



Chicago Metropolitan Agency for Planning

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Suite 800
Chicago, Illinois 60606

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CMAQ Project Selection Committee Annotated Agenda

Thursday, July 16, 2020—11:00 a.m.

Please join this meeting from your computer, tablet or smartphone.

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Access Code: 493-624-765

- 1.0 Call to Order** **11:00a.m.**

- 2.0 Agenda Changes and Announcements**

- 3.0 Approval of Minutes—April 30, 2020**
ACTION REQUESTED: Approval

- 4.0 Program Monitoring**
 - 4.1 Project Programming Status Sheets
Recurring reports on the programming status of active and deferred CMAQ and TAP-L projects
 - 4.2 Programming Summary and Obligation Goal
Update on CMAQ obligations for federal fiscal year (FFY) 2020
ACTION REQUESTED: Information

- 5.0 Project Changes**
 - 5.1 **IDOT D1 — Jefferson Street US 52 & I-55 Southbound Ramps (12-18-0004)**
Cost increase of \$136,000 CMAQ for Phase-II Engineering in FFY 2020
 - 5.2 **North Chicago – Access to Transit Through RTA (10-19-0039)**
Schedule change of Phase-II Engineering from FFY 2020 to 2021 and Construction/Construction Engineering from FFY 2021 to 2022, cost increase of \$36,722 CMAQ for Phase-II Engineering in FFY 2021
 - 5.3 **Mundelein — Metra Station at McKinley Avenue (10-16-0006)**
Schedule change of Phase-II Engineering from FFY 2019 to FFY 2020, transfer of \$114,000 CMAQ from Construction to Phase-II Engineering, and scope change
 - 5.4 **Lake County DOT — Butterfield Rd from Allanson Rd to IL 137 Buckley Rd/Peterson Rd (10-16-0002)**

- Schedule change of Construction/Construction Engineering from FFY 2021 to FFY 2020
- 5.5 **Lake County DOT – Deerfield Road from IL 21 US 45 Milwaukee Ave to Saunders Road (10-03-0005) – Milwaukee to Saunders Signal Interconnect**
Schedule change of Construction/Construction Engineering from FFY 2022 to FFY 2023
- 5.6 **Lake County DOT – Deerfield Road from IL 21 US 45 Milwaukee Ave to Saunders Road (10-03-0005) – New Bicycle Facility**
Transfer of \$1,645,200 TAP from Right of Way in FFY 2021 to Construction in FFY 2023, schedule change of Construction/Construction Engineering from FFY 2022 to FFY 2023
- 5.7 **Lake County DOT – Deerfield Road from IL 21 US 45 Milwaukee Ave to Saunders Road (10-03-0005) – Saunders Rd Intersection Improvement**
Transfer of \$65,200 CMAQ from Right of Way in FFY 2021 to Construction in FFY 2023
- 5.8 **Lake County DOT – Deerfield Road from IL 21 US 45 Milwaukee Ave to Saunders Road (10-03-0005) – Milwaukee Ave Intersection Improvement**
Transfer of \$956,500 CMAQ from Right of Way in FFY 2021 to Construction in FFY 2023
- 5.9 **Aurora – Edgelawn Drive Bikeway Improvements (09-16-0002)**
Schedule change to move Phase-II Engineering from FFY 2019 to FFY 2020 and Construction/Construction Engineering from FFY 2020 to FFY 2021
- 5.10 **Elgin – Central Business District (09-12-0009)**
Transfer of \$12,000 CMAQ from Phase-II Engineering in FFY 2019 to Construction/Construction Engineering FFY 2020
- 5.11 **IDOT D1 – IL 53 from Hobson Rd to 83rd St (08-19-0038)**
Transfer of \$21,600 CMAQ from Phase-II Engineering in FFY 2021 to Construction in FFY 2021, schedule change to move Construction from FFY 2022 to FFY 2021
- 5.12 **Forest Preserve District of DuPage – West Branch DuPage River Trail Connection (08-16-0019)**
Transfer of \$80,000 TAP from Right of Way to Phase-II Engineering in FFY 2020, cost increase of \$49,000 TAP for Phase-II Engineering in FFY 2020
- 5.13 **Bensenville – IL Route 83 – Multi Use Path (08-16-0001)**
Cost increase of \$512,000 CMAQ for Construction/Construction Engineering in FFY 2020
- 5.14 **Elmhurst – IL 56 Butterfield Road at York Street Intersection Improvements (08-12-0003)**
Transfer of \$30,349 CMAQ from Construction to Phase-I Engineering in 2020, scope change
- 5.15 **IDOT D1 – Wolf Rd from Brook Hill Rd to 187th St (06-19-0010)**
Transfer of \$24,000 CMAQ from Phase-II Engineering to Construction in FFY 2021, as well as a schedule change to move Construction from FFY 2022 to FFY 2021
- 5.16 **IDOT D1 – Chicago Ave from 5th Ave to 9th Ave and Lake St from 9th Ave to 19th Ave (04-19-0008)**
Transfer of \$23,200 CMAQ from Phase-II Engineering to Construction in FFY 2021, as well as a schedule change to move Construction from FFY 2022 to FFY 2021

5.17 Chicago Ridge — Ridgeland Avenue – Access to Transit (06-16-0010)

Cost increase of \$402,866 CMAQ for Construction/Construction Engineering in FFY 2020

5.18 Schaumburg — Algonquin Rd from Plum Grove Rd to IL Route 53 (03-03-0102)

Cost increases of \$280,000 CMAQ for Right of Way in FFY 2018 and \$3,345,553 CMAQ for Construction/Construction Engineering in FFY 2020

ACTION REQUESTED: Approval

6.0 FFY 2022-2024 Program Development

Staff will lead a discussion on potential changes for the next Call for Projects that is slated for January 2021.

ACTION REQUESTED: Discussion

7.0 Other Business

8.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

9.0 Next Meeting

The committee's next meeting is Thursday, September 3, 2020 at 11:00 a.m.

10.0 Adjournment

CMAQ Project Selection Committee Members:

____ Douglas Ferguson, Chair

____ Darwin Burkhart

____ Mark Pitstick

____ Jeffery Schielke

____ Chris Schmidt

____ Chris Snyder

____ Jeffrey Sriver



CMAQ Project Selection Committee

DRAFT Minutes – April 30, 2020

- Committee Members:** Doug Ferguson, Chair (CMAQ), Darwin Burkhardt (IEPA), Chris Schmidt (IDOT), John Donovan (FHWA), Mark Pitstick (RTA), Tom Rickert (Counties), Jeffrey Sriver (CDOT)
- Staff Present:** Teri Dixon, Kama Dobbs, Jesse Elam, James Gross, Russell Pietrowiak, Tina Smith, Simone Weil
- Others Present:** Elaine Bottomley, Brian Carlson, Emily Daucher, Michael Fricano, Tyler Grau, Kendra Johnson, Andrew Letson, Matt Pasquini, Ryan Peterson, Tom Powers, Keith Privett, Brian Stepp, Joseph Surdam, David Tomzik

1.0 Call to Order

Mr. Ferguson called the meeting to order at 11:01 a.m.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes—January 30, 2020

On a motion by Mr. Schmidt, seconded by Mr. Pitstick, the minutes of the January 30, 2020 meeting were approved.

4.0 Program Monitoring

4.1 Project Programming Status Sheets

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

4.2 Programming Summary and Obligation Goal

Mr. Ferguson presented the CMAQ programming summary and obligation goal for 2020. The region's cumulative CMAQ obligations stand at approximately \$6 million in the current year. Mr. Ferguson noted that this number is up from negative \$10 million at the previous meeting, which was due to obligations that were reduced in FMIS by the FHWA.

In response to a question by Mr. Pitstick, Mr. Ferguson stated that the obligation goal for FFY 2020 had been set to the same amount as the programming mark for the

year. Recognizing that last year the region exceeded our goal and that regional unobligated balance was taken down to zero, the region did not obligate funds from future years and total amount of the FFY 2020 mark was available.

5.0 Project Changes

Mr. Gross presented the 5 cost increase requests and 1 schedule change request which can be found in the project change request memo.

On a motion made by Mr. Rickert, and seconded by Mr. Schmidt, the requested project changes were approved.

6.0 Other Business

Mr. Schmidt noted that he will now be handling the FTA transfers at IDOT due to a staffing change. Mr. Carlson noted that he, along with Mr. Earl Dunn will be representing IDOT D1 in an interim capacity due to the departure of Mr. Mike Sullivan.

7.0 Public Comment

There were no comments from the public.

8.0 Next Meeting

The next meeting is scheduled for April 30, 2020 at 11:00 a.m.

9.0 Adjournment

On a motion made by Mr. Burkhart, and seconded by Mr. Rickert, the meeting was adjourned at 11:13 a.m.



Chicago Metropolitan Agency for Planning

FFY 2020-2024 CMAQ Program Summary

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Unobligated Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Access to Transit	05-11-0010	Central	Berwyn	Depot District Streetscape Project					2021	\$ 523,200	\$ 523,200	\$ 523,200
Access to Transit	05-18-0002	Central	Brookfield	Brookfield Metra Station Bicycle Parking					2020	\$ 201,320	\$ 201,320	\$ 201,320
Other	05-16-0002	Central	Riverside	Central Business District Bike Parking					2020	\$ 36,800	\$ 36,800	\$ 36,800
Access to Transit	05-19-0001	Central	IDOT D1	55th St Transit Access Improvements	2021	\$ 20,000	2021	\$ 40,000	2022	\$ 118,800	\$ 178,800	\$ 178,800
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase VI	2020	\$ 1,200,000					\$ 1,200,000	\$ 1,200,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase VII	2020	\$ 2,400,000					\$ 2,400,000	\$ 2,400,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase VIII	2020	\$ 800,000					\$ 800,000	\$ 800,000
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station					2022	\$ 59,930,000	\$ 59,930,000	\$ 59,930,000
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station					2024	\$ 59,430,000	\$ 59,430,000	\$ 59,430,000
Signal Interconnect	01-03-0002	City of Chicago	CDOT	Stony Island Ave from Midway Plaisance to US 12/US 20/95th St					2020	\$ 4,032,000	\$ 4,032,000	\$ 4,032,000
Signal Interconnect	01-03-0004	City of Chicago	CDOT	Roosevelt Rd from Western Ave to US 41/Lake Shore Dr					2020	\$ 3,929,600	\$ 3,929,600	\$ 3,929,600
Direct Emissions Reduction	01-18-0005	City of Chicago	CDOT	Drive Electric Chicago - EV Fleet Program					2021	\$ 15,507,000	\$ 15,507,000	\$ 15,507,000
Demonstration	01-18-0006	City of Chicago	CDOT	Chicago Advisory Systems: Truck Route, Arterial Congestion, and Detour Event	2020	\$ 1,072,000					\$ 1,072,000	\$ 1,072,000
Access to Transit	01-19-0023	City of Chicago	CDOT	Chicago Pedway Reconstruction + System Wayfinding Replacement	2021	\$ 1,400,000			2024	\$ 12,100,000	\$ 13,500,000	\$ 13,500,000
Transit Facility Improvement	16-10-9001	City of Chicago	CTA	Red and Purple Line Modernization					2020	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000
Transit Service	16-13-0005	City of Chicago	CTA	Ashland Av Transit Signal Priority and Signal Modernization Irving Park Rd to Cermak Rd					2020	\$ 8,891,000	\$ 8,891,000	\$ 8,891,000
Transit Vehicles	16-14-0001	City of Chicago	CTA	Purchase Electric Buses					2021	\$ 15,595,230	\$ 15,595,230	\$ 15,595,230
Transit Vehicles	16-14-0001	City of Chicago	CTA	Purchase Electric Buses					2023	\$ 23,493,631	\$ 23,493,631	\$ 23,493,631
Other Transit	16-19-0036	City of Chicago	CTA	Bus Slow Zones Elimination Program	2021	\$ 1,675,000			2023	\$ 15,200,000	\$ 16,875,000	\$ 16,875,000
Bottleneck Elimination	01-06-0058	City of Chicago	IDOT OIPI	71st St and CSX Grade Separation (GS19)	2020	\$ 900,000					\$ 900,000	\$ 900,000
Bicycle & Pedestrian	08-16-0001	DuPage	Bensenville	IL 83 from Bryn Mawr Av to Foster Av					2020	\$ 736,000	\$ 736,000	\$ 300,000
Access to Transit	08-16-0002	DuPage	Clarendon Hills	Burlington Av Metra Station Bicycle Parking Shelter					2020	\$ 45,000	\$ 45,000	\$ 45,000
Transit Facility Improvement	08-18-0005	DuPage	Elmhurst	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements					2022	\$ 14,005,484	\$ 14,005,484	\$ 14,005,484
Transit Facility Improvement	08-19-0018	DuPage	Glen Ellyn	Glen Ellyn Metra Station and Multimodal Access Improvements					2024	\$ 14,408,806	\$ 14,408,806	\$ 14,408,806
Bicycle & Pedestrian	08-17-0002	DuPage	Oak Brook	Salt Creek Trail Underpass					2020	\$ 2,331,900	\$ 2,331,900	\$ 2,331,900
Bicycle & Pedestrian	08-19-0020	DuPage	Oak Brook	Harger Rd Multi-Use Path					2020	\$ 1,556,986	\$ 1,556,986	\$ 1,556,986
Signal Interconnect	08-19-0022	DuPage	DuPage County DOT	Central Signal System Expansion 3					2021	\$ 6,600,560	\$ 6,600,560	\$ 6,600,560
Signal Interconnect	08-19-0025	DuPage	DuPage County DOT	Central Signal System Expansion 4					2021	\$ 6,035,152	\$ 6,035,152	\$ 6,035,152

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds							
					ENG		ROW		CON/IMP		Project Total	Unobligated Balance
					FFY	Amount	FFY	Amount	FFY	Amount		
Signal Interconnect	08-19-0034	DuPage	IDOT D1	York Rd from US 20 to I-290					2021	\$ 92,000	\$ 92,000	\$ 92,000
Signal Interconnect	08-19-0035	DuPage	IDOT D1	IL 53 from Park Blvd to I-88					2021	\$ 73,600	\$ 73,600	\$ 73,600
Signal Interconnect	08-19-0036	DuPage	IDOT D1	IL 53 from St Charles Rd to Madison St					2021	\$ 212,800	\$ 212,800	\$ 212,800
Signal Interconnect	08-19-0037	DuPage	IDOT D1	IL 53 from Fullerton Ave to IL 64					2021	\$ 123,200	\$ 123,200	\$ 123,200
Signal Interconnect	08-19-0038	DuPage	IDOT D1	IL 53 from Hobson Rd to 83rd St	2021	\$ 21,600			2022	\$ 268,800	\$ 290,400	\$ 290,400
Signal Interconnect	08-19-0039	DuPage	IDOT D1	IL 53 from 22nd St to Sheehan Ave					2021	\$ 96,000	\$ 96,000	\$ 96,000
Bicycle & Pedestrian	09-16-0002	Kane Kendall	Aurora	Edgelawn Dr Bikeway Project	2020	\$ 46,200			2020	\$ 507,850	\$ 554,050	\$ 554,050
Intersection Improvement	09-19-0007	Kane Kendall	Aurora	Montgomery Rd at Hill Ave	2021	\$ 371,196	2022	\$ 714,000	2023	\$ 3,906,393	\$ 4,991,589	\$ 4,991,589
Access to Transit	09-16-0004	Kane Kendall	Aurora	Aurora Transportation Center Enhancements					2020	\$ 2,672,000	\$ 2,672,000	\$ 2,672,000
Access to Transit	09-19-0039	Kane Kendall	Aurora	Aurora Transportation Center Access Improvements	2020	\$ 132,705			2021	\$ 663,523	\$ 796,228	\$ 796,228
Intersection Improvement	09-10-0024	Kane Kendall	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd			2020	\$2,400,000	2021	\$ 4,272,000	\$ 6,672,000	\$ 6,672,000
Intersection Improvement	09-19-0020	Kane Kendall	Kane County DOT	Orchard Rd at US 30					2021	\$ 1,710,826	\$ 1,710,826	\$ 1,710,826
Signal Interconnect	09-19-0023	Kane Kendall	IDOT D1	IL 25 from St Charles St to Liberty St					2021	\$ 76,800	\$ 76,800	\$ 76,800
Access to Transit	10-16-0013	Lake	Lake Villa	Lake Villa TOD Sidewalk and Multi-use Path Connections to Metra					2020	\$ 384,000	\$ 384,000	\$ 384,000
Access to Transit	10-16-0006	Lake	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station	2020	\$ 201,000			2020	\$ 3,954,545	\$ 4,155,545	\$ 4,155,545
Access to Transit	10-19-0039	Lake	North Chicago	North Chicago Pace Bus Route Access Improvements	2020	\$ 63,176			2021	\$ 350,979	\$ 414,155	\$ 414,155
Access to Transit	10-18-0003	Lake	Waukegan	Waukegan Metra Station and Pace Route Access Improvements	2021	\$ 40,000			2022	\$ 168,704	\$ 208,704	\$ 208,704
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Milwaukee Ave			2021	\$ 956,560	2023	\$ 3,705,333	\$ 4,661,893	\$ 4,661,893
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Portwine Rd					2023	\$ 1,062,796	\$ 1,062,796	\$ 1,062,796
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Saunders Rd			2021	\$ 65,200	2023	\$ 144,643	\$ 209,843	\$ 209,843
Signal Interconnect	10-03-0005	Lake	Lake County DOT	Deerfield Rd from Milwaukee Ave to Saunders Rd					2022	\$ 2,369,762	\$ 2,369,762	\$ 2,369,762
Signal Interconnect	10-16-0002	Lake	Lake County DOT	Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd					2021	\$ 2,094,400	\$ 2,094,400	\$ 2,094,400
Signal Interconnect	10-16-0005	Lake	Lake County DOT	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd					2020	\$ 1,508,000	\$ 1,508,000	\$ 1,508,000
Intersection Improvement	10-18-0002	Lake	Lake County DOT	Wadsworth Road at Lewis Avenue Intersection Improvement					2022	\$ 2,786,960	\$ 2,786,960	\$ 2,786,960
Signal Interconnect	10-19-0029	Lake	IDOT D1	IL 176 from Midlothian Rd to 4th St	2020	\$ 38,400			2021	\$ 472,800	\$ 511,200	\$ 511,200
Signal Interconnect	11-19-0014	McHenry	IDOT D1	IL 176 from IL 31 to Smith Rd					2020	\$ 91,200	\$ 91,200	\$ 91,200
Access to Transit	04-16-0003	North Central	Bellwood	St. Charles Road Access to Transit	2020	\$ 40,000			2021	\$ 560,000	\$ 600,000	\$ 600,000
Bicycle & Pedestrian	04-19-0005	North Central	Franklin Park	Franklin Ave Shared Use Path					2022	\$ 784,000	\$ 784,000	\$ 784,000
Access to Transit	04-18-0002	North Central	Melrose Park	Melrose Park Metra Station and Pace Route Access Improvements	2020	\$ 39,040			2021	\$ 332,800	\$ 371,840	\$ 371,840
Access to Transit	04-18-0001	North Central	Northlake	Northlake Pace Route Access Improvements	2021	\$ 30,656			2022	\$ 153,280	\$ 183,936	\$ 183,936

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds							
					ENG		ROW		CON/IMP		Project Total	Unobligated Balance
					FFY	Amount	FFY	Amount	FFY	Amount		
Bicycle & Pedestrian	06-19-0007	North Central	Rosemont	Des Plaines River Trail - Rosemont Bike/Ped Bridge					2020	\$ 1,180,224	\$ 1,180,224	\$ 1,180,224
Bottleneck Elimination	03-96-0021	North Central	Cook County DOTD	I-294 to and from Franklin Avenue/Green Street					2022	\$ 19,838,971	\$ 19,838,971	\$ 19,838,971
Intersection Improvement	03-96-0021	North Central	Cook County DOTD	I-294 at IL 64/North Av - Stage 2					2020	\$ 7,953,103	\$ 7,953,103	\$ 7,953,103
Signal Interconnect	04-19-0007	North Central	IDOT D1	IL 171 from Belmont Ave to Fullerton Ave	2020	\$ 21,600			2021	\$ 260,800	\$ 282,400	\$ 282,400
Signal Interconnect	04-19-0008	North Central	IDOT D1	Chicago Ave from 5th Ave to 9th Ave and Lake St from 9th Ave to 19th Ave	2021	\$ 23,200			2022	\$ 286,400	\$ 309,600	\$ 309,600
Intersection Improvement	02-97-0006	North Shore	Cook County DOTD	Old Orchard Rd from Edens Expressway to Skokie Blvd					2022	\$ 5,636,000	\$ 5,636,000	\$ 5,636,000
Intersection Improvement	12-19-0015	North Shore	Glenview	E Lake Ave at Waukegan Rd	2021	\$ 184,000	2021	\$ 240,000	2022	\$ 2,024,000	\$ 2,448,000	\$ 2,448,000
Intersection Improvement	02-19-0008	North Shore	Lincolnwood	Touhy Ave at Cicero Ave	2020	\$ 168,000	2020	\$ 328,000	2021	\$ 1,776,000	\$ 2,272,000	\$ 2,272,000
Access to Transit	02-16-0013	North Shore	Skokie	Skokie Bicycle Parking at Dempster and Oakton					2020	\$ 231,000	\$ 231,000	\$ 231,000
Bicycle & Pedestrian	03-19-0017	North Shore	Skokie	Oakton St Multi-Use Path					2021	\$ 1,760,000	\$ 1,760,000	\$ 1,760,000
Intersection Improvement	02-14-0004	North Shore	IDOT D1	Willow Rd at Pfingsten Rd					2020	\$ 1,156,400	\$ 1,156,400	\$ 1,156,400
Intersection Improvement	02-16-0006	North Shore	IDOT D1	Golf Rd at Harms Rd					2020	\$ 1,023,000	\$ 1,023,000	\$ 1,023,000
Intersection Improvement	03-19-0011	Northwest	Mount Prospect	Rand-Central-Mount Prospect Intersections	2021	\$ 421,840	2021	\$ 314,960	2022	\$ 4,640,240	\$ 5,377,040	\$ 5,377,040
Access to Transit	03-19-0040	Northwest	Niles	Niles Pace Bus Stop Access Improvements	2020	\$ 106,096			2021	\$ 530,481	\$ 636,577	\$ 636,577
Bicycle & Pedestrian	12-19-0022	Northwest	Rolling Meadows	Quentin Rd Bike Path	2021	\$ 56,000	2021	\$ 40,000	2022	\$ 762,400	\$ 858,400	\$ 858,400
Intersection Improvement	03-03-0102	Northwest	Schaumburg	IL 62/Algonquin Rd at Meacham Rd					2020	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000
Bicycle & Pedestrian	03-19-0022	Northwest	Schaumburg	Golf Rd and Meacham Rd Multiuse Path	2021	\$ 132,000	2021	\$ 80,000	2022	\$ 1,120,000	\$ 1,332,000	\$ 1,332,000
Access to Transit	03-18-0001	Northwest	Streamwood	US 20 Pedestrian Access to Hanover Park Metra Station					2020	\$ 348,000	\$ 348,000	\$ 348,000
Bicycle & Pedestrian	15-19-0008	Northwest	Cook County DOTD	Des Plaines River Trail at UPRR					2021	\$ 3,104,000	\$ 3,104,000	\$ 3,104,000
Intersection Improvement	03-18-0007	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Wise Rd			2020	\$ 240,000	2021	\$ 1,106,000	\$ 1,346,000	\$ 1,346,000
Intersection Improvement	03-18-0008	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Barrington Rd			2020	\$ 552,000	2021	\$ 1,625,000	\$ 2,177,000	\$ 2,177,000
Intersection Improvement	03-19-0008	Northwest	IDOT D1	US 20 at Oak Ave and Bartlett Rd	2021	\$ 196,000	2021	\$ 180,000	2023	\$ 2,398,000	\$ 2,774,000	\$ 2,774,000
Signal Interconnect	03-19-0021	Northwest	IDOT D1	US 14 from Mt Prospect Rd to Broadway St					2021	\$ 127,200	\$ 127,200	\$ 127,200
Transit Service	17-18-0001	Regionwide	Pace	Pulse Dempster Line					2023	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000
Transit Service	17-18-0001	Regionwide	Pace	Pulse Dempster Line					2024	\$ 5,250,000	\$ 5,250,000	\$ 5,250,000
Access to Transit	18-18-0001	Regionwide	Metra	Metra Bike Parking Expansion					2021	\$ 306,000	\$ 306,000	\$ 306,000
Direct Emissions Reduction	18-19-0006	Regionwide	Metra	Repower 21 Locomotives					2023	\$ 28,800,000	\$ 28,800,000	\$ 28,800,000
Other	13-18-0001	Regionwide	IDOT D1	IDOT Central Traffic Management System					2022	\$ 6,386,000	\$ 6,386,000	\$ 6,386,000
Signal Interconnect	13-19-0005	Regionwide	IDOT D1	IL 64 SMART Corridor (Smith/Kautz Rd to IL 50)	2021	\$ 896,800	2021	\$ 80,000	2023	\$ 12,327,800	\$ 13,304,600	\$ 13,304,600
Access to Transit	07-19-0031	South	Calumet Park	Calumet Park Metra Station Access Improvements	2020	\$ 41,378			2021	\$ 222,055	\$ 263,433	\$ 263,433

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds							
					ENG		ROW		CON/IMP		Project Total	Unobligated Balance
					FFY	Amount	FFY	Amount	FFY	Amount		
Access to Transit	07-18-0002	South	Chicago Heights	Chicago Heights Pace Bus Terminal Improvements	2021	\$ 12,000			2022	\$ 87,935	\$ 99,935	\$ 99,935
Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	2020	\$ 21,000						\$ 21,000
Access to Transit	07-19-0032	South	Midlothian	Midlothian Metra Station Access Improvements	2020	\$ 91,200			2021	\$ 461,600	\$ 552,800	\$ 552,800
Access to Transit	07-16-0004	South	Oak Forest	Oak Forest TOD Area Access to Transit Improvements					2020	\$ 940,000	\$ 940,000	\$ 907,002
Access to Transit	07-19-0033	South	Park Forest	Park Forest Metra Station and Pace Bus Stop Access Improvements	2020	\$ 38,400			2021	\$ 147,841	\$ 186,241	\$ 186,241
Bicycle & Pedestrian	07-19-0016	South	Richton Park	Poplar Ave Multi-Use Path Extension along Cicero Ave					2021	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000
Bicycle & Pedestrian	07-16-0001	South	Cook County DOT	Sauk Trail/Cottage Grove Av Bike Path Improvements	2020	\$ 125,000					\$ 125,000	\$ 125,000
Signal Interconnect	07-19-0022	South	IDOT D1	Williams St from Margaret St to Eleanor St					2021	\$ 86,400	\$ 86,400	\$ 86,400
Bicycle & Pedestrian	06-06-0061	Southwest	Alsip Park District	Cal-Sag Trail East - Alsip Segment East of Cicero Ave along northside of channel to Kedzie Ave and 131st St					2020	\$ 1,672,000	\$ 1,672,000	\$ 1,672,000
Direct Emissions Reduction	06-18-0001	Southwest	Bedford Park	The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project					2021	\$ 2,723,500	\$ 2,723,500	\$ 2,723,500
Direct Emissions Reduction	06-18-0001	Southwest	Bedford Park	The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project					2022	\$ 2,925,000	\$ 2,925,000	\$ 2,925,000
Access to Transit	06-19-0017	Southwest	Blue Island	Blue Island Metra Station and Pace Bus Route Access Improvements	2020	\$ 74,400			2021	\$ 300,800	\$ 375,200	\$ 375,200
Bicycle & Pedestrian	06-06-0061	Southwest	Dolton	Cal-Sag Trail East - Dolton Leg from Indiana Ave and 137th St to Burnham Greenway Trail					2020	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000
Signal Interconnect	06-00-0042	Southwest	Orland Park	143rd St from Wolf Rd to LaGrange Rd	2021	\$ 36,628			2021	\$ 503,635	\$ 540,263	\$ 540,263
Signal Interconnect	06-19-0010	Southwest	IDOT D1	Wolf Rd from Brook Hill Rd to 187th St	2021	\$ 24,000			2022	\$ 296,800	\$ 320,800	\$ 320,800
Signal Interconnect	12-18-0005	Will	Joliet	Black Road Traffic Signal Interconnection Project					2020	\$ 941,800	\$ 941,800	\$ 941,800
Intersection Improvement	12-12-0005	Will	IDOT D1	US 6/Southwest Hwy at Gougar Rd					2020	\$ 2,820,000	\$ 2,820,000	\$ 2,820,000
Intersection Improvement	12-18-0004	Will	IDOT D1	Jefferson Street US 52 & I-55 Southbound Ramps	2020	\$ 160,000			2022	\$ 1,908,560	\$ 2,068,560	\$ 2,068,560
Intersection Improvement	08-12-0004	Dupage	DuPage County DOT	55th St at Main St					2019	\$ 192,000	\$ 192,000	\$ 192,000
TOTAL CMAQ										\$ 484,535,643	\$ 484,087,645	



Chicago Metropolitan Agency for Planning

CMAQ Deferred Program Summary

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds							
					ENG		ROW		CON/IMP		Project Total	Deferred Balance
					FFY	Amount	FFY	Amount	FFY	Amount		
Access to Transit	05-16-0003	Central	Cicero	Cicero Access to Transit Improvements					MYB	\$ 186,080	\$ 186,080	\$ 186,080
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Deferred Implementation					MYB	\$ 18,755,000	\$ 18,755,000	\$ 18,755,000
Bicycle & Pedestrian	01-01-0011	City of Chicago	CDOT	Chicago Bikes Marketing Campaign-Phase IV-TravelSmart					MYB	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Bicycle & Pedestrian	01-06-0005	City of Chicago	CDOT	Walk to Transit - Series 3	2020	\$ 440,000			MYB	\$ 1,980,000	\$ 2,420,000	\$ 1,980,000
Other	01-09-0005	City of Chicago	CDOT	Traffic Management Center Integrated Corridor Management					MYB	\$ 1,520,000	\$ 1,520,000	\$ 1,520,000
Other	01-12-0002	City of Chicago	CDOT	Arterial VMS Traveler Information System, Phase I	MYB	\$ 172,000			MYB	\$ 1,141,200	\$ 1,313,200	\$ 1,313,200
Direct Emissions Reduction	01-12-0004	City of Chicago	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 3					MYB	\$ 17,800,000	\$ 17,800,000	\$ 17,800,000
Other	01-12-0005	City of Chicago	CDOT	Arterial Detection System Improvements					MYB	\$ 975,200	\$ 975,200	\$ 975,200
Signal Interconnect	01-12-0006	City of Chicago	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr	MYB	\$ 124,000			MYB	\$ 820,000	\$ 944,000	\$ 944,000
Signal Interconnect	01-12-0007	City of Chicago	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	MYB	\$ 122,000			MYB	\$ 806,000	\$ 928,000	\$ 928,000
Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path					MYB	\$ 578,000	\$ 578,000	\$ 578,000
Signal Interconnect	01-17-0014	City of Chicago	CDOT	Wireless Signal Interconnects	MYB	\$ 1,600,000			MYB	\$ 28,757,000	\$ 30,357,000	\$ 30,357,000
Intersection Improvement	08-12-0003	DuPage	Elmhurst	IL 56/Butterfield Rd at York St	MYB	\$ 128,000	MYB	\$ 349,000	MYB	\$ 1,029,000	\$ 1,506,000	\$ 1,506,000
Transit Service	08-05-0005	DuPage	Oak Brook	Oak Brook Employment Area Distributor Service					MYB	\$ 910,000	\$ 910,000	\$ 910,000
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	MYB	\$ 144,000			MYB	\$ 2,397,000	\$ 2,541,000	\$ 2,541,000
Bicycle & Pedestrian	09-12-0009	Kane Kendall	Elgin	Elgin CBD Bike Racks Program	2020	\$ 12,000			MYB	\$ 64,800	\$ 76,800	\$ 64,800
Bicycle & Pedestrian	10-13-0015	Lake	North Chicago	North Chicago Lakefront Bike Path	2020	\$ 45,000			MYB	\$ 249,000	\$ 294,000	\$ 249,000
Intersection Improvement	10-00-0117	Lake	Lake County DOT	Fairfield Rd at IL 134					MYB	\$ 699,000	\$ 699,000	\$ 699,000
Bottleneck Elimination	11-09-0006	McHenry	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings					MYB	\$ 938,000	\$ 938,000	\$ 938,000
Bicycle & Pedestrian	04-11-0009	North Central	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd					MYB	\$ 452,000	\$ 452,000	\$ 452,000
Bicycle & Pedestrian	04-12-0007	North Central	Northlake	Northwest Av from Grand Av to North Av	MYB	\$ 57,000			MYB	\$ 630,000	\$ 687,000	\$ 687,000
Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	2020	\$ 32,000			MYB	\$ 440,000	\$ 472,000	\$ 440,000
Bicycle & Pedestrian	02-06-0035	North Shore	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd					MYB	\$ 446,000	\$ 446,000	\$ 446,000
Bottleneck Elimination	02-97-0006	North Shore	Cook County DOT	Old Orchard Rd from Edens Expressway to Skokie Blvd					MYB	\$ 800,000	\$ 800,000	\$ 800,000
Bicycle & Pedestrian	03-12-0011	Northwest	Des Plaines	Des Plaines - Pedestrian Refuge Medians					MYB	\$ 71,000	\$ 71,000	\$ 71,000
Bicycle & Pedestrian	03-12-0010	Northwest	Mount Prospect	Bike/Ped Crossing at Mount Prospect Road and Northwest Highway	MYB	\$ 20,000			MYB	\$ 272,000	\$ 292,000	\$ 292,000
Bicycle & Pedestrian	03-12-0012	Northwest	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av					MYB	\$ 94,000	\$ 94,000	\$ 94,000

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Deferred Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Bottleneck Elimination	03-96-0021	Northwest	Cook County DOT	Touhy Av and UPRR					MYB	\$ 23,289,000	\$ 23,289,000	\$ 23,289,000
Intersection Improvement	03-96-0021	Northwest	Cook County DOT	Touhy Av and Elmhurst Rd					MYB	\$ 11,450,000	\$ 11,450,000	\$ 11,450,000
Intersection Improvement	03-12-0002	Northwest	IDOT D1	IL 59 at W Bartlett Rd			2020	\$ 792,000	MYB	\$ 2,184,000	\$ 2,976,000	\$ 2,184,000
Direct Emissions Reduction	13-14-0002	Regionwide	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion					MYB	\$ 31,192,000	\$ 31,192,000	\$ 31,192,000
Direct Emissions Reduction	13-14-0001	Regionwide	IEPA	Chicago Area Green Fleet Grant Program					MYB	\$ 6,000,000	\$ 6,000,000	\$ 6,000,000
Other	01-16-0003	Regionwide	IDOT D1	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	MYB	\$ 281,600			MYB	\$ 2,816,000	\$ 3,097,600	\$ 3,097,600
Direct Emissions Reduction	13-16-0001	Regionwide	IDOT	Railsolve\Ingredion Switcher Locomotive Engine Replacement					MYB	\$ 2,692,000	\$ 2,692,000	\$ 2,692,000
Bicycle & Pedestrian	07-12-0004	South	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham					MYB	\$ 3,162,000	\$ 3,162,000	\$ 3,162,000
Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	MYB	\$ 11,000			MYB	\$ 190,000	\$ 201,000	\$ 201,000
Intersection Improvement	12-08-0003	Will	Will County DOH	Laraway Rd at Cedar Rd					MYB	\$ 3,154,000	\$ 3,154,000	\$ 3,154,000
Intersection Improvement	12-12-0003	Will	Will County DOH	Bell Rd/CH 16 at 143rd St/CH 37					MYB	\$ 10,384,000	\$ 10,384,000	\$ 10,384,000
TOTAL CMAQ Deferred												\$ 184,331,880



Chicago Metropolitan Agency for Planning

FFY 2020-2022 TAP-L Program Summary

ITEP #	Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	TAP-L Funds						Project Total	Unobligated Balance
						ENG		ROW		CON/IMP			
						FFY	Amount	FFY	Amount	FFY	Amount		
	Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path	2020	\$ 578,000			2021	\$ 4,520,000	\$ 5,098,000	\$ 5,098,000
	Bicycle & Pedestrian	08-17-0021	DuPage	Carol Stream	Southeast Carol Stream Bike Paths	2020	\$ 337,000	2021	\$ 246,200			\$ 583,200	\$ 583,200
1T1317	Bicycle & Pedestrian	08-12-0040	DuPage	DuPage County DOT	Gary Av Trail from Great Western Trail to Army Trail Rd					2020	\$ 260,000	\$ 260,000	\$ 260,000
	Bicycle & Pedestrian	08-16-0017	DuPage	DuPage County FPD	North Central DuPage Regional Trail	2020	\$ 152,000					\$ 152,000	\$ 152,000
	Bicycle & Pedestrian	08-16-0019	DuPage	DuPage County FPD	West Branch DuPage River Trail Extension	2020	\$ 240,000	2020	\$ 80,000	2021	\$ 2,410,134	\$ 2,730,134	\$ 2,730,134
	Bicycle & Pedestrian	09-18-0001	Kane Kendall	Aurora	East New York Street Bike Path					2020	\$ 428,680	\$ 428,680	\$ 428,680
	Bicycle & Pedestrian	09-18-0002	Kane Kendall	Kane County FPD	Great Western Trail Extension	2020	\$ 38,400	2020	\$ 500,000	2021	\$ 141,634	\$ 680,034	\$ 680,034
	Bicycle & Pedestrian	10-19-0017	Lake	Lake County Forest Preserve	Millenium Trail - Rte 45 Underpass					2020	\$ 3,864,024	\$ 3,864,024	\$ 3,864,024
1T1305	Bicycle & Pedestrian	10-03-0005	Lake	Lake County DOT	Deerfield Rd from Milwaukee Ave to Saunders Rd			2021	\$1,645,200	2022	\$ 1,971,108	\$ 3,616,308	\$ 3,616,308
	Bicycle & Pedestrian	02-19-0007	North Shore	Glencoe	Connect Glencoe					2020	\$ 667,150	\$ 667,150	\$ 667,150
1T1312	Bicycle & Pedestrian	02-16-0008	North Shore	Glenview	Milwaukee Av/Lake Av/Sanders Rd (IL-21) multi-use path					MYB	\$ 524,000	\$ 524,000	\$ 524,000
	Bicycle & Pedestrian	02-19-0006	North Shore	Northfield	Skokie Valley Trail Improvements	2020	\$ 240,000					\$ 240,000	\$ 240,000
	Bicycle & Pedestrian	02-18-0001	North Shore	Skokie	Skokie Valley Trail-Golf Rd to Dempster St	2020	\$ 336,000	2020	\$ 448,000	2021	\$ 2,096,000	\$ 2,880,000	\$ 2,880,000
	Bicycle & Pedestrian	02-18-0002	North Shore	Cook County DOT	Skokie Valley Trail Extension-Northbrook			2020	\$ 156,800	2021	\$ 2,624,136	\$ 2,780,936	\$ 2,780,936
	Bicycle & Pedestrian	03-19-0018	Northwest	Arlington Heights	Buffalo Creek Multi-Use Trail Extension					2020	\$ 198,300	\$ 198,300	\$ 198,300
	Bicycle & Pedestrian	03-13-0010	Northwest	Niles	Howard St Bicycle Path					2020	\$ 2,086,500	\$ 2,086,500	\$ 2,086,500
	Bicycle & Pedestrian	03-18-0002	Northwest	Schaumburg	Higgins Rd Bike Path					2020	\$ 611,800	\$ 611,800	\$ 611,800
	Bicycle & Pedestrian	03-11-0012	Northwest	IDOT D1	Oakton St and Busse Rd Multi-Use Path (part of IL 72 Higgins Rd from IL 83 at Busse Rd to IL 72 at Oakton St)					2020	\$ 162,545	\$ 162,545	\$ 162,545
	Bicycle & Pedestrian	07-19-0015	South	Burnham	Burnham Greenway Trail Bridge @ RR's and Brainard Avenue	2020	\$ 200,000					\$ 200,000	\$ 200,000
	Bicycle & Pedestrian	07-18-0001	South	Country Club Hills	BP Pipeline Shared Use Path	2020	\$ 134,408					\$ 134,408	\$ 134,408
1T1316	Bicycle & Pedestrian	12-15-0011	Will	Romeoville	Multi-Use Path through ComEd ROW from Airport Rd/Butler Rd & I-55 and Weber Rd					2020	\$ 1,228,800	\$ 1,228,800	\$ 1,228,800
	Bicycle & Pedestrian	12-18-0002	Will	Romeoville	NGPL Multi-Use Trail					2020	\$ 757,600	\$ 757,600	\$ 757,600
	Bicycle & Pedestrian	12-11-0033	Will	Will County Forest Preserve	Veterans Memorial Trail (Spring Creek to 159th St)			2020	\$ 48,000	2020	\$ 5,305,791	\$ 5,353,791	\$ 5,353,791
TOTAL TAP-L											\$ 35,238,210	\$ 35,238,210	



CMAQ Programming Summary and Obligation Goals

FFY	Federal Unobligated or Apportionment	Currently Programmed	Unprogrammed Balance	Deferred Funds Not Programmed	Unprogrammed Balance Minus Deferrals	Obligation Goal	Current FFY Obligations to Date	Obligations Needed to Meet Goal
2020	\$ (13,114,339)	\$ 43,003,463	\$ (56,117,802)	\$ 184,358,280	\$ (240,476,082)	\$ 115,724,415	\$ 47,323,386	\$ 68,401,029
2021	\$ 115,700,468	\$ 78,138,185	\$ 37,562,283	\$ -	\$ 37,562,283	\$ 115,700,468		
2022	\$ 115,700,468	\$ 122,886,816	\$ (7,186,348)	\$ -	\$ (7,186,348)	\$ 115,700,468		
2023	\$ 115,700,468	\$ 100,678,836	\$ 15,021,632	\$ -	\$ 15,021,632	\$ 115,700,468		
2024	\$ 115,700,468	\$ 83,344,684	\$ 32,355,784	\$ -	\$ 32,355,784	\$ 115,700,468		
	\$ 449,687,533	\$ 428,051,984	\$ 21,635,549	\$ 184,358,280	\$ (162,722,731)	\$ 578,526,287		

Current as of 7/14/20

- Federal Unobligated or Apportionment:** Amount apportioned to the state based on CMAQ distribution formula and Congressional appropriation. Northeastern Illinois is allocated 95.21% of the state apportionment; however the full apportionment is used for a programming mark. FFY 2020 includes the unobligated balance from prior years, with funds currently in Advanced Construction not considered to be programmable since they may be converted at any time. FFY 2020-2024 apportionments are estimates based on the current apportionment. See calculation below. Source: FHWA FMIS database
- Currently Programmed:** Net amounts programmed on active project phases, not including obligated funds in the current FFY. Source: eTIP database
- Deferred Funds Not Programmed:** Funds for project phases that have been deferred and have not demonstrated readiness for reinstatement. Source: eTIP database
- Unprogrammed Balance:** For current FFY, unobligated less currently programmed, excluding deferred line items; for future years, apportionment less currently programmed. This balance represents the funds that are available to program as of the current date.
- Unprogrammed Balance Minus Deferrals:** For current FFY, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed.
- Obligation Goal:** Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years. Future goals will be determined at the start of each FFY. FFY 2020 is the annual allotment plus the unobligated balance from FFY 2019 as of 9/30/2019. Source: October 31, 2019
- Current FFY Obligations to Date:** Obligations (Federal Authorizations) as of the current date. Projects in Advanced Construction are not included as obligations. Sources: eTIP database and FHWA FMIS database
- Obligations Needed to Meet Goal:** Obligation goal less current FFY obligations as of the current date.

Current Year Unobligated Balance:	
FFY 2020 Federal Apportionment	\$ 115,700,468
Prior Years' Unobligated Balance	\$ 23,947 (+)
	\$ 115,724,415
FFY 2020 Obligated	\$ 47,323,386 (-)
FFY 2020 Advanced Construction	\$ 20,335,733 (-)
Prior Years' Advanced Construction	\$ 61,179,635 (-)
	\$ (13,114,339)



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: July 10, 2020
Re: CMAQ/TAP Project Change Requests for consideration on July 16, 2020

Project sponsors requested committee consideration of changes to 18 projects/segments. The sponsors' requests are included in the meeting packet and a re-ranking analysis is available upon request. Staff recommends approval of all changes.

Following is a summary of the impacts of the staff-recommended changes on the fiscal constraint of the Transportation Improvement Program (TIP). The FFY 2020 current program amount does not include programmed funds that have been obligated in the current year. Approximately \$81.5 million in CMAQ and \$31 million in TAP is currently in Advanced Construction status and accounted for in the FFY 2020 unprogrammed balances.

	CMAQ					Request
	2020	2021	2022	2023	2024	
Current Program*	\$43,003,463	\$78,138,185	\$122,886,816	\$100,678,836	\$83,344,684	
Unprogrammed Balance*	-\$56,117,802	\$37,562,283	-\$7,186,348	\$15,021,632	\$32,355,784	
Sponsor requested changes						
IDOT (12-18-0004)	\$136,000					Cost change for E2
North Chicago (10-19-0039)	-\$28,077	\$16,396	\$48,403			Schedule change for E2, cost increase for E2
Mundelein (10-16-0006)	-\$3,841,000	\$3,841,000				Schedule change for E2, transfer from E2 to C/CE
LCDOT (10-16-0002)	\$2,094,000	-\$2,094,000				Schedule change for C/CE
LCDOT (10-03-0005)		-\$1,021,760	-\$2,369,762	\$3,391,522		Transfer from ROW to C/CE, schedule change for C/CE
Aurora (09-16-0002)	-\$459,688	\$507,850				Schedule change for E2 and C/CE
Elgin (09-12-0009)	\$12,000					Transfer from E2 to C/CE
IDOT (08-19-0038)		\$268,800	-\$268,800			Transfer from E2 to C/CE, schedule change for C/CE
Bensenville (08-16-0001)	\$512,000					Cost increase for C/CE
Elmhurst (08-12-0003)	\$142,349					Transfer from C/CE to E1
IDOT (06-19-0010)		\$296,800	-\$296,800			Transfer from E2 to C/CE, schedule change for C/CE
IDOT (04-19-0008)		\$286,400	-\$286,400			Transfer from E2 to C/CE, schedule change for C/CE
Chicago Ridge (06-16-0010)	\$402,866					Cost increase for C/CE
Schaumburg (03-03-0102)	\$3,625,553					Cost increase for C/CE & ROW
Sum of Recommended Changes	\$2,596,003	\$2,101,486	-\$3,173,359	\$3,391,522	\$0	
Recommended Revised Program	\$45,599,466	\$80,239,671	\$119,713,457	\$104,070,358	\$83,344,684	
Rec. Rev. Unprogrammed Balance	-\$58,714,805	\$35,460,797	-\$4,012,989	\$11,630,110	\$32,355,784	

	TAP-L					Request
	2020	2021	2022	2023	2024	
Current Program*	\$11,888,237	\$13,683,447	\$1,971,402	\$0	\$0	
Unprogrammed Balance*	-\$7,373,374	-\$4,566,343	\$7,145,696	\$9,117,104	\$9,117,104	
Sponsor requested changes						
LCDOT (10-03-0005)		-\$1,645,200	-\$1,971,402	\$3,616,602		Transfer from ROW to C/CE, schedule change for C/CE
DuPage (08-16-0019)	\$49,000					Transfer from ROW to E2, cost increase for E2
Sum of Recommended Changes	\$49,000	-\$1,645,200	-\$1,971,402	\$3,616,602	\$0	
Recommended Revised Program	\$11,937,237	\$12,038,247	\$0	\$3,616,602	\$0	
Rec. Rev. Unprogrammed Balance	-\$7,422,374	-\$2,921,143	\$9,117,098	\$5,500,502	\$9,117,104	

*Source: CMAP FFY 2020-25 TIP

For Committee Consideration:

Project	Request	Recommendation
<p>IDOT — Jefferson Street US 52 & I-55 Southbound Ramps (12-18-0004) The project is approved for \$160,000 CMAQ (\$200,000 total) for Phase-II Engineering in 2020 and \$1,908,560 CMAQ (\$2,385,700 total) for Construction in 2022.</p>	<p>The sponsor is requesting a cost increase of \$136,000 CMAQ (\$170,000 total) for Phase-II Engineering. IDOT has taken over the project at the request of the original sponsor and the cost estimate is now higher than the original. IDOT is requesting an increase in Phase-II funding now, and will request increased Construction funds in later years.</p> <p>The project ranking among all 2018-2022 intersection improvement projects decreases from second to third.</p>	<p>Approval of the requested cost increase of \$136,000 CMAQ (\$170,000 total) for Phase-II Engineering in Joliet — Jefferson Street US 52 & I-55 Southbound Ramps (12-18-0004)</p>
<p>North Chicago – Pace Bus Route Access Improvements (10-19-0039) The project is approved for \$28,077 CMAQ (\$35,077 total) for Phase-II Engineering in 2020 and \$386,076 CMAQ (\$482,597 total) for Construction and Construction Engineering in 2021.</p>	<p>The sponsor is requesting a cost increase of \$36,722 CMAQ (\$45,902 total) for Phase-II Engineering and \$48,403 CMAQ (\$60,504 total) for Construction and Construction Engineering as well as a schedule change to move Phase-II Engineering to 2021 and Construction/Construction Engineering to 2022 due to inclusion of additional unanticipated pay items through design process and unit price escalation and since the ROW acquisition will delay the schedule.</p> <p>As this project was part of RTA’s FFY2020 Access to Transit Application which included 7 projects, the project was not reranked.</p>	<p>Approval of the requested cost increase of \$36,722 CMAQ (\$45,902 total) for Phase-II Engineering as well as the schedule change of Phase-II Engineering to 2021 and Construction/Construction Engineering to 2022 for North Chicago – Access to Transit Through RTA (10-19-0039). Since the funds requested for construction/construction engineering are for 2022 staff recommends tabling the increase until final plans and specs are complete.</p>
<p>Mundelein — Metra Station at McKinley Avenue (10-16-0006)</p>	<p>The sponsor is requesting a transfer of \$114,000 CMAQ from Construction to Phase-II</p>	<p>Approval of the transfer of \$114,000 CMAQ from Construction to Phase-II</p>

Project	Request	Recommendation
<p>The project is approved for \$521,000 CMAQ (\$651,000 total) for Phase-II Engineering in 2019 and \$3,955,000 CMAQ (\$6,964,000 total) for Construction and Construction Engineering in 2020</p>	<p>Engineering, a schedule change to move Construction from 2020 to 2021, and a scope change to redesign the pedestrian bridge of the railroad due to safety concerns brought forward during project coordination with Metra.</p>	<p>Engineering, the schedule change of Construction from 2020 to 2021, and the scope change for Metra Station at McKinley Avenue (10-16-0006).</p>
<p>Lake County DOT — Butterfield Rd from Allanson Rd to IL 137 Buckley Rd/Peterson Rd (10-16-0002) The project is approved for \$2,094,400 CMAQ (\$2,618,000 total) for Construction and Construction Engineering in 2021.</p>	<p>The sponsor is requesting a schedule change of Construction and Construction Engineering from 2021 to 2020 in order to ensure the 11/6/2020 letting can be made.</p>	<p>Approval of the schedule change of Construction and Construction Engineering from 2021 to 2020 for Butterfield Rd from Allanson Rd to IL 137 Buckley Rd/Peterson Rd (10-16-0002).</p>
<p>Lake County DOT — Deerfield Road from IL 21 US 45 Milwaukee Ave to Saunders Road (10-03-0005) — Milwaukee to Saunders Signal Interconnect This section is approved for \$2,369,762 CMAQ (\$2,962,202 total) for Construction and Construction Engineering in 2022.</p>	<p>The sponsor is requesting a schedule change of Construction and Construction Engineering from 2022 to 2023 in order to match the segment schedule with other segments.</p>	<p>Approval of the schedule change of Construction and Construction Engineering from 2022 to 2023 for Deerfield Road from IL 21 US 45 Milwaukee Ave to Saunders Road (10-03-0005) — Milwaukee to Saunders Signal Interconnect.</p>
<p>Lake County DOT — Deerfield Road from IL 21 US 45 Milwaukee Ave to Saunders Road (10-03-0005) — New Bicycle Facility This section is approved for \$1,645,200 TAP (\$2,056,500 total) for Right of Way in 2021, \$1,971,402 TAP (\$2,734,260 total) for Construction and Construction Engineering in 2022.</p>	<p>The sponsor is requesting a transfer of \$1,645,200 TAP from Right of Way to Construction, since LCDOT is planning to use local funds to cover ROW in order to move into construction more quickly, as well as a schedule change of Construction and Construction Engineering from 2022 to 2023 in order to match the segment schedule with other segments.</p>	<p>Approval of the transfer of \$1,645,200 TAP from Right of Way to Construction as well as the schedule change of Construction and Construction Engineering from 2022 to 2023 for Deerfield Road from IL 21 US 45 Milwaukee Ave to Saunders Road (10-03-0005) — New Bicycle Facility</p>
<p>Lake County DOT — Deerfield Road from IL 21 US 45 Milwaukee Ave to Saunders Road (10-03-0005) — Saunders Rd Intersection Improvement This section is approved for \$65,200 CMAQ (\$81,500 total) in 2021 for Right of Way and \$144,643 CMAQ (\$723,218 total)</p>	<p>The sponsor is requesting a transfer of \$65,200 CMAQ from Right of Way to Construction, since LCDOT is planning to use local funds in order to move the project into construction more quickly.</p>	<p>Approval of the transfer of \$65,200 CMAQ from Right of Way to Construction for Deerfield Road from IL 21 US 45 Milwaukee Ave to Saunders Road (10-03-0005) — Saunders Rd Intersection Improvement</p>

Project	Request	Recommendation
for Construction and Construction Engineering in 2023.		
<p>Lake County DOT — Deerfield Road from IL 21 US 45 Milwaukee Ave to Saunders Road (10-03-0005) — Milwaukee Ave Intersection Improvement</p> <p>This section is approved for \$956,560 CMAQ (\$1,195,700 total) for Right of Way in 2021 and \$3,705,333 CMAQ (\$4,631,666 total) for Construction and Construction Engineering in 2023.</p>	<p>The sponsor is requesting a transfer of \$956,500 CMAQ from Right of Way to Construction, since LCDOT is planning to use local funds in order to move the project into construction more quickly.</p>	<p>Approval of the transfer of \$956,500 CMAQ from Right of Way to Construction for Deerfield Road from IL 21 US 45 Milwaukee Ave to Saunders Road (10-03-0005) — Milwaukee Ave Intersection Improvement</p>
<p>Aurora — Edgelawn Drive Bikeway Improvements (09-16-0002)</p> <p>The project is approved for \$48,162 CMAQ (\$57,710 total) for Phase-II Engineering in 2019 and \$507,850 CMAQ (\$634,812 total) for Construction and Construction Engineering in 2020.</p>	<p>The sponsor is requesting a schedule change to move Phase-II Engineering from 2019 to 2020 and Construction/Construction Engineering from 2020 to 2021 due to a delay in getting the executed Phase II agreement.</p>	<p>Approval of the schedule change to move Phase-II Engineering from 2019 to 2020 and Construction/Construction Engineering from 2020 to 2021 for Edgelawn Drive Bikeway Improvements (09-16-0002)</p>
<p>Elgin — Central Business District (09-12-0009)</p> <p>The project is approved for \$12,000 CMAQ (\$17,913 total) for Phase-II Engineering in 2019 and \$65,000 CMAQ (\$96,000 total) for Construction and Construction Engineering in 2020</p>	<p>The sponsor is requesting a transfer of \$12,000 CMAQ from Phase-II Engineering to Construction and Construction Engineering in order to meet the goal of installing the bike racks in 2020.</p>	<p>Approval of the transfer of \$12,000 CMAQ from Phase-II Engineering to Construction and Construction Engineering for Elgin Central Business District (09-12-0009)</p>
<p>IDOT — IL 53 from Hobson Rd to 83rd St (08-19-0038)</p> <p>The project is approved for \$21,600 CMAQ (\$27,000 total) for Phase-II Engineering in 2021 and \$268,800 CMAQ (\$336,000 total) for Construction in 2022</p>	<p>The sponsor is requesting a transfer of \$21,600 CMAQ from Phase-II Engineering to Construction, as well as a schedule change to move Construction from 2022 to 2021 in order to target a letting in FY 2021, concurrent with other projects on the same contract.</p>	<p>Approval of the transfer of \$21,600 CMAQ from Phase-II Engineering to Construction, as well as the schedule change to move Construction from 2022 to 2021 for IL 53 from Hobson Rd to 83rd St (08-19-0038)</p>
<p>Forest Preserve District of DuPage — West Branch DuPage River Trail Connection (08-16-0019)</p> <p>The project is approved for \$80,000 TAP (\$100,000 total) for</p>	<p>The sponsor is requesting a transfer of \$80,000 TAP from Right of Way to Phase-II Engineering as well as an additional cost increase of \$49,000 TAP in order to bring federal</p>	<p>Approval of the transfer of \$80,000 TAP from Right of Way to Phase-II Engineering and the cost increase of \$49,000 TAP for Phase-II Engineering</p>

Project	Request	Recommendation
Right of Way and \$240,000 TAP (\$300,00 total) for Phase-II Engineering in 2020 and \$2,410,134 TAP (\$4,050,000 total) for Construction and Construction Engineering in 2021	funding back up to 80% of Phase-II Engineering cost, which exceeded the initial estimate.	
Bensenville — IL Route 83 – Multi Use Path (08-16-0001) The project is approved for \$735,738 CMAQ (\$1,530,668 total) for Construction and Construction Engineering in 2020.	The sponsor is requesting a cost increase of \$512,000 CMAQ for Construction and Construction Engineering in order to cover additional design constraints and a shortfall in STP funds. The project ranking among all 2016-2020 bicycle projects decreases from third to eleventh. There were four projects ranking lower than this project that were still funded.	Approval of the cost increase of \$512,000 CMAQ for Construction and Construction Engineering for IL Route 83 – Multi Use Path (08-16-0001)
Elmhurst — IL 56 Butterfield Road at York Street Intersection Improvements (08-12-0003) The project is currently in deferred status for \$112,000 CMAQ (\$140,000 total) for Phase-I Engineering, \$128,000 CMAQ (\$160,000 total) for Phase-II Engineering, \$350,000 CMAQ (\$438,000 total) for Right of Way, and \$1,026,000 CMAQ (\$1,243,000 total) for Construction and Construction Engineering in MYB.	The sponsor is requesting a transfer of \$30,349 CMAQ from Construction to Phase-I Engineering, reinstatement of Phase-I Engineering, and a scope change which includes include providing ADA curb ramp design, Transportation Management Plan, and changing the design year from 2040 to 2028 to follow 3R design criteria as directed by IDOT.	Approval of the transfer of \$30,349 CMAQ from Construction to Phase-I Engineering, reinstatement of Phase-I Engineering, and the scope change as submitted for IL 56 Butterfield Road at York Street Intersection Improvements (08-12-0003)
IDOT — Wolf Rd from Brook Hill Rd to 187th St (06-19-0010) The project is approved for \$24,000 CMAQ (\$30,000 total) for Phase-II Engineering in 2021 and \$296,800 CMAQ (\$371,000 total) for Construction in 2022.	The sponsor is requesting a transfer of \$24,000 CMAQ from Phase-II Engineering to Construction, as well as a schedule change to move Construction from 2022 to 2021, in order to target a letting in FY 2021, concurrent with other projects on the same contract.	Approval of the transfer of \$24,000 CMAQ from Phase-II Engineering to Construction, as well as the schedule change to move Construction from 2022 to 2021 for Wolf Rd from Brook Hill Rd to 187th St (06-19-0010)
IDOT — Chicago Ave from 5th Ave to 9th Ave and Lake St from 9th Ave to 19th Ave (04-19-0008)	The sponsor is requesting a transfer of \$23,200 CMAQ from Phase-II Engineering to	Approval of the transfer of \$23,200 CMAQ from Phase-II Engineering to Construction, as

Project	Request	Recommendation
<p>The project is approved for \$23,200 CMAQ (\$29,000 total) for Phase-II Engineering in 2021 and \$286,400 CMAQ (\$358,000 total) for Construction in 2022.</p>	<p>Construction, as well as a schedule change to move Construction from 2022 to 2021, in order to target a letting in FY 2021, concurrent with other projects on the same contract.</p>	<p>well as the schedule change to move Construction from 2022 to 2021 for Chicago Ave from 5th Ave to 9th Ave and Lake St from 9th Ave to 19th Ave (04-19-0008)</p>
<p>Chicago Ridge — Ridgeland Avenue – Access to Transit (06-16-0010) The project is approved for \$1,360,734 CMAQ (\$1,770,563 total) for Construction and Construction Engineering in 2020.</p>	<p>The sponsor is requesting a cost increase of \$402,866 CMAQ for Construction and Construction Engineering in 2020, due to costs higher than initially anticipated in design.</p> <p>As this project was part of RTA’s FFY2016 Access to Transit Application which included 11 projects, the project was not reranked.</p>	<p>Approval of the cost increase of \$402,866 CMAQ for Construction and Construction Engineering in 2020 for Ridgeland Avenue – Access to Transit (06-16-0010)</p>
<p>Schaumburg — Algonquin Rd from Plum Grove Rd to IL Route 53 (03-03-0102) The project is approved for \$920,000 CMAQ (\$2,400,000 total) for Right of Way in 2018 and \$2,320,000 CMAQ (\$8,922,546 total) for Construction and Construction Engineering in 2020.</p>	<p>The sponsor is requesting cost increases of \$280,000 CMAQ for Right of Way in 2018 and \$3,345,553 CMAQ for Construction and Construction Engineering in 2020 due to additional costs of construction, construction engineering, and project special waste above the initial estimate.</p> <p>The project ranking among all 2016-2020 intersection improvement projects decreases from seventh to twelfth. The project ranking dropped it below two unfunded projects in the 2016-2020 cycle.</p>	<p>Consider the cost increases of \$280,000 CMAQ for Right of Way in 2018 and \$3,345,553 CMAQ for Construction and Construction Engineering in 2020 for Algonquin Rd from Plum Grove Rd to IL Route 53 (03-03-0102).</p>

ACTION REQUESTED: Approval

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	12-18-0004	Sponsor	IDOT-D1 (formally City of Joliet)
Project Location Description	Jefferson Street US 52 & I-55 Southbound Ramps		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input checked="" type="checkbox"/>
ENG 2	2020	200,000	160,000	80%	CMAQ	IL	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2022	2,385,700	1,908,560	80%	CMAQ	IL	<input type="checkbox"/>
CE							
Total		2,585,700	2,068,560	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	2020	200,000	160,000	80%	CMAQ	IL	<input type="checkbox"/>
IMP	2022	2,385,700	1,908,560	80%	CMAQ	IL	<input type="checkbox"/>
Total		2,585,700	2,068,560	80%			

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1							
ENG 2	2020	370000	296000	80	CMAQ	IL	
ROW							
CONST	2022	2385700	1908560	80	CMAQ	IL	
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							
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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	2020	170,000	136,000	80%	
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	2020	170,000	136,000	80%	
IMP					
Total		170,000	136,000	80%	

Reason for Request

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

The project was approved for CMAQ funds without a completed Phase I when the City of Joliet was the project sponsor. IDOT has since taken over sponsorship of the project at the request of the City of Joliet and completed the Phase I study. The Design approval cost estimate is \$4,203,000. The Phase II is being initiated, but the level of CMAQ approved based on the initial approved CONST amount is insufficient to allow for authorization. The proposal is to **increase the** Phase II funding. An increase in the CONST amount is will be requested at a later date since the CONST funding is in FFY 2022.

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-91-369-18	ZXXK(207)	
ROW	R-		
CONST	C-91-209-19	ABV3(073)	
ENG			
IMP			

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	10-19-0039	Sponsor	City of North Chicago
Project Location Description	Construction of crosswalks, traffic signal including pedestrian countdown signal heads, pushbuttons, ADA ramps at all four corners, new sidewalk.		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	2020
ROW	N/A
CONST	2021

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2	2021	
ROW	N/A	
CONST	2022	

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.

Design Approval is expected in August of 2020. The need for right-of-way acquisition will delay the schedule.

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	10-19-0039	Sponsor	North Chicago – Access to Transit Through RTA
Project Location Description	Construction of crosswalks, traffic signal including pedestrian countdown signal heads, pushbuttons, ADA ramps at all four corners, new sidewalk.		

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	2019	63.723	0	0	N/A	N/A	<input type="checkbox"/>
ENG 2	2020	35.097	28.077	80	CMAQ	RTA	<input type="checkbox"/>
ROW	N/A						<input type="checkbox"/>
CONST	2020	438.724	350.979	80	CMAQ	RTA	<input type="checkbox"/>
CE	2020	43.873	35.097	80	CMAQ	RTA	
Total		581.417	414.153	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							<input type="checkbox"/>
IMP							<input type="checkbox"/>
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	2015	63.723	0	0	N/A	N/A	
ENG 2	2019	81.0	64.8	80	CMAQ	RTA/Local	
ROW	N/A						
CONST	2020	472.3	377.84	80	CMAQ	RTA/Local	
CE	2020	70.8	56.64	80	CMAQ	RTA/Local	
Total		640.3	499.28				

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							
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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	2021	+45.902	+36.722	80	
ROW					
CONST	2022	+33.576	+26.861	80	
CE	2022	+26.928	+21.542	80	
Total		106.406	85.125		

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.

Inclusion of additional pay items through design process, not anticipated when the original funding request was submitted (such as non-special waste as a result Preliminary Site Investigation) and unit price escalation.

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-TBD	TBD	TBD
ENG			
IMP			

Additional Comments

Project is part of RTA Access to Transit Grant Funding. RTA is providing \$103,539 of the local match.

CMAQ/TAP Scope Change Request Form

Project Identification

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

Revised Project Scope

The design scope of the pedestrian bridge over the railroad has changed due to safety concerns brought forward during project coordination with Metra. The previous design of the west side ramp provided an entry/departure point only accessible from only the inbound commuter platform. Therefore any pedestrian or bicyclist utilizing the overpass would have to access the commuter platform; including the general public not using the Metra transit services. Due to these safety concerns the west side ramp will be redesigned to provide at-grade access more accommodating to both commuters as well as the general public wishing to utilize the railroad overpass.

Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved Pedestrian Overpass of the CNRR at the Mundelein Metra Station	Marked Route # NA	
North/West Reference Point/Cross St/Intersection NA	Marked Route #	Municipality & County
South/East Reference Point/Cross St/Intersection NA	Marked Route #	Municipality & County
Other Project Location Information There are no changes to the overpass crossing location.		

Changes to Emissions Benefit Analysis (not required of TAP projects)

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

Cost/Schedule Changes

- The scope change will result in a cost change. A [Cost Change Request](#) form was submitted.
 The scope change will result in a schedule change. A [Schedule Change Request](#) form was submitted.

Additional Comments

The project is now targeting the January 2021 state letting.

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

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

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

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

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

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

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

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

CMAQ/TAP Schedule Change Request Form

Project Identification

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

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	2019
ROW	
CONST	2020

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2	2019	04/13/2018
ROW		
CONST	2021	11/27/2020

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.

See accompanying scope change request form.

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

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

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1		130				LPA	<input checked="" type="checkbox"/>
ENG 2	2019	651	521	80%	CMAQ	LPA	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2020	6,389	3,495	55%	CMAQ	LPA/STATE	<input type="checkbox"/>
CE	2020	575	460	80%	CMAQ	LPA	
Total		7,745	4,476				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
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		130				LPA	03/04/2013
ENG 2	2019	794	635	80%	CMAQ	LPA	04/13/2018
ROW							
CONST	2020	6,247	3,381	54%	CMAQ	LPA/STATE	11/27/2020
CE	2020	575	460	80%	CMAQ	LPA	11/27/2020
Total		7,745	4,476				

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							
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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	2019	142	114	80%	From CON
ROW					
CONST	2020	-142	-114	54%	To ENG2
CE					
Total		0	0		

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.

The transfer will accommodate additional ENG 2 design fees to update the design to address safety issues brought forward during project coordination with Metra. The previous ENG 2 design phases was completed to final plan stage. The transfer of funds will accommodate the new overpass design. We do not expect a cost increase for the remaining duration of the project. See Scope Change Request form for additional detailed information.

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-333-16	D0AD(595)	
ROW	R-		
CONST	C-91-333-16	JFPP(620)	
ENG			
IMP			

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	10-16-0002	Sponsor	Lake County DOT
Project Location Description	Replacement of traffic signals and installation of adaptive signal control with flashing yellow arrows at various intersections along the corridor		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	
CONST	2021

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		
CONST	2020	11/6/2020

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

Reason for Request

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

Project is on track to make the 11/6/2020 IDOT letting and the federal authorization date is 9/11/2020 in FFY2020 so LCDOT is requesting to move the construction funding to FFY2020 to ensure the 11/6/2020 letting can be made.

Additional Comments

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	10-03-0005	Sponsor	Lake County DOT
Project Location Description	Deerfield Rd from Milwaukee to Saunders Signal Interconnect		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	
CONST	2022

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		
CONST	2023	8/4/2023

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.

The project is currently targeting the 8/4/2023 IDOT letting, this request is to bring this segment of the project to match the current project schedule to have this segment of the project match the other segments.

Additional Comments

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	10-03-0005	Sponsor	Lake County DOT
Project Location Description	Deerfield Rd from Milwaukee to Saunders -New Bicycle Facility		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	
CONST	2022

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		
CONST	2023	8/4/2023

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.

The project is currently targeting the 8/4/2023 IDOT letting, this request is to bring this segment of the project to match the current project schedule to have this segment of the project match the other segments.

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	10-03-0005	Sponsor	Lake County DOT
Project Location Description	Deerfield Rd @ Saunders Rd Int Imp		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW	2021	81.5	65.2	80	CMAQ	Local	<input type="checkbox"/>
CONST	2023	657.4	131.4	20	CMAQ	Local	<input type="checkbox"/>
CE		65.7	13.1	20	CMAQ	Local	
Total		804.6	209.7				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
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							
ROW	2021	81.5	0	0			N/A
CONST	2023	738.9	196.6	27	CMAQ	Local	8/4/2023
CE		65.7	13.1	20	CMAQ	Local	8/4/2023
Total		886.1	209.7				

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							
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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	2021		(65.2)		CONST
CONST	2023	81.5	65.2		ROW
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					
Total					

Reason for Request

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

LCDOT plans to advance ROW for the project with local fund sources in order to reduce agreement review and processing time and deliver the project to construction faster.

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-91-159-16	0097045	
ENG			
IMP			

Additional Comments



CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	10-03-0005	Sponsor	Lake County DOT
Project Location Description	Deerfield @ Milwaukee Ave Intersection 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							<input type="checkbox"/>
ENG 2	2020	336	0	0		Local	<input type="checkbox"/>
ROW	2021	1195	956.5	80	CMAQ	Local	<input type="checkbox"/>
CONST	2023	4210.6	3368.5	80	CMAQ	Local	<input type="checkbox"/>
CE	2023	421	336.8	80	CMAQ	Local	
Total		6162.6	4661.8				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
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	2020	336	0	0		Local	N/A
ROW	2021	1195	0	0		Local	N/A
CONST	2023	5406	4325	80	CMAQ	Local	8/4/2023
CE	2023	421	336.8	80	CMAQ	Local	
Total		7358	4661.8				

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							
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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		0	(956.5)	0	CONST
CONST		0	956.5	80	ROW
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					
Total					

Reason for Request

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

LCDOT plans to advance ROW for the project with local fund sources in order to reduce agreement review and processing time and deliver the project to construction faster.

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-91-159-16	0097045	
ENG			
IMP			

Additional Comments

Federal Project number will change once a PPI has been updated

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	10-03-0005	Sponsor	Lake County DOT
Project Location Description	Deerfield Rd New Bike Path		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW	2021	2056.5	1645.2	80	TAP-L	Local	<input type="checkbox"/>
CONST	2023	2000.7	1600.5	80	TAP-L	Local	<input type="checkbox"/>
CE	2023	248.5	198.5	80	TAP-L		
Total		4305.7	3444.2	80	TAP-L	Local	

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
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							
ROW	2021	2056.5	0	0			N/A
CONST	2023	4057.2	3245.7	80	TAP-L	Local	8/4/2023
CE	2023	248.5	198.5	80	TAP-L	Local	8/4/2023
Total		6362.2	3444.2	80	TAP-L		

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	2021	0	(1645.2)	0	CONST
CONST	2023	2056.5	1645.2	80	ROW
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					
Total					

Reason for Request

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

LCDOT plans to advance ROW for the project with local fund sources in order to reduce agreement review and processing time and deliver the project to construction faster.

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-91-159-16	0097045	

ENG			
IMP			

Additional Comments

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CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	09-16-0002	Sponsor	City of Aurora
Project Location Description		Edgelawn Drive Bikeway Improvements	

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	2019
ROW	
CONST	2020

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2	2020	5/20/20
ROW		
CONST	2021	3/5/21

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.

Delay in getting the executed Phase II agreement from IDOT.

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	09-12-0009	Sponsor	City of Elgin
Project Location Description	Elgin Central Business District		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input checked="" type="checkbox"/>
ENG 2	2019	17,913	12,000	80	CMAQ	LPA	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2020	86,000	65,000	80	CMAQ	LPA	<input type="checkbox"/>
CE	2020	12,000	0	0		LPA	
Total		115,913	77,000				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
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	2020	19,999	0	0	NA	LPA	2020
ROW							
CONST	2020	84,450	67,400	80	CMAQ	LPA	2020
CE	2020	12,000	9,600	80	CMAQ	LPA	2020
Total		116,449	77,000				

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	2020		-12,000	0	To CONST and CE
ROW					
CONST	2020		+2,400	80	From ENG 2
CE	2020		+9,600	80	From ENG 2
Total			0		

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.

Shifting the ENG 2 funds into CONST and CE allowed the ENG 2 design work to begin sooner with the goal of installing the bike racks in 2020.

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	08-19-0038	Sponsor	IDOT-D1
Project Location Description	IL 53 from Hobson Rd to 83rd St		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2	2021	27,000	21,600	80%	CAMQ	IL	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2022	336,000	268,800	80%	CAMQ	IL	<input type="checkbox"/>
CE							
Total		363,000	290,400	80%	CAMQ	IL	

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	2021	27,000	21,600	80%	CAMQ	IL	<input type="checkbox"/>
IMP	2022	336,000	268,800	80%	CAMQ	IL	<input type="checkbox"/>
Total		363,000	290,400	80%	CAMQ	IL	

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	2021	27000	0	0	CMAQ		
ROW							
CONST	2021	336000	290,400	86	CMAQ		
CE							
Total		363000	290400	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	2021	0	-290400	0	CONST
ROW					
CONST	2021	0	290,400	80%	ENG2
CE					
Total		0	0	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.

Phase II Engineering being conducted with state-only funding or in-house staff. Request is to apply Phase II CMAQ funding to CONST and advance CONST from FFY 2022 to FFY 2021. This project is targeted for a 01CY21 letting and is combined into one contract with the following TIP ID projects: 08-19-0034 (FFY 2021), 08-19-0035 (FFY 2021), 08-19-0036 (FFY 2021), 08-19-0037 (FFY 2021), and 08-19-0039 (FFY 2021).

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C- 91-385-20	SJC9(120)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	08-16-0019	Sponsor	Forest Preserve District of DuPage County
Project Location Description	West Branch DuPage River Trail Connection from West DuPage Woods Forest Preserve to Blackwell Forest Preserve		

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	2016	225	0	0	N/A	LOCAL	<input type="checkbox"/>
ENG 2	2019	300	240	80	TAP-L	LOCAL	<input type="checkbox"/>
ROW	2019	100	80	80	TAP-L	LOCAL	<input type="checkbox"/>
CONST	2020	1037	778	75	STU	LOCAL	<input type="checkbox"/>
CONST	2020	2713	2170	80	TAP-L	LOCAL	<input type="checkbox"/>
CE	2020	300	240	80	TAP-L	LOCAL	<input type="checkbox"/>
Total		4675	3508	75			

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
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	2016	225	0	0	N/A	LOCAL	7/11/2016
ENG 2	2021	461	369	80	TAP-L	LOCAL	1/11/2021
ROW	2020	100	0	0	TAP-L	LOCAL	8/1/2020
CONST	2022	1037	778	75	STU	LOCAL	8/25/2022
CONST	2022	2713	2170	80	TAP-L	LOCAL	8/25/2022
CE	2022	300	240	80	TAP-L	LOCAL	8/25/2022
Total		4836	3637	75			

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	2021	61	49	80	n/a
ENG 2	2021	100	80	80	From ROW
ROW	2020	0	-80	0	To ENG2
CONST					
CE					
Total		161	49	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.

ROW will be paid for 100% locally by Forest Preserve District of DuPage County and actual ENG2 cost exceeded preliminary estimate. This request is to transfer ROW federal funds to ENG2 and increase federal funding to match 80% of the increase in ENG2 cost. Upon approval of this request and IDOT Phase I authorization, the Phase II agreement will be sent to District 1 for submittal to Central Office.

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-xxx-xx	CMM-xxxx(xxx)	
ROW	R-91-xxx-xx	CMM-xxxx(xxx)	
CONST	C-91-xxx-xx	CMM-xxxx(xxx)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

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

Currently Programmed Funding – Before cost change(s)

ENG1	N/A	84	0	0	N/A	Local	<input checked="" type="checkbox"/>
ENG 2	N/A	124	0	0	N/A	Local	<input checked="" type="checkbox"/>
ROW	N/A	0	0	0	N/A		<input type="checkbox"/>
CONST	2019	1404	671	47	CMAQ	Local	<input checked="" type="checkbox"/>
CE	2019	126	64	51	CMAQ	Local	
CON/CE	2020		89.5		STP		
Total		1,738	824.5	47			

ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

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

ENG1	N/A	130	0	0	N/A	Local	2/2017
ENG 2	N/A	142	0	0	N/A	Local	3/2018
ROW	N/A	0	0	0	N/A		
CONST	2020	1,434	1147.2	80	CMAQ	Local	4/2020
CE	2020	126	100.8	80	CMAQ	Local	4/2020
Total		1,834	1248	67			

ENG							
IMP							

Total							
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Requested Cost Changes (+/-)

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

ENG1	2017	46	0	0	
ENG 2	2018	18	0	0	
ROW	N/A				
CONST	2020	30	476	80	
CE	2020	0	36	80	
Total		94	512	80	

ENG					
IMP					
Total					

Reason for Request

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

This is a second request for cost increase for this project because the project has run into additional design constraints since the previous increase. The currently programmed total construction cost in the eTIP takes into account some of the cost increase related to reasons below. Due to increase in construction cost the funding level for the project has decreased significantly. This cost increase request is to bring the funding back to 80/20 split. The second increase is mainly due to increasing the installation of C&G through the entire length of the project due to various clearance requirements from individual petroleum pipeline companies as well as slope changes related to re-routing the existing drainage ditch along IL-83. The additional C&G along IL-83 has resulted in increase of significant drainage improvements to drain the roadway, earth excavation, concrete pads over petroleum pipelines where desired vertical clearances cannot be obtained.

The project also had small amount of STP-U funds. The region recently faced a funding shortfall. Previously, the Village was informed all projects up to April 2020 letting will receive its STP funds. However; in January 2020, the regional councils were notified that projects past the March 2020 letting will not receive its STP funds. The Village was then asked if it would forego its STP-U funding to remain on the April 2020 letting. The Village is committed to the project with regional importance as far as bike networks are concerned and doing its fair share of obligating the projects as oppose to delaying them. Due to those reasons, the Village remained on the April 2020 letting by forfeiting its STP-U funds allocated to the project. However, on April 7, 2020, a letter issued by CMAP stated that due to various reasons additional STP funds have become available that can fund projects targeting June 2020 letting. The Village requested to re-instate its forfeited STP funds but was denied that request.

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-91-403-19	9CSZ(029)	
ENG			
IMP			

Additional Comments

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

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	08-12-0003	Sponsor	City of Elmhurst
Project Location Description	IL 56 Butterfield Road at York Street Intersection Improvements		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG 1	Prior FFY	137.379	109.903	80%	CMAQ	IL/LOCAL	<input type="checkbox"/>
ENG 2	Future FFY	160.000	128.000	80%	CMAQ	IL/LOCAL	<input type="checkbox"/>
ROW	Future FFY	437.000	349.000	80%	CMAQ	IL	<input type="checkbox"/>
CONST	Future FFY	1,147.621	918.097	80%	CMAQ	IL/LOCAL	<input type="checkbox"/>
CE	Future FFY	137.000	110.000	80%	CMAQ	IL/LOCAL	
Total		2,019.000	1,615.000				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
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**
ENG 1	Prior FFY	137.379	109.903	80%	CMAQ	IL/LOCAL	
ENG 1	2020	37.936	30.349	80%	CMAQ	IL/LOCAL	
ENG 2	Future FFY	160.000	128.000	80%	CMAQ	IL/LOCAL	12/2020
ROW	Future FFY	437.000	349.000	80%	CMAQ	IL	1/2022
CONST	Future FFY	1,109.685	887.748	80%	CMAQ	IL/LOCAL	3/2023
CE	Future FFY	137.000	110.000	80%	CMAQ	IL/LOCAL	3/2023
Total		2,019.000	1,615.000				

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)
ENG 1	2020	37.936	30.349	80%	From CONST
CONST	2023	-37.936	-30.349	80%	To ENG 1
Total		0	0		

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.

Preliminary comments from IDOT on the Intersection Design Study required modifications not included in the original engineering scope of services and Letter of Intent. Scope revisions include providing ADA curb ramp design, Transportation Management Plan, and changing the design year from 2040 to 2028 to follow 3R design criteria as directed by IDOT.

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-006-18	LZJ0(489)	
ENG 2	D-91-017-18	9YZW(385)	
ROW	R-91-001-18	GJL7(051)	
CONST	C-91-019-18	96AY(971)	
ENG			
IMP			

Additional Comments

The project is targeting a Year 2023 letting and design approval prior to the end of 2020. The request is for a transfer of funds from the allocated construction phase to Engineering 1 to cover costs associated with a change in scope related to the intersection design and deliverables. No additional funds are being requested at this time.

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	06-19-0010	Sponsor	IDOT-D1
Project Location Description	Wolf Rd from Brook Hill Rd to 187th St		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2	2021	30,000	24,000	80%	CMAQ	IL	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2022	371,000	296,800	80%	CMAQ	IL	<input type="checkbox"/>
CE							
Total		401,000	320,800	80%	CMAQ	IL	

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	2021	30,000	24,000	80%	CMAQ	IL	<input type="checkbox"/>
IMP	2022	371,000	296,800	80%	CMAQ	IL	<input type="checkbox"/>
Total		401,000	320,800	80%	CMAQ	IL	

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		30000	0	0	N/A	IL	
ROW							
CONST		371000	320800	86	CMAQ	IL	
CE							
Total		401000	320800	80	CMAQ	IL	

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	2020	0	-24000	0	CONST
ROW					
CONST	2021	0	24000	320,800	ENG2
CE					
Total		0	0	320,000	

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.

Phase II Engineering being conducted with state-only funding or in-house staff. Request is to apply Phase II CMAQ funding to CONST and advance CONST from FFY 2022 to FFY 2021. This project is targeted for a 01CY21 letting and is combined into one contract with the following TIP ID projects: 04-19-0007 (FFY 2021), 07-19-0022 (FFY 2021), and 04-19-0008 (currently FFY 2022).

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-91-386-20	NAUZ(108)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	04-19-0008	Sponsor	IDOT-D1
Project Location Description	Chicago Ave from 5th Ave to 9th Ave and Lake St from 9th Ave to 19th Ave		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2	2021	29,750	23,200	80%	CMAQ	IL	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2022	358,000	286,400	80%	CMAQ	IL	<input type="checkbox"/>
CE							
Total		387,750	309,600	80%	CMAQ	IL	

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	2021	29,750	23,200	80%	CMAQ	IL	<input type="checkbox"/>
IMP	2022	358,000	286,400	80%	CMAQ	IL	<input type="checkbox"/>
Total		387,750	309,600	80%	CMAQ	IL	

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	2020	29750	0	0	N/A	IL	
ROW							
CONST	2021	358000	309600	86	CMAQ	IL	
CE							
Total		387750	309600	80	CMAQ	IL	

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	2020	0	0	0	CONST
ROW					
CONST	2021	387,750	309,600	309,600	
CE					
Total		387,750	309,600	309,600	

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.

Phase II Engineering being conducted with state-only funding or in-house staff. Request is to apply Phase II CMAQ funding to CONST and advance CONST from FFY 2022 to FFY 2021. This project is targeted for a 01CY21 letting and is combined into one contract with the following TIP ID projects: 04-19-0007 (FFY 2021), 07-19-0022 (FFY 2021), and 06-19-0010 (currently FFY 2022).

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-91-386-20	NAUZ(108)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	06-16-0010	Sponsor	Village of Chicago Ridge
Project Location Description	Ridgeland Avenue – Access to Transit		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2		69,645.00	0.00	0%		Local	<input checked="" type="checkbox"/>
ROW	N/A						<input type="checkbox"/>
CONST	2020	1,576,418.00	1,261,134.00	80%	CMAQ	Local	<input type="checkbox"/>
CE	2020	124,500	99,600	80%	CMAQ	Local	
Total		1,770,563	1,360,734				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
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		69,645.00	0.00	0%		Local	Completed
ROW	N/A						
CONST	2020	2,080,000	1,664,000	80%	CMAQ	Local	11/8/2019
CE	2020	124,500	99,600	80%	CMAQ	Local	11/8/2019
Total		2,274,145	1,763,600				

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		0	0		
ROW					
CONST	2020	503,582	402,866	80%	
CE		0	0		
Total		503,582	402,866		

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.

See attached letter summarizing changes. In summary, only one bid proposal was received, condition of existing electrical conduit for the lighting elements cannot be used in all cases as anticipated in design, and the limits of streetscape items needed to be increased during construction to address field conditions.

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-91-170-17	WD0U(038)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-03-0102	Sponsor	Village of Schaumburg
Project Location Description	Algonquin Rd from Plum Grove Rd to IL Route 53		

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	Prior FFY	471.772	0	0		Local	<input checked="" type="checkbox"/>
ENG 2	2018	843.747	371.086	44%	STP	IL/LOCAL	<input type="checkbox"/>
ROW	2018	1,250	625	50%	STP	IL	<input type="checkbox"/>
ROW	2018	1,150	920	80%	CMAQ	IL/LOCAL	
CONST	2020	3,012.5	2,410	80%	STP	IL/LOCAL	<input type="checkbox"/>
CONST	2020	2,587.5	2,070	80%	CMAQ	IL/LOCAL	
CONST	2020	2,430	0	0		LOCAL	
CE	2020	359.5	287.6	80%	STP	IL	
CE	2020	312.5	250	80%	CMAQ	IL/LOCAL	
CE	2020	220.546	0			LOCAL	
Total		12,638.065	6,933.686				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
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	Prior FFY	471.772	0	0%	N/A	Local	
ENG 2	2018	843.747	371.086	44%	STP	IL/LOCAL	12/22/16
ROW	2018	1,250	625	50%	STP	IL	7/24/18
ROW	2018	1,500	1,200	80%	CMAQ	IL/LOCAL	7/24/18
CONST	2020	3,012.525	2,410	59%	STP	IL/LOCAL	6/12/20
CONST	2020	6,548.895	5,239.116	80%	CMAQ	IL/LOCAL	6/12/20
CONST	2020	524.595	0	0%	N/A	LOCAL	6/12/20
CE	2020	359.5	287.6	80%	STP	IL	6/12/20
CE	2020	533.046	426.437	80%	CMAQ	IL/LOCAL	6/12/20
Total		15,044.08	10,559.239				

-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					
ROW	2020	350	280	80%	
CONST	2020	2,056.015	3,169.116	80%	
CE	2020	0	176.437	80%	
Total		2,406.015	3,625.567		

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.

Additional Right-of-way \$350,000, The construction phase engineering services \$196,000 over project budget, Nicor gas main relocation \$310,000, Two buried fuel tanks were encountered and State's estimate for the project special waste exceeded \$700,000. Updated final project cost estimate and adjustments for inflation \$500,000. Low bid for CONST came in approx. 15% over estimate.

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-312-16	4003(764)	
ROW	R-90-021-16	3FXK(479)	
CONST	C-91-312-16	R82A(608)	
ENG			
IMP			

Additional Comments

Near the end of 2019, the project was scheduled for the March 2020 letting, however, the ROW was not certified in time and the project was removed from this letting and then informed that there were no federal funds available for the remaining lettings in 2020. During this time, several project cost increases became known and then the scramble to secure a new bid letting approval and determining the extent of cost increased became moving targets, finally being resolved in April 2020. This request for additional CMAQ funding was prepared for the next available CMAP meeting.



Chicago Metropolitan Agency for Planning

MEMORANDUM

Agenda Item No. 6.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

To: CMAQ Project Selection Committee

From: CMAP Staff

Date: July 9, 2020

Re: Changes to Project Evaluations and Program Development for FFY 2022-2026
CMAQ and TAP-L Call for Projects

The FFY 2022-2026 Congestion Mitigation and Air Quality Improvement (CMAQ) program and Transportation Alternatives Program for Locals (TAP-L) call for projects is on schedule for opening in January 2021. In preparation for the new call CMAP staff have been reviewing the evaluation criteria and scoring process for potential improvements. This memo lays out those improvements and discusses some comments that were made by committee members at the end of the last call.

Intersection Improvement Projects

At the end of the last call, several sponsors requested more information about the analysis of intersection improvement projects and specifically roundabout projects given that they had not scored as well as the sponsors expected.

Staff reviewed the last two CMAQ cycles to any reasons that intersection improvement projects would rank lower than some other project applications. After verifying that there were no errors in the analysis itself, staff concludes that traffic volumes for the intersections played the largest role in determining whether a project was selected or not. In the 2020-2024 call there were eight intersection improvement (II) projects selected for funding. All eight were among the top 15 projects ranked by traffic volumes out of 27 project applications. For the 2018-2022 call the five II projects selected were among the top 15 by traffic volumes out of 29 applications.

Total cost also plays a significant role for applications as it directly affects the cost-effectiveness of the project. If an application has low traffic volumes and a high cost, it probably will not rank well among the rest of the applications. Over the last two funding rounds, the average traffic volumes for roundabout projects was 15,000 ADT and the total project cost was \$6.5 million. For comparison, the funded II projects had an average of 46,000 ADT and \$4.2 million.

Finally, staff will be revising the Input Module worksheets that are required to provide data for the simulation to make it easier for applicants to provide the information needed to conduct the analysis.

Total Project Cost

Committee members also questioned what should make up the total cost of the project. It has always been the policy of the CMAQ program in northeastern Illinois to consider all phases (engineering, right-of-way acquisition and construction) as contributing to total project cost. Nevertheless, if the scope of the application is part of a larger project and the application has independent utility, then only the costs associated with the application project scope need to be given. Engineering and ROW costs can be estimated for the application based upon the percentage of the construction cost of the scope of the application out of the larger project construction cost. An example would be an application for a bicycle sidepath that is being done as part of larger road reconstruction project. The sidepath has independent utility but the engineering is being done as part of the larger reconstruction project. The engineering cost for the sidepath still needs to be included in the total project cost for the application but it can be estimated based upon the percentage of the sidepath construction cost out of the construction cost of the sidepath and the road reconstruction. Staff will update the language in the application booklet to help reduce confusion for applicants.

Changes to Regional Priorities and TICs

Staff are proposing several changes to the Regional Priorities and Transportation Impact Criteria (TIC). The following table reflects the changes to the Transportation Impact Criteria (TIC) and Regional Priorities scoring with a description of the individual changes following.

Project Type	Criteria and Weights		
Highway	Reliability 15	Safety 5	Corridor/Transit Improvement 10
Transit	Ridership 10*	Reliability (service) or Asset Condition (facilities) 10*	Transit Supportive Land Use* 10
Bicycle	Safety & Attractiveness 10	Transit Accessibility 10	Facility Connectivity* 10
Direct Emissions Reduction	Benefits Sensitive Population* 25		Improves Public Fleets 5

* Indicates a change from the previous call for projects.

1. The first change is a recommendation to drop the Regional Priorities scoring category. Currently there are three regional priorities being scored.
 - a. Project is a component of an ON TO 2050 Regionally Significant Project (RSP).
 - b. Project is supportive of inclusive growth principles that can increase access to opportunity for low income residents and people of color
 - c. The zoning and urban design requirements in the area around a proposed transit project are supportive of transit (transit supportive land use).

Each regional priority can earn a project 10 points but the Regional Priority total score is capped at 10 points. This mutes the effect on the project score when a project qualifies for multiple regional priorities.

The RSP scoring would be dropped entirely from the evaluation of projects. Only a few projects every cycle qualify for RSP points, and because of their regional scope they already tend to do well in both the emission benefit evaluation and TIC scoring.

The Inclusive Growth scoring would stay as a stand-alone score for every application. The pursuit of equity is one of the core values of CMAP and staff recommends that it remain a priority for the scoring of CMAQ applications. By keeping Inclusive Growth as stand-alone scoring criterion it will not be overshadowed by the other scoring measures. Inclusive Growth is already a stand-alone measure for the TAP-L program.

The Transit Supportive Land Use score would be incorporated into the Transit TIC scoring.

With these changes project scoring would be weighted as follows:

- a. Emissions Reduction Cost Benefit = 60 points (except for Other project category)
 - b. TIC Scoring = 30 points (except for Other project category)
 - c. Inclusive Growth Scoring = 10 points
2. By moving Transit Supportive Land Use to the Transit TIC, the scoring weights for the other Transit TICs will need to be adjusted. Currently Ridership and Reliability/Asset Condition are weighted at 15 points each. To accommodate Transit Supportive Land Use, they will all be weighted at 10 points each.
 3. Currently the Facility Connectivity score for Bicycle Facilities is evaluated by using the greater of either (a) the connectivity of bikeways resulting from the project (shown in the table below), or (b) the project's street network connectivity rating, measured with the pedestrian environment factor (PEF) and then weighted by the land use diversity index.

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

Staff recommends replacing the PEF measure with Level of Traffic Stress (LTS) for the roadways connecting to the proposed bicycle facility. Originally the PEF measure was used as way to accommodate bicycle facilities that may not connect into other bikeways but do connect to road networks which were already conducive to bicycling. The LTS works on a 1 to 4 scale, with 1 being the least stressful and 4 being the most. Each roadway link is given a numeric LTS Score based upon based on physical and operational characteristics of the roadway links and traffic volumes.

Connectivity of bikeways – Level of Traffic Stress	Value assigned
Low LTS	10
Medium-Low LTS	6
Medium-High LTS	3
High LTS	0

The bicycle facility applications will receive whichever connectivity score is higher from the two methods.

4. For the last recommended TIC change, staff proposes removing the Annual Health Benefit score from Direct Emissions Reduction TIC. Currently the Annual Health Benefit score is generated based upon the total particulate matter (PM) being reduced by the project. The emissions reduction benefit already calculates PM2.5 reductions and incorporates it into the emissions reduction cost benefit score. The Benefits Sensitive Populations TIC uses PM concentrations as part of its evaluation process as well. With PM emissions already incorporated, there may be a case of double counting the PM benefits into the overall score. The 5 points from the Annual Health Benefit would be reassigned to the Benefits Sensitive Populations score for a total of 15 points.

Local Match and High Need Communities

In an effort to promote equity in our regional programming decisions, staff proposes changing the local match requirements so that Transportation Development Credits for Highways (TDCH) may assist high need communities. Prior to the last programming cycle, the STP-Shared Fund (STP-SF) developed [a policy for the use of TDCHs](#). This policy would be modified to include CMAQ and TAP-L funds. High need communities would be able to request the use of TDCHs as match for their federal funds. The high need communities would be defined as the Cohort 4 communities, the same way as the STP-SF and the Local Technical Assistance (LTA) programs.

The use of TDCHs does reduce the overall pot of funds available to program as it is granting 100 percent federal funding for the qualified applicants. But the STP-SF in the last cycle only saw a total \$1.7 million in TDCHs being used in its program development. For many communities, the ability to provide local match is an impediment to accessing federal transportation funds.

Inclusion of Greenhouse Gas Emissions

Addressing climate change is a major goal of ON TO 2050 and staff reviewed the possibility of including greenhouse gas (GHG) emissions in the CMAQ analysis of potential projects. Staff found that the GHG emissions rates had almost the same speed curve as Volatile Organic Compounds (VOCs) emissions rates. The results showed that project applications which provide excellent VOC reduction benefits also showed excellent GHG reduction benefits. Based upon these results, there would not be an added benefit to the overall project scoring to include GHG. Staff plans to include total estimated GHG emission reductions along with the project scores for informational purposes.

ACTION REQUESTED: Discussion

###