

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	02-06-0035	Sponsor	Village of Skokie
Project Location Description	Gross Point Road from Old Orchard Road to Golf Road		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2017	\$237.401	0	0	N/A	N/A	<input checked="" type="checkbox"/>
ENG 2	2021	\$438.265	\$247	56%	CMAQ/ STP-L	Local Funds, IL Funds	<input checked="" type="checkbox"/>
ROW	2021	\$150	\$105	70%	STP-L	Local Funds, IL Funds	<input checked="" type="checkbox"/>
CONST	2022/MYB	\$5,346	\$2,525.058	47%	STP-L, CMAQ	Local Funds, IL Funds	<input type="checkbox"/>
CE	2022	\$529.942	\$326.942	62%	STP-L	Local Funds, IL Funds	
Total		\$6,701.608	\$3,204	48%	CMAQ /STP-L	Local Funds, IL Funds	

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	2017	\$237.401	0	0	N/A	N/A	2017
ENG 2	2017	\$438.265	\$247	56%	CMAQ/STP-L	Local Funds, IL Funds	06/2017

ROW	2021	\$150	\$105	70%	STP-L	Local Funds, IL Funds	07/2021
CONST	2022	\$5,346	\$2,927.058	55%	STP-L, CMAQ	Local Funds, IL Funds	01/2022
CE	2022	\$529.942	\$370.942	70%	STP-L, CMAQ	Local Funds, IL Funds	01/2022
Total		\$6,701.608	\$3,650	54%	CMAQ/STP-L	Local Funds, IL Funds	

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	2022	\$402,000	\$402,000	56%	
CE	2022	\$44,000	\$44,000	62%	From CON
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.

Requesting reinstatement of \$446,000 CMAQ funds currently in MYB. \$402,000 CMAQ funds for Construction and \$44,000 CMAQ funds for CE.

--

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-91-142-10		
ENG 2	D-91-042-10	CMM-M-9003(469)	
ROW	R-91-001-10	9YMA(544)	
CONST	C-91-042-10	V57S(558)	
ENG			
IMP			

Additional Comments

--

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	03-19-0011	Sponsor	Village of Mount Prospect
Project Location Description		Rand Rd/Central Rd/Mount Prospect Rd Intersection	

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	2017
ENG2	2021
ROW	2022
CON	2023

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	2017	06/2020
ENG2	2021	11/2020
ROW	2022	12/2021
CON	2022	01/2022

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.

Project is ahead of schedule and is targeting a Jan. 2022 letting.

Additional Comments

Project Identification

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-19-0011	Sponsor	Village of Mount Prospect
Project Location Description	Rand (US 12)-Central-Mount Prospect Intersections		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2018	316.0	0	0	N/A	Local	<input checked="" type="checkbox"/>
ENG 2	2021	576.666	421.84	73	CMAQ	Local/County	<input type="checkbox"/>
ROW	2022	900.0	720.0	80	CMAQ	Local	<input type="checkbox"/>
CONST	2023	6195.69	4218.4	68	CMAQ	Local	<input type="checkbox"/>
CE	2023	527.3	421.84	80	CMAQ	Local	
Total		8515.656	5782.08				

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	2018	316.0	0	0	N/A	Local	06/25/2020
ENG 2	2021	576.666	421.84	73	CMAQ	Local/County	11/25/2020
ROW	2022	900.0	720.0	80	CMAQ	Local	12/01/2021
CONST	2022	7000.0	5600.0	80	CMAQ	Local	01/21/2022
CE	2022	700.0	560.0	80	CMAQ	Local	01/21/2022
Total		9492.666	7301.84				

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

Total							
--------------	--	--	--	--	--	--	--

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST		804.31	1381.6	80	
CE		172.7	138.16	80	
Total		977.01	1519.76		

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 additional \$1,519,760 in CMAQ funding for construction and construction engineering, combined with the existing \$4,640,240 in CMAQ funding (total of \$6,160,000), will provide 80% of the anticipated \$7,700,000 cost for construction (total cost of \$7,000,000) and construction engineering (total cost of \$700,000). Reasons for an increase to the construction cost include non-special waste quantities higher than anticipated, the need to replace all roadway lighting (as the existing lighting did not meet current IDOT standards), construction of a drilled soldier pile retaining wall (in lieu of a modular block wall) due to right of way constraints, and increased quantities in sidewalk and pavement patching.

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-91-383-20	DUBY(034)	
ENG			

IMP			
-----	--	--	--

Additional Comments

--

CMAQ/TAP Scope Change Request Form

Project Identification

TIP ID	03-19-0040	Sponsor	Village of Niles
Project Location Description	Pedestrian improvements along Golf Road, Greenwood Avenue, and Milwaukee Avenue		

Revised Project Scope

The Village was awarded Highway Safety Improvement Program (HSIP) funds in the amount of \$909,000 for the sidewalk safety improvements along Golf Road and Greenwood Avenue. The HSIP award letter (HSIP #202001005) also recommended the Village to include street lighting as part of the project, as the application only requested sidewalk and crosswalk improvements. The Village agreed with the recommendation and separately applied for Illinois Transportation Enhancement Program (ITEP) to include lighting and the remaining funding shortfall for the sidewalk improvements. The Village successfully received ITEP funding (ITEP #143053) and will combine all sidewalk and street lighting improvements within this corridor as one complete contract plans.

Changes to Location/Limits (if applicable)

Map Attached

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

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

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

Cost/Schedule Changes

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

Additional Comments

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): _____	

Changes to Emissions Benefit Analysis – Direct Emissions Reduction

DIRECT EMISSIONS REDUCTION			
Complete Multiple copies of this table – One for each group of vehicles (type, engine, technology, etc.).			
Vehicle Type: (select one)	<input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus <input type="checkbox"/> Refuse Hauler <input type="checkbox"/> Short Haul <input type="checkbox"/> Long Haul <input type="checkbox"/> Delivery Truck <input type="checkbox"/> Emergency Vehicle <input type="checkbox"/> On-Highway <input type="checkbox"/> City/County Vehicle <input type="checkbox"/> Passenger Locomotive <input type="checkbox"/> Switch Engine <input type="checkbox"/> Other: _____		
Vehicle Size: (check one)	<input type="checkbox"/> Class 2b (8,501 - 10,000 lbs.) <input type="checkbox"/> Class 3 (10,001 - 14,000 lbs.) <input type="checkbox"/> Class 4 (14,001 - 16,000 lbs.) <input type="checkbox"/> Class 5 (16,001 - 19,500 lbs.) <input type="checkbox"/> Class 6 (19,501 - 26,000 lbs.) <input type="checkbox"/> Class 7 (26,001 - 33,000 lbs.) <input type="checkbox"/> Class 8a (33,001 - 60,000 lbs.) <input type="checkbox"/> Class 8b (60,001 and over) <input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus		
Horsepower (check one)	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 3 <input type="checkbox"/> 6 <input type="checkbox"/> 11 <input type="checkbox"/> 16 <input type="checkbox"/> 25 <input type="checkbox"/> 40 <input type="checkbox"/> 50 <input type="checkbox"/> 75 <input type="checkbox"/> 175 <input type="checkbox"/> 300 <input type="checkbox"/> 600 <input type="checkbox"/> 750 <input type="checkbox"/> 1000 <input type="checkbox"/> 1200 <input type="checkbox"/> 2000 <input type="checkbox"/> 3000		
Current Fuel Type: (check one)	<input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input type="checkbox"/> Diesel, 500 ppm sulfur		
Model Year (all vehicles in a group should have the same model year): _____			
Before project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): _____ gallons			
After project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): _____ gallons			
Before project Annual Vehicle Miles/vehicle in group: _____ miles			
Annual Idling Hours/vehicle in group: _____ hours			
After project Annual Vehicle Miles/vehicle in group: _____ miles			
Annual Idling Hours/vehicle in group: _____ hours			
Technology to be Applied	# veh	Technology to be Applied	# veh
Diesel Oxidation Catalyst		Recalibration	
Diesel Oxidation Catalyst + Closed Crankcase Ventilation		Exhaust Gas Recirculation + Diesel Particulate Filter	
Diesel Particulate Filter		Selective Catalytic Reduction	
Hybrid Electric Replacement with Diesel Particulate Filter		Emissions Control Devices	
Partial Flow Filter		Other	
Compressed Natural Gas (CNG) Replacement		Engine Repower	
Lean NOx Catalyst/Diesel Particulate Filter		Engine Replacement	
Post-Implementation Fuel Type (select one): <input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input type="checkbox"/> Diesel, 500 ppm sulfur <input type="checkbox"/> Diesel, 15 ppm sulfur (non-road only) <input type="checkbox"/> Emulsion <input type="checkbox"/> Electricity			
Diesel Vehicle Replacement Applicants			
Expected remaining life of vehicles being replaced (years): _____			
Total Number of Vehicles (all groups combined): _____ vehicles			

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	03-19-0040	Sponsor	Village of Niles
Project Location Description	Pedestrian improvements along Golf Road, Greenwood Avenue, and Milwaukee Avenue		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	2021
ROW	
CON	2022

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		
CON	2023	06/2023

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 Village was awarded Highway Safety Improvement Program (HSIP) funds in the amount of \$909,000 for the sidewalk safety improvements along Golf Road and Greenwood Avenue. The HSIP award letter (HSIP #202001005) also recommended the Village to include street lighting as part of the project, as the application only requested sidewalk and crosswalk improvements. The Village agreed with the recommendation and separately applied for Illinois Transportation Enhancement Program (ITEP) to include lighting and the remaining funding shortfall for the sidewalk improvements. The Village successfully received ITEP funding (ITEP #143053) and will combine all improvements within this corridor as one complete contract plans and special provisions.

Due to the more recent ITEP funding award in June 2021, the Village is requesting an extension for the HSIP funds to September 27, 2023 so the preliminary and design engineering can be completed for the street lighting and additional sidewalk improvements to combine into one overall improvement project.

Additional Comments

CMAQ/TAP Scope Change Request Form

Project Identification

TIP ID	10-18-0002	Sponsor	Lake County Division of Transportation
Project Location Description	Wadsworth Road at Lewis Avenue		

Revised Project Scope

This project will be split into two construction stages. The first stage will consist of the resurfacing and widening of the east leg of Wadsworth Road and all of Lewis Avenue. The second stage will consist of the reconstruction of the west leg of Wadsworth Road.

Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved Wadsworth Road	Marked Route # CH 17	
North/West Reference Point/Cross St/Intersection Lewis Avenue	Marked Route # CH 27	Municipality & County Beach Park, Lake County
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information		

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

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

Cost/Schedule Changes

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

Additional Comments

This project is being separated into two staged packages of work. The scheduled start date for this project will remain the same, FY 2022. Stage 2 of this project's construction will begin after the Stage 1 work is completed to coincide with the airport's renovation.

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): _____	

Changes to Emissions Benefit Analysis – Direct Emissions Reduction

DIRECT EMISSIONS REDUCTION			
Complete Multiple copies of this table – One for each group of vehicles (type, engine, technology, etc.).			
Vehicle Type: (select one)	<input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus <input type="checkbox"/> Refuse Hauler <input type="checkbox"/> Short Haul <input type="checkbox"/> Long Haul <input type="checkbox"/> Delivery Truck <input type="checkbox"/> Emergency Vehicle <input type="checkbox"/> On-Highway <input type="checkbox"/> City/County Vehicle <input type="checkbox"/> Passenger Locomotive <input type="checkbox"/> Switch Engine <input type="checkbox"/> Other: _____		
Vehicle Size: (check one)	<input type="checkbox"/> Class 2b (8,501 - 10,000 lbs.) <input type="checkbox"/> Class 3 (10,001 - 14,000 lbs.) <input type="checkbox"/> Class 4 (14,001 - 16,000 lbs.) <input type="checkbox"/> Class 5 (16,001 - 19,500 lbs.) <input type="checkbox"/> Class 6 (19,501 - 26,000 lbs.) <input type="checkbox"/> Class 7 (26,001 - 33,000 lbs.) <input type="checkbox"/> Class 8a (33,001 - 60,000 lbs.) <input type="checkbox"/> Class 8b (60,001 and over) <input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus		
Horsepower (check one)	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 3 <input type="checkbox"/> 6 <input type="checkbox"/> 11 <input type="checkbox"/> 16 <input type="checkbox"/> 25 <input type="checkbox"/> 40 <input type="checkbox"/> 50 <input type="checkbox"/> 75 <input type="checkbox"/> 175 <input type="checkbox"/> 300 <input type="checkbox"/> 600 <input type="checkbox"/> 750 <input type="checkbox"/> 1000 <input type="checkbox"/> 1200 <input type="checkbox"/> 2000 <input type="checkbox"/> 3000		
Current Fuel Type: (check one)	<input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input type="checkbox"/> Diesel, 500 ppm sulfur <input type="checkbox"/> Diesel, 15 ppm sulfur <input type="checkbox"/> Emulsion		
Model Year (all vehicles in a group should have the same model year): _____			
Before project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): _____ gallons			
After project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): _____ gallons			
Before project Annual Vehicle Miles/vehicle in group: _____ miles			
Annual Idling Hours/vehicle in group: _____ hours			
After project Annual Vehicle Miles/vehicle in group: _____ miles			
Annual Idling Hours/vehicle in group: _____ hours			
Technology to be Applied	# veh	Technology to be Applied	# veh
Diesel Oxidation Catalyst		Recalibration	
Diesel Oxidation Catalyst + Closed Crankcase Ventilation		Exhaust Gas Recirculation + Diesel Particulate Filter	
Diesel Particulate Filter		Selective Catalytic Reduction	
Hybrid Electric Replacement with Diesel Particulate Filter		Emissions Control Devices	
Partial Flow Filter		Other	
Compressed Natural Gas (CNG) Replacement		Engine Repower	
Lean NOx Catalyst/Diesel Particulate Filter		Engine Replacement	
Post-Implementation Fuel Type (select one):	<input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input type="checkbox"/> Diesel, 500 ppm sulfur <input type="checkbox"/> Diesel, 15 ppm sulfur (non-road only) <input type="checkbox"/> Emulsion <input type="checkbox"/> Electricity		
Diesel Vehicle Replacement Applicants			
Expected remaining life of vehicles being replaced (years): _____			
Total Number of Vehicles (all groups combined): _____ vehicles			

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	12-11-0033	Sponsor	Forest Preserve District of Will County
Project Location Description	East side of I-355 Veterans Memorial Tollway from Spring Creek to 159 th Street (IL Route 7).		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW	2019	60,000	48,000	80	TAP-L	FPD, Local	<input checked="" type="checkbox"/>
CONST	2019	6,023,854	4,819,083	80	TAP-L	FPD, Local	<input type="checkbox"/>
CE	2019	608,385	486,708	80	TAP-L	FPD, Local	
Total		6,692,239	5,353,791				

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	2019	36,855	29,484	80	TAP-L	FPD, Local	8/2021
CONST	2021	6,860,486	5,488,389	80	TAP-L	FPD, Local	7/30/2021
CE	2019	608,385	486,708	80	TAP-L	FPD, Local	8/2021
Total		7,505,726	6,004,581				

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	2019	-23,145	-18,516	80	
CONST	2021	+836,632	+669,306	80	
CE	2019	0	0	80	
Total			+650,790		

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 project is located through multiple property owners (i.e. Illinois Tollway, ComEd, IDOT (State), Will County, and local municipalities who have their respective earthwork management and environmental requirements for handling excavated materials. These requirements resulted in an increase of construction cost as some of the excavated materials could not be re-used and new (off-site) embankment material will need to be purchased for the project.

Please note that the actual construction cost provided from the July 31, 2021 letting is the awarded "As-Accepted" low bid and is 2.5% higher than the Engineer's Estimate reflect in the provided approved PPI. See attached concurrence email awarding the project to the low bidder.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-91-020-20	RA7Y(726)	
CONST	C-91-152-20	K19K(601)	
ENG			
IMP			

Additional Comments

--

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	02-19-0015	Sponsor	Skokie
Project Location Description	Caldwell Avenue from Howard Street to Oakton Street of distance (mile) .5 Oakton Street From Caldwell Ave To I-94 (Edens Expy) of distance (mile) 1.25		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	2019
ENG2	2019
ROW	N/A
CON	2021

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	2019	2019
ENG2	2019	2019
ROW	N/A	
CON	2021	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.

Agency coordination resulted in delays and revisions which pushed back the anticipated letting date.

Additional Comments

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	02-19-0016	Sponsor	Village of Glenview
Project Location Description	East Lake and Waukegan Road Intersection		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	2021
ROW	2021
CON	2022

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		12/2019
ENG2	2022	
ROW	2023	
CON	2024	

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.

Mostly due to COVID some of the Village's priorities changed and projects got delayed.

Additional Comments

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	03-19-0022	Sponsor	Village of Schaumburg
Project Location Description	Meacham Road (Higgins Rd to American Ln) and Golf Road (Meacham Rd to Roosevelt Blvd)		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	Prior
ENG2	2021
ROW	2021
CON	2022

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2	2021	6/2021
ROW	2022	5/2022
CON	2023	3/2023 Letting

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 schedule has been revised upon receiving federal authorization from IDOT for the Phase 2 Engineering agreement at the end of June 2021.

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	2021	461	369	80	TAP-L	LOCAL	<input type="checkbox"/>
ROW	2020	100	0	0	TAP-L	LOCAL	<input type="checkbox"/>
CONST	2022	1037	778	75	STU	LOCAL	<input type="checkbox"/>
CONST	2022	2713	2170	80	TAP-L	LOCAL	<input type="checkbox"/>
CE	2022	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	510	408	80	TAP-L	LOCAL	9/15/2021
ROW	2021	100	0	0	TAP-L	LOCAL	9/15/2021
CONST	2023	1037	778	75	STU	LOCAL	3/6/2023
CONST	2023	2713	2170	80	TAP-L	LOCAL	3/6/2023
CE	2023	300	240	80	TAP-L	LOCAL	3/6/2023
Total		4885	3696	76			

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	49	39	80	n/a
ROW					
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.

Cost change is due to annual salary adjustments and overhead rate revisions to match what has been recently approved 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 X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-037-21	5CLB(999)	
ROW	R-91-xxx-xx	CMM-xxxx(xxx)	
CONST	C-91-xxx-xx	CMM-xxxx(xxx)	
ENG			
IMP			

Additional Comments

Project Identification

Provide the project identification exactly as it appears in the CMAQ or TAP programs. The current CMAQ Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP