



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

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CMAQ Project Selection Committee

Annotated Agenda

Thursday, July 18, 2019

11:00 a.m.

Teleconference # 800-747-5150, Access Code 3868691

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

- 1.0 Call to Order** **11:00a.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – April 11, 2019**
ACTION REQUESTED: Approval
- 4.0 Program Monitoring**
- 4.1 Project Programming Status Sheets**
Recurring reports on the programming status of active and deferred CMAQ and TAP-L projects
ACTION REQUESTED: Information
- 4.2 Programming Summary and Obligation Goal**
Update on CMAQ obligations for federal fiscal year (FFY) 2019
ACTION REQUESTED: Information
- 5.0 Project Changes**
- 5.1 Chicago DOT – Streets for Cycling (01-94-0092)**
Cost change – Reinstate \$2,400,000 CMAQ (\$3,000,000 total) for engineering in 2019 and \$800,000 CMAQ (\$1,000,000 total) for engineering in 2020 and consolidate remaining deferred construction phases
ACTION REQUESTED: Approval
- 5.2 Chicago DOT – State/Lake Station (01-02-0030)**
Cost change – Increase of \$5,500,000 CMAQ (\$11,000,000 total) for engineering in 2019
ACTION REQUESTED: Approval

5.3 Chicago DOT – Roosevelt Rd Signal Interconnect (01-03-0004)

Cost change – Reinstate \$3,929,600 CMAQ (\$4,912,000 total) for construction in 2019

ACTION REQUESTED: Approval

5.4 Schaumburg – Woodfield Rd at IL 53 (03-14-0017)

Cost change – Increase of \$549,000 CMAQ (\$450,000 total) for construction in 2019

ACTION REQUESTED: Approval

5.5 Chicago Ridge – Metra Station Area Access Improvements (06-16-0010)

Cost change – Increase of \$43,884 CMAQ (\$54,855 total) for construction engineering in 2019

ACTION REQUESTED: Approval

5.6 Illinois EPA – Chicago Area Green Fleet Grant Program (13-14-0001)

Scope change – Changing the funding percentages for the program, removing the funding cap and adding a scrapping requirement for all vehicle replacements

ACTION REQUESTED: Approval

5.7 Kane County FPD – Fox River Trail under UPRR (09-16-0005)

Cost change – Increase of \$160,410 TAP-L (\$200,512 total) for design engineering and \$1,021,127 TAP-L (\$750,042 total) for construction and construction engineering in 2019

ACTION REQUESTED: Approval

6.0 FFY 2020-2024 Program Development

Staff will present a draft recommendation for the committee’s consideration for release for public comment from July 18 through August 16, 2019.

ACTION REQUESTED: Approval

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 5, 2019 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 11, 2019

- Committee Members:** Doug Ferguson, Chair (CMAQ), Darwin Burkhart (IEPA) (via phone), Tony Greep (FTA), Luann Hamilton (CDOT), John Donovan (FHWA), Mark Pitstick (RTA), Tom Rickert (Counties), Leon Rockingham (Council of Mayors), Chris Schmidt (IDOT)
- Staff Present:** Teri Dixon, Jen Maddux, Jeff Schnobrich
- Others Present:** Roopa Anjanappa, Adam Boeche, Dave Block (via phone), Lenny Cannata (via phone), Akram Chaudhry, Jack Cruikshank, Joyce DeLong, Laura Fedak, Adam Folta, Mark Fowler, Robert Greene, Emily Karry, Angela King, Mike Klemens, Joshua Klingenstein, Glenn McCollum, Kelsey Mulhausen, Jacki Murdock, Mehul Patel, Dan Persky, Leslie Phemister, Keith Privett, Chad Riddle, David Seglin, Brian Stepp, Jeff Strzalka
- 1.0 Call to Order**
Mr. Ferguson called the meeting to order at 11:05 a.m.
- 2.0 Agenda Changes and Announcements**
There were no agenda changes.
- 3.0 Approval of Minutes—January 8, 2019**
On a motion by Mr. Schmidt and seconded by Mr. Rickert, the minutes of the January 8, 2019 meeting were approved.
- 4.0 Program Monitoring**
- 4.1 Project Programming Status Sheets**
Ms. Maddux presented the program status sheets for active and deferred CMAQ and TAP-L funded projects.
- 4.2 Programming Summary and Obligation Goal**
Ms. Maddux reported that the CMAQ programming summary and obligation goal was included in the Committee packets and noted \$51 million has been obligated so far this federal fiscal year.

5.0 Project Changes

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

Ms. Maddux reported that the sponsor requested to transfer \$3,353,000 CMAQ (\$4,191,000 total) from right of way in FFY 2019 to construction in FFY 2020.

On a motion made by Mr. Schmidt, and seconded by Ms. Hamilton, the requested transfer was approved.

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

Ms. Maddux reported that the sponsor requested a schedule change to move \$20,400 CMAQ (\$25,500 total) for engineering from FFY 2021 to FFY 2019 and \$201,304 CMAQ (\$251,634 total) for construction from FFY 2022 to FFY 2020.

On a motion made by Mr. Rickert, and seconded by Ms. Hamilton, the requested schedule change was approved.

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

Ms. Maddux reported that the sponsor requested reinstatement of \$1,672,000 CMAQ (\$2,090,000 total) to Alsip Park District, \$3,542,000 CMAQ (\$4,427,500 total) to Dolton Park District, and \$1,823,000 CMAQ (\$2,278,000 total) to the city of Blue Island for construction in FFY 2019.

On a motion made by Mr. Schmidt, and seconded by Mr. Rickert, the requested reinstatement was approved.

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

Ms. Maddux reported that the sponsor requested a cost increase of \$436,000 CMAQ (\$687,000 total) for construction in FFY 2019.

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

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

Ms. Maddux reported that the sponsor requested cost increases of \$19,298 CMAQ (\$24,123 total) for design engineering in FFY 2019 and \$212,280 CMAQ (\$265,349 total) for construction/construction engineering in FFY 2020.

On a motion made by Mr. Rickert, seconded by Ms. Hamilton, the requested cost increases were approved.

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

Ms. Maddux reported that the sponsor requested cost increase of \$2,796,000 CMAQ (\$2,995,000 total) for construction/construction engineering in FFY 2019.

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

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

Ms. Maddux reported that the sponsor requested cost increase of \$136,000 CMAQ (\$170,000 total) for construction/construction engineering in FFY 2019.

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

5.8 CTA – Red Purple Modernization (16-10-9001)

Ms. Maddux reported that there will be a rescission of federal transportation funding on July 1, 2020 based on the unobligated program balances as of September 30, 2019. In an effort to reduce the amount of funds to be rescinded from the CMAQ program in northeastern Illinois, staff recommended moving an additional \$50,000,000 CMAQ for implementation from FFY 2020 to FFY 2019.

Mr. Rickert stated that he supports CMAP staff's sound reasoning for the schedule change and that this is a good project.

On a motion made by Ms. Hamilton, seconded by Mr. Rockingham, the requested schedule change was approved.

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

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

Mr. Schmidt stated that the situation regarding Buy America waivers under FHWA has not changed. Mr. Donovan stated that this transfer is an appropriate action.

On a motion made by Mr. Schmidt, seconded by Mr. Rockingham, the requested transfer was approved.

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

Ms. Maddux reported that the sponsor requested to transfer \$208,857 TAP-L (\$261,071 total) from right of way in FFY 2021 to design engineering in FFY 2020.

On a motion made by Mr. Rickert, seconded by Ms. Hamilton, the requested transfer was approved.

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

Ms. Maddux reported that the sponsor requested to reinstate \$90,000 TAP-L (\$112,000 total) for design engineering in FFY 2019.

On a motion made by Mr. Rickert, seconded by Ms. Hamilton, the requested reinstatement was approved.

6.0 FFY 2020-2024 Program Development

Mr. Ferguson gave an overview of the applications received in the last call for projects. He noted that some CMAQ applications are also being evaluated under the STP-Shared Fund and staff will be discussing these with affected project sponsors. Similarly, a few projects applied for TAP-L funding only, and will be considered under the CMAQ program after discussions with project sponsors.

Mr. Schmidt asked if the staff rankings will be presented at the July Project Selection Committee meeting. Mr. Ferguson replied that staff intends to complete the rankings in June, and will then be shared publicly. The traffic flow improvement projects will be brought to the Regional Transportation Operations Coalition and the bicycle facility and access to transit projects to the Bicycle and Pedestrian Task Force for input, similar to previous cycles. The proposed draft program for the CMAQ Project Selection Committee will be presented at the July 18 meeting, with public comment to follow, final PSC consideration in September, and MPO Policy Committee approval in October.

7.0 Other Business

Mr. Ferguson announced that Ms. Hamilton will be retiring and this was her last Project Selection Committee meeting. Mr. Ferguson thanked Ms. Hamilton for her service on the Committee since its inception in 1991.

Ms. Hamilton thanked the Committee for allowing CMAQ funds to help accomplish important projects in the City of Chicago including the Union Station Transit Center, many CTA station renovations, Divvy bike share, the 606 trail, the Navy Pier Flyover, and many bicycle lanes throughout the city.

Mr. Pitstick stated that these projects were complicated, including long timelines, and were implemented thanks to Ms. Hamilton's perseverance and hard work.

8.0 Public Comment

There were no comments from the public.

9.0 Next Meeting

The next meeting is scheduled for July 18, 2019 at 11:00 a.m.

10.0 Adjournment

On a motion made by Mr. Schmidt, and seconded by Mr. Rockingham, the meeting was adjourned at 11:33 a.m.



Chicago Metropolitan Agency for Planning
FFY 2019-2022 CMAQ Program Summary

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	05-18-0001	Central	Berwyn	Depot District Streetscape Project					2021	\$ 523,200	\$ 523,200	\$ 523,200
Access to Transit	05-18-0002	Central	Brookfield	Brookfield Metra Station Bicycle Parking	2019	\$ 20,400			2020	\$ 201,320	\$ 221,720	\$ 201,320
Other	05-16-0002	Central	Riverside	Central Business District Bike Parking					2019	\$ 30,400	\$ 30,400	\$ 30,400
Demonstration	01-02-0027	City of Chicago	CDOT	Cicero Ave Smart Corridor					2019	\$ 2,187,000	\$ 2,187,000	\$ 2,187,000
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station					2022	\$ 59,930,000	\$ 59,930,000	\$ 59,930,000
Direct Emissions Reduction	01-18-0005	City of Chicago	CDOT	Drive Electric Chicago - EV Fleet Program					2021	\$ 15,507,000	\$ 15,507,000	\$ 15,507,000
Demonstration	01-18-0006	City of Chicago	CDOT	Chicago Advisory Systems: Truck Route, Arterial Congestion, and Detour Event					2020	\$ 1,072,000	\$ 1,072,000	\$ 1,072,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase V-2	2019	\$ 1,200,000					\$ 1,200,000	\$ 1,200,000
Transit Facility Improvement	16-10-9001	City of Chicago	CTA	Red and Purple Line Modernization					2019	\$ 75,000,000	\$ 75,000,000	\$ -
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
Direct Emissions Reduction	16-14-0001	City of Chicago	CTA	Purchase of Electric Buses and En-route Charging Stations					2019	\$ 11,000,000	\$ 11,000,000	\$ 3,000,000
Bottleneck Elimination	01-06-0058	City of Chicago	IDOT OIPI	71st St and CSX Grade Separation (GS19)	2019	\$ 900,000					\$ 900,000	\$ 900,000
Bicycle & Pedestrian	08-16-0001	DuPage	Bensenville	IL 83 from Bryn Mawr Av to Foster Av					2019	\$ 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
Signal Interconnect	08-18-0003	DuPage	DuPage County DOT	Central Signal System Expansion					2019	\$ 4,009,399	\$ 4,009,399	\$ 454,000
Transit Facility Improvement	08-18-0005	DuPage	Elmhurst	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements					2021	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Signal Interconnect	09-16-0001	Kane Kendall	Aurora	Indian Trail Rd from IL25/Aurora Av to Pensbury Ln					2019	\$ 906,000	\$ 906,000	\$ 393
Bicycle & Pedestrian	09-16-0002	Kane Kendall	Aurora	Edgelawn Dr Bikeway Project	2019	\$ 46,200			2020	\$ 507,850	\$ 554,050	\$ 323,000
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	09-12-0011	Kane Kendall	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77					2019	\$ 7,158,000	\$ 7,158,000	\$ -
Bottleneck Elimination	09-18-0003	Kane Kendall	Kane County DOT	Randall Road at Weld Road/US 20					2019	\$ 7,959,245	\$ 7,959,245	\$ -
Intersection Improvement	10-00-0129	Lake	Lake County DOT	Hart Rd at US 14/W Northwest Hwy					2019	\$ 2,064,000	\$ 2,064,000	\$ 2,064,000
Bottleneck Elimination	10-08-0031	Lake	Lake County DOT	Washington St/CH A22 at CN/Metra Crossing					2019	\$ 2,098,900	\$ 2,098,900	\$ 2,098,000
Signal Interconnect	10-16-0002	Lake	Lake County DOT	Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd					2020	\$ 2,094,400	\$ 2,094,400	\$ 2,094,400
Signal Interconnect	10-16-0005	Lake	Lake County DOT	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd					2020	\$ 1,508,000	\$ 1,508,000	\$ 1,508,000
Intersection Improvement	10-18-0002	Lake	Lake County DOT	Wadsworth Road at Lewis Avenue Intersection Improvement					2022	\$ 2,786,960	\$ 2,786,960	\$ 2,786,960
Access to Transit	10-16-0013	Lake	Lake Villa	Lake Villa TOD Sidewalk and Multi-use Path Connections to Metra					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					2019	\$ 4,155,545	\$ 4,155,545	\$ 4,155,545
Access to Transit	10-18-0003	Lake	Waukegan	Waukegan Metra Station and Pace Route Access Improvements	2021	\$ 40,000			2022	\$ 168,704	\$ 208,704	\$ 208,704
Intersection Improvement	11-18-0001	McHenry	Crystal Lake	Intersection Improvements at US 14 and Virginia Rd					2019	\$ 1,450,505	\$ 1,450,505	\$ 205,925

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	04-16-0003	North Central	Bellwood	St. Charles Road Access to Transit	2020	\$ 40,000			2020	\$ 560,000	\$ 600,000	\$ 600,000
Bottleneck Elimination	03-96-0021	North Central	Cook County DOTH	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 DOTH	I-294 at IL 64/North Av - Stage 1					2019	\$ 23,921,870	\$ 23,921,870	\$ 23,921,870
Intersection Improvement	03-96-0021	North Central	Cook County DOTH	I-294 at IL 64/North Av - Stage 2					2020	\$ 5,548,200	\$ 5,548,200	\$ 5,548,200
Access to Transit	04-18-0002	North Central	Melrose Park	Melrose Park Metra Station and Pace Route Access Improvements	2019	\$ 39,040			2020	\$ 332,800	\$ 371,840	\$ 371,840
Access to Transit	04-18-0001	North Central	Northlake	Northlake Pace Route Access Improvements	2021	\$ 30,656			2022	\$ 153,280	\$ 183,936	\$ 183,936
Intersection Improvement	02-97-0006	North Shore	Cook County DOTH	Old Orchard Rd from Edens Expressway to Skokie Blvd					2021	\$ 5,636,000	\$ 5,636,000	\$ 5,636,000
Intersection Improvement	02-14-0004	North Shore	IDOT D1	Willow Rd at Pfingsten Rd			2019	\$ 204,000	2020	\$ 800,400	\$ 1,004,400	\$ 637,600
Intersection Improvement	02-16-0006	North Shore	IDOT D1	Golf Rd at Harms Rd					2020	\$ 660,000	\$ 660,000	\$ 660,000
Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	2019	\$ 32,000			2019	\$ 440,000	\$ 472,000	\$ 472,000
Access to Transit	02-16-0013	North Shore	Skokie	Skokie Bicycle Parking at Dempster and Oakton	2019	\$ 21,000			2020	\$ 231,000	\$ 252,000	\$ 251,808
Intersection Improvement	03-11-0020	Northwest	Cook County DOTH	Lake Cook Rd at IL 83/McHenry Rd					2019	\$ 2,974,000	\$ 2,974,000	\$ 2,974,000
Intersection Improvement	03-11-0020	Northwest	Cook County DOTH	Lake Cook Rd at Weiland Rd					2019	\$ 4,185,000	\$ 4,185,000	\$ 4,185,000
Intersection Improvement	03-11-0020	Northwest	Cook County DOTH	Lake Cook Rd at Buffalo Grove Rd					2019	\$ 5,113,000	\$ 5,113,000	\$ 5,113,000
Intersection Improvement	03-18-0007	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Wise Rd			2019	\$ 240,000	2021	\$ 1,106,000	\$ 1,346,000	\$ 1,346,000
Intersection Improvement	03-18-0008	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Barrington Rd			2019	\$ 552,000	2021	\$ 1,625,000	\$ 2,177,000	\$ 2,177,000
Bicycle & Pedestrian	03-18-0004	Northwest	Palatine	Roselle Road/Euclid Avenue Multi-Use Path					2019	\$ 400,000	\$ 400,000	\$ 400,000
Intersection Improvement	03-03-0102	Northwest	Schaumburg	IL 62/Algonquin Rd at Meacham Rd					2020	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000
Intersection Improvement	03-14-0017	Northwest	Schaumburg	Woodfield Rd at IL 53					2019	\$ 2,106,000	\$ 2,106,000	\$ -
Access to Transit	03-18-0001	Northwest	Streamwood	US 20 Pedestrian Access to Hanover Park Metra Station	2019	\$ 48,000			2020	\$ 348,000	\$ 396,000	\$ 396,000
Other	13-18-0001	Regionwide	IDOT D1	IDOT Central Traffic Management System					2022	\$ 6,386,000	\$ 6,386,000	\$ 6,386,000
Access to Transit	18-18-0001	Regionwide	Metra	Metra Bike Parking Expansion					2021	\$ 306,000	\$ 306,000	\$ 306,000
Direct Emissions Reduction	18-18-0002	Regionwide	Metra	Locomotive Acquisition and Rehabilitation					2019	\$ 44,800,000	\$ 44,800,000	\$ -
Transit Service	17-12-0001	Regionwide	Pace	I-90 Corridor Transit Access Improvement Project					2019	\$ 10,330,000	\$ 10,330,000	\$ 10,330,000
Transit Facility Improvement	17-18-0001	Regionwide	Pace	Pulse Dempster Line					2019	\$ 10,040,500	\$ 10,040,500	\$ 10,040,500
Other	17-94-0002	Regionwide	Pace	Vanpool Program					2019	\$ 7,520,000	\$ 7,520,000	\$ -
Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	2019	\$ 21,000						\$ 21,000
Access to Transit	07-18-0002	South	Chicago Heights	Chicago Heights Pace Bus Terminal Improvements	2021	\$ 12,000			2022	\$ 87,935	\$ 99,935	\$ 99,935
Access to Transit	07-16-0004	South	Oak Forest	Oak Forest TOD Area Access to Transit Improvements	2019	\$ 70,000			2019	\$ 940,000	\$ 1,010,000	\$ 977,002
Bicycle & Pedestrian	07-16-0001	South	Sauk Village	Sauk Trail/Cottage Grove Av Bike Path Improvements	2019	\$ 125,000					\$ 125,000	\$ 124,800
Direct Emissions Reduction	06-18-0001	Southwest	Bedford Park	The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project					2021	\$ 2,723,500	\$ 2,723,500	\$ 2,723,500
Direct Emissions Reduction	06-18-0001	Southwest	Bedford Park	The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project					2022	\$ 2,925,000	\$ 2,925,000	\$ 2,925,000
Access to Transit	06-16-0010	Southwest	Chicago Ridge	Chicago Ridge Metra Station Area Access Improvements					2019	\$ 1,316,850	\$ 1,316,850	\$ 1,316,850

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		
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					2019	\$ 1,672,000	\$ 1,672,000	\$ 1,672,000
Bicycle & Pedestrian	06-06-0061	Southwest	Dolton	Cal-Sag Trail East - Dolton Leg from Indiana Ave and 137th St to Burnham Greenway Trail					2019	\$ 3,542,000	\$ 3,542,000	\$ 3,542,000
Bicycle & Pedestrian	06-06-0061	Southwest	Blue Island	Cal-Sag Trail East - West Blue Island Segment (Kedzie to Ashland)					2019	\$ 1,823,000	\$ 1,823,000	\$ 1,823,000
Intersection Improvement	12-18-0004	Will	IDOT D1	Jefferson Street US 52 & I-55 Southbound Ramps	2019	\$ 160,000			2022	\$ 1,908,560	\$ 2,068,560	\$ 2,068,560
Signal Interconnect	12-18-0005	Will	Joliet	Black Road Traffic Signal Interconnection Project					2020	\$ 904,800	\$ 904,800	\$ 904,800
TOTAL CMAQ											\$ 433,352,390	\$ 274,036,019



Chicago Metropolitan Agency for Planning
CMAQ Deferred Program Summary

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Deferred Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Bicycle & Pedestrian	01-01-0011	City of Chicago	CDOT	Chicago Bikes Marketing Campaign-Phase IV-TravelSmart					MYB	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Signal Interconnect	01-03-0002	City of Chicago	CDOT	Stony Island Ave from Midway Plaisance to US 12/US 20/95th St					MYB	\$ 4,032,000	\$ 4,032,000	\$ 4,032,000
Signal Interconnect	01-03-0004	City of Chicago	CDOT	Roosevelt Rd from Western Ave to US 41/Lake Shore Dr					MYB	\$ 3,929,600	\$ 3,929,600	\$ 3,929,600
Bicycle & Pedestrian	01-06-0005	City of Chicago	CDOT	Walk to Transit - Series 3	MYB	\$ 560,000			MYB	\$ 1,860,000	\$ 2,420,000	\$ 2,420,000
Other	01-09-0005	City of Chicago	CDOT	Traffic Management Center Integrated Corridor Management					MYB	\$ 1,520,000	\$ 1,520,000	\$ 1,520,000
Other	01-12-0002	City of Chicago	CDOT	Arterial VMS Traveler Information System, Phase I	MYB	\$ 172,000			MYB	\$ 1,141,200	\$ 1,313,200	\$ 1,313,200
Direct Emissions Reduction	01-12-0004	City of Chicago	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 3					MYB	\$ 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/Waldrone Dr	MYB	\$ 124,000			MYB	\$ 820,000	\$ 944,000	\$ 944,000
Signal Interconnect	01-12-0007	City of Chicago	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	MYB	\$ 122,000			MYB	\$ 806,000	\$ 928,000	\$ 928,000
Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path					MYB	\$ 578,000	\$ 578,000	\$ 578,000
Signal Interconnect	01-17-0014	City of Chicago	CDOT	Wireless Signal Interconnects	MYB	\$ 1,600,000			MYB	\$ 28,757,000	\$ 30,357,000	\$ 30,357,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase V-3	MYB	\$ 1,000,000					\$ 1,000,000	\$ 1,000,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - 2014-2016 Series					MYB	\$ 13,782,600	\$ 13,782,600	\$ 13,782,600
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - 2016-2017 Series	MYB	\$ 2,066,000			MYB	\$ 5,106,000	\$ 7,172,000	\$ 7,172,000
Access to Transit	05-16-0003	Central	Cicero	Cicero Access to Transit Improvements					MYB	\$ 186,080	\$ 186,080	\$ 186,080
Transit Service	08-05-0005	DuPage	Oak Brook	Oak Brook Employment Area Distributor Service					MYB	\$ 910,000	\$ 910,000	\$ 910,000
Intersection Improvement	08-12-0003	DuPage	Elmhurst	IL 56/Butterfield Rd at York St	MYB	\$ 128,000	MYB	\$ 349,000	MYB	\$ 1,029,000	\$ 1,618,000	\$ 1,506,000
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	MYB	\$ 144,000			MYB	\$ 2,397,000	\$ 2,541,000	\$ 2,541,000
Bicycle & Pedestrian	09-12-0009	Kane Kendall	Elgin	Elgin CBD Bike Racks Program	2019	\$ 12,000			MYB	\$ 64,800	\$ 76,800	\$ 64,800
Intersection Improvement	10-00-0117	Lake	Lake County DOT	Fairfield Rd at IL 134					MYB	\$ 699,000	\$ 699,000	\$ 699,000
Bicycle & Pedestrian	10-13-0015	Lake	North Chicago	North Chicago Lakefront Bike Path	2019	\$ 45,000			MYB	\$ 249,000	\$ 294,000	\$ 294,000
Bottleneck Elimination	11-09-0006	McHenry	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings					MYB	\$ 938,000	\$ 938,000	\$ 938,000
Bicycle & Pedestrian	04-11-0009	North Central	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd					MYB	\$ 452,000	\$ 452,000	\$ 452,000
Bicycle & Pedestrian	04-12-0007	North Central	Northlake	Northwest Av from Grand Av to North Av	MYB	\$ 57,000			MYB	\$ 630,000	\$ 687,000	\$ 687,000
Bottleneck Elimination	02-97-0006	North Shore	Cook County DOTH	Old Orchard Rd from Edens Expressway to Skokie Blvd					MYB	\$ 800,000	\$ 800,000	\$ 800,000
Bicycle & Pedestrian	02-06-0035	North Shore	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd					MYB	\$ 446,000	\$ 446,000	\$ 446,000
Intersection Improvement	03-12-0002	Northwest	IDOT D1	IL 59 at W Bartlett Rd			2019	\$ 792,000	MYB	\$ 2,184,000	\$ 2,976,000	\$ 2,976,000
Bicycle & Pedestrian	03-12-0011	Northwest	Des Plaines	Des Plaines - Pedestrian Refuge Medians					MYB	\$ 71,000	\$ 71,000	\$ 71,000
Bicycle & Pedestrian	03-12-0010	Northwest	Mount Prospect	Bike/Ped Crossing at Mount Prospect Road and Northwest Highway	MYB	\$ 20,000			MYB	\$ 272,000	\$ 292,000	\$ 292,000

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Deferred Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Bicycle & Pedestrian	03-12-0012	Northwest	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av					MYB	\$ 94,000	\$ 94,000	\$ 94,000
Bottleneck Elimination	03-96-0021	Northwest	Cook County DOTH	Touhy Av and UPRR					MYB	\$ 23,289,000	\$ 23,289,000	\$ 23,289,000
Intersection Improvement	03-96-0021	Northwest	Cook County DOTH	Elmhurst Rd and Touhy Av/IL 72					MYB	\$ 11,450,000	\$ 11,450,000	\$ 11,450,000
Other	01-16-0003	Regionwide	IDOT D1	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	MYB	\$ 281,600			MYB	\$ 2,816,000	\$ 3,097,600	\$ 3,097,600
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
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
Intersection Improvement	12-12-0005	Will	IDOT D1	US 6/Southwest Hwy at Gougar Rd					MYB	\$ 2,820,000	\$ 2,820,000	\$ 2,820,000

TOTAL CMAQ Deferred

\$ 199,150,080



Chicago Metropolitan Agency for Planning

FFY 2019-2020 TAP-L Program Summary

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	TAP-L Funds						Project Total	Unobligated Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Bicycle & Pedestrian	01-06-0002	City of Chicago	CDOT	43rd St Access Bridge to the Lakefront Trail					2019	\$ 23,800,000	\$ 23,800,000	\$ 23,800,000
Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path	2019	\$ 578,000			2020	\$ 4,520,000	\$ 5,098,000	\$ 5,098,000
Bicycle & Pedestrian	08-11-0017	DuPage	Bensenville	Church Rd from Irving Park Rd to Grove Av					2019	\$ 661,000	\$ 661,000	\$ 661,000
Bicycle & Pedestrian	08-17-0021	DuPage	Carol Stream	Southeast Carol Stream Bike Paths	2020	\$ 337,000	2021	\$ 246,200			\$ 583,200	\$ 583,200
Bicycle & Pedestrian	08-04-0011	DuPage	DuPage County DOT	East Branch DuPage River Trail - Benedictine Connector from Burlington Av to College Av			MYB	\$ 712,000	MYB	\$ 280,000	\$ 992,000	\$ 992,000
Bicycle & Pedestrian	08-12-0040	DuPage	DuPage County DOT	Gary Av Trail from Great Western Trail to Army Trail Rd					2019	\$ 260,000	\$ 260,000	\$ 260,000
Bicycle & Pedestrian	08-16-0017	DuPage	DuPage County FPD	North Central DuPage Regional Trail	2019	\$ 152,000					\$ 152,000	\$ 152,000
Bicycle & Pedestrian	08-16-0019	DuPage	DuPage County FPD	West Branch DuPage River Trail Extension	2019	\$ 240,000	2019	\$ 80,000	2020	\$ 2,410,134	\$ 2,730,134	\$ 2,730,134
Bicycle & Pedestrian	09-18-0001	Kane Kendall	Aurora	East New York Street Bike Path					2020	\$ 428,680	\$ 428,680	\$ 428,680
Bicycle & Pedestrian	09-18-0002	Kane Kendall	Kane County FPD	Great Western Trail Extension	2019	\$ 38,400	2019	\$ 500,000	2020	\$ 141,634	\$ 680,034	\$ 680,034
Bicycle & Pedestrian	09-16-0005	Kane Kendall	Kane County FPD	Fox River Trail under UPRR from Raymond Dr/Riverview Dr to Poplar Creek					2019	\$ 2,085,267	\$ 2,085,267	\$ 2,085,267
Bicycle & Pedestrian	02-18-0002	North Shore	Cook County DOTH	Skokie Valley Trail Extension-Northbrook			2019	\$ 156,800	2021	\$ 2,624,136	\$ 2,780,936	\$ 2,780,936
Bicycle & Pedestrian	02-16-0008	North Shore	Glenview	Milwaukee Av/Lake Av/Sanders Rd (IL-21) multi-use path					MYB	\$ 524,000	\$ 524,000	\$ 524,000
Bicycle & Pedestrian	02-18-0001	North Shore	Skokie	Skokie Valley Trail-Golf Rd to Dempster St	2019	\$ 176,000	2020	\$ 608,000	2021	\$ 2,096,000	\$ 2,880,000	\$ 2,880,000
Bicycle & Pedestrian	03-18-0005	Northwest	Elk Grove	Oakton St and Busse Rd Multi-Use Path					2019	\$ 162,545	\$ 162,545	\$ 162,545
Bicycle & Pedestrian	03-13-0010	Northwest	Niles	Howard St Bicycle Path					2020	\$ 1,145,000	\$ 1,145,000	\$ 1,145,000
Bicycle & Pedestrian	03-18-0002	Northwest	Schaumburg	Higgins Rd Bike Path	2019	\$ 33,600			2020	\$ 482,160	\$ 515,760	\$ 515,760
Bicycle & Pedestrian	07-18-0001	South	Country Club Hills	BP Pipeline Shared Use Path	2019	\$ 134,408					\$ 134,408	\$ 134,408
Bicycle & Pedestrian	12-15-0011	Will	Romeoville	Multi-Use Path through ComEd ROW from Airport Rd/Butler Rd & I-55 and Weber Rd	2019	\$ 90,000			MYB	\$ 1,228,800	\$ 1,318,800	\$ 1,318,400
Bicycle & Pedestrian	12-18-0002	Will	Romeoville	NGPL Multi-Use Trail	2019	\$ 56,000			2020	\$ 757,600	\$ 813,600	\$ 813,600
TOTAL TAP-L											\$ 47,745,364	\$ 47,744,964



CMAQ Programming Summary and Obligation Goals

FFY	Federal		Unprogrammed Balance	Deferred Funds Not Programmed	Unprogrammed Balance Minus Deferrals	Obligation Goal	Current FFY		Obligations Needed to Meet Goal
	Unobligated or Apportionment	Currently Programmed					Obligations to Date		
2019	\$ (18,584,438)	\$ 21,434,721	\$ (40,019,159)	\$ 198,080,480	\$ (238,099,639)	\$ 152,878,323	\$ 213,540,714	\$ (60,662,392)	
2020	\$ 111,825,951	\$ 55,096,354	\$ 56,729,597	\$ -	\$ 56,729,597	\$ 111,825,951			
2021	\$ 111,825,951	\$ 41,780,974	\$ 70,044,977	\$ -	\$ 70,044,977	\$ 111,825,951			
2022	\$ 111,825,951	\$ 94,185,410	\$ 17,640,541	\$ -	\$ 17,640,541	\$ 111,825,951			
2023	\$ 111,825,951	\$ -	\$ 111,825,951	\$ -	\$ 111,825,951	\$ 111,825,951			
	\$ 428,719,366	\$ 212,497,459	\$ 216,221,907	\$ 198,080,480	\$ 18,141,427	\$ 600,182,127			

Current as of 7/9/19

- Federal Unobligated or Apportionment:** Amount apportioned to the state based on CMAQ distribution formula and Congressional appropriation. Northeastern Illinois is allocated 95.21% of the state apportionment; however the full apportionment is used for a programming mark. FFY 2019 includes the unobligated balance from prior years, with funds currently in Advanced Construction not considered to be programmable since they may be converted at any time. FFY 2019-2023 apportionments are estimates based on the current apportionment. See calculation below. Source: FHWA FMIS database
- Currently Programmed:** Net amounts programmed on active project phases, not including obligated funds in the current FFY.
Source: eTIP database
- Deferred Funds Not Programmed:** Funds for project phases that have been deferred and have not demonstrated readiness for reinstatement.
Source: eTIP database
- Unprogrammed Balance:** For current FFY, unobligated less currently programmed, excluding deferred line items; for future years, apportionment less currently programmed.
This balance represents the funds that are available to program as of the current date.
- Unprogrammed Balance Minus Deferrals:** For current FFY, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed.
- Obligation Goal:** Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years. Future goals will be determined at the start of each FFY. FFY 2019 is the annual allotment plus one half of the unobligated balance from FFY 2018 as of 9/30/2018. Source: November 1, 2018 CMAQ Project Selection Committee meeting
- Current FFY Obligations to Date:** Obligations (Federal Authorizations) as of the current date. Projects in Advanced Construction are not included as obligations.
Sources: eTIP database and FHWA FMIS database
- Obligations Needed to Meet Goal:** Obligation goal less current FFY obligations as of the current date.

Current Year Unobligated Balance:	
FFY 2019 Federal Apportionment	\$ 111,825,951
Prior Years' Unobligated Balance	\$ 137,329,155 (+)
	\$ 249,155,106
FFY 2019 Obligated	\$ 213,540,714 (-)
FFY 2019 Advanced Construction	\$ 40,289,070 (-)
Prior Years' Advanced Construction	\$ 13,909,760 (-)
	\$ (18,584,438)



Chicago Metropolitan
Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: July 11, 2019
Re: CMAQ/TAP-L Project Change Requests for consideration on July 18, 2019

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

Below is a summary of the impacts of the staff-recommended changes on the fiscal constraint of the Transportation Improvement Program (TIP). The FFY 2019 current program amount is the new funding in FFY 2019 and carryover from former years and does not include programmed funds that have been obligated. Approximately \$54 million in CMAQ funding is currently in Advanced Construction status and is accounted for in the FFY 2019 unprogrammed balance, although staff does not expect the full amount of Advanced Construction funding to be converted in the current federal fiscal year.

	CMAQ					Request
	2019	2020	2021	2022	2023	
Current Program*	\$21,434,721	\$55,096,354	\$41,780,974	\$94,185,410	\$0	
Unprogrammed Balance*	-\$40,019,159	\$56,729,597	\$70,044,977	\$17,640,541	\$111,825,951	
Sponsor requested changes						
CDOT (01-94-0092)	\$2,400,000	\$800,000				Reinstate ENG in 19 and 20
CDOT (01-02-0030)	\$5,500,000					Increase for ENG in 19
CDOT (01-03-0004)	\$3,929,600					Reinstate CON in 19
Schaumburg (03-14-0017)	\$549,000					Increase for CON in 19
Chicago Ridge (06-16-0010)	\$43,884					Increase for CE in 19
Sum of Changes From Requests	\$12,422,484	\$800,000	\$0	\$0	\$0	
Sum of Recommended Changes	\$12,422,484	\$800,000	\$0	\$0	\$0	
Recommended Revised Program	\$33,857,205	\$55,896,354	\$41,780,974	\$94,185,410	\$0	
Rec. Rev. Unprogrammed Balance	-\$52,441,643	\$55,929,597	\$70,044,977	\$17,640,541	\$111,825,951	
TAP-L						
	2019	2020	2021	2022	2023	Request
Current Program*	\$32,037,559	\$11,120,065	\$4,966,479	\$0	\$0	
Unprogrammed Balance*	\$6,101,709	-\$2,002,961	\$4,150,625	\$9,117,104	\$9,117,104	
Sponsor requested changes						
Kane County FPD (09-16-0005)	\$1,181,537					Increase for E2, CON and CE in 19
Sum of Changes From Requests	\$1,181,537	\$0	\$0	\$0	\$0	
Sum of Recommended Changes	\$1,181,537	\$0	\$0	\$0	\$0	
Recommended Revised Program	\$33,219,096	\$11,120,065	\$4,966,479	\$0	\$0	
Rec. Rev. Unprogrammed Balance	\$4,920,172	-\$2,002,961	\$4,150,625	\$9,117,104	\$9,117,104	

*Source: CMAP FFY 2019-24 TIP

For Committee Consideration (CMAQ):

Chicago DOT – Streets for Cycling (01-94-0092)

The project is approved for \$1,200,000 CMAQ (\$1,500,000 total) for engineering in FFY 2019, while \$21,954,600 CMAQ (\$27,343,250 total) for engineering and implementation remains deferred due to prior phase delays.

The sponsor is requesting to reinstate \$2,400,000 CMAQ (\$3,000,000 total) for engineering in FFY 2019 and \$800,000 (\$1,000,000 total) for engineering in FFY 2020 and to consolidate the remaining funds into a single implementation phase that will remain deferred.

Recommendation to the CMAQ Project Selection Committee:

Approval of the request to reinstate \$2,400,000 CMAQ (\$3,000,000 total) for engineering in FFY 2019 and \$800,000 (\$1,000,000 total) for engineering in FFY 2020 for Chicago DOT – Streets for Cycling (01-94-0092)

Chicago DOT – State/Lake Station (01-02-0030)

The project is approved for \$5,500,000 CMAQ (\$5,500,000 total) for engineering in FFY 2016 and \$59,930,000 CMAQ (\$59,930,000 total) for construction in FFY 2022.

The sponsor is requesting a cost increase of \$5,500,000 (\$11,000,000 total) for engineering in FFY 2019 due to higher than estimated costs for consideration of additional design alternatives, including those that would improve connections to the Red Line station at Lake and the Blue Line Station at Clark/Lake.

The project ranking among all 2014-2018 transit facility projects changed from seventh to eighth; zero funded projects rank lower than eighth.

Recommendation to the CMAQ Project Selection Committee:

Approval of the requested increase of 5,500,000 (\$11,000,000 total) for engineering in FFY 2019 for Chicago DOT – State/Lake Station (01-02-0030)

Chicago DOT – Roosevelt Rd Signal Interconnect (01-03-0004)

The project is approved for \$344,000 CMAQ (\$430,000 total) for engineering in FFY 2017, while \$3,929,600 CMAQ (\$4,912,000 total) remains deferred due to prior phase delays.

The project will achieve readiness in July 2019, and the sponsor is requesting to reinstate construction funds in FFY 2019.

Recommendation to the CMAQ Project Selection Committee:

Approval of reinstating \$3,929,600 CMAQ (\$4,912,000 total) in FFY 2019 for Chicago DOT – Roosevelt Rd Signal Interconnect (01-03-0004)

Schaumburg – Woodfield Rd at IL 53 (03-14-0017)

The project is approved for \$2,106,000 CMAQ (\$2,632,500 total) for construction in FFY 2019.

The project was let in April 2019, and the bid prices exceeded the engineer’s estimate. The sponsor is requesting a cost increase of \$549,000 CMAQ (\$450,000 total) for construction in FFY 2019. The project ranking among all 2016-2020 intersection improvement projects remained unchanged at fourth.

Recommendation to the CMAQ Project Selection Committee:

Approval of the cost increase of \$549,000 CMAQ (\$450,000 total) for construction in FFY 2019 for Schaumburg – Woodfield Rd at IL 53 (03-14-0017)

Chicago Ridge – Metra Station Area Access Improvements (06-16-0010)

The project is approved for \$1,316,850 CMAQ (\$1,646,063 total) for construction/construction engineering in FFY 2019. In July 2017, the CMAQ Project Selection Committee approved a cost increase of \$518,258 CMAQ (\$647,823 total) for construction.

The sponsor is requesting a cost increase of \$43,884 CMAQ (\$54,855 total) for construction engineering in 2019 for increased observation costs due to additional construction elements. The project is targeting a November 2019 letting. The project was originally ranked in a group with the other Regionwide Transit Access Improvements projects. A re-ranking of the group shows that the project ranking was unchanged at third among all 2016-2020 Transit Access projects; three funded projects rank lower than third.

Recommendation to the CMAQ Project Selection Committee:

Approval of the cost increase of \$43,884 CMAQ (\$54,855 total) for construction engineering in 2019 Chicago Ridge – Metra Station Area Access Improvements (06-16-0010)

Illinois EPA – Chicago Area Green Fleet Grant Program (13-14-0001)

The project is approved for \$3,000,000 CMAQ (\$8,000,000 total) for implementation in FFY 2016 while \$7,000,000 CMAQ (\$12,000,000 total) remains deferred due to Buy America waivers not being issued under FHWA.

The sponsor is requesting a scope change to align the program more closely with the Volkswagen Mitigation funding offered to grantees for similar types of vehicles or equipment projects. Currently the program provides funding for 50% of the incremental cost of a new natural gas or propane on-road vehicle compared to its conventional counterpart or 50% of the cost of converting a conventional on-road vehicle to natural gas or propane. Funding is capped at \$10,000 per Class 1-3 vehicles and \$20,000 per Class 4-8 vehicles. The program also provides funding for 50% of the incremental cost for the purchase of new off-road equipment that operates with natural gas, propane, or electricity as compared to the cost of the same diesel model. Off-road equipment is capped at \$100,000 per unit.

The propose new scope would reimburse government applications up to 75% of the base cost of the purchase of a new natural gas or propane vehicle or the cost of converting a conventional vehicle to natural gas or propane. This would include off-road vehicles that could also include electric. Non-government applications are also be eligible but would be reimbursed at a 50% rate instead of the 75% rate for government applicants. The funding caps are removed and VW and DERA requirements for scraping would be required.

A re-ranking of the emissions benefits from the scope change shows the project's annualized cost of reduction in particulate matter 2.5 decreased from \$1,286/kg to \$1,075/kg and has nitrous oxide reduction benefits competitive with other direct emissions reduction projects.

Recommendation to the CMAQ Project Selection Committee:

Approval of the requested scope change for Illinois EPA – Chicago Area Green Fleet Grant Program (13-14-0001)

For Committee Consideration (TAP-L):

Kane County FPD – Fox River Trail under UPRR (09-16-0005)

The project is approved for \$108,938 TAP-L (\$136,173 total) for design engineering in FFY 2018, and \$2,085,267 TAP-L (\$3,132,951 total) for construction/construction engineering in FFY 2019.

The project was let in June 2019, and the bids came in over the engineer's estimate. The sponsor is requesting an increase of \$160,410 TAP-L (\$200,512 total) for design engineering and \$1,021,127 TAP-L (\$750,042 total) for construction/construction engineering in FFY 2019 due to unforeseen complexities and coordination requirements.

Recommendation to the CMAQ Project Selection Committee:

Approval of the requested increase of \$160,410 TAP-L (\$200,512 total) for design engineering and \$1,021,127 TAP-L (\$750,042 total) for construction/construction engineering in FFY 2019 for Kane County FPD – Fox River Trail under UPRR (09-16-0005).

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	01-94-0092	Sponsor	Chicago DOT
Project Location Description	Streets for Cycling		

Currently Programmed Funding – Before cost change(s)

Phase	Program med FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1/2 Phase V-2	2019	1,500.00	1,200.0	80	CMAQ	City/TIF	<input type="checkbox"/>
ENG1/2 Phase V-3	2019	1,250.00	1,000.0	80	CMAQ	City/TIF	<input type="checkbox"/>
ENG1/2 2016-17	MYB	2,582.50	2,066.0	80	CMAQ	City/TIF	<input type="checkbox"/>
IMP 2014-16	MYB	17,228.25	13,782.6	80	CMAQ	City/TIF	<input type="checkbox"/>
IMP 2016-2017	MYB	6,270.00	5,016.0	80	CMAQ	City/TIF	<input type="checkbox"/>
Total		28,830.75	23,064.6				

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	federal authorization date**
ENG1/2 Phase VI	2019	1,500.00	1,200.0	80	CMAQ	City/TIF	8/2019
ENG Phase VII	2019	3,000.00	2,400.0	80	CMAQ	City/TIF	8/2019
ENG1/2 Phase VIII	2020	1,000.00	800.0	80	CMAQ	City/TIF	1/2020
IMP	MYB	23,330.75	18,664.6	80	CMAQ	City/TIF	TBD
Total		28,830.75	23,064.6				

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)
ENG1/2 Phase VI	2019	0	0	80	
ENG/IMP Phase VII	2019	+1,750	+1,400	80	\$ From ENG 2016-17 and IMP 2014-16
ENG1/2 Phase VIII	2020	-1,582.5	-1266	80	To VII
IMP 2014-16	MYB	-17,228.25	-13,782.6	80	+To other lines
IMP	MYB	+17,060.755	+13,648.6	80	From 2014-16
Total		0	0	80	

Reason for Request

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

Rearranging and relabeling among phases

Phase VII - UIGA being drafted, we are finalizing the scope/fee with the consultant now.

Phase VIII - Task Order Proposal Request in July/August 2019; No Job number yet.

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- No Change		
ENG 2	D-		
CONST	C-		
ENG			
IMP			

Additional Comments

Per discussions with IDOT staff, Phase VII contract will go through the IDOT Planning Office instead of traditional ENG1/ENG2 process. Phase I/II through District 1

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	01-02-0030	Sponsor	CDOT
Project Location Description	State/Lake Station		

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	Various past	5500	5500	100	CMAQ	TDC	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2022 TBD	59,930* 59,430	59930* 59430	100 100	CMAQ (Pending CMAQ application)	TDC	<input type="checkbox"/>
CE		Included in CONST					
Total		124,860	124,860	100			

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	Various past 2019/20	5,500 5,500	5,500 5,500	100 100	CMAQ CMAQ	TDC TDC	
ROW							
CONST	2022 TBD	59,930* 59,430	59930* 59430	100 100	CMAQ (Pending CMAQ application)	TDC	
CE		Included in CONST					
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	2019/2020	+5,500	+5,500		New
ROW					
CONST					
CE					
Total		+5,500	+5,500		

Reason for Request

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

The consultant estimate for services is higher than currently programmed, at \$9,991,000. This is because we are honoring CTA's request to fully consider additional design alternatives, including those that would dramatically improve connections to the Red Line station at Lake and the Blue Line Station at Clark/Lake. This is ready to award upon confirmation of funding availability.

The \$11M total also includes an additional \$1,009,000 is included for project oversight and review.

The design scope document assumes the current construction budget holds.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		IL-2016-002
ROW	R-		
CONST	C-		

Additional Comments

CDOT is reviewing funding availability to salvage from Washington/Wabash as the project approaches closeout, but the precise amount is not yet known.

We request that the committee's approval of this cost increase to also authorize CMAP staff – as an administrative action – the option to include funds transferred from Washington/Wabash for a portion of the cost increase, then reduce the new funds by the same amount.

*The pending CMAQ application incorrectly listed the currently programmed funds by \$500K, but the number in the CMAQ application and TIP should prevail.

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	01-03-0004	Sponsor	City of Chicago
Project Location Description	Roosevelt Rd from Western Ave to US 41/Lake Shore Dr		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	2010
ENG2	2013
ROW	
CONST	MYB

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	2010	
ENG2	2013	
ROW		
CONST	2019 or 2020	8/28/2019

Reason for Request

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

The project will achieve project readiness this month. Approval at this meeting would allow authorization to occur before the end of FFY19 if processed quickly at IDOT. Otherwise, it will go in the first weeks of FFY20.

Additional Comments

The draft UIGA and final PSEs both went to IDOT on 6/7/19 for review. The City executed UIGA will go on or before 7/29/19 as per the project delivery schedule.

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-14-0017	Sponsor	Village of Schaumburg
Project Location Description	Woodfield Road at IL 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	N/A	147	0	0	N/A	Village	<input checked="" type="checkbox"/>
ENG 2	2016	551	275	50	STP	Village	<input checked="" type="checkbox"/>
ROW	2017	250	125	50	STP	Village	<input checked="" type="checkbox"/>
CONST	2019	4,536	3,450	76	STP	Village and State	<input checked="" type="checkbox"/>
CONST	2019	2,633	2,106	80	CMAQ	Village and State	<input checked="" type="checkbox"/>
CONST	2019	365	0	0	N/A	Village	<input checked="" type="checkbox"/>
CE	2019	688	550	80	STP	Village and State	
Total		9,170	6,506				

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	N/A	147	0	0	N/A	Village	N/A
ENG 2	2016	527	264	50	STP	Village	9/2/16
ROW	2017	214	107	50	STP	Village	9/21/17
CONST	2019	4,312	3,450	80	STP	Village and State	3/19
CONST	2019	3,319	2,655	80	CMAQ	Village and State	3/19
CONST	2019	413	0	0	N/A	Village	3/19
CE	2019	688	550	80	STP	Village and State	3/19/19
Total		9,620	7,026				

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	N/A	0	0		
ENG 2	2016	-24	0		
ROW	2017	-36	0		
CONST	2019	-224	0		
CONST	2019	686	549	80	
CONST	2019	48	0		
CE	2019	0	0		
Total		450	549		

Reason for Request

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

Bid prices exceeded the latest Engineer's 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-91-023-16	M-4003(569)	
ROW	R-91-002-16	J16X(647)	
CONST	C-91-023-16	9F21(896)	
ENG			
IMP			

Additional Comments



VILLAGE OF CHICAGO RIDGE

10455 S. RIDGELAND AVE. • CHICAGO RIDGE, ILLINOIS 60415 • (708) 425-7700

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PRESIDENT

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DEBBY PYZNARSKI

June 26, 2019

Chicago Metropolitan Agency for Planning
Department of Policy and Programming
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Attention: Jen Maddux

Subject: **Request for Additional CMAQ Funds**
Village of Chicago Ridge - Ridgeland Avenue Access to Transit Project
Section No. 14-00052-00-MS
TIP ID: 06-16-0010

Dear Ms. Maddux,

As part of a Congestion Mitigation and Air Quality (CMAQ) grant to improve access to transit, the Village of Chicago Ridge will be undertaking the subject project to make improvements to Ridgeland Avenue (Cook County right-of-way) and the pedestrian crossing near the intersection of Ridgeland Avenue and the Metra Station. The project will increase pedestrian safety and accessibility throughout the Ridgeland Avenue corridor from 102nd Place to 111th Street. The CMAQ grant is providing 80% federal funding and the remaining 20% and any non-eligible items will be covered by the Village.

In July of 2017, a request was granted to the Village to increase the construction cost for this project due to the cost of the infrastructure being installed by Metra for their pedestrian gates and platform diversion. Despite the increase in the construction cost, the budget for construction observation remained the same.

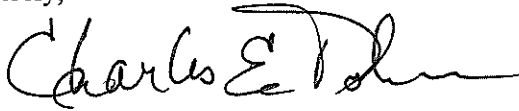
Final plans and specifications are now complete, and the project is targeting a November 2019 IDOT letting. Numerous construction disciplines are required to complete the scope of this contract. It is anticipated that different contractors will be required for the roadway lighting, traffic signal work, excavation, concrete and asphalt construction, and landscaping. Currently, \$55,716 (federal participation) is allocated for construction engineering. Including the local match, the total construction engineering budget (\$69,645) only represents 4.4% of the construction estimate. The amount of construction engineering funds is insufficient for a federal project of this scope and the varying disciplines involved.

On behalf of the Village of Chicago Ridge, I would request that this project be considered for additional CMAQ funds for construction engineering. The Village has received a qualified proposal to complete this engineering for \$124,500. This request is for an additional \$43,884 to increase the federal participation for construction engineering from \$55,716 to \$99,600. The revised budget would represent 7.9% of the construction estimate which is within an acceptable range for this type of work. Below please find a table summarizing the requested changes.

	Original Project Costs		Revised Project Costs	
	Project Costs (CMAQ Eligible Items)	CMAQ Funds (80%)	Project Costs (CMAQ Eligible Items)	CMAQ Funds (80%)
Construction Engineering	\$69,645	\$55,716	\$124,500	\$99,600

Please do not hesitate to contact me at (708) 425-7700 or our Village Engineer Andrew Pufundt with Christopher B. Burke Engineering, Ltd. at (847) 823-0500 if you have any questions.

Sincerely,



Charles E. Tokar, J.D., MPA
Village President

cc: Kelsey Mulhausen – Southwest Conference of Mayors (w/encl.)
Andrew Pufundt – CBBEL (w/encl.)

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	09-16-0005	Sponsor	Forest Preserve District of Kane County
Project Location Description	Fox River Trail Under the UPRR		

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	2015		0	0		Gen-OP	<input checked="" type="checkbox"/>
ENG 2	2016	136.173	108.938	80	TAP	Gen-OP	<input checked="" type="checkbox"/>
ROW	N/A	N/A	N/A	N/A	N/A	N/A	<input type="checkbox"/>
CONST	2019	2843.580	1885.267	80	TAP	Gen-OP	<input type="checkbox"/>
CE		289.371	200.000	80	TAP	Gen-OP	
Total		3269.124	2194.205				

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	2014		0	0		Gen-OP	
ENG 2	2016	336.685	269.348	80	TAP	Gen-OP	
ROW	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CONST	2019	3593.622	2874.898	80	TAP	Gen-OP	
CE		289.371	231.496	80	TAP	Gen-OP	
Total		4219.678	3375.742				

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	2016	200.512	160.410	80	
ROW					
CONST	2019	750.042	989.631	80	
CE		0	31.496	80	
Total		950.554	1181.537		

Reason for Request

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

The complexity of constructing the tunnel under the railroad was underestimated during the preliminary design phase. The project required more coordination with the railroad and included unforeseen fees for railroad review of plans and requirements for plans which were beyond typical plan preparation in P2 design. The construction bids opened at the June 14th IDOT letting were 25% over the engineer's 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-91-222-16	TE-01D1(040)	
ROW	R-		
CONST	C-91-222-16	IXET(751)	
ENG			
IMP			

Additional Comments

The project team has kept CMAP informed of issues faced during P2 engineering and the uncertainty of the IDOT bid opening on June 14th. Because this is an unusual and complex project, located in a forest preserve, the local agency and the consultants had limited resources to assist them in estimating the project cost and primarily relied upon a similar tunnel project in Glen Ellyn to determine the cost estimate for the project. Unfortunately, the bids were 25% higher than estimated. This bridge that connected the Fox River Trail and the Illinois Prairie Path was destroyed by flooding over a decade ago. Re-establishing this connection provides a vital link for the Fox River Trail and the Illinois Prairie Path and completing the project that is 7 yrs. in the making is of the highest priority for the Forest Preserve District of Kane County. We respectfully request additional Phase 2 engineering funding to cover all the additional costs associated with the complex plan preparations required to secure UPRR and ICC approvals and additional construction and construction engineering funding to bring the "shovel ready" project back to an 80/20 split.

CMAQ/TAP Scope Change Request Form

Project Identification

TIP ID	13-14-0001	Sponsor	Illinois EPA
Project Location Description	Regionwide		

Revised Project Scope

Illinois EPA is proposing to revise the scope for the Chicago Area Green Fleet Grant Program (Program) to more closely align with the current Volkswagen Mitigation (VW) funding offered to grantees for similar types of new vehicle or equipment projects. Currently, the Program provides funding for 50% of the incremental cost of a new natural gas or propane on-road vehicle compared to its conventional counterpart or 50% of the cost of converting a conventional on-road vehicle to natural gas or propane with a USEPA or CARB-certified conversion system. Funding is capped at \$10,000 per Class 1-3 vehicle and \$20,000 per Class 4-8 vehicle. Furthermore, the Program provides funding for 50% of the incremental cost for the purchase of new off-road equipment that operates with natural gas, propane, or electricity, as compared to the cost of the same diesel model of equipment. Funding for new alternate fuel off-road equipment purchases is capped at \$100,000 per unit. The Program is open to both government and non-government applicants in which the vehicles or equipment are located and operated in the Chicago area.

Illinois EPA is requesting that the Program scope be changed as follows:

Government Applicants (e.g., transit agencies, local governments): Reimbursement of up to 75% of the base cost of the purchase of a new natural gas or propane vehicle, or up to 75% of the cost of converting a conventional vehicle to natural gas or propane. In addition, reimbursement of up to 75% of the base cost of a new natural gas, propane, or electric off-road equipment unit.

Non-Government Applicants: Reimbursement of up to 50% of the base cost of the purchase of a new natural gas or propane vehicle, or up to 50% of the cost of converting a conventional vehicle to natural gas or propane. In addition, reimbursement of up to 50% of the base cost of a new natural gas, propane, or electric off-road equipment unit.

The current per vehicle funding caps of \$10,000 and \$20,000 and the off-road equipment funding cap of \$100,000 are proposed to be removed, as these were based on incremental vehicle and equipment costs. Furthermore, as with the VW and DERA requirements, the selected applicants will have to scrap similar older, in-service conventional vehicles or equipment for projects involving the purchase of new vehicles or equipment. The current Program does not have a scrappage component, and requiring the scrapping of an older vehicle or equipment unit for each funded new vehicle or equipment purchase will increase the air quality benefits in the Chicago area.

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

Rationale: Illinois EPA's VW funding provides government applicants up to 75% in grant awards and non-government applicants up to 50% in grant awards for the replacement of an older, diesel vehicle with new cleaner diesel, alternate fuel, and electric Class 4-8 trucks and buses. The VW funds require scrapping an older, existing vehicle in the fleet for each funded vehicle. Illinois EPA's project scope change proposal for the Program would provide the same funding level for new natural gas and propane vehicle purchases as the VW funding. For government applicants, the conversion incentive would increase from 50% to 75% grant reimbursement for the cost of converting a conventional vehicle to natural gas or propane. However, for non-government applicants, the conversion incentive would remain at 50%. Without increasing the grant incentives for the Program to align with the VW funding, it is likely that applicants would be applying for the greater incentives offered by the VW funds and not have interest in applying for the Illinois EPA's CMAQ funding for these types of projects.

This proposed project scope change will affect only the additional \$7 million CMAQ award for the Program. Illinois EPA has expended most of its initial \$3 million award. A Buy America Waiver request was submitted to FHWA in April 2018 for the \$7 million award, but FHWA has not yet provided the waiver. Therefore, Illinois EPA has been unable to expend any of this award due to the FHWA's continued inaction on the waiver request. In addition, Illinois EPA's intergovernmental agreement with IDOT for the Program expires on June 30, 2022. If the requested Buy America Waiver is issued prior to 2022, Illinois EPA will need to quickly expend the \$7 million for the Program to achieve the desired emissions reductions in the Chicago area. By providing greater grant incentives that closely align with the VW funds, Illinois EPA will be better able to expend this CMAQ funding on cleaner vehicles and equipment to improve air quality in the Chicago area.

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 checked="" 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 checked="" 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 checked="" type="checkbox"/> Diesel, 15 ppm sulfur <input type="checkbox"/> Emulsion		
Model Year (all vehicles in a group should have the same model year): <u>2005</u>			
Before project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): <u>169,400</u> gallons			
After project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): <u>135,520</u> gallons			
Before project Annual Vehicle Miles/vehicle in group: <u>44,782</u> miles			
Annual Idling Hours/vehicle in group: <u>650</u> hours			
After project Annual Vehicle Miles/vehicle in group: <u>44,782</u> miles			
Annual Idling Hours/vehicle in group: <u>650</u> 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	14	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 checked="" 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): <u>3</u>			
Total Number of Vehicles (all groups combined): <u>14</u> vehicles			

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 checked="" 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 checked="" 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 checked="" type="checkbox"/> Diesel, 15 ppm sulfur <input type="checkbox"/> Emulsion		
Model Year (all vehicles in a group should have the same model year): <u>2006</u>			
Before project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): <u>43,890</u> gallons			
After project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): <u>35,112</u> gallons			
Before project Annual Vehicle Miles/vehicle in group: <u>14,962</u> miles			
Annual Idling Hours/vehicle in group: <u>240</u> hours			
After project Annual Vehicle Miles/vehicle in group: <u>14,962</u> miles			
Annual Idling Hours/vehicle in group: <u>240</u> 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		Liquefied Petroleum Gas (LPG) Replacement	20
Compressed Natural Gas (CNG) Replacement	10	Engine Repower	
Lean NOx Catalyst/Diesel Particulate Filter		Engine Replacement	
Post-Implementation Fuel Type (select one):	<input checked="" type="checkbox"/> LPG <input type="checkbox"/> LNG <input checked="" 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): <u>3</u>			
Total Number of Vehicles (all groups combined): <u>30</u> vehicles			

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 checked="" type="checkbox"/> Other: Electric Rail Yard Hostlers		
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 checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/> Diesel, 15 ppm sulfur <input type="checkbox"/> Emulsion		
Model Year (all vehicles in a group should have the same model year): 1997			
Before project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): 18,000 gallons for 2 diesel railyard hostlers (terminal tractors)			
After project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): 0 fossil fuel gallons for 2 electric railyard yard hostlers (terminal tractors)			
Before project Annual Vehicle Miles/vehicle in group: miles			
Annual USAGE Hours/vehicle in group: 6,000 annual usage hours per diesel terminal tractor			
Annual IDLING Hours/vehicle in group: 1,800 annual idling hours per diesel terminal tractor			
After project Annual Vehicle Miles/vehicle in group: _miles			
Annual Idling Hours/vehicle in group: 0 hours per electric yard hostler (tractor)			
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		Liquefied Petroleum Gas (LPG) Replacement	
Compressed Natural Gas (CNG) Replacement		Engine Repower	
Lean NOx Catalyst/Diesel Particulate Filter		Replacement with electric yard hostlers (terminal tractors)	2
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 checked="" type="checkbox"/> Electricity		
Diesel Vehicle Replacement Applicants			
Expected remaining life of vehicles being replaced (years): 1			
Total Number of Vehicles (all groups combined): 2 vehicles			



MEMORANDUM

To: Project Selection Committee

From: CMAP Staff

Date: July 11, 2019

Re: Review of staff-recommended FFY 2020-24 CMAQ Program and FFY 2020-22 TAP-L Program

As part of the FFY 2020-2024 Congestion Mitigation and Air Quality Improvement program and FFY 2020-2022 Transportation Alternatives Program development process, CMAP staff is presenting its recommended program to the Project Selection Committee (PSC) for discussion and potential adjustment. The staff-recommended program can be found in the attachment to this memo as well as in a spreadsheet on the [Call for Projects](#) webpage. Following the PSC meeting, the recommended program and any adjustments will be released for public comment period until August 16, 2019.

Table 1. Summary of recommended FFY 2020-24 CMAQ and FFY 2020-22 TAP-L programs

Project Type	Funding recommendation	Amount (\$) funded / requested	Number funded / requested*
Bicycle Facilities	\$29,903,403	26%	61%
Bottleneck Elimination	\$0	0%	0%
Demonstration	\$0	0%	0%
Direct Emissions Reduction	\$67,888,861	31%	50%
Intersection Improvement	\$28,927,765	30%	30%
Signal Interconnect	\$15,869,575	100%	100%
Transit Facility Improvement	\$77,844,290	22%	38%
Transit Service/Equipment	\$40,554,600	76%	75%
Transit Access	\$16,903,434	66%	38%
Grand Total	\$277,891,928	28%	52%

* Includes projects with partial funding.

In the recommended program, projects are shown by project type and ranked by the cost-effectiveness of their emissions reductions, but the recommendations take into account transportation impact criteria. The recommended program is informed by discussions with the

Regional Transportation Operations Coalition and the Bicycle and Pedestrian Task Force in June. A summary of the funding recommended by category can be found in Table 1.

Several items are worth mentioning. First, two sponsors requested hardship funding for phase I engineering. Requests for phase I engineering funding were evaluated on the expected benefits of the project, as with all other applications. One project ranked high enough to be recommended for TAP funding (a bicycle facility in the Village of Burnham). Second, a little under half of the bicycle facility proposals recommended for funding are under the Transportation Alternatives Program. Where this is the case, the amount proposed is shown as green in the recommended program and the total for bicycle facilities in Table 1 reflects funding from both programs. Third, there were three projects that staff are recommending for partial funding. The RTA's Access to Transit application includes nine individual projects and two of them did not meet the phase I engineering requirement, but the federal request for the other seven is included in the proposed program. The direct emissions reduction projects for Metra and CTA are also only partially funded. The Metra request was for funding 21 locomotive repowers and the proposed program includes funding for 12 locomotives. The CTA request for funds for electric buses was spread out over five years and the first two years were included in the proposed program.

The CMAQ mark for this cycle was based on a couple of factors. First, the annual apportionment to the state is assumed to be \$111.8 million in the last two years of the program, the same as it was in FFY 19, and it is furthermore assumed that northeastern Illinois can program against the entire state's apportionment. Second, there was \$40.8 million in unprogrammed funds from the years 2021-2022. Altogether, this yields a CMAQ mark of \$264.5 million.

The TAP-L mark for this cycle was based on one full year of funding in FFY 2022 which uses the prior FFY 2019 funding of \$9.1 million. FFY 2020-2021 have unprogrammed balances of \$4.4 million. This yields a TAP-L mark of \$13.5 million and with the CMAQ mark, a combined mark of \$278 million.

Action requested: Recommend a Proposed Program of Projects to be release for public comment



Chicago Metropolitan Agency for Planning

FFY 2020-2024 CMAQ and FFY 2020-2022 TAP-L Staff Recommended Programs

							Congestion Mitigation and Air Quality Improvement					Transportation Alternatives Program
Project Type	CFP ID	Sponsor	Facility to be Improved	Project Total	Federal Request	2020-2024 Recommended Total ¹	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Air Quality Cost Effectiveness Score	Transportation Impact/Regional Priority Scores	Composite Priority Index ²	TAP-L Score
Access to Transit	CFP05-19-0001	IDOT D1 Hwys	55th Street Transit Access Improvements	\$ 238,500	\$ 178,800	\$178,800	\$526		55.9	12.8	68.7	
Access to Transit	CFP12-19-0023	RTA	RTA Access to Transit Program of Projects	\$ 5,996,330	\$ 4,508,033	\$3,224,634	\$1,249		50.7	16.0	66.7	
Access to Transit	CFP01-19-0023	CDOT	Chicago Pedway Reconstruction + System Wayfinding Replacement	\$ 13,750,000	\$ 13,500,000	\$13,500,000	\$6,113		26.3	22.8	49.1	
Access to Transit	CFP07-19-0020	RICHTON PARK	Richton Park Metra Commuter Rail Station Traffic Flow Improvements	\$ 1,529,200	\$ 1,112,000	No Phase I Eng	\$3,868		35.6	13.0	48.6	
Access to Transit	CFP08-19-0028	VILLA PARK	Villa Park Metra Commuter Station Area Sidewalk Project	\$ 623,610	\$ 446,160	No Phase I Eng	\$3,309		38.4	5.0	43.4	
Access to Transit	CFP05-19-0006	BERWYN	Depot District Streetscape Project	\$ 16,338,462	\$ 5,398,000	\$0	\$227,131		0.0	15.5	15.5	
Access to Transit	CFP11-19-0009	HARVARD	US Rte. 14 Sidewalks/Rte. 173 Sidewalks	\$ 1,540,200	\$ 179,000	\$0	\$91,825		0.0	9.5	9.5	
Access to Transit	CFP08-19-0027	VILLA PARK	Euclid Avenue and Jackson Street Sidewalk Improvements	\$ 414,000	\$ 298,400	No Phase I Eng	\$60,294		0.0	5.0	5.0	
Bicycle Facilities	CFP03-19-0017	SKOKIE	Oakton Street Multi-use Path	\$ 2,364,000	\$ 1,760,000	\$1,760,000	\$943		52.8	23.0	75.8	62
Bicycle Facilities	CFP08-19-0015	OAK BROOK	Salt Creek Trail Underpass at Harger Road	\$ 3,541,279	\$ 2,331,900	\$2,331,900	\$1,848		46.8	16.0	62.8	20
Bicycle Facilities	CFP15-19-0008	FPD OF COOK COUNTY	Des Plaines River Trail at Union Pacific Railroad	\$ 4,250,000	\$ 3,104,000	\$3,104,000	\$2,976		40.2	34.0	74.2	91
Bicycle Facilities	CFP05-19-0004	Countryside (IDOT D1 Local Rds)	IDOT East Avenue Improvements (Joliet Road to 55th Street)	\$ 1,192,722	\$ 894,542	\$0	\$3,205		39.0	16.0	55.0	37
Bicycle Facilities	CFP08-19-0020	OAK BROOK	Oak Brook Harger Road Multi-Use Path	\$ 2,083,733	\$ 1,556,986	\$1,556,986	\$1,589		48.4	24.0	72.4	40
Bicycle Facilities	CFP03-19-0022	SCHAUMBURG	Golf Road and Meacham Road Multiuse Path	\$ 1,775,550	\$ 1,332,000	\$1,332,000	\$5,403		29.0	26.0	55.0	75
Bicycle Facilities	CFP04-19-0005	FRANKLIN PARK	Franklin Avenue Shared Use Path	\$ 990,500	\$ 784,000	\$784,000	\$1,949		46.2	15.0	61.2	52
Bicycle Facilities	CFP07-19-0016	RICHTON PARK	Poplar Avenue Multi-Use Path Extension along IL 50/Cicero Avenue	\$ 1,554,000	\$ 1,140,000	\$1,140,000	\$3,367		38.1	26.0	64.1	64
Bicycle Facilities	CFP06-19-0007	ROSEMONT	Rosemont Bicycle/Pedestrian Bridge	\$ 1,725,280	\$ 1,180,224	\$1,180,224	\$5,751		27.7	24.0	51.7	70
Bicycle Facilities	CFP02-19-0006	NORTHFIELD	Skokie Valley Trail Improvements	\$ 4,408,500	\$ 240,000	\$240,000	\$7,180		22.8	26.0	48.8	70
Bicycle Facilities	CFP12-19-0022	ROLLING MEADOWS	Quentin Road Bike Path	\$ 1,126,500	\$ 858,400	\$858,400	\$9,424		16.9	22.0	38.9	60
Bicycle Facilities	CFP03-19-0015	DES PLAINES	Rand Road Sidepath - Central Rd to Elk Blvd	\$ 4,740,479	\$ 2,377,920	\$2,377,920	\$9,609		16.5	28.0	44.5	62
Bicycle Facilities	CFP02-19-0007	Glencoe Park District	Connect Glencoe	\$ 1,550,300	\$ 667,150	\$667,150	\$8,990		17.9	24.0	41.9	65

1-Orange is CMAQ funding and Green is TAP-L funding.

2-Composite priority index is the sum of air quality, transportation impact, and regional priority scores.

							Congestion Mitigation and Air Quality Improvement					Transportation Alternatives Program
Project Type	CFP ID	Sponsor	Facility to be Improved	Project Total	Federal Request	2020-2024 Recommended Total ¹	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Air Quality Cost Effectiveness Score	Transportation Impact/Regional Priority Scores	Composite Priority Index ²	TAP-L Score
Bicycle Facilities	CFP10-19-0025	HIGHLAND PARK	St. Johns Bike Path Relocation	\$ 2,007,720	\$ 1,586,000	\$0	\$10,364		14.9	16.0	30.9	35
Bicycle Facilities	CFP09-19-0015	SUGAR GROVE	Blackberry Creek Bridge and Shared-Use Path	\$ 1,027,746	\$ 734,210	\$0	\$55,581		0.0	18.0	18.0	45
Bicycle Facilities	CFP03-19-0018	ARLINGTON HEIGHTS	Buffalo Creek Multi-Use Trail Extension	\$ 193,000	\$ 122,400	\$122,400	\$110,718		0.0	15.0	15.0	65
Bicycle Facilities	CFP07-19-0015	BURNHAM	Burnham Greenway Trail Bridge @ RR's and Brainard Avenue	\$ 11,350,000	\$ 200,000	\$200,000	\$26,207		1.8	24.0	25.8	64
Bicycle Facilities	CFP10-19-0027	FOX LAKE	Nippersink Boulevard Bike Path - from Grand Avenue to Oak Street	\$ 2,910,065	\$ 336,000	\$0	\$206,019		0.0	13.0	13.0	40
Bicycle Facilities	CFP10-19-0026	HIGHLAND PARK	Sheridan Road Path	\$ 2,773,800	\$ 2,186,200	\$0	\$177,734		0.0	18.0	18.0	35
Bicycle Facilities	CFP10-19-0020	Lake Co DOT	Illinois Route 137 Bike Path (Patriot Path)	\$ 28,108,393	\$ 21,397,998	\$0	\$821,378		0.0	23.0	23.0	64
Bicycle Facilities	CFP01-19-0021	CDOT	Englewood Line Trail	\$ 56,685,500	\$ 44,548,400	No Phase I Eng	\$55,681		0.0	30.0	30.0	70
Bicycle Facilities	CFP10-19-0019	Lake Co DOT	Deerfield Road from Milwaukee Avenue to Saunders Road	\$ 6,576,756	\$ 3,444,608	\$3,444,608	N/A		N/A	0.0	N/A	65
Bicycle Facilities	CFP12-19-0018	ORLAND PARK	143rd Street Multi-use Path from 108th to Southwest Highway	\$ 6,485,071	\$ 5,081,153	\$0	N/A		N/A	0.0	N/A	42
Bicycle Facilities	CFP10-19-0017	FPD of Lake County	Millennium Trail - Rt. 45 Underpass	\$ 4,825,384	\$ 3,450,024	\$3,450,024	No Benefit		N/A	22.0	No Emissions Benefit	65
Bicycle Facilities	CFP09-19-0010	Kane Co DOT	Dauberman Road Extension-Multiuse Path	\$ 1,563,000	\$ 1,250,400	\$0	No Benefit		N/A	12.0	No Emissions Benefit	50
Bicycle Facilities	CFP10-19-0030	HIGHLAND PARK	Highland Park Pedestrian and Bicycle Bridge over US Rte 41 Replacement	\$ 5,240,000	\$ 3,936,000	No Phase I Eng	No Benefit		N/A	16.0	No Emissions Benefit	25
Bicycle Facilities	CFP12-19-0024	FPD OF WILL COUNTY	Veterans Memorial Trail (Spring Creek to 159th Street)	\$ 7,550,734	\$ 5,353,791	\$5,353,791	No Benefit		N/A	19.0	No Emissions Benefit	65
Bicycle Facilities	CFP03-19-0016	ELK GROVE VILLAGE	Clearmont Bicycle and Pedestrian Bridge over Salt Creek	\$ 2,984,200	\$ 2,014,400	\$0	No Benefit		N/A	13.0	No Emissions Benefit	50
Bottleneck Elimination	CFP07-19-0010	Cook Co DOTH	Dolton Interlocking (CREATE WA11)	\$ 43,606,848	\$ 19,956,633	\$0	\$2,227		44.5	31.0	75.5	
Bottleneck Elimination	CFP08-19-0019	IDOT D1 Hwys	I-55 from Illinois Route 53 to I-355 Auxiliary Lanes	\$ 28,077,574	\$ 20,345,800	\$0	\$36,845		0.4	22.0	22.4	
Bottleneck Elimination	CFP12-19-0027	NEW LENOX	Gougar Road Grade Separation at Wisconsin Central Ltd. Railroad	\$ 36,336,109	\$ 28,668,888	\$0	\$72,952		0.0	14.0	14.0	
Bottleneck Elimination	CFP03-19-0009	BARRINGTON	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	\$ 69,934,590	\$ 48,611,672	\$0	\$83,018		0.0	13.0	13.0	

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2-Composite priority index is the sum of air quality, transportation impact, and regional priority scores.

							Congestion Mitigation and Air Quality Improvement					Transportation Alternatives Program
Project Type	CFP ID	Sponsor	Facility to be Improved	Project Total	Federal Request	2020-2024 Recommended Total ¹	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Air Quality Cost Effectiveness Score	Transportation Impact/Regional Priority Scores	Composite Priority Index ²	TAP-L Score
Demonstration	CFP17-19-0043	Pace	Low Cost On-Demand Service Platform integrated with Pace's Transit Systems	\$ 600,000	\$ 600,000	\$0	N/A		N/A	N/A	N/A	
Direct Emissions Reduction	CFP18-19-0006	Metra	Repower of 21 F59PHI Locomotives	\$ 63,000,000	\$ 50,400,000	\$28,800,000		\$475	58.6	30.0	88.6	
Direct Emissions Reduction	CFP16-19-0031	CTA	CTA Electric Bus Program - Purchase up to 70 Electric Buses and up to nine Chargers - FY 2020-2024 CMAQ	\$ 103,139,665	\$103,139,665	\$39,088,861		\$1,720	55.4	27.0	82.4	
Direct Emissions Reduction	CFP13-19-0012	IDOT D1 Hwys	Emergency Traffic Patrol Vehicle Replacement	\$ 3,060,000	\$ 2,448,000	\$0		\$69,953	16.3	14.0	30.3	
Direct Emissions Reduction	CFP17-19-0004	Pace	Pace - Purchase/Replace Fixed Route CNG Buses	\$ 63,000,000	\$ 63,000,000	\$0		\$114,685	17.8	16.0	33.8	
Intersection Improvement	CFP03-19-0008	IDOT D1 Hwys	US Route 20 at Oak Avenue and Bartlett Road	\$ 3,644,967	\$ 2,774,000	\$2,774,000	\$816		53.8	13.0	66.8	
Intersection Improvement	CFP02-19-0008	LINCOLNWOOD	Touhy/Cicero Avenue Intersection Improvements	\$ 3,040,000	\$ 2,232,000	\$2,232,000	\$2,757		41.4	19.0	60.4	
Intersection Improvement	CFP08-19-0017	DuPage Co DOT	75th Street from Lyman Avenue to Exner Road/Williams Street	\$ 4,695,528	\$ 1,090,016	\$1,090,016	\$2,502		42.8	14.0	56.8	
Intersection Improvement	CFP09-19-0020	Kane Co DOT	Orchard Road at U.S. Route 30	\$ 2,853,819	\$ 1,710,826	\$1,710,826	\$4,736		31.7	14.0	45.7	
Intersection Improvement	CFP09-19-0007	AURORA	Montgomery Road and Hill Avenue Intersection Improvements	\$ 6,589,486	\$ 4,991,589	\$4,991,589	\$5,333		29.3	24.0	53.3	
Intersection Improvement	CFP12-19-0015	GLENVIEW	E. Lake Avenue / Waukegan Road Intersection Improvement	\$ 3,290,000	\$ 2,448,000	\$2,448,000	\$3,725		36.3	11.0	47.3	
Intersection Improvement	CFP03-19-0011	MOUNT PROSPECT	Rand-Central-Mount Prospect Road Intersections	\$ 7,037,300	\$ 5,377,040	\$5,377,040	\$8,794		18.4	27.0	45.4	
Intersection Improvement	CFP03-19-0010	IDOT D1 Hwys	Palatine Road at Barrington Road and at Ela Road	\$ 1,984,900	\$ 1,587,900	\$0	\$7,676		21.3	14.0	35.3	
Intersection Improvement	CFP09-19-0006	IDOT D1 Hwys	Illinois Route 56 at Hart Road/Mitchell Road	\$ 1,297,010	\$ 978,240	\$0	\$14,144		8.9	10.0	18.9	
Intersection Improvement	CFP05-19-0002	IDOT D1 Hwys	US Route 34 (Ogden Avenue) at Joliet Avenue	\$ 2,130,800	\$ 1,549,100	\$0	\$28,519		1.3	13.0	14.3	
Intersection Improvement	CFP09-19-0014	ELGIN	Rt 20 Reinking Road Roundabout	\$ 3,824,482	\$ 2,784,800	\$0	\$774,486		0.0	12.0	12.0	
Intersection Improvement	CFP10-19-0019	Lake Co DOT	Deerfield Road from Milwaukee Avenue to Saunders Road	\$ 13,155,528	\$ 8,304,294	\$8,304,294	\$12,929		10.5	21.0	31.5	
Intersection Improvement	CFP08-19-0023	DuPage Co DOT	Naperville Road from N. of Diehl Road to S. of Naperville-Wheaton Road / Ridgeland Avenue	\$ 5,446,200	\$ 4,067,360	\$0	\$20,793		3.6	28.0	31.6	
Intersection Improvement	CFP03-19-0019	STREAMWOOD	Irving Park Road at Bartlett Road	\$ 6,442,884	\$ 3,585,600	\$0	\$21,474		3.3	21.0	24.3	
Intersection Improvement	CFP05-19-0003	PALOS HILLS	Roberts Road at 111th Street	\$ 2,612,090	\$ 1,887,632	\$0	\$92,117		0.0	12.0	12.0	

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							Congestion Mitigation and Air Quality Improvement					Transportation Alternatives Program
Project Type	CFP ID	Sponsor	Facility to be Improved	Project Total	Federal Request	2020-2024 Recommended Total ¹	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Air Quality Cost Effectiveness Score	Transportation Impact/Regional Priority Scores	Composite Priority Index ²	TAP-L Score
Intersection Improvement	CFP08-19-0021	DuPage Co DOT	Lemont Rd from 87th to 83rd/ 87th Street from Lemont to Havens Dr.	\$ 5,047,955	\$ 3,998,365	\$0	\$28,216		1.3	21.0	22.3	
Intersection Improvement	CFP09-19-0004	IDOT D1 Hwys	Illinois Route 64 at Peck Road	\$ 843,300	\$ 627,000	\$0	\$17,527		5.7	3.0	8.7	
Intersection Improvement	CFP12-19-0018	ORLAND PARK	143rd Street from Wolf Road to Southwest Highway	\$ 10,976,381	\$ 8,610,794	\$0	\$80,873		1.3	15.0	16.3	
Intersection Improvement	CFP01-19-0016	IDOT D1 Hwys	IL Route 50 (Cicero Avenue) at Interstate 55 (Stevenson Expwy)	\$ 7,316,746	\$ 5,566,960	\$0	\$33,225		0.7	21.0	21.7	
Intersection Improvement	CFP09-19-0011	OSWEGO	Wolfs Crossing and Harvey Road Roundabout	\$ 8,437,805	\$ 2,620,331	\$0	\$101,184		0.0	16.0	16.0	
Intersection Improvement	CFP10-19-0022	LAKE BLUFF	US 41 at IL 176	\$ 11,518,920	\$ 3,640,000	\$0	\$49,485		0.1	27.0	27.1	
Intersection Improvement	CFP09-19-0019	BATAVIA	Main Street Reconstruction from Van Nortwick Avenue to Water Street	\$ 8,683,655	\$ 1,000,000	\$0	\$881,950		0.0	16.0	16.0	
Intersection Improvement	CFP10-19-0008	Lake Co DOT	Fairfield Road and Monaville Road Roundabout	\$ 3,900,000	\$ 2,332,000	\$0	\$116,296		0.0	3.0	3.0	
Intersection Improvement	CFP10-19-0024	Lake Co DOT	Darrell Road Corridor Improvement	\$ 18,788,082	\$ 11,708,800	\$0	\$207,706		0.0	12.0	12.0	
Intersection Improvement	CFP09-19-0009	Kane Co DOT	Bliss/Main/Fabyan Intersection Realignment and Roundabout	\$ 15,259,463	\$ 6,800,000	\$0	\$51,845		0.1	15.0	15.1	
Intersection Improvement	CFP10-19-0011	Lake Co DOT	IL 59 and Grand Avenue Intersection Improvement	\$ 7,116,000	\$ 3,924,800	\$0	No Benefit		N/A	10.0	No Emissions Benefit	
Intersection Improvement	CFP10-19-0007	IDOT D1 Hwys	US Route 12 (Southbound Exit Ramp) at Illinois Route 176	\$ 476,000	\$ 380,800	\$0	No Benefit		N/A	6.0	No Emissions Benefit	
Signal Interconnect	CFP08-19-0035	IDOT D1 Hwys	IL 53 From Park Blvd to I-88 WB Exit	\$ 92,000	\$ 73,600	\$73,600	\$382		57.0	21.0	78.0	
Signal Interconnect	CFP08-19-0037	IDOT D1 Hwys	IL 53 from Fullerton Ave/Collins Ave to IL 64	\$ 154,000	\$ 123,200	\$123,200	\$441		56.5	26.0	82.5	
Signal Interconnect	CFP08-19-0038	IDOT D1 Hwys	IL 53 from Hobson Rd to 83rd St	\$ 363,000	\$ 290,400	\$290,400	\$364		57.1	22.0	79.1	
Signal Interconnect	CFP10-19-0029	IDOT D1 Hwys	IL 176 from Midlothian to 4th St	\$ 639,000	\$ 511,200	\$511,200	\$669		54.8	14.0	68.8	
Signal Interconnect	CFP08-19-0034	IDOT D1 Hwys	York Rd from US 20 to I-290 WB/Crestview Rd	\$ 115,000	\$ 92,000	\$92,000	\$616		55.2	14.0	69.2	
Signal Interconnect	CFP08-19-0036	IDOT D1 Hwys	IL 53 from St Charles Rd to Madison St	\$ 266,600	\$ 212,800	\$212,800	\$887		53.2	16.0	69.2	
Signal Interconnect	CFP08-19-0039	IDOT D1 Hwys	IL 53 From 22nd St to Sheehan Ave	\$ 120,000	\$ 96,000	\$96,000	\$1,084		51.9	16.0	67.9	
Signal Interconnect	CFP11-19-0014	IDOT D1 Hwys	IL 176 from IL 31 to Smith Rd	\$ 114,000	\$ 91,200	\$91,200	\$583		55.5	18.0	73.5	

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2-Composite priority index is the sum of air quality, transportation impact, and regional priority scores.

							Congestion Mitigation and Air Quality Improvement					Transportation Alternatives Program
Project Type	CFP ID	Sponsor	Facility to be Improved	Project Total	Federal Request	2020-2024 Recommended Total ¹	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Air Quality Cost Effectiveness Score	Transportation Impact/Regional Priority Scores	Composite Priority Index ²	TAP-L Score
Signal Interconnect	CFP04-19-0007	IDOT D1 Hwys	IL 171 - Belmont Ave and Fullerton Ave	\$ 353,000	\$ 282,400	\$282,400	\$607		55.3	20.0	75.3	
Signal Interconnect	CFP06-19-0010	IDOT D1 Hwys	Wolf Rd from Brook Hill Rd to 187th St	\$ 401,000	\$ 320,800	\$320,800	\$828		53.7	22.0	75.7	
Signal Interconnect	CFP09-19-0023	IDOT D1 Hwys	IL 25 from St. Charles St/Bluff City Blvd to Liberty St/Bluff City Blvd	\$ 96,000	\$ 76,800	\$76,800	\$1,162		51.3	15.0	66.3	
Signal Interconnect	CFP03-19-0021	IDOT D1 Hwys	US 14 From Mt Prospect Rd to Broadway St	\$ 159,000	\$ 127,200	\$127,200	\$1,360		50.0	15.0	65.0	
Signal Interconnect	CFP12-19-0018	ORLAND PARK	143rd Street from Wolf Road to Southwest Highway (SI)	\$ 689,846	\$ 540,263	\$540,263	\$1,380		49.8	15.0	64.8	
Signal Interconnect	CFP08-19-0025	DuPage Co DOT	Central Signal System Expansion #4	\$ 7,993,940	\$ 6,035,152	\$6,035,152	\$1,491		49.1	22.0	71.1	
Signal Interconnect	CFP08-19-0022	DuPage Co DOT	Central Signal System Expansion #3	\$ 8,725,700	\$ 6,600,560	\$6,600,560	\$794		53.9	24.0	77.9	
Signal Interconnect	CFP07-19-0022	IDOT D1 Hwys	Williams St from Margaret St to Eleanor St	\$ 108,000	\$ 86,400	\$86,400	\$3,055		39.8	6.0	45.8	
Transit Facility Improvement	CFP16-19-0035	ELMHURST	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements	\$ 23,229,951	\$ 4,005,484	\$4,005,484	\$8,692		18.6	12.0	30.6	
Transit Facility Improvement	CFP08-19-0018	GLEN ELLYN	Village of Glen Ellyn Metra Station and Multi Modal Access Improvements Project	\$ 20,271,008	\$ 14,408,806	\$14,408,806	\$6,392		25.4	13.0	38.4	
Transit Facility Improvement	CFP17-19-0039	Pace	Pulse 95th Street Line	\$ 32,860,000	\$ 21,040,000	\$0	\$6,572		24.8	31.0	55.8	
Transit Facility Improvement	CFP01-19-0020	CDOT	State/Lake (Loop Elevated) Station	\$124,360,000	\$ 59,430,000	\$59,430,000	\$15,052		7.9	34.0	41.9	
Transit Facility Improvement	CFP17-19-0003	Pace	South Halsted Bus Enhancements	\$ 45,159,194	\$ 40,840,000	\$0	\$7,534		21.8	31.0	52.8	
Transit Facility Improvement	CFP01-19-0022	CDOT	North/Clybourn (Red Line) Station	\$103,000,000	\$103,000,000	No Phase I Eng	\$31,018		0.9	21.0	21.9	
Transit Facility Improvement	CFP16-19-0033	CTA	CTA Green Line Austin Station Accessibility Improvements	\$ 25,330,000	\$ 20,264,000	\$0	\$26,902		1.6	19.0	20.6	
Transit Facility Improvement	CFP01-19-0018	Cook Co DOTH	606 Trail Extension to Elston + Clybourn (Metra UP North/NW) Station Relocation	\$132,084,600	\$ 86,490,080	\$0	\$66,959		0.0	20.5	20.5	
Transit Service and Equipment	CFP16-19-0036	CTA	Bus Slow Zones Elimination Program	\$ 17,000,000	\$ 17,000,000	\$17,000,000	\$1,028		52.2	38.5	90.7	
Transit Service and Equipment	CFP17-19-0002	Pace	Pulse Dempster Line Operating Funds	\$ 35,472,816	\$ 10,250,000	\$10,250,000	\$3,040		39.8	37.0	76.8	
Transit Service and Equipment	CFP13-19-0005	IDOT D1 Hwys	Illinois Route 64 SMART Corridor (Smith/Kautz Road to Illinois Route 50 (Cicero Avenue))	\$ 17,390,729	\$ 13,304,600	\$13,304,600	\$10,343		14.9	24.5	39.4	

1-Orange is CMAQ funding and Green is TAP-L funding.

2-Composite priority index is the sum of air quality, transportation impact, and regional priority scores.

Project Type	CFP ID	Sponsor	Facility to be Improved	Project Total	Federal Request	2020-2024 Recommended Total ¹	Congestion Mitigation and Air Quality Improvement					Transportation Alternatives Program
							Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Air Quality Cost Effectiveness Score	Transportation Impact/Regional Priority Scores	Composite Priority Index ²	TAP-L Score
Transit Service and Equipment	CFP13-19-0006	IDOT D1 Hwys	Illinois Route 56-22nd Street SMART Corridor (Illinois Route 59 to Illinois Route 50 (Cicero Avenue))	\$ 17,097,629	\$ 13,069,600	\$0	\$11,424		12.9	24.5	37.4	

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2-Composite priority index is the sum of air quality, transportation impact, and regional priority scores.