



CMAQ & TAP PROJECT SELECTION COMMITTEE

AGENDA - FINAL

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

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

3.01 Meeting Minutes from September 1, 2022

[22-489](#)

ACTION REQUESTED: Approval

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

4.0 Program Monitoring

4.01 Project Programming Status Sheets

[22-490](#)

ACTION REQUESTED: Information

4.02 CMAQ Programming Summary and Obligation Goal

[22-491](#)

ACTION REQUESTED: Information

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

5.0 Project Change Requests

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

ACTION REQUESTED: Information

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

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 Stage II](#)

5.01.2 Skokie - Oakton St Muti-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](#)

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](#)

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](#)

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](#)

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

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](#)**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](#)**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](#)**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

Department or Agency Name(s): STP Project Selection Committee and Dobbs**Attachments:** [PSC\(Memo Preliminary Engineering\)11-03-2022](#)**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](#)**7.0 Other Business****8.0 Public Comment**

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the public comment period will immediately follow the last item on the agenda.

9.0 Next Meeting

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

10.0 Adjournment

CMAQ & TAP PROJECT SELECTION COMMITTEE

MEETING MINUTES - DRAFT

Thursday, September 1, 2022

11:00 AM

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Access Code: 834-521-957

1.0 Call To Order

Chair Ferguson called the meeting to order at 11:01 a.m. and reminded the members that the meeting is being recorded. Jon Haadsma called the roll.

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

Absent: Darwin Burkhart

Staff Present: Laurent Ahiablame, Lindsay Bayley, Sarah Buchhorn, Teri Dixon, Kama Dobbs, Jonathan Haadsma, Michael Kray, Russell Pietrowiak, Julie Resechke, Sarah Stolpe, Mary Weber

Others Present: Christina Bader, Len Cannata, Kaci Crowley, Eric Czarnota, Eva De Laurentiis, John Donovan, Jackie Forbes, Tony Greep, Kendra Johnson, Heidi Lichtenberger, Brittany Matyas, Robert Morris, Tara Orbon, Leslie Rauer, Jada Porter, Chad Riddle, Brian Stepp, Joe Surdam, Freddy Vasquez, Adriana Webb, Shirley Wolfe

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

3.0 Approval of Minutes

3.01 Draft Meeting Minutes - June 23, 2022

[22-365](#)

ACTION REQUESTED: Approval

Attachments: [PSC\(DraftMeetingMinutes\)06-23-22](#)

A motion was made by Mark Pitstick, seconded by Gary Grasso, that the minutes from June 23, 2022 be approved. The motion carried by the following vote:

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

Absent: Darwin Burkhart

4.0 Program Monitoring

4.01 Project Programming Status Sheets [22-393](#)

ACTION REQUESTED: Information

Attachments: [PSC\(CMAQ Programming Status Sheet\)09-01-22](#)
[PSC\(TAP-L Programming Status Sheet\)09-01-22](#)

The agenda item was presented by staff.

4.02 CMAQ Programming Summary and Obligation Goal [22-394](#)

ACTION REQUESTED: Information

Attachments: [PSC\(OblGoalTable\)09-01-22](#)

The agenda item was presented by staff.

4.03 CMAQ Performance Plan [22-395](#)

PURPOSE & ACTION: The National Performance Management Measures and the PM3 regulation requires each MPO serving a transportation management area (TMA) with a population over 1,000,000 that includes a nonattainment or maintenance area to develop a CMAQ Performance Plan to support the implementation of the CMAQ measures. CMAP staff will provide an updated on the plan for the 2nd Performance Period which is due October 1, 2022.

ACTION REQUESTED: Information

The agenda item was presented by staff.

5.0 Project Change Requests**5.01 Project Change Request Memo** [22-392](#)

ACTION REQUESTED: Information

Attachments: [PSC\(Memo-ChangeRequest\)09-01-22](#)

The agenda items under 5.1 were presented by staff.

Approval of the Group Vote

A motion was made by Tom Rickert, seconded by Chris Schmidt, to approve all the project change requests under one vote as recommended by staff. The motion carried by the following vote:

Aye: Douglas Ferguson, Gary Grasso, Mark Pitstick, Tom Rickert, Chris Schmidt, and Jeffrey Srivier

Absent: Darwin Burkhart

5.01.1 Skokie - Skokie Valley Trail-Golf Rd to Dempster St (02-18-0001) [22-384](#)

ACTION REQUESTED: Approval

Change request approved.

-
- 5.01.2 Cook Co - Touhy at Elmhurst and Touhy at UPRR Grade Sep (03-96-0021) [22-385](#)**
- ACTION REQUESTED: Approval
Change request approved.
- 5.01.3 Mount Prospect - Rand-Central-Mount Prospect Road Intersections (03-19-0011) [22-386](#)**
- ACTION REQUESTED: Approval
Attachments: [03-19-0011 CMAQ Cost Change Request Form for Const \(Rand-Central-Mt Pros](#)
Change request approved.
- 5.01.4 IDOT - 111 St - Oak Park Ave to Ridgeland Ave (06-21-0010) [22-387](#)**
- ACTION REQUESTED: Approval
Attachments: [06-21-0010 CMAQ Schedule Change Request Form 111thSt OakParkAve RidgelandAve](#)
Change request approved.
- 5.01.5 IDOT - 111th St - Oketo Ave to Ill 7 (Southwest Hwy) (06-21-0011) [22-388](#)**
- ACTION REQUESTED: Approval
Attachments: [06-21-0011 CMAQ Project Selection Committee Overview May2021](#)
Change request approved.
- 5.01.6 IDOT - 127th St - Wireton St to Sacramento St (06-21-0012) [22-389](#)**
- ACTION REQUESTED: Approval
Attachments: [06-21-0012 CMAQ Schedule Change Request Form 127th WiretonRd SacramentoSt](#)
Change request approved.
- 5.01.7 IDOT - Dixie Hwy - I-80 to 167th St (07-21-0016) [22-390](#)**
- ACTION REQUESTED: Approval
Attachments: [07-21-0016 CMAQ Schedule Change Request Form DixieHwy I80 167th](#)
Change request approved.
- 5.01.8 Oak Brook - York at Harger Intersection Improvement Project and Salt Creek Trail Underpass (08-17-0002) [22-391](#)**
- ACTION REQUESTED: Information
-

Attachments: [08-17-0002 York-Harger Underpass and Intersection 05-27-22 CMAQ Cost Change Request Form](#)

The administrative change item was presented by staff.

6.0 FFY 2024-2028 Program Development

6.01 Preliminary Engineering Requirements

[22-377](#)

PURPOSE & ACTION: Staff requests committee discussion of the attached options for modifications to preliminary engineering requirements.

ACTION REQUESTED: Discussion

Attachments: [STPPSC CMAQTAPPSC MethodologyMemo Preliminary Engineering](#)

The options for changes to the preliminary engineering requirements in the next call for projects was presented by staff. The committee discussed the different options.

7.0 Other Business

Mayor Grasso informed the committee on Illinois Senate Bill 1900 sponsored by Sen. John Curran and Sen. Elgie Sims which involves public private partnerships for transportation and infrastructure projects and the roles of contractors in the development of potential projects.

8.0 Public Comment

There was no public comment.

9.0 Next Meeting

The next meeting will be November 3, 2022 at 11:00 a.m.

10.0 Adjournment

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

The meeting was adjourned at 12:02 p.m.

Respectfully submitted,

Douglas Ferguson



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	\$ 142,718,750	\$ 219,411,735	\$ (76,692,985)	\$ 140,566,530	\$ (217,259,515)	\$ 182,241,548	\$ -	\$ 182,241,548
2024	\$ 122,307,796	\$ 98,519,072	\$ 23,788,724	\$ -	\$ 23,788,724	\$ 122,307,796		
2025	\$ 124,753,952	\$ 127,773,472	\$ (3,019,520)	\$ -	\$ (3,019,520)	\$ 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		
	\$ 644,278,560	\$ 556,576,613	\$ 87,701,947	\$ 140,566,530	\$ (52,864,583)	\$ 683,801,358		

Current as of 10/25/2022

- 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	\$ 62,331,944 (+)
	<u>\$ 182,241,548</u>
FFY 2022 Obligated	\$ - (-)
FFY 2022 Advanced Construction	\$ - (-)
Prior Years' Advanced Construction	\$ 39,522,798 (-)
	<u>\$ 142,718,750</u>

MEMORANDUM

To: CMAQ and TAP-L Project Selection Committee

From: CMAP Staff

Date: October 31, 2022

Subject: CMAQ/TAP-L Project Change Requests

Purpose: Details of the change requests for consideration on November 3, 2022

Action Requested: Approval

Project sponsors requested consideration of changes to nine (9) projects/segments. The sponsors' requests are included in the meeting packet.

	CMAQ					Request
	2023	2024	2025	2026	2027	
Current Program*	\$219,411,735	\$98,519,072	\$127,773,472	\$110,872,334	\$0	
Unprogrammed Balance*	-\$76,692,985	\$21,390,532	-\$5,465,676	\$13,881,618	\$127,249,031	
Sponsor requested changes - for Committee consideration						
CDOT (01-21-0010)	\$4,000,000		-\$4,000,000			Schedule Change
Skokie (02-19-0015)	\$267,000					Cost increase for E2; transfer ROW to E2
IDOT (01-16-0003)	\$3,098,000					Reinstatement
IDOT (03-18-0007)	\$496,000					Cost increase for CON
IDOT (08-15-0036)			-\$6,570,400	\$17,882,400		Cost increase for CON
IDOT (13-19-0005)	-\$12,328,000		\$15,296,000			Cost increase for CON
Sum of Changes From Requests	-\$4,467,000	\$0	\$4,725,600	\$17,882,400	\$0	
Sum of Recommended Changes	-\$4,467,000	\$0	\$4,725,600	\$17,882,400	\$0	
Recommended Revised Program	\$214,944,735	\$98,519,072	\$132,499,072	\$128,754,734	\$0	
Rec. Rev. Unprogrammed Balance	-\$72,225,985	\$21,390,532	-\$10,191,276	-\$4,000,782	\$127,249,031	

	TAP-L					Request
	2023	2024	2025	2026	2027	
Current Program*	\$18,623,409	\$2,968,620	\$7,406,165	\$3,127,743	\$0	
Unprogrammed Balance*	\$18,188,537	\$15,264,394	\$11,191,509	\$15,841,885	\$19,349,020	
Sponsor requested changes - for Committee consideration						
Streamwood (03-21-0003)	\$2,085,145			-\$2,085,145		Schedule Change
Niles (03-21-0006)	\$72,000					Cost increase for CON
FPD Cook Co (04-17-0011)	\$2,524,900		-\$2,524,900			Schedule Change
Sum of Changes From Requests	\$2,085,145	\$0	\$0	-\$2,085,145	\$0	
Sum of Recommended Changes	\$2,085,145	\$0	\$0	-\$2,085,145	\$0	
Recommended Revised Program	\$20,708,554	\$2,968,620	\$7,406,165	\$1,042,598	\$0	
Rec. Rev. Unprogrammed Balance	\$16,103,392	\$15,264,394	\$11,191,509	\$17,927,030	\$19,349,020	

For Committee Consideration:

Project	Request	Action
<p>CDOT – Traffic Management Center-ATMS Added Functions The project is programmed for \$4,000,000 CMAQ in 2025 for implementation.</p>	<p>The sponsor requests a schedule change to move the funds from 2025 to 2023.</p> <p>The sponsor has been working on the project for the past seven years and that work contract has come to an end. To start the next phase of work funded by CMAQ and reduce potential interruptions to the TMC system and build on the ATMS functions, funds are needed to keep the project moving forward (more details on request sheet).</p>	<p>Approval of the requested schedule change for implementation from 2025 to 2023.</p>
<p>Skokie – Oakton St Multi-use Path (02-19-0015) The project is programmed for \$3,031,154 CMAQ for construction and construction engineering which is broken into two phases. Phase 1 was authorized in FFY2022 in the amount of \$1,050,000 CMAQ and phase 2 is programmed in 2023 for \$1,882,000 CMAQ.</p>	<p>The sponsor requests a cost increase in the amount of \$267,000 CMAQ for construction.</p> <p>Phase 1 of construction went out to bid and the bids came in high.</p>	<p>Approval of the requested cost increase in the amount of \$267,000 CMAQ for construction on phase 1.</p>

Project	Request	Action
<p>Streamwood – IL 59 Bicycle and Pedestrian Overpass (03-21-0003) The project is programmed for \$2,085,145 TAP-L for Construction in 2026.</p>	<p>The sponsor requests a schedule change to move the funds from 2026 to 2023.</p> <p>Project is in Phase II (5310 executed in July 2022) targeting a construction letting of August 2023. This request is to move the programmed TAP-L funds for construction into FFY 2023. The project also has ITEP funds (\$1,816,000) for construction in MYB and STP-SF (\$482,855) funds for CON/CE programmed in FFY 2026. The project applied for additional TAP funds (\$1,000,000) for construction as part of the Cycle 15 (2022) ITEP Call for Projects.</p>	<p>Approval of the requested schedule change for construction from 2026 to 2023.</p>
<p>Niles – North Branch Trail Connection from Caldwell/Touhy Ave to Bunker Hill Forest Preserve (03-21-0006) This project has \$375,0000 TAP-L for Construction and Construction Engineering in 2022 which has been authorized as Advanced Construction.</p>	<p>The sponsor requests an increase of \$72,000 TAP-L for construction due to awarded bid exceeding the estimate.</p>	<p>Approval of the requested cost increase of \$72,000 TAP-L for construction and construction engineering.</p>
<p>FPD of Cook Co – Des Plaines River Trail from Touhy to North Avenue (04-17-0011) This project is programmed for \$2,524,900 TAP-L for construction and construction engineering in 2025 on Segment 4 (Lawrence to Irving Park) being led by Schiller Park. An additional \$6,374,900 TAP-L was obligated on Segment 3 (Bryn Mawr to Lawrence) in 2022 be led by FPDCC.</p>	<p>The sponsor requests a schedule change for construction and construction engineering from 2025 to 2023 for segment 4.</p> <p>Segment 4 of the project is on the January letting.</p>	<p>Approval of the schedule change for construction and construction engineering funds from 2025 to 2023.</p>

Project	Request	Action
<p>IDOT – I-55 from Pulaski Rd to Weber Rd & I-90/94: Halsted St to Roosevelt Rd Ramp Metering (Southwest Hwy) (01-16-0003) Currently in deferral this project has \$282,00 CMAQ for phase II engineering and \$2,816,000 CMAQ for construction in MYB.</p>	<p>The sponsor requests a reinstatement of funding and adding the funding for phase II engineering to construction for a total of \$3,098,000 CMAQ in 2023.</p> <p>The sponsor has completed phase II engineering in-house and is prepared the project for letting.</p>	<p>Approval of the reinstatement of \$3,098,000 CMAQ for construction in 2023.</p>
<p>IDOT – IL 19/Irving Park Rd at Wise Rd (03-18-0007) This project is programmed for \$1,504,000 CMAQ for construction in 2023.</p>	<p>The sponsor requests a cost increase of \$496,000 CMAQ based on final engineers estimate.</p> <p>The project was reranked and it remained 1st among the 2018-2022 intersection projects.</p>	<p>Approval of the schedule change for Construction funds from 2025 to 2023.</p>
<p>IDOT – IL 38 at County Farm Road (08-15-0036) This project is programmed for \$6,570,400 CMAQ for construction and construction engineering in 2025.</p>	<p>The sponsor requests a cost increase of \$11,312,000 and a schedule change for construction from 2025 to 2026.</p> <p>This project is part of a larger corridor project along IL 38. In the final stages of the corridor improvements, the proposed drainage for the two intersection improvements no longer meets design standards and as part of the corridor study we are revising all drainage and ROW.</p> <p>The project was reranked and it dropped from 1st to 3rd among FFY 2022-2026 intersection improvement projects which was below two projects not selected for funding.</p>	<p>Consider cost increase and schedule change in the amount of \$11,312,000 for construction funds from 2025 to 2026.</p>

Project	Request	Action
<p>IDOT – IL 64 SMART Corridor (Smith/Kautz Rd to IL 50) (13-19-0005)</p> <p>This project is programmed for \$206,400 CMAQ for ROW in 2023 and \$12,328,000 CMAQ for construction and construction engineering in 2023. The construction funding is being split between two different segments, York Rd to IL 50 and Smith/Kautz Rd to York Rd.</p>	<p>The sponsor requests a cost increase of \$7,056,000 CMAQ for ITS work on the York Rd to IL 50 segment.</p> <p>The phase 1 scope was very general to do ITS improvement in the corridor and this scope was not clearly defined until phase 2 began. The phase 1 cost estimate was not detailed enough for an accurate cost.</p> <p>The project was reranked and it dropped from 3rd to 4th (out of 4) among FFY 2020-2024 transit service and equipment projects which was below one project not selected.</p>	<p>Consider cost increase in the amount of \$2,968,000 for construction and construction engineering and a schedule change from 2023 to 2025.</p>

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	01-21-0010	Sponsor	Chicago Dept. of Transportation
Project Location Description		Traffic Management Center - ATMS Added Functions	

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	N/A
ENG2	N/A
ROW	N/A

CONST	N/A
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Phase	Programmed FFY
ENG	N/A
IMP	2025

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		

CONST		
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Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP	2023	12/1/2022

Reason for Request

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

The Chicago Department of Transportation is requesting the CMAQ Committee to advance the starting FFY for the TMC - ATMS Added Functions project from FFY 2025 to FFY 2023 to reduce significant disruption in the project activities and continuing work. CDOT has been working on the TMC – ATMS project for the last seven years. This has led to the development of a traffic management center and one of the region’s most innovative traffic management systems (ATMS). This system is now providing critical support for many of the CDOT operations and planning. It processes over 100 million data point every day and is one of the largest databases in the City of Chicago’s environment. It interfaces with our traffic signals, 911 and 311 systems, and many other City of Chicago and partner agency systems as well as provides video access to over 2500 camera. Real time traffic condition estimates are developed for over 2000 miles of arterial streets. In early October we also deployed a connected vehicle pilot test as part of the ongoing ATMS project.

Nearly all of the project systems and hardware were developed by the vendor (Parsons) who was selected for this project. The vendor's contract with the City of Chicago ended on Oct 20, 2022 and we have utilized all of the original grant funds. With the end of the ongoing project, all the existing project activities have stopped, and the ATMS and its computer systems are running without any vendor support. The TMC – ATMS Added Functions project is intended to continue the ongoing work without any or limited break in the project work. Since the project development work is not over and we are continuously adding more features, the system is not ready for City maintenance.

We are requesting the CMAQ Committee to kindly move the TMC-ATMS Added Functions project to FFY 2023 so that we continue the ongoing work with limited disruption. Without the vendor team back in CDOT at the earliest many of the system's complex parts will cease to work correctly. City Department of Procurement Services have already approved a sole source contract for Parsons to continue in the TMC – ATMS Added Functions project. FHWA & IDOT have also indicated that they can allow the use of sole source vendor for continuing the ongoing work. Please see attached. At this time we will need the funding be available so we can restart the stopped work at the earliest. Please note that since the project is primarily related to software development there is no traditional phase I and phase II work required. We will start with implementation directly.

Additional Comments

Project Identification

Please provide the project identification exactly as it appears in the CMAQ or TAP programs. The current 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>).

Currently Programmed Schedule

Please provide the currently programmed federal fiscal year (FFY) for every phase (use the appropriate phases for your project), including completed phases. The FFY begins on October 1 and ends September 30 of each year. Enter N/A for ROW if no ROW is required for the project.

Requested Schedule

Please provide the requested starting federal fiscal year (FFY) for every phase (use the appropriate phases for your project), including completed phases, and the actual or anticipated date of federal authorization (or letting date for the Construction phase). For phases that are not federally funded, indicate the date that contracts will be executed or in-house work will begin. The FFY begins on October 1 and ends September 30 of each year. Enter N/A for ROW if no ROW is required for the project.

Note: If the requested schedule change moves a phase(s) into any year earlier than the year it was initially programmed in, the phase's sunset year will be changed to a corresponding earlier year. For example, if funds that were initially programmed in FFY15, with a sunset of FFY17 are reprogrammed in FFY14, the sunset will be changed to FFY16. Schedule change requests to move a phase(s) to a later year will not, however, result in the sunset year moving back as well. For example, if funds that were initially programmed in FFY15, with a sunset of FFY17 are reprogrammed in FFY16, the sunset will remain FFY17.

Reason for Request

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

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.

For the submittal procedures that apply to this form, see the [Change Request Procedures](#) document.

Submit this completed form to your Planning Liaison (PL) for review and submittal to CMAP. For sponsors noted as exceptions to PL review in the procedures 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.

Updated 8/11/2016

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	02-19-0015	Sponsor	Skokie
Project Location Description	Caldwell Avenue from Oakton Street to Vapor Lane of Distance (mile) .26 Oakton Street from Caldwell Avenue to Lehigh Ave of Distance (mile) .67 Oakton Street from Lehigh Ave to I-94 of Distance (mile) .64		

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*
ENG 1	2019	37	0	0		Local Funds	<input checked="" type="checkbox"/>
ENG 1	2019	37	0	0		Invest in Cook	<input checked="" type="checkbox"/>
ENG 2	2019	45	0	0		Local Funds	<input checked="" type="checkbox"/>
ENG 2	2019	45	0	0		Invest in Cook	<input checked="" type="checkbox"/>
ROW	N/A	N/A	N/A	N/A	N/A	N/A	<input type="checkbox"/>
CONST Stage 1	2022	1306	1045	80	CMAQ	Local Funds	<input type="checkbox"/>
CONST Stage 2	2022	2117	1694	80	CMAQ	Local Funds	<input type="checkbox"/>
CE Stage 1	2022	131	105	80	CMAQ	Local Funds	<input type="checkbox"/>
CE Stage 2	2022	235	188	80	CMAQ	Local Funds	<input type="checkbox"/>
Total		3953	3032	77			

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"/>
Total							

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**
ENG 1	2019	37	0	0		Local Funds	03/01/2019

ENG 1	2019	37	0	0		Invest in Cook	03/01/2019
ENG 2	2019	45	0	0		Local Funds	04/01/2021
ENG 2	2019	45	0	0		Invest in Cook	04/01/2021
ROW	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CONST Stage 1	2022	1640	1312	80	CMAQ	Local Funds	06/07/2022
CONST Stage 2	2022	2117	1694	80	CMAQ	Local Funds	08/04/2023
CE Stage 1	2022	131	105	80	CMAQ	Local Funds	06/07/2022
CE Stage 2	2022	235	188	80	CMAQ	Local Funds	08/04/2023
Total		4287	3299	77			

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							
Total							

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST Stage 1	2022	334	267	80	N/A
CE					
Total	2022	334	267	80	

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

Reason for Request

Updated 8/11/2016

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

Awarded bid price exceeds design engineering cost estimate.

State and Federal Project Information

Select One.

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

Phase	State Job Number 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-91-156-22	JDML(294)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	03-21-0003	Sponsor	Village of Streamwood
Project Location Description	IL 59 between Hummingbird Lane and Madison Drive		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	2023
ROW	
CONST	2026

--	--

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		
CONST	2023	08/2023

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Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

Reason for Request

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

Additional Comments

Project is in Phase II (5310 agreement for Phase II executed in July 2022) targeting a construction letting of August 2023. This request is to move the programmed TAP funds for construction into FFY 2023. The project also has ITEP funds (\$1,816,000) for construction in MYB and STP-SF (\$482,855) funds for CON/CE programmed in FFY 2026.

The project applied for additional TAP funds (\$1,000,000) for construction as part of the Cycle 15 (2022) ITEP Call for Projects.

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-21-0006	Sponsor	Village of Niles
Project Location Description	Caldwell Ave From Touhy Ave to Intersection of Caldwell & Touhy Avenue of Distance (mile) .5		

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*
ENG 1	2021	44	0	0		Local / Invest in Cook	<input checked="" type="checkbox"/>
ENG 2	2022	41	0	0		Local / Invest in Cook	<input checked="" type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2022	450	360	80	TAP-L	Local / Invest in Cook	<input type="checkbox"/>
CE	2022	49	15	31	TAP-L	Local / Invest in Cook	<input type="checkbox"/>
Total		584	375	64			

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"/>
Total							

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**
ENG 1	2021	44	0	0		Local / Invest in Cook	08/13/2019
ENG 2	2022	41	0	0		Local / Invest in Cook	11/17/2021
ROW							

CONST	2022	540	432	80	TAP-L	Local / Invest in Cook	09/23/2022
CE	2022	49	15	31	TAP-L	Local / Invest in Cook	09/23/2022
Total		674	447	66			

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							
Total							

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG 1					
ENG 2					
ROW					
CONST	2023	90	72	80	N/A
CE					
Total					

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

Reason for Request

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

Awarded bid price exceeds design engineering cost estimate.

State and Federal Project Information

Select One.

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

Local Agency Agreement Attached

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-91-124-22	0G34(073)	
ENG			
IMP			

Additional Comments

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CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	04-17-0011	Sponsor	Forest Preserve District of Cook Co
Project Location Description		Des Plaines River Trail from Touhy to North Avenue	

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	

CONST	2025
-------	------

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		

CONST	2023	01/2023
-------	------	---------

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

Reason for Request

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

Segment 4 (Lawrence to Irving Park) of the Des Plaines River Trail from Touhy to North Avenue is on the January letting.

Additional Comments

TAP-L funding was programmed for two different segments of the overall Des Plaines River Trail from Touhy to North Avenue project. Segment 3 (Bryn Mawr to Lawrence) led by the Forest Preserve District of Cook Co went to construction in FFY 2022 and now the Segment 4 led by Schiller Park is preparing for construction in FFY 2023.

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-18-0007	Sponsor	IDOT – D1
Project Location Description	IL 19/Irving Park Rd at Wise Rd		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	FY 2023	2,000	1,504	75%	CMAQ	IL/Local	<input type="checkbox"/>
CE							
Total	FY 2023	2,000	1,504	75%	CMAQ	IL/Local	

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"/>
Total							

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 2023	2,500	2,000	80%	CMAQ	IL/State	
CE							
Total	FY 2023	2,500	2,000	80%	CMAQ	IL/State	

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							
Total							

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	FY 2023	500,000	496,000	80%	
CE					
Total	FY 2023	500,000	496,000	80%	

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

Reason for Request

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

The Scope is unchanged. Increase cost based on final engineers estimate based on current unit prices.

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-91-254-13		
ENG 2	D-91-181-19		
ROW	R-90-019-16		
CONST	C-91-409-19	7JNK(944)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	08-15-0036	Sponsor	IDOT – D1
Project Location Description	IL 38 at County Farm 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	FY 2015	363					<input type="checkbox"/>
ENG 2	FY 2015	800					<input type="checkbox"/>
ROW	FY 2023	2600					<input type="checkbox"/>
CONST	FY 2025	7,333	5,866	80%	CMAQ	IL/Local	<input type="checkbox"/>
CE	FY 2025	880	704	80%	CMAQ	IL/Local	
Total		11,976	6,570	80%	CMAQ	IL/Local	

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"/>
Total							

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	FY 2015	363					
ENG 2	FY 2015	800					
ROW	FY 2023	2600					
CONST	FY 2026	21,473	17,178	80%	CMAQ	IL/Local	
CE	FY 2026	880	704	80%	CMAQ	IL/Local	
Total	FY 2026	26,116	17,882	80%	CMAQ	IL/Local	

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							
Total							

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	FY 2026	14,140	11,312	80%	
CE					
Total	FY 2026	14,140	11,312	80%	

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

Reason for Request

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

In the final stages of the corridor improvements, the proposed drainage for the two intersection improvements no longer meets design standards and as part of the corridor study we are revising all drainage and ROW.

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-166-02		
ENG 2	D-91-177-13		
ROW	R-91-032-09		
CONST	C-91-177-13	8JIX(582)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	13-19-0005	Sponsor	IDOT – D1
Project Location Description	IL 64 SMART Corridor (Smith/Kautz Rd to IL 50)		

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	2,500,000	2,000,000	80%	CMAQ	State	<input type="checkbox"/>
ROW	FY 2022	27,000	21,600	80%	CMAQ	State	<input type="checkbox"/>
ROW	FY 2023	258,000	206,400	80%	CMAQ	State	<input type="checkbox"/>
CONST	FY 2023	8,120,000	6,496,000	80%	CMAQ	State	<input type="checkbox"/>
CE	FY 2023	700,000	560,000	80%	CMAQ	State	<input type="checkbox"/>
CONST	FY 2023	5,889,000	4,711,000	80%	CMAQ	State	
CE	FY 2023	701,000	561,000	80%	CMAQ	State	
Total	FY 2024	18,195,000	14,556,000	80%	CMAQ	State	

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"/>
Total							

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	FY 2022	2,500,000	2,000,000	80%	CMAQ	State	
ROW	FY 2022	27,000	21,600	80%	CMAQ	State	
ROW	FY 2023	998,000	206,400	20%	CMAQ	State	
CONST	FY 2025	10,894,000	8,715,000	80%	CMAQ	State	
CE	FY 2025	1,636,000	1,309,000	80%	CMAQ	State	
CONST	FY 2025	5,889,000	4,711,000	80%	CMAQ	State	
CE	FY 2025	701,000	561,000	80%	CMAQ	State	
Total	FY 2024	22,645,000	17,524,000	77%	CMAQ	State	

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							
Total							

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	FY 2025	2,774,000	2,219,000	80%	
CE	FY 2025	936,000	749,000	80%	
Total	FY 2025	3,710,000	2,968,000	80%	

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

Reason for Request

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

The proposed work consists of preparation of contract plans, specifications, and cost estimates for the proposed IL 64 Smart Corridor Implementation Plan. The phase 1 scope was very general to do ITS improvement in the corridor and this scope was not clearly defined until phase 2 began. The phase 1 cost estimate was not detailed enough for an accurate cost.

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

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MEMORANDUM

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

From: CMAP Staff

Date: October 27, 2022

Subject: Preliminary Engineering Requirements

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

Action Requested: Approval

In September, both the STP Project Selection Committee and the CMAQ and TAP-L project selection committee discussed [four options presented by staff](#) for modifying the preliminary engineering requirements for the programs. Both committees generally preferred options 1 and 3, which restricted future cost increases or phase eligibility, respectively, based on the level of completion of preliminary engineering at the time of application for funding. Both committees also noted that these options were not mutually exclusive. At the CMAQ and TAP-L committee, a member noted that option 2, although not preferred, included a provision to revisit the status of projects' preliminary engineering progress during the next call for projects cycle and suggested that this provision be retained. As a result of these discussions, staff is recommending a combination of the previously presented options, as described below. Finally, comments regarding the definitions of the levels of completeness were made and have also been incorporated into the below recommendation.

Staff Recommendation

Applications will be accepted for projects that have started, but not substantially completed preliminary engineering, however the phases eligible for funding consideration and future cost increases will be limited based on the degree of completion of the preliminary engineering.

For projects selected for funding with a preliminary engineering status of "substantially complete" or "underway", the status will be reassessed prior to the next scheduled call for projects cycle, and if that status has not been elevated to "complete" or "nearly complete", the funding programmed in the previous cycle will be withdrawn, and the project will have to reapply for funding.

Funding and future cost increase eligibility based on degree of completion of preliminary engineering

	Design (Phase 2) Engineering	Land Acquisition	Construction and Const. (Phase 3) Eng.
Complete	Eligible for funding Eligible for increases up to 100%	Eligible for funding Eligible for increases up to 100%	Eligible for funding Eligible for increases up to 100%
Nearly Complete	Eligible for funding Not eligible for increases	Eligible for funding Eligible for increases up to 50%	Eligible for funding Eligible for increases up to 50%
Substantially Complete	Not eligible	Eligible for funding Not eligible for increases	Eligible for funding Eligible for increases up to 25%
Underway	Not eligible	Not eligible	Eligible for funding Not eligible for increases
Not Started	Not eligible	Not eligible	Not eligible

Definitions: Degree of completion

Degree of completion	Milestones achieved and requested attachments
Highway (projects processed through IDOT)	
Complete	Design approval received <i>Attach: Design approval letter/form</i>
Nearly complete	IDOT has confirmed that a final Project Development Report has been submitted for signatures <i>Attach: Transmittal letter/email</i>
Substantially complete	A preliminary PDR (or equivalent) has been submitted to IDOT for review, the project has been presented at a State/Federal Coordination meeting, a CE determination has been made, and FHWA concurrence of environmental processing has been given (not required for State Approved Categorical Exclusions), and the IDOT Bureau of Design and Environment (BDE) has completed the Environmental Survey Request (ESR) review (if required) and documentation of the environmental investigations, associated coordination, and any commitments made are included in the draft PDR <i>Attach: Kick-off meeting minutes (for State Approved CE), FHWA Coordination Meeting minutes, ESR transmittal and correspondence from BDE, draft PDR transmittal cover or email and appropriate section(s) of draft PDR including documentation of investigations, coordination, and commitments</i>

Degree of completion	Milestones achieved and requested attachments
Underway	<p>The project has been presented at a State/Federal Coordination meeting, a CE determination has been made, and FHWA concurrence of environmental processing has been given (not required for State Approved Categorical Exclusions), and the IDOT Bureau of Design and Environment (BDE) has begun the Environmental Survey Request (ESR) review (if required).</p> <p><i>Attach: Kick-off meeting minutes (for State Approved CE), FHWA Coordination Meeting minutes, ESR transmittal and correspondence from BDE showing review has begun</i></p> <p>--OR--</p> <p>A final Planning and Environmental Linkages (PEL) report prepared in accordance with IDOT Bureau of Design and Environment (BDE) Manual section 11-7.04 has been completed documenting the project Purpose and Need, Alternatives to Be Carried Forward, and public involvement and there are no further comments from any Federal or state resource agencies</p> <p><i>Attach: Appropriate documentation (forms and/or emails) demonstrating completion of the PEL and that there are no further comments</i></p>
Transit (projects processed through FTA)	
Complete	<p>Record of Decision (ROD) obtained for completed EIS, FONSI obtained for completed EA, or written documentation from FTA classifying the action as a categorical exclusion with no unusual circumstances.</p> <p><i>Attach: ROD signature page(s) or FTA documentation</i></p>
Nearly complete	<p>Written documentation from FTA classifying the action as a categorical exclusion with no unusual circumstances.</p> <p><i>Attach: FTA documentation</i></p>
Substantially complete	<p>Draft EIS or Draft EA has been released for public and regulatory agency reviews; or, for CEs with potential unusual circumstances, all appropriate environmental studies are complete.</p> <p><i>Attach: Announcement of availability for review or documentation that environmental studies are complete</i></p>
Underway	<p>For projects requiring an EIS or EA, project scoping is complete (purpose and need, range of alternatives and impacts, and significant issues to be addressed are defined). For CEs with potential unusual circumstances, drafts of all appropriate environmental studies are under public and/or regulatory agency review.</p> <p><i>Attach: Appropriate documentation (forms, emails, announcements) demonstrating the above</i></p>



MEMORANDUM

To: CMAQ and TAP-L Project Selection Committee

From: CMAP Staff

Date: October 27, 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](#) 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. Since the June meeting, US DOT has officially added both CMAQ and TAP-L to the [programs covered under the Justice40 initiative](#). The scoring of projects for Equity will help in the selection of projects that can contribute to the region meeting the requirement of 40% of CMAQ and TAP-L funding being implemented on projects in disadvantaged communities. Adding the new equity scoring will impact the overall points allocation for the programs. Details are provided below on the proposed equity scoring and the changes to the overall points spread.

Equity Scoring

To achieve the goals of Justice40, CMAP staff recommends incorporating disadvantaged communities as a scoring factor within an equity category using US DOT’s Disadvantaged Community (DAC) screening tool. 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

Percentage of facility users who are nonwhite and under the poverty line	Score
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. Since the minimum categories is 4 for a census track to be considered disadvantaged by US DOT, no points will be awarded below 4 categories.

Table 2. Disadvantaged Community Criteria – number of disadvantage categories

Number of disadvantaged categories	Score
0	0
1	0
2	0
3	0
4	4
5	7
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

Conclusion

The inclusion of the disadvantaged communities criteria in the overall CMAQ and TAP-L scoring process will not only align the programs with the federal Justice40 initiative but also assist in meeting the equity goals set out in ON TO 2050 for the region. Just like all the scoring criteria, Equity can be fine-tuned for future calls for projects as the programs change.