#### **CMAQ/TAP Scope Change Request Form**

### **Project Identification**

TIP ID	01-12-0004	Sponsor	CDOT
Project Location Description		Chicago Area Alternative Fuel Deployment Project	

## **Revised Project Scope**

CDOT is seeking a scope change to allow the project to provide incentives for electric vehicle (EV) chargers instead of electric vehicles.				

## **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 pa	ge.

## **Cost/Schedule Changes**

$\square$ The scope change will result in a cost change. A	<u>Cost Change Request</u> form was submitted.
$\Box$ The scope change will result in a schedule chan	ge. A Schedule Change Request form was submitted

#### **Additional Comments**

This project historically provided incentives to Chicago area fleets to reduce the initial cost of electric vehicles. Since 2017 the project has been on hold due to the halt in FHWA's Buy America waiver process. At this time there is still no relief from Buy America requirements for vehicles.

On February 21, 2023 FHWA published a temporary public interest waiver to waive Buy America requirements for steel, iron, manufactured products, and construction materials in electric vehicle (EV) chargers. The temporary waiver is effective starting March 23, 2023. Since FHWA funding now

has a clear path forward for EV chargers and Buy America, CDOT is seeking to revise the scope of our project to provide incentives for the chargers instead of the vehicles.  The scale and impact of the project is not predicted to change. The charging equipment incentive program will only be available to participants that will be acquiring and operating Class 2- Class 8 EV and eligible non-road EV in the 6-County Chicago area. CDOT anticipates the same deployment estimates and no change to the anticipated emissions benefits of the project.  Since CDOT has been unable to launch the second round of CMAQ funding for our region's Drive Clean Truck program due to Buy America process delays, we believe changing the scope to focus on the EV chargers will allow us to proceed with just as impactful project in a timely manner.  Changes to Emissions Benefit Analysis – Bike/Ped and Commuter Parking  BICYCLE AND PEDESTRIAN FACILITIES  Miles of existing bicycle/pedestrian facilities intersecting the proposed facility:					
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If line haul trip length is not a milepost figure, provide basis for value provided:

**COMMUTER PARKING STRUCTURES** 

# **Changes to Emissions Benefit Analysis – Direct Emissions Reduction**

DIRECT EMISSIONS REDUCTION						
Complete Multiple copies of this table – One f	for each	group of vehicles (type, engine, technology	y, etc.).			
	us 🗆	Refuse Hauler $\ \square$ Short Haul $\ \square$ Long Ha	ul			
(select one) ☐ Delivery Truck ☐ Emer	· · · · · · · · · · · · · · · · · · ·					
☐ Passenger Locomotive ☐ Switch Engine ☐ Other:						
☐ Class 2b (8,501 - 10,000 lb	s.)	☐ Class 3 (10,001 - 14,000 lbs.)				
☐ Class 4 (14,001 - 16,000 lb	s.)	☐ Class 5 (16,001 - 19,500 lbs.)	, ,			
Vehicle Size: $\Box$ Class 6 (19 501 - 26 000 lb	•	☐ Class 7 (26,001 - 33,000 lbs.)				
(check one)	-	☐ Class 8b (60,001 and over)				
☐ School Bus	,	☐ Transit Bus				
Horsepower 0 0 1 0 3 6			□ <b>17</b> 5			
(check one) □ 300 □ 600 □ 750 □ 10			,,			
Current Fuel Type:   LPG LNG CNG						
••		, 3,400 ppm sulfur $\square$ Diesel, 500 ppm sulf	iır			
☐ Diesel, 15 ppm sulfur			ui			
Model Year (all vehicles in a group should hav						
Before project: Fuel Consumed (gallons per ye						
combined): gallons	cai Oi CC	intent ruer type for an vernicles in the group				
After project: Fuel Consumed (gallons per yea	r of cur	rent fuel type for all vehicles in the group				
combined): gallons						
Before project Annual Vehicle Miles/vehicle in	n group:	miles				
• •	ours					
After project Annual Vehicle Miles/vehicle in	group:	miles				
	nours					
Technology to be Applied	# veh	Technology to be Applied	# veh			
Diesel Oxidation Catalyst		Recalibration				
Diesel Oxidation Catalyst + Closed Crankcase		Exhaust Gas Recirculation + Diesel				
Ventilation		Particulate Filter				
Diesel Particulate Filter		Selective Catalytic Reduction				
Hybrid Electric Replacement with Diesel		Emissions Control Devices				
Particulate Filter						
Partial Flow Filter		Other				
Compressed Natural Gas (CNG) Replacement		Engine Repower				
Lean NOx Catalyst/Diesel Particulate Filter		Engine Replacement				
Post-Implementation ☐ LPG ☐ LNG ☐ CNG ☐ Biodiesel 100 ☐ Biodiesel 20 ☐ Biodiesel 10						
Fuel Type (select one): ☐ Biodiesel 5 ☐ E85 ☐ Diesel, 3,400 ppm sulfur ☐ Diesel, 500 ppm sulfur ☐ Diesel, 15 ppm sulfur (non-road only) ☐ Emulsion ☐ Electricity						
Diesel Vehicle Replacement Applicants						
Expected remaining life of vehicles being replacements	aced (ve	ears):				
Total Number of Vehicles (all groups combined):vehicles						