



**CMAQ & TAP PROJECT SELECTION COMMITTEE**

**AGENDA - FINAL**

Thursday, December 1, 2022

11:00 AM

Please join from your computer, tablet or smartphone.  
<https://meet.goto.com/834521957>

You can also dial in using your phone.  
United States: +1 (571) 317-3122  
Access Code: 834-521-957

**1.0 Call To Order**

**2.0 Agenda Changes and Announcements**

**3.0 Approval of Minutes**

**3.01 Meeting Minutes from November 3, 2022**

[22-567](#)

ACTION REQUESTED: Approval

**Attachments:** [PSC\(DraftMinutes\)11-03-22](#)

**4.0 Program Monitoring**

**4.01 Project Programming Status Sheets**

[22-568](#)

ACTION REQUESTED: Information

**Attachments:** [PSC\(CMAQ\)12-01-22](#)  
[PSC\(TAP-L\)12-01-22](#)

**4.02 CMAQ Programming Summary and Obligation Goal**

[22-569](#)

ACTION REQUESTED: Information

**Attachments:** [PSC\(OblGoal\)12-01-22](#)

**5.0 Project Change Request**

---

**5.01 Project Change Request Memo** [22-570](#)

ACTION REQUESTED: Information

**Attachments:** [PSC\(ChangeMemo\)12-01-22](#)

**5.01.1 CTA - Bus Slow Zone Elimination Program (16-19-0036)** [22-572](#)

ACTION REQUESTED: Approval

**Attachments:** [16-19-0036 CMAQ Scope Change Request Form-Bus Slow Zone Elimination Program](#)

**5.01.2 Skokie - Gross Point Road from Old Orchard Road to Golf Road (02-06-0035)** [22-573](#)

ACTION REQUESTED: Information

**Attachments:** [02-06-0035 CMAQ Cost Change Gross Point Road](#)

**6.0 FFY 2024-2028 Program Development****6.01 Scoring Methodology - Equity (Justice40 and Inclusive Growth)** [22-574](#)

PURPOSE & ACTION: Staff proposed changes to the scoring methodology at the June meeting with regards to adding Disadvantaged Communities scoring for CMAQ and TAP-L project applications. After the meeting discussion and subsequent addition of both funding programs to US DOT's Justice40 initiative, staff requests approval of changes to the CMAQ and TAP-L scoring to include an Equity Score which incorporates a Justice40-Disadvantaged Community criteria and modifies the overall scoring.

ACTION REQUESTED: Approval

**Attachments:** [PSC\(IG-Justice40Memo\)11-29-22](#)

**6.02 FFY 2024-2028 Call for Projects Schedule** [22-579](#)

PURPOSE & ACTION: Proposed schedule for the upcoming STP-Shared Fund, CMAQ and TAP-L Call for Projects.

ACTION REQUESTED: Information

**Attachments:** [PSC\(MemoCFPSchedule\)11-28-22](#)

**7.0 Meeting Dates**

**7.01 2023 Meeting Dates**[22-575](#)

PURPOSE & ACTION: Staff requests approval of the following meeting dates for 2023. All meetings are scheduled on Thursdays and will begin at 11:00 a.m.

February 9, 2023

April 13, 2023

July 13, 2023

August 31, 2023

November 2, 2023

November 30, 2023

ACTION REQUESTED: Approval

**8.0 Other Business****9.0 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. It should be noted that the public comment period will immediately follow the last item on the agenda.

**10.0 Next Meeting**

The next meeting will be February 9, 2023 at 11:00 a.m.

**11.0 Adjournment**

**CMAQ & TAP PROJECT SELECTION COMMITTEE****MEETING MINUTES - DRAFT**

Thursday, November 3, 2022

11:00 AM

Please join from your computer, tablet or smartphone.  
<https://meet.goto.com/834521957>

You can also dial in using your phone.  
United States: +1 (571) 317-3122

**Access Code: 834-521-957****1.0 Call To Order**

Chair Ferguson called the meeting to order at 11:03 a.m. and reminded the members that the meeting is being recorded. Jon Haadsman, CMAP, called the roll.

**Present:** Douglas Ferguson, Mark Pitstick, Tom Rickert, Chris Schmidt, and Jeffrey Sriver

**Absent:** Darwin Burkhart, and Gary Grasso

**Staff Present:** Laurent Ahiablame, Bill Barnes, Lindsay Bayley, Teri Dixon, Kama Dobbs, Alex Ensign, Jonathan Haadsma, Noah Harris, Kasia Hart, Aimee Lee, Martin Menninger, Sarah Stolpe, Leo Torres, Mary Weber

**Others Present:** Mitchell Anderson, Christina Bader, Len Cannata, Kaci Crowley, Eric Czarnota, John Donovan, Jackie Forbes, Tony Greep, Kendra Johnson, Arnold Kasemarn, Mike Klemens, Heidi Lichtenberger, Jack Malec, Leslie Rauer, Brian Stepp, Joe Surdam, Sonali Tandon, Dave Tomzik, Freddy Vasquez, Evan Walter

**2.0 Agenda Changes and Announcements**

There were no changes to the agenda.

**3.0 Approval of Minutes****3.01 Meeting Minutes from September 1, 2022**[22-489](#)

ACTION REQUESTED: Approval

**Attachments:** [PSC\(DraftMinutes\)09-01-2022](#)

*A motion was made by Tom Rickert, seconded by Mark Pitstick, that the minutes from September 1, 2022 be approved. The motion carried by the following vote:*

**Aye:** Douglas Ferguson, Mark Pitstick, Tom Rickert, Chris Schmidt, and Jeffrey Sriver

**Absent:** Darwin Burkhart, and Gary Grasso

**4.0 Program Monitoring**

**4.01 Project Programming Status Sheets** [22-490](#)

ACTION REQUESTED: Information

**Attachments:** [CMAQ Programming Sheets 11-03-22](#)  
[TAP-L Programming Sheets 11-03-22](#)

*The agenda item was presented by staff.*

**4.02 CMAQ Programming Summary and Obligation Goal** [22-491](#)

ACTION REQUESTED: Information

**Attachments:** [PSC\(OblGoalTable\)11-03-22](#)

*The agenda item was presented by staff.*

**5.0 Project Change Requests****5.01 Project Change Request Memo** [22-492](#)

ACTION REQUESTED: Information

**Attachments:** [PSC\(ChangeMemo\)11-03-22](#)

*The agenda items under 5.01 were presented by staff.*

**Approval of the Group Vote**

*A motion was made by Member Rickert, seconded by Member Pitstick, to approve project change requests items 5.01.1 through 5.01.7 under one vote. The motion carried by the following vote:*

**Aye:** Douglas Ferguson, Mark Pitstick, Tom Rickert, Chris Schmidt, and Jeffrey Sriver

**Absent:** Darwin Burkhart, and Gary Grasso

**5.01.1 CDOT - TMC-ATMS Added Functions (01-21-0010)** [22-493](#)

ACTION REQUESTED: Approval

**Attachments:** [01-21-0010 CMAQ Schedule Change Request Form \(3-14-14\) - CDOT ATMS Stag](#)

*Change request approved.*

**5.01.2 Skokie - Oakton St Multi-use Path (02-19-0015)** [22-494](#)

ACTION REQUESTED: Approval

**Attachments:** [02-19-0015 CMAQ Cost Change Request Form 19-00108-01-BT 2022-10-07](#)

*Change request approved.*

**5.01.3 Streamwood - IL 59 Bicycle and Pedestrian Overpass (03-21-0003)** [22-495](#)

ACTION REQUESTED: Approval

**Attachments:** [03-21-0003 CMAQ Schedule Change Request Form Streamwood](#)

*Change request approved.*

**5.01.4 Niles - North Branch Trail Connection from Caldwell/Touhy Ave to Bunker Hill Forest Preserve (03-21-0006) [22-500](#)**

ACTION REQUESTED: Approval

**Attachments:** [03-21-0006 CMAQ Cost Change Request Form 19-00135-00-BT 2022-10-07](#)

*Change request approved.*

**5.01.5 FPD Cook Co - Des Plaines River Trail from Touhy to North Avenue (04-17-0011) [22-505](#)**

ACTION REQUESTED: Approval

**Attachments:** [04-17-0011 CMAQ Schedule Change Request Form DesPlainesRiverTrailSeg4](#)

*Change request approved.*

**5.01.6 IDOT - I-55 from Pulaski Rd to Weber Rd & I-90/94: Halsted St to Roosevelt Rd Ramp Metering (01-16-0003) [22-496](#)**

ACTION REQUESTED: Approval

*Change request approved.*

**5.01.7 IDOT - IL 19/Irving Park Rd at Wise Rd (03-18-0007) [22-497](#)**

ACTION REQUESTED: Approval

**Attachments:** [03-18-0007 CMAQ Cost Change IL19 WiseRd 9 28-2022](#)

*Change request approved.*

**5.01.8 IDOT - IL 38/Roosevelt Rd at County Farm (08-15-0036) [22-498](#)**

ACTION REQUESTED: Approval

**Attachments:** [08-15-0036 CMAQ Cost Change Request Form IL38 CountyFarmRd](#)

*Change request was postponed until a later meeting date.*

**5.01.9 IDOT - IL 64 SMART Corridor (Smith/Kautz Rd to IL 50) (13-19-0005) [22-499](#)**

ACTION REQUESTED: Approval

**Attachments:** [13-19-0005 CMAQ Cost Change Request Form IL64 YorkRd IL50 Oct12](#)

*Change request was postponed until a later meeting date.*

## **6.0 FFY 2024-2028 Program Development**

### **6.01 Preliminary Engineering Requirements**

[22-487](#)

PURPOSE & ACTION: Staff requests committee approval of the staff recommendation for modifications to preliminary engineering requirements.

ACTION REQUESTED: Approval

**Attachments:** [PSC\(Memo Preliminary Engineering\)11-03-2022](#)

Kama Dobbs, CMAP, presented the proposed changes to the engineering requirements for the upcoming call for projects. Mark Pistick, RTA, asked for language to be added that would address categorical exclusions specifically on transit projects which do not have traditional engineering requirements. Staff agreed to those changes.

*A motion was made by Mark Pitstick, seconded by Chris Schmidt, that the agenda item be approved with a change to add language on categorical exclusions. The motion carried by the following vote:*

**Aye:** Douglas Ferguson, Mark Pitstick, Tom Rickert, Chris Schmidt, and Jeffrey Sriver

**Absent:** Darwin Burkhart, and Gary Grasso

### **6.02 Scoring Methodology - Equity (Justice40 and Inclusive Growth)**

[22-501](#)

PURPOSE & ACTION: Staff proposed changes to the scoring methodology at the June meeting with regards to adding Disadvantaged Communities scoring for CMAQ and TAP-L project applications. After the meeting discussion and subsequent addition of both funding programs to US DOT's Justice40 initiative, staff requests approval of changes to the CMAQ and TAP-L scoring to include an Equity Score which incorporates a Justice40-Disadvantaged Community criteria and modifies the overall scoring.

ACTION REQUESTED: Approval

**Attachments:** [PSC\(IG-Justice40Memo\)10-27-22](#)

Doug Ferguson, CMAP, presented the Equity scoring change for the upcoming call for projects. Staff recognized that there were issues related to the proposal and the Chair recognized Sonali Tandon, CTA, to provide information on those issues.

*The agenda item was continued.*

## **7.0 Other Business**

Mark Pitstick, RTA, gave an update report on the RTA's Interagency Transit Signage and Transit Signal Priority (TSP) projects.

## **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. It should be noted that the public comment period will immediately follow the last item on the agenda.

There was no public comment.

## **9.0 Next Meeting**

The next meeting will be December 1, 2022 at 11:00 a.m.

**10.0 Adjournment**

*A motion was made by Tom Rickert, seconded by Chris Schmidt, that the meeting be adjourn. The motion carried by a voice vote.*

The meeting was adjourned at 12:01 p.m.

Respectfully submitted,

Douglas Ferguson

# CMAQ Programming Status Sheet

TIP ID	PROJECT TITLE	LEAD AGENCY	SOURCE	PROG 2023	PROG 2024	PROG 2025	PROG 2026	PROG 2027	MYB-Deferred	TOTAL TIP
01-02-0030	State/Lake Station - Loop El	CDOT	CMAQ	\$0	\$65,430,000	\$48,040,000	\$0	\$0	\$0	\$113,470,000
01-16-0003	I-55 from Pulaski Rd to Weber Rd & I-90/94: Halsted St to Roosevelt Rd Ramp Metering	IDOT D1 Hwys	CMAQ	\$3,098,000	\$0	\$0	\$0	\$0	\$0	\$3,098,000
01-17-0014	Wireless Signal Interconnects	CDOT	CMAQ	\$1,600,000	\$0	\$0	\$0	\$0	\$28,757,000	\$1,600,000
01-20-0006	Chicago Pedway Reconstruction + System Wayfinding Replacement	CDOT	CMAQ	\$1,500,000	\$3,266,583	\$0	\$0	\$0	\$0	\$4,766,583
01-21-0010	Traffic Management Center - ATMS Added Functions	CDOT	CMAQ	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
01-21-0019	118 N. Clark Pedway Extension	Cook Co DOT	CMAQ	\$0	\$0	\$299,348	\$2,899,694	\$0	\$0	\$3,199,042
01-94-0006	254.001 Red Line Extension from US 12 US 20 95th St to 130th - RSP 57	CTA	CMAQ	\$0	\$0	\$0	\$30,000,000	\$0	\$0	\$30,000,000
01-94-0092	Chicago Streets for Cycling	CDOT	CMAQ	\$4,000,000	\$0	\$0	\$0	\$0	\$15,555,000	\$4,000,000
02-14-0003	Church St. from Linder Av to McCormick Blv	North Shore Council	CMAQ	\$4,449	\$0	\$0	\$0	\$0	\$440,000	\$4,449
02-16-0013	Skokie Bicycle Parking at Dempster and Oakton Stations	North Shore Council	CMAQ	\$231,000	\$0	\$0	\$0	\$0	\$0	\$231,000
02-19-0008	Touhy/Cicero Avenue Intersection Improvements	North Shore Council	CMAQ	\$2,104,000	\$0	\$0	\$0	\$0	\$0	\$2,104,000
02-19-0015	Oakton Street Multi-use Path	North Shore Council	CMAQ	\$267,000	\$0	\$0	\$0	\$0	\$0	\$267,000
02-19-0016	E. Lake Avenue / Waukegan Road Intersection Improvement	North Shore Council	CMAQ	\$516,000	\$2,024,000	\$0	\$0	\$0	\$0	\$2,540,000
02-20-0015	Happ Road Corridor Improvements	North Shore Council	CMAQ	\$0	\$0	\$100,320	\$0	\$0	\$0	\$100,320
02-21-0004	US 41 at Church St and Church St at Niles Center Rd	IDOT D1 Hwys	CMAQ	\$0	\$0	\$65,000	\$0	\$0	\$0	\$65,000
02-21-0005	Devon Ave - Ill 50 (Cicero Ave) to Kenton Ave/Lemont Ave	IDOT D1 Hwys	CMAQ	\$0	\$0	\$290,000	\$0	\$0	\$0	\$290,000
02-21-0006	US 41 at Main St	IDOT D1 Hwys	CMAQ	\$0	\$0	\$94,000	\$0	\$0	\$0	\$94,000
02-22-0003	Evanston Pace Route Access Improvements	North Shore Council	CMAQ	\$0	\$0	\$240,386	\$0	\$0	\$0	\$240,386
02-22-0005	Northbrook Metra Station and Pace Route Access Improvements	North Shore Council	CMAQ	\$151,513	\$0	\$0	\$0	\$0	\$0	\$151,513
02-97-0006	Old Orchard Rd from Woods Drive to Skokie Blvd (HPP1809)	Cook Co DOT	CMAQ	\$7,962,000	\$0	\$0	\$0	\$0	\$0	\$7,962,000

TIP ID	PROJECT TITLE	LEAD AGENCY	SOURCE	PROG 2023	PROG 2024	PROG 2025	PROG 2026	PROG 2027	MYB-Deferred	TOTAL TIP
03-03-0102	IL 62 Algonquin Rd from Plum Grove Rd to IL Route 53	Northwest Council	CMAQ	\$3,345,553	\$0	\$0	\$0	\$0	\$0	\$3,345,553
03-14-0017	Woodfield Rd from Meacham Rd to East Frontage Rd	Northwest Council	CMAQ	\$549,000	\$0	\$0	\$0	\$0	\$0	\$549,000
03-18-0007	IL 19/Irving Park Rd at Wise Rd	IDOT D1 Hwys	CMAQ	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
03-19-0008	US Route 20 at Oak Avenue and Bartlett Road	IDOT D1 Hwys	CMAQ	\$180,000	\$2,398,000	\$0	\$0	\$0	\$0	\$2,578,000
03-19-0011	Rand-Central-Mount Prospect Road Intersections	Northwest Council	CMAQ	\$1,053,313	\$0	\$0	\$0	\$0	\$0	\$1,053,313
03-19-0040	Niles Pace Bus Stop Access and Golf/Greenwood Intersection Improvements	Northwest Council	CMAQ	\$636,577	\$0	\$0	\$0	\$0	\$0	\$636,577
03-19-0041	Quentin Road Bike Path	Northwest Council	CMAQ	\$37,600	\$0	\$0	\$0	\$0	\$0	\$37,600
03-21-0007	Algonquin Road Bike Path from Dearborn Ct to Elmhurst Rd	Northwest Council	CMAQ	\$0	\$0	\$169,960	\$2,184,808	\$0	\$0	\$2,354,768
03-22-0008	Hoffman Estates Pace Route Access Improvements	Northwest Council	CMAQ	\$0	\$0	\$540,000	\$0	\$0	\$0	\$540,000
03-22-0009	Prospect Heights Metra Station and Pace Route Access Improvements	Northwest Council	CMAQ	\$113,766	\$0	\$1,382,332	\$0	\$0	\$0	\$1,496,098
03-96-0021	Elgin-O'Hare East Extension from Gary Road to O'Hare West Bypass Elgin O'Hare Western Access (Elgin-O'Hare East Extension & Add Lanes, Western O'Hare Bypass) - RSP 20	IL Tollway	CMAQ	\$54,577,971	\$0	\$0	\$0	\$0	\$0	\$54,577,971
04-08-0001	North Ave Commuter Bike Path from Mannheim Rd to Riverwoods Drive	North Central Council	CMAQ	\$270,480	\$0	\$0	\$0	\$0	\$0	\$270,480
04-18-0001	Northlake Pace Route Access Improvements	North Central Council	CMAQ	\$183,936	\$0	\$0	\$0	\$0	\$0	\$183,936
04-18-0002	Melrose Park Metra Station and Pace Route Access Improvements	North Central Council	CMAQ	\$38,858	\$0	\$0	\$0	\$0	\$0	\$38,858
04-21-0010	17th Ave - 14th St to I-290 (Eisenhower Expwy)	IDOT D1 Hwys	CMAQ	\$0	\$0	\$161,000	\$0	\$0	\$0	\$161,000
04-21-0011	Ill 43 - Ill 64 (North Ave) to Armitage Ave	IDOT D1 Hwys	CMAQ	\$0	\$0	\$155,000	\$0	\$0	\$0	\$155,000
04-21-0012	US 20 Lake St - I-294 (Tri-State Tollway) to Wolf Rd	IDOT D1 Hwys	CMAQ	\$0	\$0	\$167,000	\$0	\$0	\$0	\$167,000
04-22-0002	Franklin Park Metra Station and Pace Route Access Improvements	North Central Council	CMAQ	\$0	\$0	\$712,157	\$0	\$0	\$0	\$712,157
05-19-0001	55th Street Transit Access Improvements	IDOT D1 Hwys	CMAQ	\$122,424	\$0	\$0	\$0	\$0	\$0	\$122,424
05-21-0002	26th St @ Riverside Dr	IDOT D1 Hwys	CMAQ	\$0	\$0	\$62,000	\$0	\$0	\$0	\$62,000

TIP ID	PROJECT TITLE	LEAD AGENCY	SOURCE	PROG 2023	PROG 2024	PROG 2025	PROG 2026	PROG 2027	MYB-Deferred	TOTAL TIP
06-00-0042	143rd Street from Wolf Road to US 45 LaGrange Rd	Southwest Council	CMAQ	\$180,640	\$0	\$0	\$0	\$0	\$0	\$180,640
06-18-0001	The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project	Southwest Council	CMAQ	\$0	\$0	\$0	\$5,648,500	\$0	\$0	\$5,648,500
06-19-0017	Blue Island Metra Station and Pace Bus Route Access Improvements	Southwest Council	CMAQ	\$375,200	\$0	\$0	\$0	\$0	\$0	\$375,200
06-21-0009	79th St - 88th Ave to IL 50 (Cicero Ave)	IDOT D1 Hwys	CMAQ	\$0	\$0	\$920,000	\$0	\$0	\$0	\$920,000
06-21-0010	111 St - Oak Park Ave to Ridgeland Ave	IDOT D1 Hwys	CMAQ	\$136,000	\$0	\$0	\$0	\$0	\$0	\$136,000
06-21-0011	111th St - Oketo Ave to Ill 7 (Southwest Hwy)	IDOT D1 Hwys	CMAQ	\$131,000	\$0	\$0	\$0	\$0	\$0	\$131,000
06-21-0012	127th St - Wireton St to Sacramento St	IDOT D1 Hwys	CMAQ	\$448,000	\$0	\$0	\$0	\$0	\$0	\$448,000
07-16-0001	Sauk Village Multi-use Path	Cook Co DOT	CMAQ	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000
07-16-0004	Oak Forest TOD Area Access to Transit Improvements	South Council	CMAQ	\$1,043,000	\$0	\$0	\$0	\$0	\$0	\$1,043,000
07-18-0002	Chicago Heights Pace Bus Terminal Improvements	South Council	CMAQ	\$87,935	\$0	\$0	\$0	\$0	\$0	\$87,935
07-19-0031	Calumet Park Metra Station Access Improvements	South Council	CMAQ	\$263,433	\$0	\$0	\$0	\$0	\$0	\$263,433
07-19-0032	Midlothian Metra Station Access Improvements	South Council	CMAQ	\$91,200	\$0	\$0	\$0	\$0	\$461,600	\$91,200
07-21-0016	Dixie Hwy - I-80 to 167th St	IDOT D1 Hwys	CMAQ	\$334,000	\$0	\$0	\$0	\$0	\$0	\$334,000
07-22-0002	Calumet Park Pace and Metra Access Improvements	South Council	CMAQ	\$0	\$0	\$211,301	\$0	\$0	\$0	\$211,301
08-12-0003	IL 56 Butterfield Rd at York St	DuPage Council	CMAQ	\$176,056	\$0	\$0	\$0	\$0	\$1,347,748	\$176,056
08-12-0004	55th St from Dunham Road to Clarendon Hills Road	DuPage Co DOT	CMAQ	\$192,000	\$0	\$0	\$0	\$0	\$0	\$192,000
08-15-0036	IL 38 Roosevelt Rd, 1) Winfield Rd to County Farm Rd 2)County Farm Rd to Pierce Ave 3)At County Farm Rd.	IDOT D1 Hwys	CMAQ	\$0	\$0	\$6,570,400	\$0	\$0	\$0	\$6,570,400
08-17-0002	York at Harger Intersection Improvement Project and Salt Creek Trail Underpass	DuPage Council	CMAQ	\$414,725	\$0	\$0	\$0	\$0	\$0	\$414,725
08-17-0026	Railroad Avenue Enhancement Project/Bensenville Metra Station Access Improvements - Completed	DuPage Council	CMAQ	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000
08-18-0003	Central Signal System Expansion 1 and Expansion 2	DuPage Co DOT	CMAQ	\$546,953	\$0	\$0	\$0	\$0	\$0	\$546,953
08-18-0005	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements	DuPage Council	CMAQ	\$14,005,484	\$0	\$0	\$0	\$0	\$0	\$14,005,484

TIP ID	PROJECT TITLE	LEAD AGENCY	SOURCE	PROG 2023	PROG 2024	PROG 2025	PROG 2026	PROG 2027	MYB-Deferred	TOTAL TIP
08-19-0018	Village of Glen Ellyn Metra Station and Multi Modal Access Improvements Project	DuPage Council	CMAQ	\$0	\$14,408,806	\$0	\$0	\$0	\$0	\$14,408,806
08-19-0020	Oak Brook Harger Road Multi-Use Path	DuPage Council	CMAQ	\$217,346	\$0	\$0	\$0	\$0	\$0	\$217,346
08-21-0018	I-290 - Lake-Cook Rd to Des Plaines Ave	IDOT D1 Hwys	CMAQ	\$0	\$0	\$0	\$9,390,000	\$0	\$0	\$9,390,000
09-08-0005	IL 31 at Huntley Rd	Kane/Kendall Council	CMAQ	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
09-12-0009	Elgin CBD Bike Racks	Kane/Kendall Council	CMAQ	\$77,000	\$0	\$0	\$0	\$0	\$0	\$77,000
09-16-0004	Aurora Transportation Center (ATC) Enhancements	Kane/Kendall Council	CMAQ	\$2,662,000	\$0	\$0	\$0	\$0	\$0	\$2,662,000
09-18-0003	Randall Road at Weld Road/US 20	Kane Co DOT	CMAQ	\$2,260,682	\$0	\$0	\$0	\$0	\$0	\$2,260,682
09-19-0007	Montgomery Road and Hill Avenue Intersection Improvements	Kane/Kendall Council	CMAQ	\$947,110	\$6,156,000	\$0	\$0	\$0	\$0	\$7,103,110
09-19-0020	Orchard Road at U.S. Route 30	Kane Co DOT	CMAQ	\$1,146,038	\$0	\$0	\$0	\$0	\$0	\$1,146,038
09-19-0039	Aurora Transportation Center Access Improvements	Kane/Kendall Council	CMAQ	\$277,036	\$0	\$0	\$0	\$0	\$0	\$277,036
10-03-0005	CH A47 Deerfield Road from IL 21 US 45 Milwaukee Ave to CH W24 Saunders Road	Lake Co DOT	CMAQ	\$8,304,294	\$0	\$0	\$0	\$0	\$0	\$8,304,294
10-16-0001	IL 176 Maple Av from CH 48 Midlothian Rd to US 45 Lake St (Maple Av Bike Path)	Lake Co Council	CMAQ	\$231,769	\$0	\$0	\$0	\$0	\$0	\$231,769
10-18-0002	Wadsworth Road at Lewis Avenue Intersection Improvement	Lake Co DOT	CMAQ	\$2,506,240	\$0	\$0	\$0	\$0	\$0	\$2,506,240
10-18-0003	Waukegan Metra Station and Pace Route Access Improvements	Lake Co Council	CMAQ	\$40,000	\$168,704	\$0	\$0	\$0	\$0	\$208,704
10-19-0039	North Chicago Pace Bus Route Access Improvements	Lake Co Council	CMAQ	\$63,176	\$350,979	\$0	\$0	\$0	\$0	\$414,155
10-21-0007	Lake County PASSAGE SMART Initiative - Connected Vehicle Demonstration Project	Lake Co DOT	CMAQ	\$0	\$0	\$5,160,000	\$840,000	\$0	\$0	\$6,000,000
10-21-0011	Clavey Road Reconstruction	Lake Co Council	CMAQ	\$0	\$0	\$192,500	\$0	\$0	\$0	\$192,500
10-21-0012	Ill 131 Green Bay Rd - Ill 137 (Buckley Rd) to Saratoga St	IDOT D1 Hwys	CMAQ	\$0	\$0	\$65,000	\$0	\$0	\$0	\$65,000
10-21-0013	Ill 131 at Martin Luther King Dr	IDOT D1 Hwys	CMAQ	\$0	\$0	\$146,000	\$0	\$0	\$0	\$146,000
11-03-0018	Randall Rd from Polaris Dr/Acorn Ln to Harnish Dr	McHenry Co DOT	CMAQ	\$3,100,000	\$0	\$0	\$0	\$0	\$0	\$3,100,000
12-12-0003	Bell Road (CH 16) at 143rd Street (CH 37)	Will Co DOT	CMAQ	\$10,384,000	\$0	\$0	\$0	\$0	\$0	\$10,384,000
13-18-0001	IDOT Central Traffic Management System	IDOT D1 Hwys	CMAQ	\$5,146,000	\$0	\$0	\$0	\$0	\$0	\$5,146,000

TIP ID	PROJECT TITLE	LEAD AGENCY	SOURCE	PROG 2023	PROG 2024	PROG 2025	PROG 2026	PROG 2027	MYB-Deferred	TOTAL TIP
13-19-0005	Illinois Route 64 SMART Corridor (Smith/Kautz Road to Illinois Route 50 - Cicero Avenue)	IDOT D1 Hwys	CMAQ	\$206,400	\$0	\$12,328,000	\$0	\$0	\$0	\$12,534,400
16-14-0001	031.054 Purchase Electric Buses	CTA	CMAQ	\$0	\$0	\$23,493,631	\$44,255,332	\$0	\$0	\$67,748,963
16-19-0036	Bus Slow Zones Elimination Program	CTA	CMAQ	\$15,200,000	\$0	\$0	\$0	\$0	\$0	\$15,200,000
17-18-0001	Pulse Dempster Line - RSP 102A	Pace	CMAQ	\$5,000,000	\$5,250,000	\$5,512,000	\$0	\$0	\$0	\$15,762,000
17-21-0001	Pulse 95th Street Line	Pace	CMAQ	\$0	\$1,464,000	\$0	\$15,654,000	\$0	\$0	\$17,118,000
17-94-0002	Purchase Vanpool Vehicles	Pace	CMAQ	\$7,520,000	\$0	\$0	\$0	\$0	\$0	\$7,520,000
18-18-0001	Metra Bike Parking Expansion	Metra	CMAQ	\$306,000	\$0	\$0	\$0	\$0	\$0	\$306,000
18-19-0006	Repower of 21 F59PHI Locomotives	Metra	CMAQ	\$28,800,000	\$0	\$0	\$0	\$0	\$0	\$28,800,000
18-21-0027	Metra Alternative Fuel Locomotives	Metra	CMAQ	\$0	\$0	\$29,024,137	\$0	\$0	\$0	\$29,024,137
				<b>\$202,149,157</b>	<b>\$100,917,072</b>	<b>\$136,101,472</b>	<b>\$110,872,334</b>	<b>\$0</b>	<b>\$46,561,348</b>	<b>\$550,040,035</b>

# TAP-L Programming Status Sheet

TIP ID	PROJECT TITLE	LEAD AGENCY	SOURCE	PROG 2023	PROG 2024	PROG 2025	PROG 2026	PROG 2027	MYB-Deferred	TOTAL TIP
01-14-0010	Columbia Bridge Over Jackson Park Lagoon/59th St Bike Path	CDOT	TAP-L	\$5,098,000	\$0	\$0	\$0	\$0	\$0	\$5,098,000
02-18-0001	Skokie Valley Trail-Golf Rd to Dempster St	North Shore Council	TAP-L	\$475,570	\$0	\$0	\$0	\$0	\$2,096,000	\$475,570
02-18-0002	Skokie Valley Trail Extension-Northbrook	Cook Co DOT	TAP-L	\$2,780,936	\$0	\$0	\$0	\$0	\$0	\$2,780,936
02-19-0015	Oakton Street Multi-use Path	North Shore Council	TAP-L	\$1,881,960	\$0	\$0	\$0	\$0	\$0	\$1,881,960
03-13-0010	Howard St from IL 21 Milwaukee Ave to Lehigh Ave	Northwest Council	TAP-L	\$553,000	\$0	\$0	\$0	\$0	\$0	\$553,000
03-19-0022	Golf Road and Meacham Road Multiuse Path	Northwest Council	TAP-L	\$0	\$1,120,000	\$0	\$0	\$0	\$0	\$1,120,000
03-19-0042	Des Plaines River Trail at Union Pacific Railroad	Northwest Council	TAP-L	\$3,104,000	\$0	\$0	\$0	\$0	\$0	\$3,104,000
03-21-0003	IL 59 Bicycle and Pedestrian Overpass	Northwest Council	TAP-L	\$2,085,145	\$0	\$0	\$0	\$0	\$0	\$2,085,145
03-21-0006	North Branch Trail Connection from Caldwell/Touhy Ave to Bunker Hill Forest Preserve	Northwest Council	TAP-L	\$72,000	\$0	\$0	\$0	\$0	\$0	\$72,000
04-17-0011	Des Plaines River Trail from Touhy to North Avenue	North Central Council	TAP-L	\$2,524,900	\$0	\$0	\$0	\$0	\$257,400	\$2,524,900
04-19-0010	25th Avenue Shared Use Path	North Central Council	TAP-L	\$235,120	\$2,668,428	\$0	\$0	\$0	\$0	\$2,903,548
07-18-0001	BP Pipeline Shared Use Path	South Council	TAP-L	\$3,078	\$0	\$0	\$0	\$0	\$0	\$3,078
07-20-0013	University Park: University Parkway- Cicero Avenue to Metra Station entrance	South Council	TAP-L	\$0	\$0	\$99,726	\$1,042,598	\$0	\$0	\$1,142,324
07-21-0006	84th Avenue and 179th Street Multi-use Path Extension	South Council	TAP-L	\$0	\$192,800	\$0	\$0	\$0	\$0	\$192,800
07-21-0010	Robey Trail Project: Shared Use Trail from 147th St/Sibley Blvd to 158th Pl	South Council	TAP-L	\$0	\$0	\$75,419	\$0	\$0	\$0	\$75,419
07-21-0030	University Park Sidepath Project: Governor State University to Kedzie Ave	South Council	TAP-L	\$0	\$107,392	\$0	\$0	\$0	\$0	\$107,392
08-14-0002	West Branch Regional Trail from Winfield Mounds to West DuPage Woods	DuPage Council	TAP-L	\$53,000	\$0	\$0	\$0	\$0	\$0	\$53,000
08-16-0019	West Branch DuPage River Trail Connection from West DuPage Woods Forest Preserve to Blackwell Forest Preserve	DuPage Council	TAP-L	\$3,610,134	\$0	\$0	\$0	\$0	\$0	\$3,610,134

TIP ID	PROJECT TITLE	LEAD AGENCY	SOURCE	PROG 2023	PROG 2024	PROG 2025	PROG 2026	PROG 2027	MYB-Deferred	TOTAL TIP
08-19-0002	Downtown Bensenville Streetscape	DuPage Council	TAP-L	\$111,583	\$0	\$0	\$0	\$0	\$0	\$111,583
09-02-0007	Randall Rd at Hopps	Kane/Kendall Council	TAP-L	\$0	\$0	\$629,248	\$0	\$0	\$0	\$629,248
09-10-0024	IL 38 FAU 347 State Street from Fox River to CH 77 Kirk Road	Kane/Kendall Council	TAP-L	\$4,271,618	\$0	\$0	\$0	\$0	\$0	\$4,271,618
09-99-0101	Dauberman Rd Extension from US 30 to Granart Rd (Granart/Dauberman/BNSF Railroad)	Kane/Kendall Council	TAP-L	\$1,384,800	\$0	\$0	\$0	\$0	\$0	\$1,384,800
10-03-0005	CH A47 Deerfield Road from IL 21 US 45 Milwaukee Ave to CH W24 Saunders Road	Lake Co DOT	TAP-L	\$3,616,608	\$0	\$0	\$0	\$0	\$0	\$3,616,608
10-16-0034	IL 137 BIKE PATH (Patriot Path)	Lake Co DOT	TAP-L	\$0	\$0	\$4,076,872	\$0	\$0	\$0	\$4,076,872
12-11-0033	Veterans Memorial Trail - 135th Street Corridor from New Avenue to I-355 and parallel to I-355	Will Co Council	TAP-L	\$635,019	\$0	\$0	\$0	\$0	\$0	\$635,019
12-14-0016	Black Rd from DuPage River Trail to Rock Run Trail (Bike Trail Bridge Over DuPage River and Interstate 55)	Will Co Council	TAP-L	\$592,336	\$0	\$0	\$0	\$0	\$0	\$592,336
12-18-0002	NGPL Multi-Use Trail	Will Co Council	TAP-L	\$109,244	\$0	\$0	\$0	\$0	\$0	\$109,244
				<b>\$33,198,051</b>	<b>\$4,088,620</b>	<b>\$4,881,265</b>	<b>\$1,042,598</b>	<b>\$0</b>	<b>\$2,353,400</b>	<b>\$43,210,534</b>



**CMAQ Programming Summary and Obligation Goals**

FFY	Federal Unobligated or Apportionment	Currently Programmed	Unprogrammed Balance	Deferred Funds Not Programmed	Unprogrammed Balance Minus Deferrals	Obligation Goal	Current FFY Obligations to Date	Obligations Needed to Meet Goal
2023	\$ 182,241,177	\$ 202,149,157	\$ (19,907,980)	\$ 140,566,530	\$ (160,474,510)	\$ 221,763,975	\$ -	\$ 221,763,975
2024	\$ 122,307,796	\$ 100,917,072	\$ 21,390,724	\$ -	\$ 21,390,724	\$ 122,307,796		
2025	\$ 124,753,952	\$ 136,101,472	\$ (11,347,520)	\$ -	\$ (11,347,520)	\$ 124,753,952		
2026	\$ 127,249,031	\$ 110,872,334	\$ 16,376,697	\$ -	\$ 16,376,697	\$ 127,249,031		
2027	\$ 127,249,031	\$ -	\$ 127,249,031	\$ -	\$ 127,249,031	\$ 127,249,031		
	\$ 683,800,987	\$ 550,040,035	\$ 133,760,952	\$ 140,566,530	\$ (6,805,578)	\$ 723,323,785		

Current as of 11/28/2022

- 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 2022 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 2023-2026 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 or phases in Advanced Construction in the current FFY. 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.
- Deferred Funds Not Programmed: Funds for project phases that have been deferred and have not demonstrated readiness for reinstatement. Source: eTIP database
- 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 2022 is the annual allotment plus the unobligated balance from FFY 2022 as of 9/30/2021. Source: October 28, 2021 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 2022 Federal Apportionment	\$ 119,909,604
Prior Years' Unobligated Balance	\$ 101,854,371 (+)
	<u>\$ 221,763,975</u>
FFY 2022 Obligated	\$ - (-)
FFY 2022 Advanced Construction	\$ - (-)
Prior Years' Advanced Construction	\$ 39,522,798 (-)
	<u>\$ 182,241,177</u>



**MEMORANDUM**

**To:** CMAQ and TAP-L Project Selection Committee

**From:** CMAP Staff

**Date:** November 28, 2022

**Subject:** CMAQ/TAP-L Project Change Requests

**Purpose:** Details of the change requests for consideration on December 1, 2022

**Action Requested:** Approval

Project sponsors requested consideration of changes to two (2) projects/segments. The sponsors' requests are included in the meeting packet.

	CMAQ					Request
	2023	2024	2025	2026	2027	
Current Program*	\$202,149,157	\$100,917,072	\$136,101,472	\$110,872,334	\$0	
Unprogrammed Balance*	-\$19,907,980	\$21,390,724	-\$11,347,520	\$16,376,697	\$129,794,012	
<b>Sponsor requested changes - for Committee consideration</b>						
Skokie (02-06-0035)	\$130,000					Cost increase for CON
Sum of Changes From Requests	\$130,000	\$0	\$0	\$0	\$0	
<b>Sum of Recommended Changes</b>	<b>\$130,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Recommended Revised Program</b>	<b>\$202,279,157</b>	<b>\$100,917,072</b>	<b>\$136,101,472</b>	<b>\$110,872,334</b>	<b>\$0</b>	
Rec. Rev. Unprogrammed Balance	-\$20,037,980	\$21,390,724	-\$11,347,520	\$16,376,697	\$129,794,012	

**For Committee Consideration:**

<b>Project</b>	<b>Request</b>	<b>Action</b>
<p><b>CTA – Bus Slow Zone Elimination Program (16-19-0036)</b>                      The project is programmed for \$15,200,000 CMAQ in 2023 for implementation.</p>	<p>The sponsor requests a scope change to add additional routes to the scope as three routes included in the initial scope are being completed with additional funds. The new routes include the Ashland corridor and 63<sup>rd</sup> St corridor and the expansion of the Halsted St corridor south of 70<sup>th</sup> St to 95<sup>th</sup> St and the Chicago Ave corridor adding a segment Grand Ave/Illinois St between Fairbanks Ct and the Kennedy Expy.</p> <p>CTA and CDOT were able to secure other funding to complete the Western Ave, Chicago Ave (east of Kennedy) and 79<sup>th</sup> St corridors. All the replacement corridors represent high ridership routes similar in nature to existing routes. Additional funds are not required to complete the work of the additional routes. <i>[See the Scope Change Request Form for more details]</i></p> <p>The project was not reanalyzed since the ridership numbers are comparable between the replacement and new corridors.</p>	<p>Approval of the requested scope change to add the Ashland corridor and 63<sup>rd</sup> St corridor and the expansion of the Halsted St corridor south of 70<sup>th</sup> St to 95<sup>th</sup> St and the Chicago Ave corridor adding a segment of Grand Ave/Illinois St between Fairbanks Ct and the Kennedy Expy and removal of the Western Ave, Chicago Av and 79<sup>th</sup> St corridors.</p>

Project	Request	Action
<p><b>Skokie – Gross Point Rd from Old Orchard Rd to Golf Road (02-06-0035)</b></p> <p>The project has \$446,000 CMAQ in Advance Construction status for construction and construction engineering in 2022.</p>	<p>The sponsor requests a cost increase of \$130,000 CMAQ for construction and construction engineering to cover higher costs than estimated.</p> <p>The CMAQ funding is for a bicycle facility which is part of a larger corridor improvement. The project was let on September 23, 2022, the low bid was \$1.3 million higher than the programmed funding (STP-L, CMAQ, State funds). The project was ready for a March 11, 2022 letting, including preparation of final PS&amp;E and settlement with each of the property owners but due to delays in certify all of the properties, the letting was delayed to the September. Construction unit prices increased significantly over this same period.</p> <p>The Village decided not to concur with the award of the project, concerned that the entire shortfall would be the local responsibility. The Village is seeking to increase federal and state funding sources to allow this project to target the March 10, 2023 letting and maintain construction in 2023.</p> <p>The project was re-ranked and it dropped from 12<sup>th</sup> to 15<sup>th</sup> among the FFY2014-2018 bicycle facility projects but would be ahead of three projects that received funding in that cycle.</p>	<p>Approval of the \$130,000 CMAQ for construction and construction engineering.</p>

## CMAQ/TAP Scope Change Request Form

### Project Identification

TIP ID	16-19-0036	Sponsor	CTA
Project Location Description	Bus Slow Zone Elimination Program - Design Phase (CMAQ)		

### Revised Project Scope

*CTA requests the addition of two corridors into the Bus Slow Zones Elimination project and the expansion of two existing corridors. Since the grant application was initially submitted, CTA and CDOT have been able to implement several of the planned bus priority improvements on three routes included in the application, #49 Western, #66 Chicago and #79 79<sup>th</sup>, through separate funding sources. While additional bus priority treatments will still be needed on these three corridors, the reduced scope under this project provides the opportunity to expand bus priority treatments to additional routes, ensuring the project will improve a robust network of bus routes that serve CTA's riders in an equitable way. As is the case with the original corridors, the new corridors/segments all serve high ridership bus routes having speed and reliability issues that would benefit from bus priority infrastructure. Below are the corridors and segments CTA is requesting to add to the project.*

- *Ashland corridor (proposed new corridor) – this corridor serves the #9 Ashland and X9 Ashland Express bus routes between 104<sup>th</sup>/Vincennes and Clark/Belle Plaine (north of Irving Park), primarily along Ashland Avenue. CTA has performed work identifying priority areas for improvement and has developed initial plans for bus priority treatments at these locations.*
- *63<sup>rd</sup> St. corridor (proposed new corridor) – this corridor serves the #63 63<sup>rd</sup> bus route between Midway Terminal (near Cicero Ave) and 63<sup>rd</sup>/Stony Island, primarily along 63<sup>rd</sup> Street. CTA has performed work identifying priority areas for improvement and has developed initial plans for bus priority treatments at these locations.*
- *Halsted St. corridor (proposed expansion of corridor in original scope) – this would extend the original #8 Halsted corridor south from 79<sup>th</sup> St. to 95<sup>th</sup> St. to include part of the #8A South Halsted route. CTA, together with Pace, have identified priority areas for improvement in this segment and developed initial plans for bus priority treatments at these locations as part of the South Halsted Bus Corridor Enhancement Project. Extending the Halsted corridor south to 95<sup>th</sup> will strengthen the corridor for CTA customers and, together with Pace's planned improvements south of 95<sup>th</sup> Street, will result in a seamless bus priority corridor on Halsted serving Chicago and its south suburbs.*
- *Chicago Ave. corridor (proposed expansion of corridor in original scope) – this would add a segment of the Grand/Illinois pair of streets between Fairbanks Court and the Kennedy Expressway (just west of Halsted Street). CTA and CDOT have identified priority areas for improvement and identified initial plans for bus priority treatments in this segment as part of the River North-Streeterville Transit Study. Adding this segment will augment treatments to the Grand/Illinois pair east of Fairbanks which are within the original study area as part of the #66 Chicago bus route; the segment east of Fairbanks has several other bus routes as Well. Expanding the study area to the west along Grand/Illinois will leverage existing project limits and further extend bus priority improvements to two high ridership bus routes already covered in the segment east of Fairbanks: #29 State and #65 Grand.*

## Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved Additional locations: <ul style="list-style-type: none"> <li>- #9 Ashland and X9 Ashland Express bus routes between 104th/Vincennes and Clark/Belle Plaine (north of Irving Park), primarily along Ashland Avenue</li> <li>- #63 63rd bus route between Midway Terminal (near Cicero Ave) and 63rd/Stony Island, primarily along 63rd Street</li> <li>- Expand #8 Halsted corridor south from 79th St. to 95th St. to include part of the #8A South Halsted route</li> <li>- Expand #66 Chicago corridor to add a segment of the Grand/Illinois pair of streets between Fairbanks Court and the Kennedy Expressway (just west of Halsted Street)</li> </ul>	Marked Route #  FAU 2853  FAU 1519  FAU 3730  FAU 1401, FAP 385, FAP 387	
North/West Reference Point/Cross St/Intersection Various	Marked Route # N/A	Municipality & County Chicago / Cook
South/East Reference Point/Cross St/Intersection Various	Marked Route # N/A	Municipality & County Chicago / Cook
Other Project Location Information Project scope will refine recommendations and locations for bus priority treatments at points or short segments along the corridors included; specific limits of treatments within each corridor TBD.		

## 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

There will be no change to the cost of the project.

## CMAQ/TAP Cost Change Request Form

### Project Identification

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

### Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2017	\$237.401	0	0	N/A	N/A	<input checked="" type="checkbox"/>
ENG 2	2021	\$438.265	\$278.924	64%	CMAQ/STP-L	Local Funds, IL Funds	<input checked="" type="checkbox"/>
ROW	2021	\$50	\$35	70%	STP-L	Local Funds, IL Funds	<input checked="" type="checkbox"/>
CONST	2022	\$5,346.000	\$3,308.100	62%	STP-L, CMAQ	Local Funds, IL Funds	<input type="checkbox"/>
CE	2022	\$529.942	\$338.464	64%	STP-L, CMAQ	Local Funds, IL Funds	
<b>Total</b>		<b>\$6,601.608</b>	<b>\$3,960.488</b>	<b>60%</b>	<b>CMAQ /STP-L</b>	<b>Local Funds, IL Funds</b>	

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
<b>Total</b>							

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2017	\$237.401	0	0	N/A	N/A	2017
ENG 2	2017	\$438.265	\$278.924	64%	CMAQ/STP-L	Local Funds, IL Funds	06/2017

<b>ROW</b>	2021	\$50	\$35	70%	STP-L	Local Funds, IL Funds	07/2021
<b>CONST</b>	2022	\$6,666.667	\$3,438.100	52%	STP-L, CMAQ	Local Funds, IL Funds	02/2023
<b>CE</b>	2022	\$529.942	\$338.464	64%	STP-L, CMAQ	Local Funds, IL Funds	02/2023
<b>Total</b>		<b>\$7,922.275</b>	<b>\$4,090.488</b>	<b>52%</b>	<b>CMAQ/STP-L</b>	<b>Local Funds, IL Funds</b>	

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

### Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	2022	\$1,320.667	\$130.000	10%	
CE					
<b>Total</b>					

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
<b>Total</b>					

### Reason for Request

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

The project was let on September 23, 2022, and Capitol Cement Co., Inc., the low bidder, was \$1.3 million higher than our programmed funding. The project was ready nearly a year ago for a March 11, 2022 letting, including preparation of final PS&E and settlement with each of the property owners. Unfortunately, IDOT was not able to certify all the properties, delaying the letting four times to the September 23, 2022 letting.

Construction unit prices increased significantly over this same period, and without the ability to increase programmed funding, the shortfall was inevitable.

The Village decided not to concur with the award of the project, concerned that, with no assurances of federal and state participation increases, the entire shortfall would be the local responsibility. The Village has not budgeted local costs for construction in exchange for assuming jurisdiction of the roadway from IDOT upon completion of construction. The Village is seeking to increase federal and state funding sources to allow this project to target the March 10, 2023 letting and maintain construction in 2023. The Village is requesting an additional \$130K in CMAQ funding for the proposed bike lanes.

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

### Additional Comments

## Project Identification

Provide the project identification exactly as it appears in the CMAQ or TAP programs. The current CMAQ Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>). Individual project line items are listed alphabetically by sponsor in the year in which they are programmed.

## Currently Programmed Funding – Before cost change(s)

Provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the current CMAQ Program, including any previously approved cost changes. For deferred phases, the programmed year should be entered as MYB. All line items funded with other sources should match the TIP, however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW or CE if no ROW or CE is required for the project.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years. Each row should include one fund source and one FFY.

\*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

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

Enter the actual costs included in the most recent Engineer’s Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW or CE if no ROW or CE is required for the project.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years. Each row should include one fund source and one FFY.

\*\*For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated start date of the phase.

\*\*\*Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

## Requested Cost Changes (+/-)

Enter the changes (positive and negative) to the total cost of each phase and the CMAQ funding requested (difference between currently programmed funds and actual/estimated cost). If any line is the same as the currently programmed funding, enter zeroes. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and enter the phase(s) funds are being transferred to in the “Transfer to/from phase(s)” column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use separate rows for the transferred amount and the new funding being requested.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years.

## **Reason for Request**

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda).

## **State and Federal Project Information**

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310). Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

## **Additional Comments**

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses. There is no need to repeat information supplied elsewhere on the form; information provided only in a cover letter should be repeated, however.

**For the submittal procedures and more detailed instructions that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.**

**Submit this completed form and any requested attachments to your Planning Liaison (PL) for review and submittal to CMAP. For sponsors noted as exceptions to PL review in the procedure above, please submit to the project contact for transmittal to CMAP.**

**Requests should be submitted according to the schedule outlined on the current calendar of [Transportation Meetings and Deadlines](#). Requests received after the CMAQ Revision Request deadline for a particular PSC meeting will not be considered until the next scheduled meeting.**



## MEMORANDUM

**To:** CMAQ and TAP-L Project Selection Committee

**From:** CMAP Staff

**Date:** November 28, 2022

**Subject:** CMAQ and TAP-L Scoring Methodology – Equity (Justice40 and Inclusive Growth)

**Purpose:** Staff requests approval of changes to the CMAQ and TAP-L scoring to include an Equity Score which incorporates a Justice40-Disadvantaged Community criteria and modifies the overall scoring.

**Action Requested:** Approval

---

---

In June , staff presented a [proposal](#) and then in early November a [recommendation](#) for the inclusion of a Justice40 scoring criteria that would be combined with the inclusive growth criteria to add an equity score for projects submitted for consideration in the development of the FFY 2024-2028 CMAQ and TAP-L program of projects. Issues were raised at the November meeting with the US DOT’s Disadvantaged Community (DAC) screening tool:

1. No census track in northeastern Illinois was found to be disadvantaged for all six categories used by the tool which would mean that no project could receive the full 10 points based upon the recommended scoring scale.
2. Some census tracks that did not receive 4 or more categories for the disadvantaged designation did not seem right based upon conventional knowledge of those areas.

Following the meeting programming staff met with staff members from CMAP’s policy team to discuss issues related to equity and the DAC tool. Since the release of the DAC tool back in November 2021, CMAP staff have been engaged with an equity working group through the Association of Metropolitan Planning Organizations (AMPO) to not only understand the Justice 40 initiative and US DOT’s implementation of it but to also help shape and improve the tools that are made available.

Following the internal staff discussions, staff recommends using the DAC tool for the equity score with a few modifications. This is based upon the premise that US DOT will use the DAC tool to measure whether funding programs are meeting the Justice 40 requirements and that this is an iterative process for improvements. CMAP is committed to working with our MPO and federal partners to improve the tool and how equity is measured in the planning and

programming of transportation funding. The modifications are reflected below in the proposed equity scoring but can be summarized as:

1. The scoring for disadvantage categories would be shifted so that census tracts that have 5 or more disadvantage categories could receive the maximum of 10 points. Projects that have 4 categories would receive 5 points and 3 categories would receive 1 point.
2. To receive the Disadvantage Community points, applicants will need to describe how the proposed project will address equity and improve the disadvantage community area around the project.
3. Applicants that feel that the DAC tool does not adequately represent the geographic area of the project, can supply supporting documentation why the area around a project should be considered disadvantaged.

Details are provided below on the proposed equity scoring and the changes to the overall points spread.

### Equity Scoring

The equity score would have two criteria— 1) inclusive growth- the existing criteria of the percent of travelers using a facility that are people of color below the poverty line and 2) disadvantaged community- the number of disadvantage categories where a project is located. If a project is in multiple census tracts, the project will receive the score for the tract with the highest number of disadvantaged categories. Each criteria would have a total of 10 points bringing the equity category to a maximum score of 20 points.

The existing inclusive growth criteria would remain the same as shown in Table 1.

*Table 1. Inclusive Growth Criteria – existing users of the facility*

<b>Percentage of facility users who are nonwhite and under the poverty line</b>	<b>Score</b>
0%-4.9%	0
5%-9.9%	2
10%-14.9%	4
15%-19.9%	6
20%-24.9%	8
25% or more	10

For the disadvantaged community criteria, staff recommends points to be awarded by the number of disadvantage categories that a census tract has identified in the [US DOT DAC tool](#). Table 2 is the proposed method for allocating points based on the number of categories. No points will be awarded below 3 categories. Applicants will need to describe how the project will support the disadvantage communities around the project to receive the points.

Table 2. Disadvantaged Community Criteria – number of disadvantage categories

Number of disadvantaged categories	Score
0	0
1	0
2	0
3	1
4	5
5 or 6	10

Changes to CMAQ and TAP-L Scoring

The overall project scoring will need to be adjusted to account for the 10 points within the 100-point scale for both CMAQ and TAP-L. A proposal for that scoring is shown in Tables 3 and 4 below.

Table 3. CMAQ Project Scoring

	Current	Proposed
Air Quality Cost Effectiveness Score	60 points*	50 points*
Transportation Impact Criteria (TIC) Score	30 points	30 points
Equity Score	10 points	20 points
TOTAL	100 points	100 points

\* Applies to all project types except the “Other” type which is on a 90 point scale for Air Quality Cost Effectiveness because they are not scored on TICs. The Other type projects are proposed to be scored on an 80 point scale for Air Quality Cost Effectiveness.

Table 4. TAP-L Project Scoring

	Current	Proposed
Completion of RGTP	30 points	30 points
Market for Facility	25 points	20 points
Safety and Attractiveness Rating	25 points	20 points
Equity Score	10 points	20 points
Project Readiness	10 points	10 points
TOTAL	100 points	100 points

## MEMORANDUM

**To:** CMAQ and TAP-L Project Selection Committee

**From:** CMAP Staff

**Date:** November 28, 2022

**Subject:** FFY 2024-2028 Call for Projects Schedule

**Purpose:** Proposed schedule for the upcoming STP-Shared Fund, CMAQ and TAP-L Call for Projects.

**Action Requested:** Information

---



---

### FFY 2024-2028 Call for Projects Schedule (STP Shared, CMAQ and TAP-L)

Schedule	Action
January 17, 2023	Call for projects open
February 24, 2023	Local applications due in eTIP for Planning Liaison review
March 10, 2023	All applications and attachments due
April 6, 2023	Summary of applications available
July 13, 2023	Staff recommended programs to Project Selection Committees
July 13, 2023 – August 11, 2023	Public comment period open
August 31, 2023	Project Selection Committees review of public comment and consideration of final program approval
September 22, 2023	CMAP Transportation Committee approval
October 11, 2023	MPO Policy Committee and CMAP Board approval