948,846	100.38%
	1997	\$41,391,732	\$45,068,590	\$4,310,106	\$9,753,222	\$39,625,474	104.46%
ISTEA	Subtotal	\$240,121,304	\$253,568,555	\$55,514,092	\$23,113,515	\$285,969,132	83.97%
	2004	\$67,805,026	\$58,710,130	\$1,070,081	\$1,064,000	\$58,716,211	115.48%
	2005	\$64,795,351	\$91,272,125	\$5,256,613	\$13,184,400	\$83,344,338	77.74%
	2006	\$41,005,080	\$97,430,062	\$848,379	\$16,239,200	\$82,039,241	49.98%
	2007	\$6,640,676	\$21,058,346	\$1,639,702	\$3,100,000	\$19,598,048	33.88%
	2008	\$760,000	\$49,862,983	\$0	\$687,000	\$49,175,983	1.55%
SAFETEA-LU	Subtotal	\$181,006,133	\$318,333,646	\$8,814,775	\$34,274,600	\$292,873,821	61.80%
	1999	\$148,412,167	\$141,726,400	\$30,277,523	\$17,895,557	\$154,108,366	96.30%
	2000	\$42,237,976	\$60,388,840	\$5,358,442	\$16,001,626	\$49,745,656	84.91%
	2001	\$84,471,701	\$94,499,000	\$3,036,234	\$10,686,937	\$86,848,297	97.26%
	2002	\$87,925,182	\$88,567,000	\$11,262,908	\$191,535	\$99,638,373	88.24%
	2003	\$36,569,555	\$63,667,965	\$450,234	\$528,000	\$63,590,199	57.51%
TEA-21	Subtotal	\$399,616,581	\$448,849,205	\$50,385,341	\$45,303,655	\$453,930,891	88.03%
Grand Totals		\$820,744,018	\$1,020,751,406	\$114,714,208	\$102,691,770	\$1,032,773,844	79.47%

*Increases assigned to first fiscal year in which project was programmed



**Projects with an Unobligated Balance of at Least \$100,000
Programmed Through: 2007**

Project Information			First Programmed	Total Available	Unobligated Balance	Expected Completion
Projects Last Programmed in: 1999						
01-99-0019 CDOT	Barrier-Free Cycling Chicago		1999	\$760,000	\$560,009	2008
04-94-0025 Franklin Park	Franklin Park-Grand Ave Railroad Grade Separation		1999	\$11,508,000	\$334,033	2007
Totals for	2 Projects Last Programmed in This Year			\$12,268,000	\$894,042	
Projects Last Programmed in: 2000						
07-96-0003 University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway		2000	\$1,077,800	\$1,077,800	2009
02-97-0006 Cook County Highway Department	Old Orchard Rd from Harms to Skokie Blvd		2000	\$800,000	\$800,000	2011
08-99-0104 Naperville	DuPage River Trail Bike Path-Segment 4		2000	\$814,000	\$686,973	2008
04-00-0010 Schiller Park	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona		2000	\$344,000	\$344,000	2008
09-96-0018 Kane County DOT	Dunham/Stearns/IL 25 Int Imp		1999	\$1,116,000	\$223,200	2010
Totals for	5 Projects Last Programmed in This Year			\$4,151,800	\$3,131,973	
Projects Last Programmed in: 2001						
11-03-0019 McHenry County Division of Transportation	Walkup Rd/Crystal Lake Rd from Bull Valley to IL 176		2000	\$5,175,000	\$3,452,630	2007
01-98-0080 CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect		2001	\$2,490,800	\$2,301,182	2008
01-01-0009 CDOT	CDOT-Lakefront Trail-Navy Pier Flyover		2001	\$2,964,000	\$2,084,000	2010
13-99-0006 CDOE	Chicago DOE-Regionwide Ultralow Emission Fuel Infrastructure		1999	\$4,472,000	\$1,694,400	2008
07-01-0004 Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid		2001	\$972,000	\$914,450	2007
01-96-0010 CDOT	PED FAC-CHICAGO-DOWNTOWN PEDESTRIANWAY SIGNAGE		1996	\$1,360,000	\$499,777	2007
01-01-0013 CDOT	CDOT-Bike Transit Connection		2001	\$956,000	\$401,627	2007
09-01-0004 Kane County DOT	Kane County-Orchard Road Interconnect		2001	\$368,000	\$368,000	2007
02-99-0006 Evanston	Ridge, Church and Davis Streets Signal Interconnect		1999	\$2,182,655	\$274,430	2007
08-96-0032 DuPage Forest Preserve District	BIKE FAC-DUPAGE FOREST PRESERVE DISTRICT-SALT CREEK GREENWAY		1995	\$1,084,240	\$209,282	2008

Project Information			First Programmed	Total Available	Unobligated Balance	Expected Completion
10-95-0015 IDOT	Prairie at US 45 Int Imp		2000	\$4,040,000	\$208,590	2007
13-99-0005 Pace	Regional Rideshare Incentives Program		1999	\$288,000	\$140,000	2007
01-94-0037 CDOT	Western Ave Signal Interconnect from Howard to 115th (except 87th to 101st)		1993	\$10,644,240	\$111,494	2007
Totals for	13 Projects Last Programmed in This Year			\$36,996,935	\$12,659,862	
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Projects Last Programmed in: 2002						
01-00-0030 CDOT	130th St and Torrence Ave		2002	\$3,300,000	\$3,300,000	2010
12-02-0011 Will County Department of Highways	Will County-Weber Road at Renwick Road		2002	\$3,460,000	\$3,260,000	2010
04-99-0004 Melrose Park	25th Ave From IL 64/North Ave To Lake St		1999	\$2,240,000	\$2,045,515	2008
08-02-0008 Villa Park	Villa Park - Roosevelt Road Sidewalk From Ardmore to Michigan		2002	\$701,600	\$621,977	2007
09-94-0017 Kane County DOT	McLean Boulevard Signal Interconnect and Bike Path		2002	\$528,000	\$474,113	2008
Totals for	5 Projects Last Programmed in This Year			\$10,229,600	\$9,701,605	
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Projects Last Programmed in: 2003						
01-99-0014 CDOT	Chicago Traffic Management Center		1999	\$13,200,000	\$10,651,932	2007
10-99-0003 IDOT	Il 132/Grand Ave at US 41/Skokie Hwy Interchange Improvement		1999	\$9,700,000	\$9,700,000	2009
01-97-0085 CDOT	CDOT-Streeterville-Illinois Center Signal Interconnect		2001	\$3,640,000	\$3,169,706	2008
09-03-0004 Kane County	Randall Road at Fabyan Parkway		2003	\$3,000,000	\$3,000,000	2010
13-03-0001 IDOT	Traffic Management Center Integration		2003	\$960,000	\$935,000	2011
09-00-0021 Elgin	Summit Street at Dundee Road		2003	\$960,000	\$840,000	2008
11-96-0007 McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY		1995	\$638,240	\$419,200	2011
01-03-0019 Chicago Park District	Lakefront Trail Expansion, Ardmore Ave to Sheridan Rd		2003	\$300,000	\$300,000	2007
06-01-0004 Justice	Justice-79th St Ped Fac from 88th Ave to Roberts Rd		2001	\$286,400	\$286,400	2007
08-03-0003 Downers Grove	Downers Grove Bikeway Connections		2003	\$159,000	\$159,000	2009
07-03-0006 IDOT	Western Ave from Steger Rd to Sauk Trail		2003	\$180,000	\$142,688	2008
07-03-0002 Lan-Oak Park District	Bike Facility-Norfolk Southern Railroad ROW		2003	\$864,546	\$118,317	2007
06-03-0002 Justice	Roberts Rd Sidewalk-79th to 87th St		2003	\$116,000	\$116,000	2007
Totals for	13 Projects Last Programmed in This Year			\$34,004,186	\$29,838,243	
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Projects Last Programmed in: 2004						
11-04-0001 McHenry County Division of Transportation	Johnsburg Rd IL 31 - Chapel Hill Rd		2004	\$2,785,000	\$2,564,259	2010

Project Information			First Programmed	Total Available	Unobligated Balance	Expected Completion
01-97-0086	CDOT	CDOT-Near West Side Signal Interconnect	2001	\$2,608,000	\$2,342,487	2007
02-03-0001	Morton Grove	IL 58/Dempster St from Ferris Ave to Central Ave	2004	\$2,206,080	\$2,206,080	2009
01-02-0027	CDOT	Cicero Ave Smart Corridor	2002	\$2,232,000	\$2,098,772	2009
01-04-0004	CDOT	Carroll Avenue Busway	2004	\$1,600,000	\$1,600,000	2007
13-04-0001	IDOT	Advanced Transportation Management System - Computer Aided Dispatch Integration	2004	\$1,500,000	\$1,475,000	2011
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	2004	\$1,700,000	\$1,170,678	2010
10-04-0003	North Chicago	IL 137/Sheridan Rd Genesee St - 22nd St/MLKing Dr	2004	\$1,115,614	\$1,115,614	2008
01-02-0032	CDOT	Central Ave from I-55/Stevenson Ewy to 55th St and a signal on 63rd St	2002	\$952,000	\$686,446	2007
02-04-0003	Evanston	Chicago Ave from Grove St to South Blvd	2004	\$714,704	\$648,304	2007
02-04-0001	Cook County Highway Department	Lake Cook Travel Demonstration	2004	\$540,000	\$540,000	2009
08-04-0001	Downers Grove	Eastern Corridor Bikeway	2004	\$399,000	\$399,000	2010
10-04-0002	Mundelein	Mundelein Bicycle Path connecting Noll, Hanrahan, Lions Field & Libertyville Twp	2004	\$764,803	\$319,399	2007
10-04-0001	Lake County DOT	IL 131/Green Bay Rd at Wadsworth	2004	\$600,000	\$305,942	2012
01-04-0003	CDOT	Chicago Truck Route Advisory System	2004	\$256,000	\$256,000	2007
09-01-0003	Pace	Oswego Orchard Park & Ride	2001	\$1,897,920	\$220,620	2008
06-04-0001	IDOT	US 12 20/95th St from 88th Ave to 96th Ave	2004	\$240,000	\$126,203	2007
12-04-0001	IDOT	IL 171/Archer Ave from Smith Rd to 143rd Street	2004	\$112,000	\$112,000	2008
Totals for 18 Projects Last Programmed in This Year				\$22,223,121	\$18,186,804	

Projects Last Programmed in: 2005

11-03-0007	McHenry	IL 31 from McCullom Lake Rd to IL 120	2005	\$2,540,000	\$2,249,359	2007
03-03-0103	Palatine	Palatine Rd from Smith St to US 14/Northwest Hwy	2005	\$1,477,000	\$1,477,000	2009
09-05-0001	Aurora	Galena Blv Orchard Rd-Locust St	2005	\$1,151,104	\$1,092,824	2008
01-05-0002	CDOT	41st St Bicycle-Pedestrian Bridge	2005	\$1,600,000	\$1,067,771	2010
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	2005	\$960,000	\$960,000	2008
02-05-0002	Wilmette	Green Bay Rd from Lake Ave to Wilmette Ave	2005	\$1,886,848	\$927,683	2008
12-05-0002	Romeoville	IL 53/Independence Blv at University Pwy	2005	\$842,800	\$770,816	2007
10-05-0004	Lake County DOT	Hunt Club Rd at Millburn Rd	2005	\$752,000	\$684,880	2008
01-05-0001	CDOT	Safe Routes to School Program - Citywide	2005	\$780,000	\$666,543	2008
10-05-0005	Lake County DOT	Hunt Club Rd at Wadsworth Rd	2005	\$680,000	\$620,478	2008
01-05-0005	Chicago Park District	Jackson Park/59th St Bicycle Path	2005	\$578,000	\$578,000	2007

Project Information		First Programmed	Total Available	Unobligated Balance	Expected Completion
13-05-0002 Forest Preserve District of Cook County	Salt Creek Greenway Trail	2005	\$1,694,800	\$571,327	2007
10-02-0007 Lake Zurich	Lake Zurich-US 12/Rand Road at Ela Road	2002	\$528,400	\$485,783	2009
09-05-0002 Aurora	IL 31/Lake St from Indian Trail Rd to Gale St	2005	\$482,688	\$482,688	2008
08-05-0002 DuPage County	DuPage County Transit Service Marketing	2005	\$480,000	\$480,000	2007
13-05-0003 Pace	Rideshare/Carpool Lots at Area Interchanges	2005	\$350,000	\$350,000	2008
01-05-0003 CDOT	Chicago Detour Event Advisory System	2005	\$336,000	\$336,000	2008
07-03-0012 Lan-Oak Park District	Lansing Greenway Connection from Grand Illinois Trail to Thorn Creek Trail	2005	\$323,014	\$323,014	2008
01-97-0087 CDOT	Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave	2005	\$292,000	\$292,000	2009
08-05-0006 Westmont	Naperville Rd Sidewalk from Cumnor to Blackhawk	2005	\$184,800	\$184,800	2007
09-05-0006 Kane County DOT	Orchard Rd and Jericho Rd	2005	\$1,100,000	\$182,847	2007
12-04-0010 Bolingbrook	Boughton Rd from Woodward Ave to Kings Rd and Weber Rd from Lily Cache Ln to Commercial Entrance	2005	\$1,155,600	\$144,716	2007
02-05-0001 IDOT	IL 43/Waukegan Rd from Beckwith Rd to US 14/Caldwell Ave	2005	\$348,000	\$100,953	2008
Totals for 23 Projects Last Programmed in This Year			\$20,523,054	\$15,029,482	

Projects Last Programmed in: 2006

02-02-9001 Skokie	Oakton New Station on Yellow Line	2005	\$9,644,000	\$9,196,000	2009
01-97-0093 CDOT	95th St from Western Ave to US 41/Ewing Ave	2004	\$8,244,000	\$7,913,495	2010
13-05-0001 IDOT	Illinois 511 Traveler Information System, Chicago Area	2005	\$4,200,000	\$3,575,000	2010
01-97-0088 CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	2004	\$3,208,000	\$3,208,000	2007
01-06-0006 CDOT	Congress Parkway ITS Smart Corridor	2006	\$2,950,400	\$2,950,400	2007
03-00-0108 Schaumburg	Schaumburg-Schaumburg and Barrington Roads Intersection Improvements	2001	\$2,084,600	\$1,956,951	2008
13-06-0004 ISTHA	Advanced Truckstop Electrification	2006	\$1,400,000	\$1,375,000	2007
13-06-0001 RTA	Park and Ride Transit for the Northeastern Region	2006	\$1,200,000	\$1,200,000	2007
10-06-0006 North Chicago	Lakeside Ave Extension and Improvements from Foss Park Ave to 18th St	2006	\$1,100,000	\$1,100,000	2007
09-06-0003 Kane County DOT	Randall Rd at US 20/Foothill Rd	2006	\$1,135,200	\$1,087,200	2008
01-06-0002 CDOT	43rd St Bicycle-Pedestrian Bridge	2006	\$1,440,000	\$876,578	2007
08-06-0001 IDOT	IL56/Butterfield Rd from Naperville Rd to IL59	2006	\$790,000	\$790,000	2008
01-06-0005 CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	2006	\$772,000	\$772,000	2007
10-06-0001 Lake County DOT	Everett Rd at Riverwoods Rd	2006	\$936,000	\$681,756	2009
10-05-0006 Lake County DOT	Washington St from Teske Blv to Sheridan Rd	2005	\$3,771,299	\$665,560	2007

Chicago Metropolitan Agency for Planning

Projects with an Unobligated Balance of at Least

Monday, May 12, 2008

\$100,000

Project Information		First Programmed	Total Available	Unobligated Balance	Expected Completion
03-06-0002	Schaumburg Commuter Rail Facility Bikeway Connector - IL 19/Irving Park Rd Bike Path	2006	\$688,700	\$665,030	2008
01-01-0011	CDOT-New Resident/Student Bike Marketing Program	2001	\$860,000	\$620,000	2008
01-06-0003	Chicago Arterial Congestion Advisory System	2006	\$480,000	\$480,000	2008
06-06-0002	Orland Park Commuter & Bicycle Bridge over LaGrange Rd/US45 at IL7/Southwest Hwy	2006	\$464,000	\$464,000	2007
09-06-0004	Kane County DOT Randall Rd from Silver Glen Rd to Red Haw La and Binnie Rd to IL 72	2006	\$1,334,361	\$443,140	2008
07-06-0001	Lansing Safe Routes to Schools-South Suburban Mayors and Manager Association	2006	\$780,000	\$414,886	2008
18-04-0561	CDOT Grayland station parking - Milwaukee North line	2004	\$1,008,000	\$408,000	2008
09-06-0002	Kane County DOT Randall Rd at Bolcum Rd/Ridgewood Dr	2006	\$412,300	\$359,660	2009
01-94-0045	CDOT Bike Parking	1992	\$2,405,727	\$350,459	2008
06-06-0004	IDOT State St from Illinois St to 127th St	2006	\$341,798	\$341,798	2007
09-00-0016	St. Charles Park District Bike/Ped Bridge over Randall Rd at Silver Glen Rd	2006	\$332,934	\$332,934	2008
08-06-0004	Villa Park South Villa Ave Sidewalk from Wildwood Ave to Park Blv	2006	\$305,600	\$305,600	2009
07-06-0002	University Park Cicero Ave Shared Use Path	2006	\$258,800	\$258,800	2007
05-06-0003	Brookfield Pedestrian Bridge over Salt Creek	2006	\$253,200	\$217,218	2008
08-00-0008	IDOT IL53 from North Ave/IL64 to St. Charles Rd	2006	\$209,000	\$209,000	2008
09-06-0001	Geneva Geneva North Central Trail	2006	\$199,000	\$199,000	2007
10-06-0003	Deerfield Deerfield Rd Sidewalk	2006	\$192,632	\$177,147	2007
10-06-0005	Lake County DOT Highland Park Interconnect	2006	\$164,000	\$164,000	2007
01-06-0004	CDOT Walk Chicago-Pedestrian Encouragement Program	2006	\$160,000	\$160,000	2007
03-06-0003	Des Plaines Golf Rd Sidewalk from Des Plaines River Rd to Third Ave	2006	\$158,000	\$158,000	2007
08-06-0002	DuPage County DuPage County Bicycle Rack Program	2006	\$160,000	\$152,132	2007
03-06-0001	Schaumburg Del Lago Bikeway Connector	2006	\$162,600	\$152,040	2007
05-06-0004	Western Springs Western Springs Station Commuter Parking - BNSF	2006	\$450,770	\$148,413	2007
06-06-0003	IDOT IL 171/IL 83/Calumet Sag Rd from IL 83/Robert Kingery Hwy to Bell Rd	2006	\$442,704	\$145,440	2007
07-06-0003	Robbins Bio Refueling Station at the Robbins Energy Center	2006	\$132,774	\$132,774	2007
Totals for 40 Projects Last Programmed in This Year			\$55,232,399	\$44,807,411	

Projects Last Programmed in: 2007

01-94-0092	CDOT BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	1994	\$5,780,000	\$1,096,968	2009
09-06-0065	Aurora New York St from Farnsworth Ave to IL 31/Lake St	2007	\$873,194	\$825,615	2007

Project Information			First Programmed	Total Available	Unobligated Balance	Expected Completion
01-06-0074	CDOE	Chicago Diesel Fleet Retrofit Project	2007	\$472,800	\$472,800	2010
10-06-0064	Mundelein	Lake St from Hawthorne Blv to Longwood Ter	2007	\$461,302	\$420,129	2008
07-06-0058	Forest Preserve District of Cook County	Thorn Creek Bicycle Trail Completion	2007	\$380,480	\$380,480	2009
09-06-0066	Aurora	IL 25/Broadway Ave from North Ave to Illinois Ave	2007	\$316,281	\$316,281	2007
12-06-0001	Homer Glen	Homer Glen Community Bike Trail	2006	\$373,530	\$315,985	2009
12-97-0027	IDOT	Stevenson Exwy from Weber Rd to I-80	2007	\$1,000,000	\$297,617	2007
08-06-0052	Addison	Mill Rd Bridge Sidewalk Project	2007	\$200,800	\$200,800	2010
03-06-0033	Des Plaines	Mount Prospect Rd & Wolf Rd Sidewalks	2007	\$184,000	\$184,000	2008
04-06-0033	Oak Park	Various Sidewalk Projects throughout Oak Park	2007	\$226,030	\$171,230	2008
10-06-0063	Waukegan	Lewis Ave from Yorkhouse Rd to 14th St	2007	\$121,296	\$121,296	2008
Totals for 12 Projects Last Programmed in This Year				\$10,389,713	\$4,803,201	
Grand Totals for 131 Projects				\$206,018,808	\$139,052,623	