



## **CMAQ & TAP PROJECT SELECTION COMMITTEE**

### **AGENDA - FINAL**

Thursday, February 15, 2024

11:00 AM

**Cook County Conference Room  
433 West Van Buren Street, Suite 450  
Chicago, IL 60607**

**Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until February 14, 2024, at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.**

**You can also join from your computer, tablet or smartphone.**

**<https://us06web.zoom.us/j/81787267088?pwd=IM7kp3OTbxzYXq2ldv9G1DGQLaLdEf.1>**

**CMAQ provides the opportunity for public comment. Individuals are encouraged to submit comment by email to [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.**

**The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.**

**To review CMAQ's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.**

**If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAQ at least five days before the meeting by email ([info@cmap.illinois.gov](mailto:info@cmap.illinois.gov)) or phone (312-454-0400).**

**1.0 Call To Order****2.0 Agenda Changes and Announcements****3.0 Approval of Minutes****3.01 Draft Meeting Minutes - November 02, 2023**[24-072](#)

ACTION REQUESTED: Approval

**Attachments:** [PSC\(DraftMinutes\)11-02-23](#)**4.0 Program Monitoring****4.01 Project Programming Status Sheets**[24-068](#)

ACTION REQUESTED: Information

**Attachments:** [CMAQ Programming Sheet](#)  
[TAP-L Programming Sheet](#)  
[CRP Programming Sheet](#)**4.02 CMAQ Programming Summary and Obligation Goal**[24-069](#)

ACTION REQUESTED: Information

**Attachments:** [PSC\(PrgSum+OblGoal\)02-15-24](#)**5.0 Project Change Requests****5.01 Project Change Request Memo**[24-070](#)

ACTION REQUESTED: Information

**Attachments:** [Project Change Memo Formal Requests 02152024](#)**5.01.1 Cook County FPD - Des Plaines River Trail at Union Pacific Railroad (03-19-0042)**[24-071](#)

ACTION REQUESTED: Approval

**Attachments:** [CMAQ Cost Change Request Form Des Plaines Trail over UP RR](#)

**5.01.2 Lake County DOT - Wadsworth Rd. at Lewis Avenue Intersection Improvement (10-18-0002)**[24-073](#)

ACTION REQUESTED: Approval

**Attachments:** [CMAQ Cost Change Request Form 10-18-0002 LCDOT Wadsworth@Lewis 1.24.24 \(1\)](#)

**5.01.3 IDOT - IL 64 SMART Corridor from Smith/Kautz to York Rd. (13-19-0005)**[24-074](#)

ACTION REQUESTED: Approval

**Attachments:** [CMAQ Cost Change Request Form IL 64 from Smith-Kautz Rd to York Rd Contract 62N33 \(2\)](#)  
[Briefing Paper IL 64 Smart Corridors for CMAQ \(1\)](#)

**6.0 FFY 2026-2030 Program Development****7.0 Other Business****8.0 Public Comment**

This is an opportunity for comments from members of the audience.

**9.0 Next Meeting**

The next meeting is scheduled for April 11, 2024.

**10.0 Adjournment**



## CMAQ & TAP PROJECT SELECTION COMMITTEE

### MEETING MINUTES - DRAFT

Thursday, November 2, 2023

11:00 AM

**Cook County Conference Room**  
**433 West Van Buren Street, Suite 450**  
**Chicago, IL 60607**

#### 1.0 Call To Order

Chair Ferguson called the meeting to order at 11:00 a.m., and reminded the members that the meeting was being live-streamed. Chair Ferguson asked members and attendees to introduce themselves.

**Present:** Douglas Ferguson, Tom Rickert, Chris Schmidt, Grant Davis, and Heather Mullins

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

**Staff Present:** Bill Barnes, Henrietta Brown, Teri Dixon, Kama Dobbs, Phoebe Downey, Evan Hay, Aimee Lee, Matt Marth, Russell Pietrowiak, Sarah Stolpe, Isaura Velez, Mary Weber

**Others Present:** Christina Bader, Darwin Burkhart, Eric Czarnota, Kristi DeLaurentiis, Dawn Dina, Drew Duffin, Laura Fedak, Jackie Forbes, Curt Grass, Kendra Johnson, Mark Kane, Kayla Kellar, Brian Larson, Heidi Lichtenberger, Clare McGuire, Matt Novander, Matt Pasquini, Angela King-Ramsey, Leslie Rauer, Todd Schmidt, Paul Schneider, Joe Surdam, Megan Swanson, Daniel Thomas, David Tomzik

#### 2.0 Agenda Changes and Announcements

There were no changes to the agenda or announcements.

#### 3.0 Approval of Minutes

##### 3.01 Meeting Minutes from August 31, 2023

[23-467](#)

ACTION REQUESTED: Approval

**Attachments:** [PSC\(DraftMinutes\)08-31-23](#)

*A motion was made by Tom Rickert, seconded by Grant Davis, that the minutes of the August 31st meeting be approved. The motion carried by a unanimous voice vote.*

**Aye:** Douglas Ferguson, Tom Rickert, Chris Schmidt, Grant Davis, and Heather Mullins

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

#### 4.0 Program Monitoring

##### 4.01 Project Programming Status Sheets

[23-468](#)

ACTION REQUESTED: Information

**Attachments:** [PSC\(CMAQ Programming\)11-2-23](#)  
[PSC\(TAP-L Programming\)11-2-23](#)

*The agenda item was presented by staff.*

**4.02 CMAQ Programming Summary and Obligation Goal [23-469](#)**

ACTION REQUESTED: Information

**Attachments:** [PSC\(PrgSum+OblGoal\)11-2-23](#)

*The agenda item was presented by staff.*

**5.0 Project Change Requests**

**5.01 Project Change Request Memo [23-470](#)**

ACTION REQUESTED: Information

**Attachments:** [PSC\(ChangeRequestMemo\)11-2-23](#)

**Approval of the Group Vote**

*A motion was made by Tom Rickert, seconded by Chris Schmidt, to approve the project change requests under agenda item 5.01 with one vote. The motion carried by a unanimous voice vote.*

**Aye:** Douglas Ferguson, Tom Rickert, Chris Schmidt, Grant Davis, and Heather Mullins

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

**5.02 Lincolnwood- Touhy/Cicero Ave. Intersection Improvement (02-19-0008) [23-479](#)**

PURPOSE & ACTION: The sponsor is requesting a cost increase of \$91,000 CMAQ (\$113,000 total) for design engineering in FFY 2024.

ACTION REQUESTED: Approval

**Attachments:** [Lincolnwood CMAQ cost change request](#)

PURPOSE & ACTION: The sponsor is requesting a cost increase of \$91,000 CMAQ (\$113,000 total) for design engineering in FFY 2024.

**5.03 Cook County DOTH- Old Orchard Rd. from Edens Exwy to Skokie Blvd. (02-97-0006) [23-480](#)**

PURPOSE & ACTION: The sponsor is requesting a cost increase of \$2,624,606 CMAQ for construction in FFY 2024.

ACTION REQUESTED: Consideration

**Attachments:** [CMAQ Cost Change Request Form Old Orchard 02-97-0006 revised 102623](#)

PURPOSE & ACTION: The sponsor is requesting a cost increase of \$2,624,606 CMAQ for construction in FFY 2024.

**5.04 CTA- Red Line Extension (01-94-0006) [23-481](#)**

PURPOSE & ACTION: The sponsor is requesting to advance \$30,000,000 CRP for construction from FFY 2027 to FFY 2024.

ACTION REQUESTED: Approval

**Attachments:** [CRP Schedule Change Request Form \(3-14-14\) - RLE Request - 10 24 23](#)

PURPOSE & ACTION: The sponsor is requesting to advance \$30,000,000 CRP for construction from FFY 2027 to FFY 2024.

**5.05 Prospect Heights- Metra Station and Pace Route Access Improvements (03-22-0009) [23-482](#)**

PURPOSE & ACTION: The sponsor is requesting to advance \$1,382,332 CMAQ for construction and construction engineering from FFY 2025 to FFY 2024.

ACTION REQUESTED: Approval

**Attachments:** [CMAQ Schedule Change Request - PROSPECT HEIGHTS-WOLF RD \(03-22-0009\)](#)

PURPOSE & ACTION: The sponsor is requesting to advance \$1,382,332 CMAQ for construction and construction engineering from FFY 2025 to FFY 2024.

**6.0 FFY 2026-2028 Program Development****6.01 Lessons Learned and FFY 2026 - 2030 Program Development Schedule [23-478](#)**

PURPOSE & ACTION: Staff will provide a tentative schedule for the FFY 2026 - 2030 program development cycle. Committee discussion of any methodology topics that should be scheduled for review or discussion is requested.

ACTION REQUESTED: Discussion

*Staff presented a tentative schedule for the FFY 2026 - 2030 program development cycle.*

**7.0 Other Business**

There was no other business before the committee.

**8.0 Public Comment**

There were no public comments made before the committee.

**9.0 Next Meeting**

The next meeting is scheduled for November 30, 2023

**10.0 Adjournment**

*A motion to adjourn at 11:26 a.m. was made by Chris Schmidt, seconded by Heather Mullins to adjourn. The motion carried by a unanimous voice vote.*

**Aye:** Douglas Ferguson, Tom Rickert, Chris Schmidt, Grant Davis, and Heather Mullins

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

Minutes prepared and respectfully submitted by Jon Haadsma



**Chicago Metropolitan Agency for Planning**  
**FFY 2024-2028 CMAQ Program Summary**

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		
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station					2024	\$ 65,430,000	\$ 65,430,000	\$ 65,430,000
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station					2025	\$ 48,040,000	\$ 48,040,000	\$ 48,040,000
Signal Interconnect	01-17-0014	City of Chicago	CDOT	Wireless Signal Interconnects	2024	\$ 1,600,000					\$ 1,600,000	\$ 1,600,000
Access to Transit	01-20-0006	City of Chicago	CDOT	Chicago Pedway Reconstruction + System Wayfinding Replacement	2024	\$ 1,500,000			2025	\$ 3,266,583	\$ 4,766,583	\$ 4,766,583
Other	01-21-0010	City of Chicago	CDOT	Traffic Management Center - ATMS Added Functions					2024	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000
Access to Transit	01-21-0019	City of Chicago	Cook County DOTH	118 N. Clark Pedway Extension	2024	\$ 299,348			2024	\$ 2,899,694	\$ 3,199,042	\$ 3,199,042
Signal Interconnect	01-23-0016	City of Chicago	IDOT D1	US 14 Touhy Ave- IL 43 (Harlem Ave) to I-94 (Edens Expwy)					2026	\$ 1,060,000	\$ 1,060,000	\$ 1,060,000
Transit Facility Improvement	01-94-0006	City of Chicago	CTA	Red Line Extension from US 12 US 20 95th St to 130th - RSP 57					2026	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase VIII	2024	\$ 4,000,000					\$ 4,000,000	\$ 4,000,000
Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St. from Linder Av to McCormick Blv	2024	\$ 72,449					\$ 72,449	\$ 72,449
Intersection Improvement	02-19-0008	North Shore	Lincolnwood	Touhy Ave at Cicero Ave	2024	\$ 91,000	2024	\$ 328,000			\$ 419,000	\$ 419,000
Bicycle & Pedestrian	02-19-0015	North Shore	Skokie	Oakton St Multi-Use Path					2024	\$ 267,000	\$ 267,000	\$ 267,000
Intersection Improvement	02-19-0016	North Shore	Glenview	E Lake Ave at Waukegan Rd			2024	\$ 168,000	2024	\$ 4,405,000	\$ 4,573,000	\$ 4,573,000
Bicycle & Pedestrian	02-20-0015	North Shore	Northfield	Happ Road Corridor Improvements					2025	\$ 100,320	\$ 100,320	\$ 100,320
Signal Interconnect	02-21-0004	North Shore	IDOT D1	US 41 at Church St and Church St at Niles Center Rd					2024	\$ 65,000	\$ 65,000	\$ 65,000
Signal Interconnect	02-21-0005	North Shore	IDOT D1	Devon Ave - Ill 50 (Cicero Ave) to Kenton Ave/Lemont Ave					2024	\$ 290,000	\$ 290,000	\$ 290,000
Signal Interconnect	02-21-0006	North Shore	IDOT D1	US 41 at Main St					2024	\$ 94,000	\$ 94,000	\$ 94,000
Access to Transit	02-22-0005	North Shore	Northbrook	Northbrook Metra Station and Pace Route Access Improvements					2024	\$ 34,475	\$ 34,475	\$ 34,475
Signal Interconnect	02-23-0006	North Shore	IDOT D1	US 14 Dempster St.- IL 21 (Milwaukee Ave) to Ozark Ave					2026	\$ 132,000	\$ 132,000	\$ 132,000
Signal Interconnect	02-23-0007	North Shore	IDOT D1	IL 21 Milwaukee Ave- Sanders Rd to Euclid Ave					2026	\$ 120,000	\$ 120,000	\$ 120,000
Signal Interconnect	02-97-0006	North Shore	Cook County DOTH	Old Orchard Rd from Woods Drive to Skokie Blvd					2024	\$ 2,624,606	\$ 2,624,606	\$ 2,624,606
Intersection Improvement	03-03-0102	Northwest	Schaumburg	IL 62/Algonquin Rd at Meacham Rd					2024	\$ 3,345,553	\$ 3,345,553	\$ 3,345,553
Intersection Improvement	03-19-0008	Northwest	IDOT D1	US 20 at Oak Ave and Bartlett Rd			2024	\$ 180,000	2024	\$ 2,398,000	\$ 2,578,000	\$ 2,578,000
Intersection Improvement	03-19-0011	Northwest	Mount Prospect	Rand-Central-Mount Prospect Intersections	2024	\$ 42,031					\$ 42,031	\$ 42,031
Bicycle & Pedestrian	03-20-0035	Northwest	Arlington Heights	Wilke Rd from Northwest Hwy to Algonquin Rd.					2024	\$ 629,503	\$ 629,503	\$ 629,503
Access to Transit	03-21-0002	Northwest	Cook County DOTH	Central Road: Barrington Road to Huntington Blvd					2025	\$ 540,000	\$ 540,000	\$ 540,000
Bicycle & Pedestrian	03-21-0007	Northwest	Mount Prospect	Algonquin Road Bike Path from Dearborn Ct to Elmhurst Rd	2025	\$ 169,960	2026	\$ 315,200	2026	\$ 1,869,608	\$ 2,354,768	\$ 2,354,768
Access to Transit	03-22-0009	Northwest	Prospect Heights	Prospect Heights Metra Station and Pace Route Access Improvements	2024	\$ 113,766			2025	\$ 1,382,332	\$ 1,496,098	\$ 1,496,098
Bicycle & Pedestrian	03-23-0037	Northwest	Schaumburg	Martingale Rd./Higgins Rd. Bike Path					2026	\$ 3,975,688	\$ 3,975,688	\$ 3,975,688
Bottleneck Elimination	03-96-0021	North Central	Cook County DOTH	I-294 to and from Franklin Avenue/Green Street					2024	\$ 54,577,971	\$ 54,577,971	\$ 54,577,971
Access to Transit	04-18-0001	North Central	Northlake	Northlake Pace Route Access Improvements	2024	\$ 15,328			2024	\$ 168,608	\$ 183,936	\$ 183,936
Signal Interconnect	04-21-0010	North Central	IDOT D1	17th Ave - 14th St to I-290 (Eisenhower Expwy)					2024	\$ 161,000	\$ 161,000	\$ 161,000

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		
Signal Interconnect	04-21-0011	North Central	IDOT D1	Ill 43 - Ill 64 (North Ave) to Armitage Ave					2024	\$ 155,000	\$ 155,000	\$ 155,000
Signal Interconnect	04-21-0012	North Central	IDOT D1	US 20 Lake St - I-294 (Tri-State Tollway) to Wolf Rd					2024	\$ 167,000	\$ 167,000	\$ 167,000
Access to Transit	04-22-0002	North Central	Franklin Park	Franklin Park Metra Station and Pace Route Access Improvements	2025	\$ 146,000			2025	\$ 566,157	\$ 712,157	\$ 712,157
Signal Interconnect	04-23-0008	North Central	IDOT D1	25th Ave- Armitage Ave to IL 64					2026	\$ 140,000	\$ 140,000	\$ 140,000
Access to Transit	04-24-0005	North Central	Bellwood	Bellwood Metra Station and Pace Bus Access Improvements	2024	\$ 11,685			2026	\$ 109,114	\$ 120,799	\$ 120,799
Access to Transit	04-24-0006	North Central	Berkeley	Berkeley Pace Bus Access Improvements	2024	\$ 140,800			2024	\$ 659,200	\$ 800,000	\$ 800,000
Access to Transit	05-19-0001	Central	IDOT D1	55th St Transit Access Improvements					2024	\$ 82,424	\$ 82,424	\$ 82,424
Signal Interconnect	05-21-0002	Central	IDOT D1	26th St @ Riverside Dr					2024	\$ 62,000	\$ 62,000	\$ 62,000
Signal Interconnect	06-00-0042	Southwest	Orland Park	143rd St from Wolf Rd to LaGrange Rd					2024	\$ 180,640	\$ 180,640	\$ 180,640
Direct Emissions Reduction	06-18-0001	Southwest	Bedford Park	The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project					2026	\$ 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					2026	\$ 2,925,000	\$ 2,925,000	\$ 2,925,000
Signal Interconnect	06-21-0009	Southwest	IDOT D1	79th St - 88th Ave to IL 50 (Cicero Ave)					2024	\$ 920,000	\$ 920,000	\$ 920,000
Bicycle & Pedestrian	07-16-0001	South	Cook County DOTH	Sauk Village Multi-use Path	2024	\$ 125,000					\$ 125,000	\$ 125,000
Access to Transit	07-16-0004	South	Oak Forest	Oak Forest TOD Area Access to Transit Improvements	2024	\$ 6,000			2024	\$ 1,037,000	\$ 1,043,000	\$ 1,043,000
Access to Transit	07-18-0002	South	Chicago Heights	Chicago Heights Pace Bus Terminal Improvements					2025	\$ 87,935	\$ 87,935	\$ 87,935
Access to Transit	07-19-0031	South	Calumet Park	Calumet Park Metra Station Access Improvements	2024	\$ 41,378			2026	\$ 222,055	\$ 263,433	\$ 263,433
Access to Transit	07-19-0032	South	Midlothian	Midlothian Metra Station Access Improvements	2024	\$ 91,200					\$ 91,200	\$ 91,200
Access to Transit	07-22-0002	South	Calumet Park	Calumet Park Pace and Metra Access Improvements	2025	\$ 17,920			2025	\$ 193,381	\$ 211,301	\$ 211,301
Direct Emissions Reduction	07-23-0008	South	Markham	Markham Plaza Electrification Improvements					2024	\$ 920,000	\$ 920,000	\$ 920,000
Signal Interconnect	07-23-0022	South	IDOT D1	US 30 211th St- Matteson Ave to Brookwood Dr.					2026	\$ 148,000	\$ 148,000	\$ 148,000
Intersection Improvement	08-12-0003	DuPage	DuPage County DOT	IL 56 Butterfield Rd at York St	2024	\$ 176,056					\$ 176,056	\$ 176,056
Intersection Improvement	08-12-0004	DuPage	DuPage County DOT	55th St from Dunham Road to Clarendon Hills Road					2024	\$ 192,000	\$ 192,000	\$ 192,000
Intersection Improvement	08-15-0036	DuPage	IDOT D1	IL 38 Roosevelt Rd, 1) Winfield Rd to County Farm Rd 2)County Farm Rd to Pierce Ave 3)At County Farm Rd.					2025	\$ 6,570,400	\$ 6,570,400	\$ 6,570,400
Intersection Improvement	08-15-0036	DuPage	IDOT D1	IL 38 Roosevelt Rd, 1) Winfield Rd to County Farm Rd 2)County Farm Rd to Pierce Ave 3)At County Farm Rd.					2027	\$ 10,649,920	\$ 10,649,920	\$ 10,649,920
Intersection Improvement	08-17-0002	DuPage	Oak Brook	York at Harger Intersection Improvement Project and Salt Creek Trail Underpass					2024	\$ 414,725	\$ 414,725	\$ 414,725
Access to Transit	08-17-0026	DuPage	Bensenville	Railroad Avenue Enhancement Project/Bensenville Metra Station Access Improvements					2024	\$ 160,000	\$ 160,000	\$ 160,000
Signal Interconnect	08-18-0003	DuPage	DuPage County DOT	Central Signal System Expansion 1 and Expansion 2					2024	\$ 516,379	\$ 516,379	\$ 516,379
Transit Facility Improvement	08-18-0005	DuPage	Elmhurst	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements					2024	\$ 14,005,484	\$ 14,005,484	\$ 14,005,484
Transit Facility Improvement	08-19-0018	DuPage	Glen Ellyn	Glen Ellyn Metra Station and Multimodal Access Improvements					2026	\$ 14,408,806	\$ 14,408,806	\$ 14,408,806
Bicycle & Pedestrian	08-19-0020	DuPage	Oak Brook	Harger Rd. Multi-Use Path					2024	\$ 217,346	\$ 217,346	\$ 217,346
Signal Interconnect	08-19-0025	DuPage	DuPage County DOT	Central Signal System Expansion 4					2024	\$ 730,000	\$ 730,000	\$ 730,000
Transit Facility Improvement	08-21-0018	DuPage	IDOT D1	I-290 - Lake-Cook Rd to Des Plaines Ave					2026	\$ 9,390,000	\$ 9,390,000	\$ 9,390,000
Intersection Improvement	09-08-0005	Kane Kendall	Carpentersville	IL 31 at Huntley Rd					2024	\$ 500,000	\$ 500,000	\$ 500,000
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Rt 4 SW Quadrant					2024	\$ 13,170	\$ 13,170	\$ 13,170



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		
Intersection Improvement	09-18-0003	Kane Kendall	Elgin	Randall Rd. at Weld Rd./US 20					2024	\$ 2,260,682	\$ 2,260,682	\$ 2,260,682
Intersection Improvement	09-19-0007	Kane Kendall	Aurora	Montgomery Rd at Hill Ave	2024	\$ 215,588	2024	\$ 714,000	2025	\$ 6,156,000	\$ 7,085,588	\$ 7,085,588
Intersection Improvement	09-19-0020	Kane Kendall	Kane County DOT	Orchard Rd at US 30					2024	\$ 1,146,038	\$ 1,146,038	\$ 1,146,038
Signal Interconnect	09-20-0083	Kane Kendall	Aurora	Indian Trail Traffic Signal Modernization					2024	\$ 1,300,000	\$ 1,300,000	\$ 1,300,000
Signal Interconnect	09-23-0003	Kane Kendall	Elgin	Kimball St. Signal Interconnect- Grove Ave to Dundee Ave					2026	\$ 561,312	\$ 561,312	\$ 561,312
Signal Interconnect	09-23-0015	Kane Kendall	IDOT D1	IL 25 Elgin Rd.- Longmeadow Pkwy to Helm Rd.					2026	\$ 108,000	\$ 108,000	\$ 108,000
Signal Interconnect	09-23-0017	Kane Kendall	IDOT D1	IL 25- Goldview Rd. to IL 72					2026	\$ 340,000	\$ 340,000	\$ 340,000
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Milwaukee Ave					2024	\$ 4,661,893	\$ 4,661,893	\$ 4,661,893
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Portwine Rd					2024	\$ 1,062,796	\$ 1,062,796	\$ 1,062,796
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Saunders Rd					2024	\$ 209,843	\$ 209,843	\$ 209,843
Signal Interconnect	10-03-0005	Lake	Lake County DOT	Deerfield Rd from Milwaukee Ave to Saunders Rd					2024	\$ 2,369,762	\$ 2,369,762	\$ 2,369,762
Bicycle & Pedestrian	10-16-0001	Lake	Mundelein	IL 176 Maple Av from CH 48 Midlothian Rd to US 45 Lake St (Maple Av Bike Path)					2024	\$ 231,769	\$ 231,769	\$ 231,769
Intersection Improvement	10-18-0002	Lake	Lake County DOT	Wadsworth Road at Lewis Avenue Intersection Improvement					2024	\$ 2,506,240	\$ 2,506,240	\$ -
Demonstration	10-21-0007	Lake	Lake County DOT	Lake County PASSAGE SMART Initiative - Connected Vehicle Demonstration Project					2025	\$ 5,160,000	\$ 5,160,000	\$ 5,160,000
Demonstration	10-21-0007	Lake	Lake County DOT	Lake County PASSAGE SMART Initiative - Connected Vehicle Demonstration Project	2026	\$ 192,000			2026	\$ 648,000	\$ 840,000	\$ 840,000
Signal Interconnect	10-21-0012	Lake	IDOT D1	Ill 131 Green Bay Rd - Ill 137 (Buckley Rd) to Saratoga St					2024	\$ 65,000	\$ 65,000	\$ 65,000
Signal Interconnect	10-21-0013	Lake	IDOT D1	Ill 131 at Martin Luther King Dr					2024	\$ 146,000	\$ 146,000	\$ 146,000
Signal Interconnect	10-23-0018	Lake	IDOT D1	IL 120 Belvidere St.- Knight Ave/Ruth Wilcox Ave to IL-131					2026	\$ 148,000	\$ 148,000	\$ 148,000
Signal Interconnect	10-23-0019	Lake	IDOT D1	IL 120 Belvidere Rd.- US 45 to Mill St.					2026	\$ 268,000	\$ 268,000	\$ 268,000
Road Expansion	11-03-0018	McHenry	McHenry County DOT	Randall Rd from Polaris Dr/Acorn Ln to Harnish Dr					2024	\$ 3,100,000	\$ 3,100,000	\$ 3,100,000
Access to Transit	11-23-0004	McHenry	Harvard	US Rte. 14 Sidewalks	2024	\$ 149,000					\$ 149,000	\$ 149,000
Access to Transit	11-24-0006	McHenry	Cary	Cary Metra Station Access Improvements					2024	\$ 468,410	\$ 468,410	\$ 468,410
Access to Transit	11-24-0007	McHenry	Harvard	Harvard Metra Station Access to Transit	2024	\$ 47,200			2026	\$ 240,800	\$ 288,000	\$ 288,000
Intersection Improvement	12-12-0003	Will	Will County DOT	Bell Rd. (CH 16) at 143rd St. (CH 37)					2024	\$ 10,384,000	\$ 10,384,000	\$ 10,384,000
Signal Interconnect	12-21-0027	Will	IDOT D1	IL 7 - 7th St to Adelmann Dr					2024	\$ 422,000	\$ 422,000	\$ 422,000
Access to Transit	12-24-0012	Will	Plainfield	Plainfield 143rd Shared-Use Path	2024	\$ 64,000			2026	\$ 673,432	\$ 737,432	\$ 737,432
Signal Interconnect	13-19-0005	Regionwide	IDOT D1	IL 64 SMART Corridor (Smith/Kautz Rd to IL 50)					2024	\$ 8,680,000	\$ 8,680,000	\$ 8,680,000
Signal Interconnect	13-19-0005	Regionwide	IDOT D1	IL 64 SMART Corridor (Smith/Kautz Rd to IL 50)					2025	\$ 3,648,000	\$ 3,648,000	\$ 3,648,000
Signal Interconnect	13-23-0006	Regionwide	IDOT D1	Signal Timing Centracs 4					2026	\$ 3,928,000	\$ 3,928,000	\$ 3,928,000
Signal Interconnect	13-23-0007	Regionwide	IDOT D1	Signal Timing Centracs 30					2026	\$ 140,000	\$ 140,000	\$ 140,000
Signal Interconnect	15-23-0012	North Central	IDOT D1	Grand Ave- Northwest Ave to Wolf Rd.; Wolf Rd.- Grand Ave to Diversey Ave					2026	\$ 320,000	\$ 320,000	\$ 320,000
Transit Vehicles	16-14-0001	City of Chicago	CTA	Purchase Electric Buses					2025	\$ 23,493,631	\$ 23,493,631	\$ 23,493,631
Transit Vehicles	16-14-0001	City of Chicago	CTA	Purchase Electric Buses					2026	\$ 44,255,332	\$ 44,255,332	\$ 44,255,332
Transit Vehicles	16-14-0001	City of Chicago	CTA	Purchase Electric Buses					2027	\$ 68,107,815	\$ 68,107,815	\$ 68,107,815

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		
Other Transit	16-19-0036	City of Chicago	CTA	Bus Slow Zones Elimination Program	2024	\$ 2,000,000			2024	\$ 13,200,000	\$ 15,200,000	\$ 15,200,000
Transit Service	17-18-0001	Regionwide	Pace	Pulse Dempster Line - RSP 102A					2025	\$ 5,512,000	\$ 5,512,000	\$ 5,512,000
Transit Service	17-21-0001	Regionwide	Pace	Pulse 95th Street Line	2024	\$ 1,464,000			2026	\$ 15,654,000	\$ 17,118,000	\$ 17,118,000
Transit Vehicles	17-94-0002	Regionwide	Pace	Purchase Vanpool Vehicles					2024	\$ 7,520,000	\$ 7,520,000	\$ 7,520,000
Direct Emissions Reduction	18-21-0027	Regionwide	Metra	Metra Alternative Fuel Locomotives					2025	\$ 29,024,137	\$ 29,024,137	\$ 29,024,137
Direct Emissions Reduction	18-22-0056	Regionwide	Metra	Zero-Emissions Locomotives					2027	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000
Direct Emissions Reduction	18-22-0056	Regionwide	Metra	Zero-Emissions Locomotives					2028	\$ 119,320,000	\$ 119,320,000	\$ 119,320,000
<b>TOTAL CMAQ</b>										<b>\$ 752,881,378</b>	<b>\$ 750,375,138</b>	



# Chicago Metropolitan Agency for Planning

## FFY 2024-2028 TAP-L Program Summary

ITEP #	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		
1T1401	Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path					MYB	\$ 5,098,000	\$ 5,098,000	\$ 5,098,000
	Bicycle & Pedestrian	01-21-0021	City of Chicago	CDOT	Englewood Trail					2024, 2025, 2027	\$ 42,300,000	\$ 42,300,000	\$ 42,300,000
	Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St. from Linder Ave to McCormick Blvd					2024	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000
	Bicycle & Pedestrian	02-16-0008	North Shore	Glenview	IL 21 Milwaukee Ave/Lake Ave/Sanders Rd from Milwaukee Ave/Greenleaf Ln to Lilac Ave/Potter Rd.					MYB	\$ 524,000	\$ 524,000	\$ 524,000
1T1402	Bicycle & Pedestrian	02-18-0001	North Shore	Skokie	Skokie Valley Trail-Golf Rd to Dempster St					MYB	\$ 2,096,000	\$ 2,096,000	\$ 2,096,000
1T1403	Bicycle & Pedestrian	02-18-0002	North Shore	Cook County DOTH	Skokie Valley Trail Extension-Northbrook					MYB	\$ 2,780,936	\$ 2,780,936	\$ 2,780,936
	Bicycle & Pedestrian	02-19-0006	North Shore	Northfield	Skokie Valley Trail Improvements			2026	\$ 336,160	2026	\$ 4,209,476	\$ 4,545,636	\$ 4,545,636
	Bicycle & Pedestrian	02-19-0015	North Shore	Morton Grove	Oakton St. Multi-Use Path					2024	\$ 1,881,960	\$ 1,881,960	\$ 1,881,960
	Bicycle & Pedestrian	02-23-0001	North Shore	Evanston	Church St. Pedestrian and Bicycle Improvements					2025	\$ 1,394,541	\$ 1,394,541	\$ 1,394,541
	Bicycle & Pedestrian	03-19-0022	Northwest	Schaumburg	Golf Rd. and Meacham Rd. Multi-Use Path					2024	\$ 1,120,000	\$ 1,120,000	\$ 1,120,000
	Bicycle & Pedestrian	03-19-0042	Northwest	Cook County FPD	Des Plaines River Trail at Union Pacific Railroad					2024	\$ 3,104,000	\$ 3,104,000	\$ 3,104,000
	Bicycle & Pedestrian	03-21-0003	Northwest	Streamwood	IL 59 Bicycle and Pedestrian Overpass					2024	\$ 1,402,866	\$ 1,402,866	\$ 1,402,866
143075	Bicycle & Pedestrian	04-17-0011	North Central	FPD of Cook County	Des Plaines River Trail from Touhy to North Avenue					2024, 2025	\$ 12,444,100	\$ 12,444,100	\$ 12,444,100
	Bicycle & Pedestrian	04-19-0010	North Central	Broadview	25th Avenue Shared Use Path	2024	\$ 235,120			2026	\$ 2,668,428	\$ 2,903,548	\$ 2,903,548
1T1302	Bicycle & Pedestrian	06-06-0061	South	Dolton	Cal-Sag Multi-Use Greenway					MYB	\$ 3,118,800	\$ 3,118,800	\$ 3,118,800
	Bicycle & Pedestrian	06-20-0019	Southwest	Orland Park	167th St. from Steeplechase Parkway to 104th Ave			2026	\$ 98,885	2027	\$ 1,262,432	\$ 1,361,317	\$ 1,361,317
	Bicycle & Pedestrian	07-12-0004	South	Burnham	Burnham Greenway Trail Gap	2024	\$ 625,000			2026	\$ 11,500,000	\$ 12,125,000	\$ 12,125,000
1T1407	Bicycle & Pedestrian	07-18-0001	South	Country Club Hills	BP Pipeline Shared Use Path	2024	\$ 3,078					\$ 3,078	\$ 3,078
	Bicycle & Pedestrian	07-20-0013	South	University Park	University Park: University Parkway- Cicero Avenue to Metra Station entrance	2025	\$ 99,726			2026	\$ 1,042,598	\$ 1,142,324	\$ 1,142,324
	Bicycle & Pedestrian	07-21-0006	South	Tinley Park	84th Avenue and 179th Street Multi-use Path Extension					2024	\$ 349,600	\$ 349,600	\$ 349,600
	Bicycle & Pedestrian	07-21-0010	South	Harvey	Robey Trail Project: Shared Use Trail from 147th St/Sibley Blvd to 158th Pl	2025	\$ 75,419					\$ 75,419	\$ 75,419
	Bicycle & Pedestrian	07-21-0030	South	University Park	University Park Sidepath Project: Governor State University to Kedzie Ave	2024	\$ 107,392					\$ 107,392	\$ 107,392
	Bicycle & Pedestrian	07-23-0004	South	Midlothian	Natalie Creek Trail	2024	\$ 766,440	2027	\$ 640,000			\$ 1,406,440	\$ 1,406,440
	Bicycle & Pedestrian	07-23-0004	South	Oak Forest	Natalie Creek Trail- Central Ave Segment					2028	\$ 2,080,000	\$ 2,080,000	\$ 2,080,000
	Bicycle & Pedestrian	07-23-0006	South	Chicago Heights	Old Plank Road Trail Extension	2026	\$ 600,000					\$ 600,000	\$ 600,000
	Bicycle & Pedestrian	07-23-0011	South	Harvey	Sibley Avenue Sidepath and Pedestrian Overpass	2027	\$ 473,188					\$ 473,188	\$ 473,188
	Bicycle & Pedestrian	07-23-0014	South	Ford Heights	Cottage Grove Avenue Sidepath	2026	\$ 89,946					\$ 89,946	\$ 89,946
1T1408	Bicycle & Pedestrian	08-16-0019	DuPage	DuPage County FPD	West Branch DuPage River Trail Extension					2024	\$ 3,610,134	\$ 3,610,134	\$ 3,610,134
	Bicycle & Pedestrian	09-02-0007	Kane Kendall	Kane County DOT	Randall Rd at Hopps					2025	\$ 629,248	\$ 629,248	\$ 629,248
	Bicycle & Pedestrian	09-10-0024	Kane Kendall	Geneva	IL 38 FAU 347 State St. from Fox River to CH 77 Kirk Road					2024	\$ 4,271,618	\$ 4,271,618	\$ 4,271,618
1T1411	Bicycle & Pedestrian	09-18-0002	Kane Kendall	Kane County FPD	Great Western Trail Extension					MYB	\$ 141,634	\$ 141,634	\$ 141,634
	Bicycle & Pedestrian	09-20-0084	Kane Kendall	Aurora	Galena Blvd Traffic Signal Modernization from Constitution Dr. to Locust St.					2028	\$ 266,000	\$ 266,000	\$ 266,000

ITEP #	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		
1T1305	Bicycle & Pedestrian	10-03-0005	Lake	Lake County DOT	Deerfield Rd from Milwaukee Ave to Saunders Rd					2024	\$ 3,616,608	\$ 3,616,608	\$ 3,616,608
143011	Bicycle & Pedestrian	10-16-0034	Lake	Lake County DOT	IL 137 Bike Path (Patriot Path)					2025, 2028	\$ 8,347,118	\$ 8,347,118	\$ 8,347,118
	Bicycle & Pedestrian	10-19-0017	Lake	Lake County FPD	Millennium Trail- Rt. 45 Underpass					2024	\$ 100,000	\$ 100,000	\$ 100,000
	Bicycle & Pedestrian	10-23-0008	Lake	Lake County FPD	Millennium Trail- Ethel's Woods Forest Preserve to Pine Dunes Forest Preserve					2028	\$ 3,443,840	\$ 3,443,840	\$ 3,443,840
	Bicycle & Pedestrian	11-18-0006	McHenry	McHenry	Bull Valley Rd. Shared Use Path					2028	\$ 4,563,242	\$ 4,563,242	\$ 4,563,242
	Bicycle & Pedestrian	12-11-0033	Will	Will County FPD	Veterans Memorial Trail					2024	\$ 635,019	\$ 635,019	\$ 635,019
1T1315	Bicycle & Pedestrian	12-14-0016	Will	Will County FPD	Black Rd from DuPage River Trail to Rock Run Trail (Bike Trail Bridge Over DuPage River and Interstate 55)					2024	\$ 592,336	\$ 592,336	\$ 592,336
	Bicycle & Pedestrian	12-23-0014	Will	Crete Township	Plum Creek Greenway Trail- Phase III					2024	\$ 3,089,500	\$ 3,089,500	\$ 3,089,500
<b>TOTAL TAP-L</b>											<b>\$ 139,434,388</b>	<b>\$ 139,434,388</b>	



# Chicago Metropolitan Agency for Planning

## FFY 2024-2028 CRP Program Summary

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CRP Funds						Project Total	Unobligated Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Transit Facility Improvement	01-23-0009	City of Chicago	CDOT	Washington Station (CTA Blue Line)	2024	\$ 15,000,000					\$ 15,000,000	\$ 15,000,000
Transit Facility Improvement	01-94-0006	City of Chicago	CTA	Red Line Extension	2024	\$ 30,000,000					\$ 30,000,000	\$ 30,000,000
Transit Facility Improvement	01-94-0006	City of Chicago	CTA	Red Line Extension					2026	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Transit Facility Improvement	01-94-0006	City of Chicago	CTA	Red Line Extension					2027	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000
Transit Facility Improvement	01-94-0006	City of Chicago	CTA	Red Line Extension					2028	\$ 45,000,000	\$ 45,000,000	\$ 45,000,000
Access to Transit	08-18-0005	DuPage	Elmhurst	Metra Station Site Access Improvements					2024	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000
Transit Service	17-18-0003	Regionwide	Pace	Pulse Halstad Line	2024	\$ 2,474,276					\$ 2,474,276	\$ 2,474,276
Transit Service	17-18-0003	Regionwide	Pace	Pulse Halstad Line					2025	\$ 9,663,058	\$ 9,663,058	\$ 9,663,058
<b>TOTAL CRP</b>											<b>\$ 135,137,334</b>	<b>\$ 135,137,334</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
2024	\$ 154,881,732	\$ 164,245,405	\$ (9,363,673)	\$ 139,020,921	\$ (148,384,594)	\$ 255,791,383	\$ 83,815,342	\$ 171,976,041
2025	\$ 124,753,952	\$ 132,692,424	\$ (7,938,472)	\$ -	\$ (7,938,472)	\$ 124,753,952		
2026	\$ 127,249,031	\$ 120,607,041	\$ 6,641,990	\$ -	\$ 6,641,990	\$ 127,249,031		
2027	\$ 129,794,012	\$ 128,757,735	\$ 1,036,277	\$ -	\$ 1,036,277	\$ 129,794,012		
2028	\$ 132,389,892	\$ 119,320,000	\$ 13,069,892	\$ -	\$ 13,069,892	\$ 132,389,892		
	\$ 669,068,618	\$ 665,622,605	\$ 3,446,013	\$ 139,020,921	\$ (135,574,908)	\$ 769,978,269		

Current as of 10/25/2023

- 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 2024 includes the unobligated balance from prior years and funds transfer by IDOT over the last two years, with funds currently in Advanced Construction not considered to be programmable since they may be converted at any time. FFY 2025-2028 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 the unobligated balance to achieve a zero unobligated balance.
- 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 2023 Federal Apportionment	\$ 122,307,796
Prior Years' Unobligated Balance	\$ 139,342,130 (+)
	<u>\$ 261,649,926</u>
FFY 2023 Obligated	\$ 83,815,342 (-)
FFY 2023 Advanced Construction	\$ 4,631,841 (-)
Prior Years' Advanced Construction	\$ 18,321,011 (-)
	<u>\$ 154,881,732</u>



## MEMORANDUM

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

**From:** CMAP Staff

**Date:** February 08, 2024

**Subject:** CMAQ, CRP, and TAP-L Project Change Requests

**Purpose:** Details of the change requests for consideration on February 15, 2024

**Action Requested:** Approval

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Project sponsors requested consideration of changes to three (3) projects. The sponsors' requests are included in the meeting packet. The three (3) requests are presented for committee consideration. Staff recommends approval of one (1) request and consideration of two (2) requests. Below is a summary of the impacts of the changes on the fiscal constraint of the three respective programs.

	CMAQ					
	2024	2025	2026	2027	2028	Request
Current Program*	\$165,765,228	\$132,692,424	\$120,607,041	\$128,757,735	\$119,320,000	
Unprogrammed Balance*	-\$9,363,673	-\$7,938,472	\$6,641,990	\$1,036,277	\$13,069,892	
<b>Sponsor requested changes - for Committee consideration</b>						
Lake Co DOT (10-18-0002)	\$1,081,528					Cost increase for Con in FFY 2024
IDOT (13-19-0005)		\$4,793,600				Cost increase for Con/CE in FFY 2025
Sum of Changes From Requests	\$1,081,528	\$4,793,600	\$0	\$0	\$0	
Sum of Recommended Changes	\$1,081,528	\$4,793,600	\$0	\$0	\$0	
Recommended Revised Program	\$166,846,756	\$137,486,024	\$120,607,041	\$128,757,735	\$119,320,000	
Rec. Rev. Unprogrammed Balance	-\$10,445,201	-\$12,732,072	\$6,641,990	\$1,036,277	\$13,069,892	
	CRP					
	2024	2025	2026	2027	2028	Request
Current Program*	\$55,474,276	\$9,663,058	\$10,000,000	\$15,000,000	\$45,000,000	
Unprogrammed Balance*	\$174,928	\$9,633,563	\$9,682,554	\$5,076,205	-\$24,522,271	
<b>Sponsor requested changes - for Committee consideration</b>						
Sum of Changes From Requests	\$0	\$0	\$0	\$0	\$0	
Sum of Recommended Changes	\$0	\$0	\$0	\$0	\$0	
Recommended Revised Program	\$55,474,276	\$9,663,058	\$10,000,000	\$15,000,000	\$45,000,000	
Rec. Rev. Unprogrammed Balance	\$174,928	\$9,633,563	\$9,682,554	\$5,076,205	-\$24,522,271	
	TAP-L					
	2024	2025	2026	2027	2028	Request
Current Program*	\$50,714,856	\$21,333,746	\$20,545,493	\$14,536,880	\$14,623,328	
Unprogrammed Balance*	-\$650,468	-\$2,352,037	-\$1,184,150	\$5,211,690	\$5,520,214	
<b>Sponsor requested changes - for Committee consideration</b>						
Cook Co FPD (03-19-0042)	\$1,989,000					Cost increase for Con/CE in FFY 2024
Sum of Changes From Requests	\$1,989,000	\$0	\$0	\$0	\$0	
Sum of Recommended Changes	\$1,989,000	\$0	\$0	\$0	\$0	
Recommended Revised Program	\$52,703,856	\$21,333,746	\$20,545,493	\$14,536,880	\$14,623,328	
Rec. Rev. Unprogrammed Balance	-\$2,639,468	-\$2,352,037	-\$1,184,150	\$5,211,690	\$5,520,214	

\*Source: CMAP FFY 2024-28 TIP



**For Committee Consideration:**

<b>Project</b>	<b>Request</b>	<b>Action</b>
<p><b>Cook County FPD– Des Plaines River Trail at Union Pacific Railroad (03-19-0042)</b> The project is approved for \$3,104,000 TAP-L for Con/CE in FFY 2024 in FFY 2024.</p>	<p>The sponsor is requesting a cost increase of \$1,989,000 TAP-L (\$3,086,000 total) for Con/CE in FFY 2024.</p> <p>The request is a result of increased unit prices since the original estimate was prepared five years ago.</p> <p>The project had pre-final plans submitted in January 2024 and is on target for the August 2024 letting.</p>	<p>Approval of the requested cost increase of \$1,989,000 TAP-L for Con/CE in FFY 2024.</p>
<p><b>Lake County DOT– Wadsworth Road at Lewis Avenue Intersection Improvement (10-18-0002)</b> The project has \$2,506,240 CMAQ for Con/CE in FFY 2024 in advanced construction.</p>	<p>The sponsor is requesting a cost increase of \$1,081,528 CMAQ for construction in FFY 2024.</p> <p>The project was on the 01/19/2024. The low bid amount came in higher than anticipated. LCDOT will be using in-house staff for CE which will lower the federal cost needed for the phase. As a result, LCDOT plans to move \$95,300 CMAQ from CE to Con.</p> <p>The project was re-ranked among intersection improvement projects included in the 2018-2022 program and dropped from the 8<sup>th</sup> to 9<sup>th</sup> ranked project, which dropped below one unfunded project.</p>	<p>Consideration of the requested cost increase of \$1,081,528 CMAQ for construction in FFY 2024.</p>

Project	Request	Action
<p><b>IDOT– IL 64 SMART Corridor from Smith/Kautz to York Rd. (13-19-0005)</b></p> <p>The project is approved for \$3,648,000 CMAQ in FFY 2025 for Con/CE. The York Rd. to IL 50 segment of the project is approved for \$8,680,000 CMAQ in FFY 2024 for Con/CE.</p>	<p>The sponsor is requesting a cost increase of \$4,793,600 CMAQ for Con/CE in FFY 2025.</p> <p>Increased unit prices and low estimates resulting from Phase I has led to the large cost increase. Additionally, a refined scope stemming from Phase II plan development has provided cost estimates that are more reflective of the work and equipment needed for the project.</p> <p>The project has been split into two segments since it was awarded funding. The York Rd. to IL 50 segment is on target for the April 2024 letting and the Smith/Kautz to York Rd. segment is targeting the April 2025 letting.</p> <p>The project was re-ranked among transit service and equipment projects included in the 2020-2024 program and remained the 3<sup>rd</sup> ranked project, ahead of one other unfunded project.</p>	<p>Consideration of the requested cost increase of \$4,793,600 CMAQ for construction and construction engineering in FFY 2025.</p>

ACTION REQUESTED: Approval and Consideration

## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	<b>03-19-0042</b>	Sponsor	<b>Cook County Forest Preserve District</b>
Project Location Description	Proposed bike trail bridge over the Union Pacific RR on the Des Plaines River Trail		

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

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2018	150	0	0		Local / Invest in Cook	<input checked="" type="checkbox"/>
ENG 2	2023	317	0	0		Local / GCP	<input checked="" type="checkbox"/>
ROW	NA						<input type="checkbox"/>
CONST	2024	4,737	2,824	60	TAP	Local / GCP	<input type="checkbox"/>
CE	2024	350	280	80	TAP	Local	
<b>Total</b>		<b>5,554</b>	<b>3,104</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	2018	150	0	0		Local / Invest in Cook	3/13/2018
ENG 2	2023	317	0	0		Local / GCP	1/5/2023
ROW	NA						
CONST	2024	7,423	4,493	74	TAP	Local / GCP	6/14/2024
CE	2024	750	600	80	TAP	Local	8/1/2024
<b>Total</b>		<b>8,640</b>	<b>5,093</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	2018	0			
ENG 2	2023	0			
ROW	NA				
CONST	2024	2,686	1,669	74	
CE	2024	400	320	80	
<b>Total</b>		<b>3,086</b>	<b>1,989</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.

A large reason for the increased cost is the increase in unit prices since the original estimate was prepared 5 years ago. As an example, the price per pound for Furnishing and Erecting Structural Steel is now at \$3.25 per pound compared to \$2.50 when the original application was prepared. The prefabricated truss span over the railroad has more than doubled. Concrete has also increased by about 50%. In addition to the increases in unit prices, a more detailed quantity takeoff has resulted in increases of some quantities over the preliminary takeoff performed during Phase I 5 years ago.

### State and Federal Project Information

Select One.

State/Federal Project or Grant Numbers Provided Below

Most recently *approved* PPI Form Attached

Local Agency Agreement Attached

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

**Additional Comments**

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## 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.**

## CMAQ/TAP Cost Change Request Form

### Project Identification

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

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

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2016	253	0	0	N/A	Local	<input checked="" type="checkbox"/>
ENG 2	2017	221	0	0	N/A	Local	<input checked="" type="checkbox"/>
ROW	2017	304	0	0	N/A	Local	<input checked="" type="checkbox"/>
CONST	2024	2848	2278.4	80	CMAQ	Local	<input type="checkbox"/>
CE	2024	284.8	227.8	80	CMAQ	Local	<input type="checkbox"/>
<b>Total</b>		<b>3910.8</b>	<b>2506.2</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**
227ENG1							
ENG 2							
ROW							
CONST	2024	4199.9	3359.9	80	CMAQ		1/19/2024
CE	2024	165.6	132.5	80	CMAQ		1/19/2024
<b>Total</b>		<b>4365.5</b>	<b>3492.4</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	2024	1351.9	1176.8	80	95,330 from CE
CE	2024	(118.7)	(95.3)	80	To CON
<b>Total</b>		<b>1233.2</b>	<b>1081.528</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.

Project was let on the January 19, 2024, IDOT letting. 2 bids were received, both came in above the engineers estimate. The low bid was \$4,199,910.04 for construction and the other bid was \$50,000 more than the low bid. LCDOT will be used by in-house staff for Construction Engineering and so CE costs have decreased. LCDOT feels the low bid is within market rates for given increase materials costs and the unique requirements of the project being with the FAA designated runway safety zone for the Waukegan Airport and anticipates accepting the low bid amount.

LCDOT is requesting to transfer \$95,300 in CMAQ from CE to CON. LCDOT is also requesting an additional \$1,081,528 in CMAQ funding for Construction. To bring the total CMAQ funding to \$3,359,928 for construction and \$132,511 for Construction for a total CMAQ amount of \$3,492,439.

## 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-		

Updated 8/11/2016

ROW	R-		
CONST	C-91-126-18	T3Z4(674)	
ENG			
IMP			

**Additional Comments**

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## 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.

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\*\*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.**

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## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	13-19-0005	Sponsor	IDOT-D1
Project Location Description	Il 64 from Smith/Kautz to York Rd Contract 62N33		

### 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	In-House	0	0	0	NA	State	<input checked="" type="checkbox"/>
ENG 2	FY 2022	2,436,000	1,948,804	80%	CMAQ	State	<input type="checkbox"/>
ROW	FY 2024	1,000,000	0	0	NA	State	<input type="checkbox"/>
CONST	FY 2025	5,889,000	4,711,000	80%	CMAQ	State	<input type="checkbox"/>
CE	FY 2025	701,000	561,000	80%	CMAQ	State	
<b>Total</b>		<b>10,088,000</b>	<b>7,220,804</b>	<b>80%</b>	<b>CMAQ</b>	<b>State</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>		<b>10,088,000</b>	<b>8,070,000</b>	<b>80%</b>	<b>CMAQ</b>	<b>State</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							
ENG 2							
ROW							
CONST	FY 2025	11,232,000	8,985,600	80%	CMAQ	State	
CE	FY 2025	1,350,000	1,080,000	80%	CMAQ	State	
<b>Total</b>		<b>12,582,000</b>	<b>10,065,600</b>	<b>80%</b>	<b>CMAQ</b>	<b>State</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	FY 2025	5,343,000	4,274,600	80%	
CE	FY 2025	649,000	519,000	80%	
<b>Total</b>		<b>5,992,000</b>	<b>4,793,600</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.

- Recent high inflation was never anticipated and not accounted for resulting in the total project cost being much higher. The type of the work and the equipment that is needed for this project is highly specialized with very long lead times resulting in much higher prices.
- Phase I underestimated the cost. Just for comparison, I overlaid some of the big ticket items and how they compare with the initial Phase I estimate. Fiber / Networking is almost triple than what was originally estimated.
- Another big factor in the increase of the cost is the fact that nobody had good understating of what's required for this project. Not until recently, we didn't know exactly the equipment that is needed to make these systems work. Traffic has been refining the scope throughout Phase II plan development. With several similar projects recently let by traffic, we finally know how everything was supposed to work.
- Scope revisions to traffic signal. As indicated below, this section has also seen a big jump from Phase I estimate. This came as a result of higher prices and scope revisions to make the necessary upgrades as requested by Traffic.

## 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-91-140-17		
ENG 2	D-91-081-21		
ROW	R-90-037-22		
CONST	C-91-108-21	1DXU(858)	
ENG			
IMP			

### Additional Comments

Please see attached Document.

## Project Identification

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## Reason for Request

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## State and Federal Project Information

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## Additional Comments

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## **Illinois Route 64 from Smith/Kautz Road to Illinois Route 50 (Cicero Ave)**

### **Corridor Implementation**

Illinois Route 64 (IL 64) from Smith/Kautz Road to Illinois Route 50 (IL 50)

Cook County, DuPage County

Contracts 62N40 & 62N33

### **Project Background:**

The 2003 Chicago Area Transportation Study (CATS) 2030 Regional Transportation Plan recommended the use of low-cost solutions and Intelligent Transportation Systems (ITS) to improve operations for all modes of transportation along heavily traveled corridors throughout the region. An initial study sponsored by West Central Municipal Conference and the DuPage County Mayors and Managers identified 46 candidate corridors. Four corridors were recommended for implementation with specific improvement recommendations. IDOT selected two pilot corridors to perform a Phase I study in conjunction with the I-290 reconstruction to enhance east-west capacity of primary off system routes.

- Illinois Route 64 (IL 64) from Smith/Kautz Road to Illinois Route 50 (IL 50)
- Illinois Route 56 (IL56)/22<sup>nd</sup> Street/Cermak Road from Illinois Route 59 (IL59) to IL 50

The study limits pass through 27 municipalities and include 145 signalized intersections along 27.5 miles of IL 64 and 24 miles of IL 56/22<sup>nd</sup> Street/Cermak Road.

**IL 64 from Smith/Kautz Rd to IL 50 (Cicero Ave) received CMAQ funding** and was funded in the Multi Year Program. This corridor was then split in to two contracts, contract 62N33 IL 64 from York Rd to IL 50 (Cicero Ave) & contract 62N40 IL 64 from Smith/Kautz Rd to York Rd. This study limit pass through 16 municipalities and include 70 signalized intersections along 27.5 miles of IL 64.

### **Project scope and Benefits:**

Proposed improvements include the following:

- Dynamic message signs (DMS) at key locations along the routes to provide travel time information to enable travelers to make decisions on which route to take
- Travel time monitoring systems – Bluetooth based point to point system being recommended
- Intersection monitoring and detection – video detection on side streets recommended to enhance detection of bicycles
- Traffic signal interconnection – Fill in gaps of interconnection along the corridor as well as upgrade existing interconnections with new fiber optic cable
- CCTV cameras – install Pan-Tilt-Zoom cameras to provide full coverage of the corridor
- Bus stop relocation to far side – where feasible and recommended by Pace/CTA
- Transit signal priority
- Emergency vehicle preemption

- Upgrades to traffic signals to meet current MUTCD guidance
- Pedestrian countdown signals
- ADA Compliance at signalized intersections with a compliant route to bus stops, bus pads installed where none exist.
- Signal coordination studies with signal timing adjustments to be performed in Phase III

The scope of the study includes development of a Concept of Operations which Includes outlining the responsibility of each stakeholder, including data collection and processing, DMS ownership, maintenance and messaging, and maintenance of the system. This will include IDOT, DuPage County, Suburban Cook County, Pace, CTA, City of Chicago, and possibly the Tollway.

**Schedule, Cost and Funding Status**

- Design approval received April 28, 2020.
- LOI’s for IL 64 were sent to 16 municipalities, 2 counties, and the Tollway dated March 12, 2020. Cost sharing items include sidewalk and traffic signal items. Local cost share varies from \$0 to \$850,000 primarily due to private benefit signals.
- The improvement is included in the Department’s FY 2024-2029 Proposed Highway Improvement Program.
- The construction cost is estimated at \$20M For IL 64
- Nominal land acquisition is necessary to implement ADA compliance
- Letting for Contract 62N33 is anticipated in Spring of 2024 & Letting for Contract 62N40 is anticipated in Spring of 2025.

**Funding**

This improvement is included in the Department’s FY 2024-2029 Proposed Highway Improvement Program. Current engineering efforts are targeted to enable a contract letting in the early years of the multi-year program contingent upon plan readiness, land acquisition, and funding availability through future annual legislative appropriations.

Phase I	\$1,515,000 (PH I was done with IL 56 SMART Corridor)
Phase II	\$1,400,000 (CMAQ Funding)
Land Acquisition	\$1,000,000 (State-Only Funding)
RR Flagger	\$10,000 (State-Only Funding)
Construction Engineering	\$2,700,000 (CMAQ Funding)
Construction (62N40, 63N33)	\$20,732,000 (CMAQ Funding)
Utility	\$100,000 (State-Only Funding)
<hr/>	
Project Cost =	\$25,942,000