

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 page.

Cost/Schedule Changes

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

Additional Comments

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

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

COMMUTER PARKING
Project Location: <input type="checkbox"/> City Of Chicago <input type="checkbox"/> Suburban
Net Number Of New Vehicle Spaces: _____ Net Number Of New Bicycle Spaces: _____
Utilization Rate: <input type="checkbox"/> New Lot <input type="checkbox"/> Existing Lot (Indicate Actual Utilization): _____ Percent
Existing Parking Spaces And Price: _____ SPACES at \$_____ PER _____ (hr/day/mo) _____ SPACES at \$_____ PER _____ (hr/day/mo) _____ SPACES at \$_____ PER _____ (hr/day/mo) _____ SPACES at \$_____ PER _____ (hr/day/mo)
Line-Haul Trip Length (One-Way Miles to the Nearest Tenth):
If line haul trip length is not a milepost figure, provide basis for value provided:
COMMUTER PARKING STRUCTURES

