CMAQ Schedule Change Request Form

Project Identification

TIP ID	02-06-0034	Sponsor	City of Evanston
Project Location Description		Green Bay Corridor Improvements	

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	N/A
ENG2	N/A
ROW	N/A
CONST	2019

Phase	Programmed FFY
ENG	N/A
IMP	N/A

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	Complete	
ENG2	2015	Dec 2015
ROW	N/A	N/A
CONST	2016	January 22, 2016

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG	Complete	
IMP	N/A	

Reason for Request

Check here if the reason is a scope change ☐ and complete a Scope Change Request form.

The phase II engineering plans are complete and submitted to IDOT on December 7, 2015 for March 2016 letting.

Additional Comments

This project will be constructed in conjunction with an existing STP-funded project set for the March 2016 construction letting. The CMAQ Funding is required along with STP Funding to construct the entire Emerson/Ridge/Green Bay and Green Bay Corridor Improvement Project.

CMAQ Scope Change Request Form

Project Identification

TIP ID	06-09-0004	Sponsor	Bedford Park
Project Location Description		BRC. Clearing Yard Switcher Retrofit	

Revised Project Scope

Belt Railway Company is requesting to increase the number of locomotives purchased with CMAQ funds from 8 to 10. The additional 2 locomotives would increase the amount of CMAQ funded needed by $2,535,000.

Changes to Location/Limits (if applicable)

☐ Map Attached

Name of Street or Facility to be Improved	Marked Route #	
North/West Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information		

Changes to Emissions Benefit Analysis

☐The proposed scope change will not affect the emissions benefits of the project.
☐The proposed scope change will affect the emissions benefits of the project – continue to next page.

Cost/Schedule Changes

☐ The scope change will result in a cost change. A Cost Change Request form was submitted.
☐ The scope change will result in a schedule change. A Schedule Change Request form was submitted.

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	**06-09-0004**	Sponsor	**Bedford Park**
Project Location Description		BRC, Clearing Yard Switcher Retrofit	

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							☐
ENG 2							☐
ROW							☐
CONST							☐
CE							
Total							

Phase	Programmed FFY	Programmed Total Cost ($000's)	Programmed Federal Cost ($000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
IMP	2011	$14,261,002	$9,269,651	65%	CMAQ		
Total		**$18,765,182**	**$12,194,651**	**65%**			

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							
CE							
Total							

Phase	Starting FFY	Current Total Cost ($000's)	Current Federal Cost ($000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
IMP	2011	$18,161,002	$11,804,651	65%	CMAQ		
Total		**$18,161,002**	**$11,804,651**	**65%**	**CMAQ**		

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					
Total					

Phase	Starting FFY	Additional Total Cost ($000's)	Additional Federal CMAQ Funds ($000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP	2011	$3,900,000	$2,535,000	65%	
Total		**$3,900,000**	**$2,535,000**	**65%**	

Reason for Request

Check here if the reason is a scope change ☒ and complete a Scope Change Request form.

The cost change is related to BRC's desire to increase the number of locomotives pruchased with CMAQ funds from 8 to 10. The match ratio would remain 65/35.

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-91-732-10	CMM-9003(693)	
ENG			
IMP			

Additional Comments

All of the programmed funds have been obligated. The 2009 phase has also received a FV so any increase would result in a MPA to the 2011 phase.

THE BELT RAILWAY COMPANY OF CHICAGO

6900 SOUTH CENTRAL AVENUE * BEDFORD PARK, ILLINOIS 60638

Timothy E. Coffey
General Counsel, Secretary
& Director of Human Resources

Phone: 708-496-4112
Fax: 708-496-2608
Email: tcoffey@beltrailway.com

September 9, 2015

Via Email: (RPatronsky@cmap.illinois.gov) and Regular Mail
Mr. Ross Patronsky
Senior Planner
Chicago Metropolitan Agency for Planning
233 S. Wacker Dr. Suite 800
Chicago, IL 60606

Scope Change Request

Re: Acquisition of Low-Emissions Locomotives by The Belt Railway Company of Chicago for use in Northeast Illinois National Ambient Air Quality Standards Non-Attainment Area
Project: CMM-9003(693)
Job No.: C-91-732-10

Dear Mr. Patronsky:

In connection with the project referenced above, herein is The Belt Railway Company of Chicago's (BRC) formal scope change request to increase the number of locomotives it acquires from eight to ten, and increase the amount of federal CMAQ funding from an amount Not To Exceed $9,269,651.00 (as stated in Agreement Amendment No. 2, copy enclosed) to $11,804,651. BRC is also requesting that the CMAQ contribution remain at the previously agreed value of 65% of total purchase price.

As you are aware, BRC has been an active participant in this program since its inception, having been approved for the purchase of eight (8) low-emissions locomotives; and has depended greatly on the funding provided therein. Because of this funding, BRC has been able to significantly upgrade its aging, less environmentally-friendly locomotive fleet in a relatively short timeframe.

In connection with BRC's desire to purchase two (2) additional EMD 710-ECO locomotives, we recently received budgetary pricing of $1,950,000 per unit from Electro-Motive Diesel in LaGrange, IL, the Original Equipment Manufacturer of the 710-ECO prime mover. We have found the 710-ECO design to be the best combination of the newest, environmentally-friendly technology and a proven, long lasting core design. Given BRC's lower track speed (25 mph) train operations and regular locomotive maintenance in the same shop by an experienced and stable workforce, these locomotives can have extraordinarily long lives. The longer the equipment remains in service, the more substantial the environmental payoff for the community.

Finally, I refer you to the August 7, 2015 Letter of Support previously provided to CMAP by Bedford Park Village President David R. Brady endorsing the BRC's direct emissions reduction initiative.

Please contact me if you have any questions or desire any additional information.

Sincerely,

Timothy E. Coffey

Enclosure

cc: Via Email
Jason Johnson - IDOT
Honorable David R. Brady
Patrick O'Brien – BRC
Hugh J. Simon - BRC

CMAQ Cost Change Request Form

Project Identification

TIP ID	**05-09-0002**	Sponsor	**Cicero**
Project Location Description	Cicero Rail Yard Locomotive Diesel Retrofit		

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							☐
ENG 2							☐
ROW							☐
CONST							☐
CE							
Total							

Phase	Programmed FFY	Programmed Total Cost ($000's)	Programmed Federal Cost ($000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							☐
IMP	Deferred	$3.64M	$1.82M	50%	FHWA	Private	☐
Total		**$3.64M**	**$1.82M**	**50%**	**FHWA**	**Private**	

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							
CE							
Total							

Phase	Starting FFY	Current Total Cost ($000's)	Current Federal Cost ($000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP	2016	$4.2 M	$2.6M	43%	FHWA	Private	
Total		**$4.2 M**	**$2.6M**	**43%**	**FHWA**	**Private**	

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					
Total					

Phase	Starting FFY	Additional Total Cost ($000's)	Additional Federal CMAQ Funds ($000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP	Deferred	+ $560,000	+ $780,000	62%	
Total					

Reason for Request

Check here if the reason is a scope change ☐ and complete a Scope Change Request form.

The project was delayed because available locomotives models meeting the ULEL requirements were not performing well and BNSF was not prepared to take on more of that particular model. New ULEL offerings are now available but costs have increased by $560,000 for a new total cost of approximately $4.2M for two locomotives. After further financial analysis it was determined that additional grant funds totaling $780,000 are needed to make the project financially viable.

Original Project Cost: $3.64 M
Original Grant Award: $1.82M
New Project Cost: $4.2 M
Requested Grant Award: $2.6 M
New BNSF Cost: $1.6M

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	C91-885-09	CMM-9003(451)	

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	**04-12-0005**	Sponsor	**Village of Oak Park**
Project Location Description		Bike Parking Facilities (includes Covered Bike Parking along CTA Blue Line and North Blvd from Marion St to Forest Ave Intermodal Station Bike Parking)	

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost ($000's)	Programmed Federal Cost ($000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2013	0	0	0			☒
ENG 2	Deferred (14)	50	40	80	CMAQ	Local	☒
ROW	n/a	n/a	n/a	n/a			☐
CONST	Deferred (15)	260	208	80	CMAQ	Local	☐
CE	Deferred (15)	25	20	80	CMAQ	Local	
Total		**335**	**268**	**80**			

Phase	Programmed FFY	Programmed Total Cost ($000's)	Programmed Federal Cost ($000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							☐
IMP							☐
Total							

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

Phase	Starting FFY	Current Total Cost ($000's)	Current Federal Cost ($000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2013	0	0	0		Local	3/20/2014
ENG 2	2015	16	0	0		Local	10/22/15
ROW	n/a	n/a	n/a	n/a			
CONST	2016	355	284	80	CMAQ	Local	3/17/2016
CE	2016	27	22	80	CMAQ	Local	3/17/2016
Total		**398**	**306**	**80**			

Phase	Starting FFY	Current Total Cost ($000's)	Current Federal Cost ($000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

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	2015	-34	-40	0	TO CONST & CE
ROW	n/a				
CONST	2016	95	76	80	From ENG2
CE	2016	2	1.4	80	From ENG2
Total		**63**	**38**	**80**	

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

Reason for Request

Check here if the reason is a scope change ☐ and complete a Scope Change Request form.

Oak Park completed ENG2 with local funds to avoid further delays following long phase 1 process. Request transfer ENG2 funds to CONST and CE. Cost increase requested due to cost increases of bike parking structures, racks, and required bridge approach pavement work. Project includes 100% locally funded parking lot resurfacing. Engineer's Estimate has total cost $415,392 with $354,860 at the 80/20 share for eligible items and $60,532 for locally funded parking lot. Parking lot costs are not shown in cost change form to avoid confusion.

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-91-154-13	CMM-4003 (139)	
ROW	R-		
CONST	C-91-154-13	CMM-4003 (140)	
ENG			
IMP			

Additional Comments

Oak Park has proposal in hand for CE at $26,778 total. Local letting anticipated 3/17/2016.

CMAQ Scope Change Request Form

Project Identification

TIP ID	16-14-0001	Sponsor	Chicago Transit Authority
Project Location Description		Purchase and Install up to 32 Hybrid Engines on 60' Articulated Buses	

Revised Project Scope

The total scope of this project will provide for the cost differential to purchase up to 27 fully accessible, all-electric propulsion battery-powered buses.

Changes to Location/Limits (if applicable)

☐ Map Attached

Name of Street or Facility to be Improved N/A	Marked Route #	
North/West Reference Point/Cross St/Intersection N/A	Marked Route #	Municipality & County
South/East Reference Point/Cross St/Intersection N/A	Marked Route #	Municipality & County
Other Project Location Information N/A		

Changes to Emissions Benefit Analysis

☐The proposed scope change will not affect the emissions benefits of the project.

☒The proposed scope change will affect the emissions benefits of the project – continue to next page.

Cost/Schedule Changes

☐ The scope change will result in a cost change. A Cost Change Request form was submitted.

☐ The scope change will result in a schedule change. A Schedule Change Request form was submitted.

Additional Comments

Please see attached.

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

BICYCLE AND PEDESTRIAN FACILITIES – N/A
Miles of existing bicycle/pedestrian facilities intersecting the proposed facility: _____ Identify intersecting facilities:
Trip attractors linked directly to the proposed facility. For a pedestrian facility, identify transit service to which direct access is provided.

Changes to Emissions Benefit Analysis – Direct Emissions Reduction

DIRECT EMISSIONS REDUCTION

Complete Multiple copies of this table – One for each group of vehicles (type, engine, technology, etc.).

Vehicle Type: (select one)	☐ School Bus ☒ Transit Bus ☐ Refuse Hauler ☐ Short Haul ☐ Long Haul ☐ Delivery Truck ☐ Emergency Vehicle ☐ On-Highway ☐ City/County Vehicle ☐ Passenger Locomotive ☐ Switch Engine ☐ Other: _____
Vehicle Size: (check one)	☐ Class 2b (8,501 - 10,000 lbs.) ☐ Class 3 (10,001 - 14,000 lbs.) ☐ Class 4 (14,001 - 16,000 lbs.) ☐ Class 5 (16,001 - 19,500 lbs.) ☐ Class 6 (19,501 - 26,000 lbs.) ☐ Class 7 (26,001 - 33,000 lbs.) ☐ Class 8a (33,001 - 60,000 lbs.) ☐ Class 8b (60,001 and over) ☐ School Bus ☒ Transit Bus
Horsepower (check one)	☐ 0 ☐ 1 ☐ 3 ☐ 6 ☐ 11 ☐ 16 ☐ 25 ☐ 40 ☐ 50 ☐ 75 ☐ 175 ☒ 300 ☐ 600 ☐ 750 ☐ 1000 ☐ 1200 ☐ 2000 ☐ 3000
Current Fuel Type: (check one)	☐ LPG ☐ LNG ☐ CNG ☐ Biodiesel 100 ☐ Biodiesel 20 ☐ Biodiesel 10 ☐ Biodiesel 5 ☐ E85 ☐ Diesel, 3,400 ppm sulfur ☒ Diesel, 15 ppm sulfur
Model Year (all vehicles in a group should have the same model year): 2002	
Before project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): 402,084 gallons	
After project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): 0 gallons	
Before project Annual Vehicle Miles/vehicle in group: 55,845 miles Annual Idling Hours/vehicle in group: 2,214 hours	
After project Annual Vehicle Miles/vehicle in group: 55,845 miles Annual Idling Hours/vehicle in group: 0 hours	

Technology to be Applied	# veh	Technology to be Applied	# veh
Diesel Oxidation Catalyst		Recalibration	
Diesel Oxidation Catalyst + Closed Crankcase Ventilation		Exhaust Gas Recirculation + Diesel Particulate Filter	
Diesel Particulate Filter		Selective Catalytic Reduction	
Hybrid Electric Replacement with Diesel Particulate Filter		Emissions Control Devices	
Partial Flow Filter		Other – Electric Bus	27
Compressed Natural Gas (CNG) Replacement		Engine Repower	
Lean NOx Catalyst/Diesel Particulate Filter		Engine Replacement	

Post-Implementation Fuel Type (select one):	☐ LPG ☐ LNG ☐ CNG ☐ Biodiesel 100 ☐ Biodiesel 20 ☐ Biodiesel 10 ☐ Biodiesel 5 ☐ E85 ☐ Diesel, 3,400 ppm sulfur ☐ Diesel, 500 ppm sulfur ☐ Diesel, 15 ppm sulfur (non-road only) ☐ Emulsion ☒ Electricity
Diesel Vehicle Replacement Applicants Expected remaining life of vehicles being replaced (years): 16	
Total Number of Vehicles (all groups combined): 27 vehicles	

Additional Comments

The CTA is proposing a scope and schedule change to support the differential cost of purchasing pure electric buses instead of hybrid buses.

The Chicago Transit Authority is taking action to replace older diesel and hybrid-electric buses with all-electric battery-powered, zero emission buses. The CTA proposes to expand its fleet of two all-electric buses. As part of the plan for future electric bus expansion, CTA needs to expand its fleet now to further perform in service tests of the electric bus technology. This will allow CTA to properly plan the appropriate powertrain mix for our next large procurement of over 1,000 buses in 2020.

In order to further reduce CTA's emission footprint and maintain the current level of service, CTA is requesting a scope clarification to replace up to 27 of the 6400 Series buses with all-electric battery-powered buses. The original FY 2014-2018 grant request provided funding for the cost differential between up to 32 sixty-foot conventional diesel-powered buses and hybrid diesel electric buses.

The acquisition of up to 27 all-electric battery-powered buses will serve in CTA's efforts to continue to evaluate innovative propulsion technologies, as well as to directly decrease emissions and improve local air quality. The buses to be replaced are Nova Low Floor Buses (6400 Series), with an average age of 13 years. These buses are equipped with Cummins ISC 250 engines that were under the certification family 2CEXH0505CAM (see http://tinyurl.com/lawo9ly). Even with the current replacement schedule, CTA will continue to operate 125 of these older higher emission buses.

CTA purchased its first two all-electric buses in 2014. These battery-powered buses provide customers with a cleaner, quieter ride that reduces fuel costs and significantly decreases emissions, which means improved air quality for Chicago area residents. The electric buses offer greater emissions savings over hybrid buses. The electric bus has zero emissions. The electric bus is powered by energy stored in rechargeable batteries instead of an internal combustion engine; the bus is propelled by an electric motor. These buses are performing well and require minimum maintenance.

The deployment of up to 27 all-electric buses would complement our existing fleet of two electric buses. Adding more electric buses would help accelerate the adoption of electric buses across the CTA fleet, which would have a significant direct impact on regional emissions reductions. Since an electric bus would produce zero tailpipe emissions, a fleet of 27 buses would reduce the emissions in Chicago by the following as compared to a hybrid 40-foot bus.

	Per Bus/Year		Per Bus/Lifetime	
Pollutant	Hybrid	Electric	Hybrid	Electric
CO	0.28	0.48	3.41	5.78
CO_2	21.55	165.30	258.54	1983.61
HC	0.04	0.07	0.47	0.80
NO_x	0.58	1.12	6.98	13.50
$PM_{2.5}$	0.03	0.05	0.31	0.58
$PM_{2.5}$ Health Benefit ($/yr)	$ 51,000	$ 97,000	$ 612,000	$ 1,164,000
Fuel Quantity Reduced (Gallons)	1,941	14,892	23,294	178,704
Estimated Fuel Savings	$ 6,134	$ 20,253	$ 73,609	$ 243,037.44
Idle Hours Reduced	-	2,214	-	26,570
Heath Benefit/Bus Cost Ratio	0.255	0.323	3.060	3.880

	Per Fleet/Year		Per Fleet/Lifetime	
Pollutant	Hybrid	Electric	Hybrid	Electric
CO	7.67	13.00	92.02	156.02
CO_2	581.72	4463.13	6980.61	53557.59
HC	1.06	1.79	12.69	21.52
NO_x	15.71	30.37	188.54	364.46
$PM_{2.5}$	0.71	1.30	8.46	15.56
$PM_{2.5}$ Health Benefit ($/yr)	$1,377,000	$ 2,619,000	$ 16,524,000	$ 31,428,000
Fuel Quantity Reduced (Gallons)	52,411.50	402,084	628,938.02	4,825,008
Estimated Fuel Savings	$ 165,620	$ 546,834.24	$ 1,987,444	$ 6,075,936
Idle Hours Reduced	-	59,781.66	-	717,380
Heath Benefit/Bus Cost Ratio	0.255	0.323	3.060	3.880

Based on the emission results, CTA will have a health benefit to cost ratio of 3.880 over the lifetime of the fleet of electric buses verses a cost ratio of 3.060 for a fleet of hybrid buses.

Additionally, CTA will save money in operational costs via maintenance and fuel over a hybrid bus. Per staff estimate, approximately $546,834 per year on fuel costs with a fleet of 27 electric buses could be saved verses $381,281 per year more than a fleet of 32 hybrid buses.

Note:

- CTA currently has two electric buses with depot charging. Current weekday service is averaging 97 miles per day per bus. Staff plans to utilize en-route charging for the 27 electric buses; and staff anticipates even higher utilization than our current electric buses since these buses can theoretically stay in service continuously. In fact, Proterra has demonstrated 700 miles charging within a 24 hour period with en-route charging (http://cleantechnica.com/2014/05/18/proterra-electric-bus-sets-new-record-driving-700-miles-24-hours/).

With the 25 highest mileage current runs identified per the previous CMAP grant, CTA could potentially run ~153 miles/day/electric bus. (~55,845 miles/year). CTA has other funding for the chargers earmarked and is not requesting chargers for this scope clarification.

-For DEQ inputs, staff assumed the following:

- Emission reductions are based on the replacement of a Nova 6400 Series bus. This average mileage of this fleet is 32,938 miles with 792 idle hours/bus/year. The average 6400 series bus uses 8,783.5 gallons/yr.

- The hybrid bus fleet would be a 1 for 1 replacement with a Nova 6400 Series bus (i.e. same annual mileage and idle hours). In order to convert to hybrid fuel economy, staff assumed fuel savings (~8%) based on the difference in the 4300 Series hybrid verses diesel fleet.

- The average en-route electric bus would be utilized for 55,845 miles. With similar mileage, a 6400 Series Nova would use ~14,892 gallons/yr with 2,214 idle hours.

-Depot Charging: Bus charges exclusively at the garage location. The range of the bus is limited by the battery capacity.

-En-Route Charging: The bus battery will charge during revenue service with overhead charging. (i.e. no need to return to garage to re-charge) Typically, charging is done for 5-10 min for every 1 hour of operation.

Costs

The following illustrates the costs to purchase hybrid engines and electric buses. This project does not have a change to the overall awarded budget of $8,112,000.

Cost Differential Diesel to Hybrid

	FY 2014-2018 Funding	Cost Per Bus	Number of Buses	Total Original Request
Original Request	Purchase Up to 32 Hybrid Engines for Articulated Buses	316,000	32	10,112,000
Funded Award	Purchase Up to 32 Hybrid Engines for Articulated Buses	316,000	26	8,112,000

Cost Differential Diesel to Electric

Scope Clarification - No Change in Overall Budget	Cost Per Bus	Number of Buses	Total
Purchase Up to 27 Forty Foot Electric Buses	300,444	27	8,112,000

CMAQ Cost Change Request Form

Project Identification

TIP ID	02-12-0001	Sponsor	**IDOT – D1**
Project Location Description		IL 68/Dundee Rd at Landwehr Rd and Pfingsten Rd	

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost ($000's)	Programmed Federal Cost ($000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1 **ENG 2**	In-House In-House	84 140	0 0	0 0	n/a n/a	State State	☒
ROW	FFY15	**200**	160	80	CMAQ	State	☒
CONST	FFY16	1,400	1,120	80	CMAQ	State	☐
CE							
Total		**1,824**	**1,280**	**70**			

Phase	Programmed FFY	Programmed Total Cost ($000's)	Programmed Federal Cost ($000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							☐
IMP							☐
Total							

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**	In-House In-House	84 140	0 0	0 0	n/a n/a	State State	
ROW	FFY15	**200**	160	80	CMAQ	State	05/31/2015
CONST	FFY16	1,900	1,520	80	CMAQ	State	01/22/2016
CE							
Total		**2,324**	**1,680**	**72**			

Phase	Starting FFY	Current Total Cost ($000's)	Current Federal Cost ($000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

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	FFY16	500	400	80	
CE					
Total		**500**	**400**	**80**	

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

Reason for Request

Check here if the reason is a scope change ☐ and complete a Scope Change Request form.

Cost of project has increased as a result of the availability of Phase II Pre-final updated cost estimate based on detailed quantity calculations and current bid tab pricing. The major portion of the cost increase is due to additional traffic signal and combination lighting pay items.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-90-008-14		
CONST	C-91-501-12		
ENG			
IMP			

Additional Comments

CMAQ Schedule Change Request Form

Project Identification

TIP ID	03-96-0004	Sponsor	**IDOT – D1**
Project Location Description	I-90 from Cumberland Av to Harlem Av (EB Improvement)		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	In-house
ENG2	In-house
ROW	N/A
CONST	FFY19

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	In-house	
ENG2	In-house	
ROW	N/A	
CONST	FFY16	06/17/2016

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

Reason for Request

Check here if the reason is a scope change ☐ and complete a Scope Change Request form.

Target letting date for the I-90 – Cumberland to Harlem Auxiliary Lanes project is 07/29/2016 and would need to be advanced to FFY16 to meet this date.

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	03-96-0004	Sponsor	**IDOT – D1**
Project Location Description		I-90 from Cumberland Av to Harlem Av (EB Improvement)	

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 **ENG 2**	In-house In-house	750 900	0 0	0 0	n/a n/a	State State	☒
ROW	Not Required	0	0	0	0	0	☐
CONST+ CE	FFY19	11,400	9,100	80	CMAQ	State	☐
CE							
Total							

Phase	Programmed FFY	Programmed Total Cost ($000's)	Programmed Federal Cost ($000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							☐
IMP							☐
Total							

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**	In-house In-house	750 1,249	0 0	0 0	n/a n/a	State State	
ROW	Not Required	0	0	0	0	0	
CONST+CE	FFY16	15,300	12,240	80	CMAQ	State	06/17/2016
CE							
Total							

Phase	Starting FFY	Current Total Cost ($000's)	Current Federal Cost ($000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

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	In-House	0	0		
ENG 2	In-House	0	0		
ROW	Not Required	0	0		
CONST	FFY16	3,140	3,140	80	
CE					
Total		**3,140**	**3,140**	**80**	

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

Reason for Request

Check here if the reason is a scope change ☐ and complete a Scope Change Request form.

Cost of project has increased as a result of the availability of Phase II Preliminary Design Estimate. The majority of the cost increase is associated with the need to include additional work not included in the Phase I estimate for the eastbound contract. This work includes: foundation work for Noise Barrier 3 along Higgins Avenue, I-90 inside shoulder reconstruction, milling and resurfacing of Higgins Avenue required by retaining wall and foundation work, access road to new communications shelter, increase to 100 foot temporary light poles during construction, and upgrade roadway lighting to LED luminaries.

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-91-376-14		
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	12-12-0005	Sponsor	**IDOT – D1**
Project Location Description		US 6 Southwest Hwy FROM Gougar Rd (WILL)	

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost ($000's)	Programmed Federal Cost ($000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	In-house	90	0	0	n/a	State	
ENG 2	In-house	150	0	0	n/a	State	
ROW	2015	200	160	80	CMAQ	State	06/30/2013
CONST	2016	1,500	1,200	80	CMAQ	State	
CE							
Total		**1,940**	**1,360**	**70**			

Phase	Programmed FFY	Programmed Total Cost ($000's)	Programmed Federal Cost ($000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							☐
IMP							☐
Total							

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

Phase	Starting FFY	Current Total Cost ($000's)	Current Federal Cost ($000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	In-house	90	0	0	n/a	State	
ENG 2	In-house	150	0	0	n/a	State	
ROW	2015	200	160	80	CMAQ	State	06/30/2013
CONST	FFY16	1,840	1,472	80	CMAQ	State	01/22/2016
CE							
Total		**2,280**	**1,632**	**72**			

Phase	Starting FFY	Current Total Cost ($000's)	Current Federal Cost ($000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

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	FFY16	340	272	80	
CE					
Total		**340**	**272**	**80**	

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

Reason for Request

Check here if the reason is a scope change ☐ and complete a Scope Change Request form.

Cost of project has increased as a result of the availability of Phase II Pre-final updated cost estimate based on detailed quantity calculations and current bid tab pricing. The major portion of cost increase was for traffic signal, culvert, sidewalk and erosion control pay items.

State and Federal Project Information

Select One.

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

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

Additional Comments

CMAQ Scope Change Request Form

Project Identification

TIP ID	**01-01-0011**	Sponsor	**Chicago Department of Transportation**
Project Location Description	**Chicago Bikes Marketing Campaign (FY13 a.k.a. "Individualized Travel Marketing")**		

Revised Project Scope

The number of communities served by the "Go!" marketing program will increase from 5 to 6, increasing households reached by 7,500.

Changes to Location/Limits (if applicable)

☐ Map Attached

Name of Street or Facility to be Improved	Marked Route #	
North/West Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information		

Changes to Emissions Benefit Analysis

☐The proposed scope change will not affect the emissions benefits of the project.
☒The proposed scope change will affect the emissions benefits of the project – continue to next page.

Cost/Schedule Changes

☒ The scope change will result in a cost change. A Cost Change Request form was submitted.
☐ The scope change will result in a schedule change. A Schedule Change Request form was submitted.

Additional Comments

As an "other" project, the remaining pages of this form are not germane. CDOT recommends a 20% increase in emissions prevented vs. the original analysis.

CMAQ Cost Change Request Form

Project Identification

TIP ID	**01-01-0011** **01-06-0004**	Sponsor	**Chicago Department of Transportation**
Project Description		**Chicago Bikes Marketing Campaign (FY13 a.k.a. "Individualized Travel Marketing")** **Walk Chicago**	

Currently Programmed Funding – Before cost change(s)

01-01-0011 Chicago Bikes Marketing Campaign

Phase	Programmed FFY	Programmed Total Cost ($000's)	Programmed Federal Cost ($000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG	02	149	119	80	CMAQ	City	☒
	03	150	120	80	CMAQ	City	☒
IMP	09	219	175	80	CMAQ	City	☒
	13	1483	1186	80	CMAQ	City	☒
	MYB (16)	2500	2000	80	CMAQ	City	☐
Total		**4501**	**3600**	**80**			

Notes: FY09 and FY13 are for Individualized Travel Marketing, while FY 16 is for a Travel Aggregator Application.

01-06-0004 Walk Chicago

Phase	Programmed FFY	Programmed Total Cost ($000's)	Programmed Federal Cost ($000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							☐
IMP	MYB (16)	200	160	80	CMAQ	City	☐
Total		**200**	**160**	**80**	**CMAQ**	**City**	

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

01-01-0011 Chicago Bikes Marketing Campaign

Phase	Starting FFY	Current Total Cost ($000's)	Current Federal Cost ($000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG	02 03	149 150	119 120	80 80	CMAQ CMAQ	City City	6/1/2002 7/1/2003
IMP	09 13 MYB (16) MYB (16)	217 1682 1875 625	175 1346 1500 500	80 80 80 80	CMAQ CMAQ CMAQ CMAQ	City City City City	4/7/2009 9/1/2012
Total		**4698**	**3760**				

01-06-0004 Walk Chicago

Phase	Starting FFY	Current Total Cost ($000's)	Current Federal Cost ($000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP	NA	0	0	NA	NA	NA	NA
Total							

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)
IMP 01-01-0011	13	200	160	80	IMP 01-06-0004
IMP 01-06-0004	MYB	-200	-160	80	IMP 01-01-0011
Total		**0**	**0***	**80**	

***Although the net increase is $0, this request includes reinstating $160 thousand in funds, which are currently deferred, into FFY 2016.**

Reason for Request

Check here if the reason is a scope change ☒ and complete a Scope Change Request form.

Due to capacity and contracting challenges, CDOT has not able to launch a standalone Walk Chicago! Program. Since the project was first awarded in 2006, Chicago's active transportation culture and environment have changed significantly. Policy changes have included a pedestrian-first modal hierarchy in CDOT's design practices and "Must-stop for pedestrians" signs and legislation. In support of these actions, a non-CMAQ eligible safety oriented program was prioritized.

Marketing of walking was instead integrated into CDOT's Go! program (Awarded CMAQ funding and included in the TIP as "Chicago Bikes Marketing Campaign"). This program uses national best practices to reduce trips by automobile and increase walking as well as biking and transit. Since its launch in 2013 four neighborhoods (Bronzeville, Pilsen, Albany Park, Edgewater) have all seen success with customized outreach and events. The fifth community (TBD) is slated for 2016.

Because the Go! program is effectively serving the general intent of the original grant, CDOT requests restoring $160,000 in CMAQ funds from Walk Chicago! and transferring them into the Go! program.

This will allow CDOT to target a sixth community of 7,500 households in 2016-7 and do to so quickly as a cost amendment to an existing contract.

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 01-01-0011 01-06-0004	P-88-020-10 **P-88-013-11**	CMM-6000 (323) CMM-6000 (340)	

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	**01-96-0008** **01-12-0008** **01-02-0030**	Sponsor	**Chicago Department of Transportation**
Project Location Description	Clark/Division Station – Red Line (funds from) Washington/Wabash Consolidated Station – Loop Elevated (funds to) State/Lake Station – Loop Elevated (funds to)		

Clark/Division 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 (Grant suffix)	Match Fund Source	Phase Accomplished*
ENG1	2006	720	600	80%	CMAQ (X385)	STATE	☒
ENG 2	2008 2008	200 1000	160 800	80% 80%	CMAQ (X291) CMAQ (X010-0)	CITY CITY	☒
IMP	2008 ##	1000	800	80%	CMAQ (X291)	STATE	☒
CONST	2010 ### 2010 (pt) 2010 (pt) 2013 2013 2014	600 12,050 7,000 11,360 20,000 8,240	480 9,640 7,000 11,360 20,000 8,240	80% 80% 100% 100% 100% 100%	CMAQ (X291-01) CMAQ (X010-01) CMAQ (X010-02) CMAQ (X010-02) CMAQ (X010-02) CMAQ (X010-02)	CITY NA** NA** NA** NA** NA**	☒
CE	2014	Incl above	Incl above				
Total		**62,170 ##**	**59,080 ##**	**95 %**			

Clark/Division 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 (Grant suffix)	Local Match Fund Source	federal authorization date**
ENG1	2006	720	600	80%	CMAQ (X385)	STATE	
ENG 2	2008 # 2008	200 1000	160 800	80% 80%	CMAQ (X291) CMAQ (X010-0)	CITY CITY	
IMP	2008 #	1000	800	80%	CMAQ (X291)	CITY	
CONST	2010 # 2010 (pt) 2010 (pt) 2013 2013 2014	600 12,050 7,000 11,360 20,000 1,240	480 9,640 7,000 11,360 20,000 1,240	80% 80% 100% 100% 100% 100%	CMAQ (X291-01) CMAQ (X010-01) CMAQ (X010-02) CMAQ (X010-02) CMAQ (X010-02) CMAQ (X010-02)	CITY NA** NA** NA** NA** NA**	
CE	2014	Incl above	Incl above				
Total		**55,170**	**52,080**	**95%**			

** Energy Act Exemption

Assigned to match CMAQ program report. TEAM shows as 1200/960 in ENG2, 600/480 as ROW, and 0/0 as CONST

TIP Shows 88,600 lump sum under FY12 as IMP; this matches total of FTA Grant IL-95-X010 CONST lines prior to 40,000 deduction for previous 40,000 transfer to Washington/Wabash

Washington/Wabash 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	2003*	1,000		0%		CITY	☒
ENG 2	2012**	4,500	3,600	80%	CMAQ	CITY	☒
ROW							☐
CONST	2010/12*** 2012** 2014	4,085 40,000 39,273	4,085 40,000 39,273	100% 100% 100%	CMAQ CMAQ CMAQ	TDC TDC TDC	☒
CE	2014	Incl above	Incl above			CITY	
Total		**88,188**	**86,958**	**98%**	**CMAQ**	**CITY**	

Washington/Wabash 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	2003*	1,000		0%		CITY	
ENG 2	2012**	4,500	3,600	80%	CMAQ	CITY	
ROW							
CONST	2010/12*** 2012** 2014 2014	3,415 40,000 39,273 5,500	3,415 40,000 39,273 5,500	100% 100% 100% 100%	CMAQ CMAQ CMAQ CMAQ	TDC TDC TDC N/A (Energy Act exemption)	
CE	2014	Incl above	Incl above			CITY	
Total		**93,688**	**91,788**	**98%**	**CMAQ**	**CITY**	

* Local funds not in TIP

** TIP does not match CMAQ/TEAM: Shows ENG 2 as $5,000 w/$4,000, federal, but CONST as 39600 for both

*** Transfer from Morgan listed as 2010 in TIP, but combined with 2012 funds in CMAQ Program, this proposal cancels that request

State/Lake 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	2002	600	480	80	CMAQ	TIF	☒
ENG 2	2015 2016	2,500 2,500	2,000 2,000	80 80	CMAQ CMAQ	TBD TBD	☐
ROW							☐
CONST	MYB* 2018*	25,400 66,600	TBD TBD	0 0	MYB TBD	TBD TBD	☐
CE							
Total		**97,600**	**4,480**	**5%**			

State Lake 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	2002	600	480	80%	CMAQ	TIF	
ENG 2	2016**	5,500	5,500	100%	CMAQ	TDCs***	
ROW							
CONST	MYB (2018?)* 2018*	25,400 66,600	TBD TBD	0 0	TBD TBD	TBD TBD	
CE							
Total		**98,100**	**5,980**	**6%**			

* TIP shows $25.4M of MYB as placeholder, but estimated need per FY16 CMAQ app is $92M.
** assumes end of FY15 rollover to FY16.
*** TIF used in ENG1 now expired, IDOT-DPIT staff indicate availability of Transit TDCs.

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 (State/Lake)	2016	+500	+1500	100%	From Clark/Div CONST
ROW					
CONST (Wash/Wab)	2014	+5,500	+5,500	100%	From C/D Const
		-670	-670	100%	9/3/15 move cxl
(Morgan)	2010	670	670	100%	9/3/15 move cxl
(Clark/Division)	2010	-7,000	-7,000	100%	To W/W & S/L
CE					
Total		**-1000**	**0**		

Reason for Request

Check here if the reason is a scope change ☐ and complete a Scope Change Request form.

Clark/Division station continues to show cost recovery benefits from the change in traffic controls. Now that the project is substantially complete and in punch list we know that at least $7,000,000 of the original grant funds will not be necessary at this location and CDOT wishes to transfer them to two of its other Central Area rapid transit projects that do require more funds.

This FTA Grant was awarded during the period when the Energy Act permitted 100% federal share on certain projects. To preserve this status, these moves would be executed as a budget revision to the existing grant IL-95-X027 by adding geographic scope to the existing ALIs.

Washington/Wabash bid costs exceeded engineers estimates by $7.5 million ($74,850,000 vs $67,332,394.96). While the bid was able to be awarded it left insufficient budget for force account and contingencies for change orders.

NOTE: On the 9/3/2015, the CMAQ PSC approved a requested transfer of $670,000 from funds from the Morgan station project for the same purpose. However, following the meeting, it was determined that invoice processing left the available funds in the local TIF overmatch line instead of the FTA grant line. Therefore, CDOT withdraws the 9/3/2015 request and substitutes this one.

State/Lake is expected to require some design revisions from the Phase I concept in regards to elevator locations, and thus a 10% increase in engineering budget is needed. Also, CDOT wishes to convert the match for the previously awarded CMAQ funds from local match to Transit Transportation Development Credits, with this transfer recovering the shortfall.

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-		IL-95-X045 (provisional) = State/Lake
ROW	R-		
CONST	C-		IL-95-X010 = Clark/Division IL-95-X027 = Wash./Wabash

Additional Comments

CDOT attempted to obligate the existing FY15 funds for State/Lake (01-02-0030) with a grant application IL-95-X045 in FTA's TEAM software. It was provisionally approved by FTA staff, pending execution of the FHWA-FTA transfer. However, because the transfer was not executed prior the end of FY15 (and thus grant making via TEAM), a new application to use all $4M of originally awarded funds will be prepared in the replacement TrAMS system when it opens, and thus, may have a different grant number.