



CMAQ & TAP PROJECT SELECTION COMMITTEE

AGENDA - FINAL

Thursday, August 21, 2025

11:00 AM

**Cook 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 until August 20 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/88628349376?pwd=f7f9uiEmzcVH4tToLOsBNhETc71JbJ.1>

CMAQ provides the opportunity for public comment. Individuals are encouraged to submit comment by email to 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) 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 from May 15, 2025****[25-253](#)**

ACTION REQUESTED: Approval

Attachments: [PSCMeetingMinutes 051525](#)**4.0 Program Monitoring****4.01 Project Programming Status Sheets****[25-254](#)**

ACTION REQUESTED: Information

Attachments: [CMAQ Programming Sheet Aug2025](#)
[Deferred CMAQ Programming Sheet Aug2025](#)
[CRP Programming Sheet Aug2025](#)
[TAP-L Programming Sheet Aug2025](#)**4.02 CMAQ Programming Summary and Obligation Goal****[25-255](#)**

ACTION REQUESTED: Information

Attachments: [FFY25 ob goal table 20250821](#)**5.0 Project Change Requests****5.01 Project Change Request Memo****[25-257](#)**

ACTION REQUESTED: Approval

Attachments: [Project Change Memo Formal Requests 08212025](#)**5.01.1 Cook County DOTH - Touhy Ave and UPRR / Elmhurst Rd and Touhy Ave (03-96-0021)****[25-258](#)**

PURPOSE & ACTION: The sponsor requests a cost increase of \$6,441,650 CMAQ for construction in FFY 2025.

ACTION REQUESTED: Approval

Attachments: [03-96-0021 Touhy CMAQ Cost Change](#)

5.01.2 Park Forest - Metra Station Access Improvements (07-25-0007)[25-264](#)

PURPOSE & ACTION: The sponsor requests a schedule change to advance \$250,000 CMAQ for engineering 2 and \$60,000 CMAQ for ROW from FFY 2029 to FFY 2027.

ACTION REQUESTED: Approval

Attachments: [07-25-0007 Schedule advancement](#)

5.01.3 Waukegan - Metra Station Access Improvements (10-18-0003)[25-259](#)

PURPOSE & ACTION: The sponsor requests a reinstatement of \$40,000 CMAQ and a cost increase of \$8,000 CMAQ for phase 2 engineering in FFY 2026.

ACTION REQUESTED: Approval

Attachments: [10-18-0003 Waukegan Metra Station Improvement Reinstatement](#)

5.01.4 Metra - Zero Emissions Locomotives (18-22-0056)[25-260](#)

PURPOSE & ACTION: The sponsor requests a schedule change to advance \$72,575,000 CMAQ from FFY 2028 to FFY 2026.

ACTION REQUESTED: Approval

Attachments: [18-22-0056 CMAQ-Schedule-Change-Request Metra CMAQ Schedule Change Request Cover Letter signed](#)

5.01.5 Metra - Alternative Fuel Locomotives (18-21-0027)[25-261](#)

PURPOSE & ACTION: The sponsor requests a schedule change to advance \$29,024,137 CMAQ from FFY 2027 to FFY 2026.

ACTION REQUESTED: Approval

Attachments: [18-21-0027 CMAQ-Schedule-Change-Request Metra CMAQ Schedule Change Request Cover Letter signed](#)

5.01.6 Metra - Edgebrook Access to Transit (16-25-0011)[25-265](#)

PURPOSE & ACTION: The sponsor requests a schedule change to advance \$800,000 CMAQ from FFY 2029 to FFY 2026.

ACTION REQUESTED: Approval

Attachments: [16-25-0011 CMAQ-Schedule-Change-Request](#)

5.01.7 Metra - Electric Switch Locomotives (18-25-0020)[25-267](#)

PURPOSE & ACTION: The sponsor requests a schedule change to advance \$4,000,000 CMAQ from FFY 2029 to FFY 2026.

ACTION REQUESTED: Approval

Attachments: [18-25-0020 CMAQ-Schedule-Change-Request](#)

5.01.8 FPDDC - West Branch DuPage River Trail Connection (08-16-0019)[25-262](#)

PURPOSE & ACTION: The sponsor requests a reinstatement of \$3,610,134 TAP-L in FFY 2025 and a cost increase of \$124,941 for phase 2 engineering and \$2,290,905 for construction and construction engineering.

ACTION REQUESTED: Approval

Attachments: [08-16-0019 FPDDC - TAP-L Cost Change Request](#)

6.0 FFY 2026-2030 Program Development**6.01 FFY 2026 - 2030 CMAQ and TAP-L Call for Projects Review**[25-263](#)

PURPOSE & ACTION: The FFY 2026 - 2030 CMAQ and TAP-L programs were approved by the MPO Policy Committee on June 12, 2025 and the projects included in the CMAQ program were found to be eligible under federal guidelines by FHWA and FTA. Staff is in the process of notifying sponsors of awards and the active program management policies for both programs.

As staff begin to review the programming process from the FFY 2026-2030 Program Development, committee members are encouraged to share their thoughts on the process and the criteria used to evaluate and rank the submitted applications.

ACTION REQUESTED: Information

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 will be held on November 6, 2025.

10.0 Adjournment



CMAQ & TAP PROJECT SELECTION COMMITTEE

MEETING MINUTES - DRAFT

Thursday, May 15, 2025

11:00 AM

1.0 Call To Order

Chair Doug Ferguson called the meeting to order at 11:00 a.m.

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

Excused: Chris Schmidt

Absent: Darwin Burkhart, Mark Pitstick, and Dave Brady

Non-Voting: Jon Paul Dipla

Jason Lange served as alternate for Chris Schmidt, representing IDOT.

Staff present: Teri Dixon, Kama Dobbs, Jon Haadsma, Richard Norwood, Russell Pietrowiak, Mike Sobczak, Sarah Stolpe, Isaura Velez

Others present: Brian Larson, Eric Czarnota, George Kandathil, Gretchen Klock, Megan Swanson, Heidi Lichtenberger, Chad Riddle

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

3.01 Draft Meeting Minutes from April 3, 2025

[25-144](#)

Attachments: [PSCMeetingMinutes 040325](#)

A motion to approve the draft minutes from the April 3, 2025 meeting was made by Tom Rickert and seconded by Grant Davis. The motion was approved by a voice vote.

4.0 Programming Monitoring

4.01 Project Programming Status Sheets

[24-173](#)

Attachments: [CMAQ ProgrammingSheet 5-15-25](#)
[CMAQ Deferred ProgrammingSheet 5-15-25](#)
[CRP ProgrammingSheet 5-15-25](#)
[TAP-L ProgrammingSheet 5-15-25](#)

Chair Doug Ferguson presented the programming status sheets to the committee. There were no questions from committee members.

4.02 CMAQ Programming Summary and Obligation Goal**24-172****Attachments:** [FFY25 ob goal table 20250515](#)

Chair Ferguson shared that a little over \$53 million has been obligated in CMAQ funding in FFY 2025. Ferguson added that about \$88 million remains in Advance Construction. There were no questions.

5.0 Project Change Requests**5.01 Project Change Request Memo****25-146****Attachments:** [Project Change Memo Formal Requests 05152025](#)**5.02 Elmhurst - IL 56 Butterfield Road at York Street Intersection Improvement (08-12-0003)****25-147****Attachments:** [08-12-0003 Transfer](#)

CMAQ staff Jon Haadsma presented the change request for the IL 56 project in Elmhurst. The sponsor requested a transfer of \$214,000 CMAQ from right-of-way to construction. There was no discussion.

A motion to approve the project change request was made by Tom Rickert and seconded by Grant Davis. The motion was approved by a voice vote.

6.0 FFY 2026 - 2030 Program Development**6.01 Recommended FFY 2026 - 2030 CMAQ and TAP-L Programs****25-143****Attachments:** [PSC\(PCMemo\)05-15-25](#)
[FFY26-30 CMAQ-TAP PublicComments](#)
[CMAQ 26-30 Program 05-08-25](#)
[TAP-L 26-30 Program 05-08-25](#)

Chair Ferguson shared that the staff recommended CMAQ and TAP-L programs were released for public comment and a summary of comments received was shared with committee members. Based on these comments, staff did not recommend any changes to the draft programs. Ferguson added that staff is considering adding an avenue for community groups to elevate projects to sponsors in future calls.

A motion to approve the draft programs for consideration by the Transportation Committee was made by Grant Davis and seconded by Jason Lange. The motion was approved by a voice vote.

7.0 Other Business

There was no other business.

8.0 Public Comment

There were no public comments.

9.0 Next Meeting

The next meeting is scheduled for July 17, 2025

10.0 Adjournment

A motion to adjourn the meeting was made by Tom Rickert and seconded by Heather Mullins. The motion passed by a voice vote.

The meeting was adjourned at 11:10 a.m.

 **Chicago Metropolitan Agency for Planning**
FFY 2025-2029 CMAQ Program Summary

| | | | | | CMAQ Funds | | | | | | | |
|------------------------------|------------|------------------|------------------|---|------------|--------------|------|------------|---------|---------------|---------------|---------------------|
| Project Type | TIP ID | Regional Council | Sponsor | Facility to be Improved | ENG | | ROW | | CON/IMP | | Project Total | Unobligated Balance |
| | | | | | FFY | Amount | FFY | Amount | FFY | Amount | | |
| Transit Facility Improvement | 01-02-0030 | City of Chicago | CDOT | State/Lake (Loop Elevated) Station | | | | | 2025 | \$ 48,040,000 | \$ 48,040,000 | \$ - |
| Access to Transit | 01-20-0006 | City of Chicago | CDOT | Chicago Pedway Reconstruction + System Wayfinding Replacement | | | | | 2025 | \$ 3,236,583 | \$ 3,236,583 | \$ 3,236,583 |
| Access to Transit | 01-21-0019 | City of Chicago | Cook County DOTH | 118 N. Clark Pedway Extension | 2025 | \$ 299,348 | | | 2025 | \$ 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 | 2025 | \$ 4,000,000 | | | | | \$ 4,000,000 | \$ 4,000,000 |
| Bicycle & Pedestrian | 02-06-0035 | North Shore | Skokie | Gross Point Rd from Old Orchard Rd to Golf Rd | | | | | 2025 | \$ 130,000 | \$ 130,000 | \$ 130,000 |
| Bicycle & Pedestrian | 02-14-0003 | North Shore | Skokie | Church St. from Linder Av to McCormick Blv | 2025 | \$ 72,449 | | | | | \$ 72,449 | \$ 72,449 |
| Intersection Improvement | 02-19-0008 | North Shore | Lincolnwood | Touhy Ave at Cicero Ave | | | 2025 | \$ 328,000 | | | \$ 328,000 | \$ 328,000 |
| Bicycle & Pedestrian | 02-19-0015 | North Shore | Skokie | Oakton St Multi-Use Path | | | | | 2025 | \$ 183,278 | \$ 183,278 | \$ 183,278 |
| Intersection Improvement | 02-19-0016 | North Shore | Glenview | E Lake Ave at Waukegan Rd | | | 2025 | \$ 168,000 | 2025 | \$ 5,120,882 | \$ 5,288,882 | \$ 5,120,882 |
| Bicycle & Pedestrian | 02-20-0015 | North Shore | Northfield | Happ Road Corridor Improvements | | | | | 2026 | \$ 100,320 | \$ 100,320 | \$ 100,320 |
| Access to Transit | 02-22-0005 | North Shore | Northbrook | Northbrook Metra Station and Pace Route Access Improvements | | | | | 2025 | \$ 34,474 | \$ 34,474 | \$ 34,474 |
| 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 | | | | | 2025 | \$ 2,624,606 | \$ 2,624,606 | \$ - |
| Intersection Improvement | 03-03-0102 | Northwest | Schaumburg | IL 62/Algonquin Rd at Meacham Rd | | | | | 2025 | \$ 3,677,553 | \$ 3,677,553 | \$ 3,677,553 |
| Intersection Improvement | 03-19-0008 | Northwest | IDOT D1 | US 20 at Oak Ave and Bartlett Rd | | | 2025 | \$ 180,000 | 2026 | \$ 2,398,000 | \$ 2,578,000 | \$ 2,578,000 |
| Bicycle & Pedestrian | 03-19-0022 | Northwest | Schaumburg | Golf Rd. and Meacham Rd. Multiuse Path | 2025 | \$ 1,108 | | | | | \$ 1,108 | \$ 1,108 |
| Bicycle & Pedestrian | 03-19-0040 | Northwest | Niles | Niles Pace Bus Stop Access and Golf/Greenwood Intersection Improvements | | | | | 2025 | \$ 320,000 | \$ 320,000 | \$ 320,000 |
| 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 | \$ 196,470 | 2025 | \$ 315,201 | 2026 | \$ 1,843,098 | \$ 2,354,769 | \$ 2,158,299 |
| Bicycle & Pedestrian | 03-23-0037 | Northwest | Schaumburg | Martingale Rd./Higgins Rd. Bike Path | | | | | 2027 | \$ 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 | | | | | 2025 | \$ 34,739,000 | \$ 34,739,000 | \$ - |
| Access to Transit | 04-18-0001 | North Central | Northlake | Northlake Pace Route Access Improvements | 2025 | \$ 15,328 | | | 2025 | \$ 168,608 | \$ 183,936 | \$ 183,936 |
| 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 | 2025 | \$ 11,685 | | | 2026 | \$ 109,114 | \$ 120,799 | \$ 120,799 |
| Access to Transit | 05-19-0001 | Central | IDOT D1 | 55th St Transit Access Improvements | | | | | 2025 | \$ 82,424 | \$ 82,424 | \$ 82,424 |
| Signal Interconnect | 06-00-0042 | Southwest | Orland Park | 143rd St from Wolf Rd to LaGrange Rd | | | | | 2025 | \$ 180,640 | \$ 180,640 | \$ 180,640 |
| Bicycle & Pedestrian | 07-16-0001 | South | Cook County DOTH | Sauk Village Multi-use Path | 2025 | \$ 125,000 | | | | | \$ 125,000 | \$ - |
| Access to Transit | 07-16-0004 | South | Oak Forest | Oak Forest TOD Area Access to Transit Improvements | | | | | 2025 | \$ 1,037,000 | \$ 1,037,000 | \$ 1,037,000 |

| Project Type | TIP ID | Regional Council | Sponsor | Facility to be Improved | CMAQ Funds | | | | | | | |
|------------------------------|------------|------------------|--------------------|--|------------|--------------|------|------------|---------|---------------|---------------|---------------------|
| | | | | | ENG | | ROW | | CON/IMP | | Project Total | Unobligated Balance |
| | | | | | FFY | Amount | FFY | Amount | FFY | Amount | | |
| Access to Transit | 07-19-0031 | South | Calumet Park | Calumet Park Metra Station Access Improvements | 2025 | \$ 41,378 | | | 2026 | \$ 262,055 | \$ 303,433 | \$ 303,433 |
| Access to Transit | 07-19-0032 | South | Midlothian | Midlothian Metra Station Access Improvements | 2025 | \$ 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 |
| Signal Interconnect | 07-23-0022 | South | IDOT D1 | US 30 211th St- Matteson Ave to Brookwood Dr. | | | | | 2026 | \$ 148,000 | \$ 148,000 | \$ 148,000 |
| | 08-12-0003 | DuPage | Elmhurst | IL 56 Butterfield Rd at York St | | | 2025 | \$ 136,000 | | | \$ 136,000 | \$ 136,000 |
| Intersection Improvement | 08-12-0004 | DuPage | DuPage County DOT | 55th St from Dunham Road to Clarendon Hills Road | | | | | 2025 | \$ 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 | \$ 1,081,600 | | | 2027 | \$ 9,568,320 | \$ 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 | | | | | 2025 | \$ 414,725 | \$ 414,725 | \$ 414,725 |
| Signal Interconnect | 08-18-0003 | DuPage | DuPage County DOT | Central Signal System Expansion 1 and Expansion 2 | | | | | 2025 | \$ 516,379 | \$ 516,379 | \$ 516,379 |
| 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 | | | | | 2025 | \$ 217,346 | \$ 217,346 | \$ 217,346 |
| 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 |
| Bicycle & Pedestrian | 09-09-0007 | Kane Kendall | Elgin | Elgin Bikeway Plan Rt 4 SW Quadrant | | | | | 2025 | \$ 13,170 | \$ 13,170 | \$ 13,170 |
| Intersection Improvement | 09-18-0003 | Kane Kendall | Elgin | Randall Rd. at Weld Rd./US 20 | | | | | 2025 | \$ 2,260,682 | \$ 2,260,682 | \$ 2,260,682 |
| Intersection Improvement | 09-19-0007 | Kane Kendall | Aurora | Montgomery Rd at Hill Ave | | | 2025 | \$ 714,000 | 2026 | \$ 6,156,000 | \$ 6,870,000 | \$ 6,870,000 |
| Signal Interconnect | 09-20-0083 | Kane Kendall | Aurora | Indian Trail Traffic Signal Modernization | | | | | 2025 | \$ 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 | | | | | 2025 | \$ 4,661,893 | \$ 4,661,893 | \$ 4,661,893 |
| Intersection Improvement | 10-03-0005 | Lake | Lake County DOT | Deerfield Rd at Portwine Rd | | | | | 2025 | \$ 1,062,796 | \$ 1,062,796 | \$ 1,062,796 |
| Intersection Improvement | 10-03-0005 | Lake | Lake County DOT | Deerfield Rd at Saunders Rd | | | | | 2025 | \$ 209,843 | \$ 209,843 | \$ 209,843 |
| Signal Interconnect | 10-03-0005 | Lake | Lake County DOT | Deerfield Rd from Milwaukee Ave to Saunders Rd | | | | | 2025 | \$ 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) | | | | | 2025 | \$ 231,769 | \$ 231,769 | \$ 231,769 |
| Intersection Improvement | 10-18-0002 | Lake | Lake County DOT | Wadsworth Road at Lewis Avenue Intersection Improvement | | | | | 2025 | \$ 934,839 | \$ 934,839 | \$ 802,329 |
| | 10-19-0039 | Lake | North Chicago | North Chicago Pace Bus Route Access Improvements | 2026 | \$ 63,176 | | | | | \$ 63,176 | \$ 63,176 |
| 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 | 10-23-0018 | 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 | | | | | 2025 | \$ 3,100,000 | \$ 3,100,000 | \$ 3,100,000 |
| Access to Transit | 11-23-0004 | McHenry | Harvard | US Rte. 14 Sidewalks | 2025 | \$ 149,000 | | | | | \$ 149,000 | \$ - |
| Access to Transit | 11-24-0007 | McHenry | Harvard | Harvard Metra Station Access to Transit | 2025 | \$ 47,200 | | | 2026 | \$ 240,800 | \$ 288,000 | \$ 288,000 |

| | | | | | CMAQ Funds | | | | | | | |
|----------------------------|------------|------------------|------------|---|------------|-----------|------|-----------|---------|----------------|----------------|---------------------|
| | | | | | ENG | | ROW | | CON/IMP | | Project Total | Unobligated Balance |
| Project Type | TIP ID | Regional Council | Sponsor | Facility to be Improved | FFY | Amount | FFY | Amount | FFY | Amount | | |
| Access to Transit | 12-24-0012 | Will | Plainfield | Plainfield 143rd Shared-Use Path | 2025 | \$ 80,000 | 2025 | \$ 80,000 | 2026 | \$ 560,000 | \$ 720,000 | \$ 720,000 |
| Signal Interconnect | 13-19-0005 | Regionwide | IDOT D1 | IL 64 SMART Corridor (Smith/Kautz Rd to IL 50) | | | | | 2025 | \$ 8,441,600 | \$ 8,441,600 | \$ - |
| 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 |
| Other Transit | 16-19-0036 | City of Chicago | CTA | Bus Slow Zones Elimination Program | | | | | 2025 | \$ 15,200,000 | \$ 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 | | | | | 2026 | \$ 15,654,000 | \$ 15,654,000 | \$ 15,654,000 |
| Direct Emissions Reduction | 18-21-0027 | Regionwide | Metra | Metra Alternative Fuel Locomotives | | | | | 2027 | \$ 29,024,137 | \$ 29,024,137 | \$ 29,024,137 |
| Direct Emissions Reduction | 18-22-0056 | Regionwide | Metra | Zero-Emissions Locomotives | | | | | 2025 | \$ 29,024,137 | \$ 29,024,137 | \$ 29,024,137 |
| Direct Emissions Reduction | 18-22-0056 | Regionwide | Metra | Zero-Emissions Locomotives | | | | | 2027 | \$ 20,975,863 | \$ 20,975,863 | \$ 20,975,863 |
| | 18-22-0056 | Regionwide | Metra | Zero-Emissions Locomotives | | | | | 2028 | \$ 119,320,000 | \$ 119,320,000 | \$ 119,320,000 |
| TOTAL CMAQ | | | | | | | | | | | \$ 607,623,975 | \$ 512,916,589 |

| | | | | | CMAQ Funds | | | | | | | |
|-----------------------------------|------------|------------------|-----------------|---|------------|------------|-----|--------|---------|---------------|---------------|------------------|
| | | | | | ENG | | ROW | | CON/IMP | | | |
| Project Type | TIP ID | Regional Council | Sponsor | Facility to be Improved | FFY | Amount | FFY | Amount | FFY | Amount | Project Total | Deferred Balance |
| Bicycle & Pedestrian | 01-01-0011 | City of Chicago | CDOT | Chicago Bikes Marketing Campaign-Phase IV-TravelSmart | | | | | MYB | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 |
| Bicycle & Pedestrian | 01-06-0005 | City of Chicago | CDOT | Walk to Transit - Series 3 | | | | | MYB | \$ 1,980,000 | \$ 1,980,000 | \$ 1,980,000 |
| Other | 01-09-0005 | City of Chicago | CDOT | Traffic Management Center Integrated Corridor Management | | | | | MYB | \$ 1,520,000 | \$ 1,520,000 | \$ 1,520,000 |
| Other | 01-12-0002 | City of Chicago | CDOT | Arterial VMS Traveler Information System, Phase I | MYB | \$ 172,000 | | | MYB | \$ 1,141,000 | \$ 1,313,000 | \$ 1,313,000 |
| Direct Emissions Reduction | 01-12-0004 | City of Chicago | CDOT | Chicago Area Alternative Fuel Deployment Project, Phase 3 | | | | | MYB | \$ 17,800,000 | \$ 17,800,000 | \$ 17,800,000 |
| Other | 01-12-0005 | City of Chicago | CDOT | Arterial Detection System Improvements | | | | | MYB | \$ 975,200 | \$ 975,200 | \$ 975,200 |
| Signal Interconnect | 01-12-0006 | City of Chicago | CDOT | US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr | MYB | \$ 124,000 | | | MYB | \$ 820,000 | \$ 944,000 | \$ 944,000 |
| Signal Interconnect | 01-12-0007 | City of Chicago | CDOT | IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr | MYB | \$ 122,000 | | | MYB | \$ 806,000 | \$ 928,000 | \$ 928,000 |
| Bicycle & Pedestrian | 01-14-0010 | City of Chicago | CDOT | Columbia Bridge over Jackson Park Lagoon/59th St Bike Path | | | | | MYB | \$ 578,000 | \$ 578,000 | \$ 578,000 |
| Other | 01-16-0003 | Regionwide | IDOT D1 | Ramp Metering I-55 Expansion and Dan Ryan Enhancement | | | | | MYB | \$ 3,098,000 | \$ 3,098,000 | \$ 3,098,000 |
| Signal Interconnect | 01-17-0014 | City of Chicago | CDOT | Wireless Signal Interconnects | | | | | MYB | \$ 28,757,000 | \$ 28,757,000 | \$ 28,757,000 |
| Direct Emissions Reduction | 01-18-0005 | City of Chicago | CDOT | Drive Electric Chicago- EV Charger Program | | | | | MYB | \$ 15,507,000 | \$ 15,507,000 | \$ 15,507,000 |
| Bicycle & Pedestrian | 01-94-0092 | City of Chicago | CDOT | Streets for Cycling - Deferred Implementation | | | | | MYB | \$ 15,555,000 | \$ 15,555,000 | \$ 15,555,000 |
| Bicycle & Pedestrian | 02-16-0013 | North Shore | Skokie | Skokie Bicycle Parking at Dempster and Oakton Stations | | | | | MYB | \$ 231,000 | \$ 231,000 | \$ 231,000 |
| Intersection Improvement | 02-19-0008 | North Shore | Lincolnwood | Touhy/Cicero Ave Intersection Improvements | MYB | \$ 176,000 | | | MYB | \$ 1,600,000 | \$ 1,776,000 | \$ 1,776,000 |
| Bicycle & Pedestrian | 04-11-0009 | North Central | Hillside | Butterfield Rd from Wolf Rd to Mannheim Rd | | | | | MYB | \$ 452,000 | \$ 452,000 | \$ 452,000 |
| Bicycle & Pedestrian | 06-06-0061 | South | Alsip | Cal-Sag Multi-Use Greenway | | | | | MYB | \$ 1,672,000 | \$ 1,672,000 | \$ 1,672,000 |
| Direct Emissions Reduction | 06-18-0001 | Southwest | Bedford Park | The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project | | | | | MYB | \$ 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 | | | | | MYB | \$ 2,925,000 | \$ 2,925,000 | \$ 2,925,000 |
| Access to Transit | 06-19-0017 | Southwest | Blue Island | Blue Island Metra Station and Pace Bus Route Access Improvements | | | | | | | \$ - | \$ - |
| Bicycle & Pedestrian | 07-12-0004 | South | Burnham | Burnham Greenway Trail from State St to Brainard and Burnham | | | | | MYB | \$ 3,162,000 | \$ 3,162,000 | \$ 3,162,000 |
| Access to Transit | 07-18-0002 | South | Chicago Heights | Chicago Heights Pace Bus Terminal Improvements | MYB | \$ 12,000 | | | MYB | \$ 87,935 | \$ 99,935 | \$ 99,935 |
| Access to Transit | 07-19-0032 | South | Midlothian | Midlothian Metra Station Access Improvements | | | | | MYB | \$ 461,600 | \$ 461,600 | \$ 461,600 |
| Intersection Improvement | 08-00-0008 | DuPage | IDOT D1 | IL 53 from IL 64 North Ave to IL 38 Roosevelt Rd. | | | | | MYB | \$ 91,000 | \$ 91,000 | \$ 91,000 |
| Intersection Improvement | 08-12-0003 | DuPage | Elmhurst | IL 56/Butterfield Rd at York St | | | | | MYB | \$ 997,748 | \$ 997,748 | \$ 997,748 |
| Transit Station/Stop Improvements | 08-18-0005 | Dupage | Elmhurst | Elmhurst Metra Station/Multi-Modal and Site Access/Improvements | | | | | MYB | \$ 14,005,484 | \$ 14,005,484 | \$ 14,005,484 |
| Intersection Improvement | 10-00-0117 | Lake | Lake County DOT | Fairfield Rd at IL 134 | | | | | MYB | \$ 699,000 | \$ 699,000 | \$ 699,000 |
| Bicycle & Pedestrian | 10-13-0015 | Lake | North Chicago | North Chicago Lakefront Bike Path | MYB | \$ 28,000 | | | MYB | \$ 249,000 | \$ 277,000 | \$ 277,000 |
| Access to Transit | 10-18-0003 | Lake | Waukegan | Waukegan Metra Station and Pace Route Access Improvements | MYB | \$ 40,000 | | | MYB | \$ 168,704 | \$ 208,704 | \$ 208,704 |
| Access to Transit | 10-19-0039 | Lake | North Chicago | North Chicago Pace Bus Route Access Improvements | | | | | MYB | \$ 350,979 | \$ 350,979 | \$ 350,979 |
| Direct Emissions Reduction | 13-14-0001 | Regionwide | IEPA | Chicago Area Green Fleet Grant Program | | | | | MYB | \$ 6,000,000 | \$ 6,000,000 | \$ 6,000,000 |
| Direct Emissions Reduction | 13-14-0002 | Regionwide | IDOT | Indiana Harbor Belt Railroad Locomotive Fuel Conversion | | | | | MYB | \$ 28,005,314 | \$ 28,005,314 | \$ 28,005,314 |
| Direct Emissions Reduction | 13-16-0001 | Regionwide | IDOT D1 | RailservleIngredion Switcher Locomotive Engine Replacement | | | | | MYB | \$ 2,692,000 | \$ 2,692,000 | \$ 2,692,000 |

| | | | | | CMAQ Funds | | | | | | | |
|----------------------------|------------|------------------|---------|-------------------------|------------|--------|-----|--------|---------|---------------|----------------|------------------|
| | | | | | ENG | | ROW | | CON/IMP | | Project Total | Deferred Balance |
| Project Type | TIP ID | Regional Council | Sponsor | Facility to be Improved | FFY | Amount | FFY | Amount | FFY | Amount | | |
| Direct Emissions Reduction | 16-14-0001 | City of Chicago | CTA | Purchase Electric Buses | | | | | MYB | \$ 15,595,230 | \$ 15,595,230 | \$ 15,595,230 |
| TOTAL CMAQ Deferred | | | | | | | | | | | \$ 173,380,694 | |

 **Chicago Metropolitan Agency for Planning**
FFY 2025-2029 CRP Program Summary

| Project Type | TIP ID | Regional Council | Sponsor | Facility to be Improved | CRP Funds | | | | | | | |
|------------------------------|------------|------------------|----------|--|-----------|---------------|-----|--------|---------|---------------|----------------|---------------------|
| | | | | | ENG | | ROW | | CON/IMP | | Project Total | Unobligated Balance |
| | | | | | FFY | Amount | FFY | Amount | FFY | Amount | | |
| Transit Facility Improvement | 01-23-0009 | City of Chicago | CDOT | Washington Station (CTA Blue Line) | MYB | \$ 15,000,000 | | | | | \$ 15,000,000 | \$ 15,000,000 |
| Transit Facility Improvement | 01-94-0006 | City of Chicago | CTA | Red Line Extension | 2025 | \$ 15,000,000 | | | 2025 | \$ 15,000,000 | \$ 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 | | | | | 2026 | \$ 8,000,000 | \$ 8,000,000 | \$ 8,000,000 |
| Transit Service | 17-18-0003 | Regionwide | Pace | Pulse Halsted Line | | | | | 2025 | \$ 9,663,058 | \$ 9,663,058 | \$ 9,663,058 |
| TOTAL CRP | | | | | | | | | | | \$ 132,663,058 | \$ 132,663,058 |

 **Chicago Metropolitan Agency for Planning**
FFY 2025-2029 TAP-L Program Summary

| ITEP # | Project Type | TIP ID | Regional Council | Sponsor | Facility to be Improved | TAP-L Funds | | | | | | | |
|--------|----------------------|------------|------------------|--------------------|---|-------------|------------|------|------------|------------|---------------|---------------|---------------------|
| | | | | | | ENG | | ROW | | CON/IMP | | Project Total | Unobligated Balance |
| | | | | | | 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 | | | | | 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 | | | | | 2025 | \$ 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 | | | | | 2027 | \$ 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 | | | | | 2025 | \$ 1,966,460 | \$ 1,966,460 | \$ 1,966,460 |
| | Bicycle & Pedestrian | 02-23-0009 | North Shore | Evanston | Church St. Pedestrian and Bicycle Improvements | | | | | 2027 | \$ 1,394,541 | \$ 1,394,541 | \$ 1,394,541 |
| | Bicycle & Pedestrian | 03-19-0022 | Northwest | Schaumburg | Golf Rd. and Meacham Rd. Multi-Use Path | | | | | 2025 | \$ 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 | | | | | 2025 | \$ 5,093,000 | \$ 5,093,000 | \$ 5,093,000 |
| | Bicycle & Pedestrian | 03-21-0003 | Northwest | Streamwood | IL 59 Bicycle and Pedestrian Overpass | | | | | 2025 | \$ 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 | | | | | 2025 | \$ 12,677,100 | \$ 12,677,100 | \$ 12,677,100 |
| | Bicycle & Pedestrian | 04-19-0010 | North Central | Broadview | 25th Avenue Shared Use Path | 2025 | \$ 234,884 | | | 2025 | \$ 451,039 | \$ 685,923 | \$ 685,923 |
| 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 | | | 2025 | \$ 98,885 | 2027 | \$ 1,262,432 | \$ 1,361,317 | \$ 1,361,317 |
| | Bicycle & Pedestrian | 07-12-0004 | South | Burnham | Burnham Greenway Trail Gap | 2025 | \$ 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 | 2026 | \$ 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 | | | | | 2025 | \$ 3,750 | \$ 3,750 | \$ 3,750 |
| | 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 | 2025 | \$ 107,392 | | | | | \$ 107,392 | \$ 107,392 |
| | Bicycle & Pedestrian | 07-23-0004 | South | Midlothian | Natalie Creek Trail | 2025 | \$ 766,440 | 2025 | \$ 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 | | | | | MYB | \$ 3,610,134 | \$ 3,610,134 | \$ 3,610,134 |
| | Bicycle & Pedestrian | 08-17-0021 | DuPage | Carol Stream | Southeast Carol Stream Bike Path | 2025 | \$ 83,940 | | | | | \$ 83,940 | \$ 83,940 |
| | Bicycle & Pedestrian | 08-20-0022 | DuPage | Elmhurst | Bicycle and Pedestrian Overpass Over Illinois 83 | | | | | 2025 | \$ 123,918 | \$ 123,918 | \$ 123,918 |
| | Bicycle & Pedestrian | 09-02-0007 | Kane Kendall | Kane County DOT | Randall Rd at Hopps | | | | | 2026 | \$ 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 | | | | | 2025 | \$ 3,628,494 | \$ 3,628,494 | \$ 3,628,494 |

| | | | | | | TAP-L Funds | | | | | | | |
|-------------|----------------------|------------|------------------|-----------------|---|-------------|--------|-----|--------|------------|--------------|----------------|---------------------|
| ITEP # | Project Type | TIP ID | Regional Council | Sponsor | Facility to be Improved | ENG | | ROW | | CON/IMP | | Project Total | Unobligated Balance |
| | | | | | | FFY | Amount | FFY | Amount | FFY | Amount | | |
| 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 |
| 1T1305 | Bicycle & Pedestrian | 10-03-0005 | Lake | Lake County DOT | Deerfield Rd from Milwaukee Ave to Saunders Rd | | | | | 2025 | \$ 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) | | | | | 2027, 2028 | \$ 8,347,118 | \$ 8,347,118 | \$ 8,347,118 |
| | 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 | | | | | 2025 | \$ 635,019 | \$ 635,019 | \$ 635,019 |
| | Bicycle & Pedestrian | 12-23-0014 | Will | Crete Township | Plum Creek Greenway Trail - Phase III | | | | | 2025 | \$ 490,000 | \$ 490,000 | \$ 490,000 |
| TOTAL TAP-L | | | | | | | | | | | | \$ 135,450,311 | \$ 135,450,311 |



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 |
|------|--------------------------------------|----------------------|----------------------|-------------------------------|--------------------------------------|-----------------|---------------------------------|---------------------------------|
| 2025 | \$ 28,585,754 | \$ 75,485,693 | \$ (46,899,939) | \$ 173,793,870 | \$ (220,693,809) | \$ 224,918,048 | \$ 117,781,561 | \$ 107,136,487 |
| 2026 | \$ 127,249,031 | \$ 164,875,539 | \$ (37,626,508) | \$ - | \$ (37,626,508) | \$ 127,249,031 | | |
| 2027 | \$ 129,794,012 | \$ 132,733,423 | \$ (2,939,411) | \$ - | \$ (2,939,411) | \$ 129,794,012 | | |
| 2028 | \$ 132,389,892 | \$ 132,372,000 | \$ 17,892 | \$ - | \$ 17,892 | \$ 132,389,892 | | |
| 2029 | \$ 135,037,690 | \$ 106,411,395 | \$ 28,626,295 | \$ - | \$ 28,626,295 | \$ 135,037,690 | | |
| | \$ 553,056,379 | \$ 611,878,050 | \$ (58,821,672) | \$ 173,793,870 | \$ (232,615,542) | \$ 749,388,672 | | |

Current as of 8/8/2025

| | |
|---------------------------------------|--|
| 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 2025 includes the unobligated balance from prior years and funds transfer by IDOT over the last four years, with funds currently in Advanced Construction not considered to be programmable since they may be converted at any time. FFY 2026-2029 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 2025 Federal Apportionment | \$ 124,753,952 |
| Prior Years' Unobligated Balance | \$ 106,139,810 (+) |
| | \$ 230,893,762 |
| FFY 2025 Obligated | \$ 117,781,561 (-) |
| FFY 2025 Advanced Construction | \$ 46,667,386 (-) |
| Prior Years' Advanced Construction | \$ 37,859,061 (-) |
| | \$ 28,585,754 |



433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

MEMORANDUM

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

From: CMAP Staff

Date: August 14, 2025

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

Action Requested: Approval

Project sponsors requested consideration of changes to eight (8) projects. Three project requests are not being brought forward for consideration. The three requests that aren't being recommended for committee approval— two from Metra (18-25-0020 and 16-25-0011) and one from Park Forest (07-25-0007)— were awarded funds in the new FFY 2026-2030 program and are requesting schedule changes, however, the new program is not official until October 1, 2025.

The five (5) sponsors' requests that are being presented for consideration are included in the meeting packet. Staff recommends approval of the five requests. In addition, staff approved two requests administratively, which are outlined in the administrative section. Below is a summary of the impacts of the changes on the fiscal constraint of the three respective programs.

| | CMAQ | | | | | Request |
|---|---------------|---------------|---------------|---------------|---------------|--|
| | 2025 | 2026 | 2027 | 2028 | 2029 | |
| Current Program* | \$75,485,693 | \$133,694,013 | \$132,733,423 | \$132,372,000 | \$106,411,395 | |
| Unprogrammed Balance* | -\$46,899,939 | -\$6,444,982 | -\$2,939,411 | \$17,892 | \$28,626,295 | |
| Sponsor requested changes - for Committee consideration | | | | | | |
| CCDOH (03-96-0021) | \$6,441,650 | | | | | Cost increase for C/CE in FFY 2025 |
| Waukegan (10-18-0003) | | \$40,800 | | | | Reinstatement of Eng2 in FFY 2026 |
| Metra (18-22-0056) | | \$72,575,000 | | -\$72,575,000 | | Transfer of funds from FFY 2028 to FFY 2026. |
| Metra (18-21-0027) | | \$9,024,137 | -\$9,024,137 | | | Transfer of funds from FFY 2027 to FFY 2026. |
| Sum of Changes From Requests | \$6,441,650 | \$81,639,937 | -\$9,024,137 | -\$72,575,000 | \$0 | |
| Sum of Recommended Changes | \$6,441,650 | \$81,639,937 | -\$9,024,137 | -\$72,575,000 | \$0 | |
| Recommended Revised Program | \$81,927,343 | \$215,333,950 | \$123,709,286 | \$59,797,000 | \$106,411,395 | |
| Rec. Rev. Unprogrammed Balance | -\$53,341,589 | -\$88,084,919 | \$6,084,726 | \$72,592,892 | \$28,626,295 | |

| | CRP | | | | | Request |
|---|--------------|--------------|--------------|---------------|--------------|---------|
| | 2025 | 2026 | 2027 | 2028 | 2029 | |
| Current Program* | \$9,663,058 | \$18,000,000 | \$15,000,000 | \$45,000,000 | \$0 | |
| Unprogrammed Balance* | \$17,021,366 | \$1,972,462 | \$5,371,911 | -\$24,220,651 | \$21,194,936 | |
| Sponsor requested changes - for Committee consideration | | | | | | |
| | | | | | | |
| Sum of Changes From Requests | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Sum of Recommended Changes | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Recommended Revised Program | \$9,663,058 | \$18,000,000 | \$15,000,000 | \$45,000,000 | \$0 | |
| Rec. Rev. Unprogrammed Balance | \$17,021,366 | \$1,972,462 | \$5,371,911 | -\$24,220,651 | \$21,194,936 | |

| | TAP-L | | | | | Request |
|---|--------------|--------------|--------------|--------------|--------------|--|
| | 2025 | 2026 | 2027 | 2028 | 2029 | |
| Current Program* | \$58,428,148 | \$19,555,306 | \$25,250,335 | \$19,669,286 | \$0 | |
| Unprogrammed Balance* | -\$1,742,155 | \$124,283 | -\$5,177,154 | \$805,359 | \$20,884,138 | |
| Sponsor requested changes - for Committee consideration | | | | | | |
| FPDDC (08-16-0019) | \$6,025,980 | | | | | Reinstatement and cost increase for C/CE in FFY 2025 and cost increase of Eng 2 in FFY 2025. |
| Sum of Changes From Requests | \$6,025,980 | \$0 | \$0 | \$0 | \$0 | |
| Sum of Recommended Changes | \$6,025,980 | \$0 | \$0 | \$0 | \$0 | |
| Recommended Revised Program | \$64,454,128 | \$19,555,306 | \$25,250,335 | \$19,669,286 | \$0 | |
| Rec. Rev. Unprogrammed Balance | -\$7,768,135 | \$124,283 | -\$5,177,154 | \$805,359 | \$20,884,138 | |

For Committee Consideration:

| Project | Request | Action |
|---|--|--|
| <p>Cook County DOTH – Touhy Ave and UPRR / Elmhurst Rd and Touhy Ave (03-96-0021)</p> <p>These segments of the project are programmed for \$11,450,000 and 23,289,000 CMAQ for construction in FFY 2025.</p> | <p>The sponsor is requesting a cost increase of \$6,441,650 CMAQ for construction in FFY 2025.</p> <p>The project has been let and bids for construction exceeded the engineer’s estimate. The estimate was produced in 2013 for use in applying to the 2014-2018 CMAQ program. The additional \$6.44 million will provide the maximum 80 percent match for the CMAQ eligible construction cost total.</p> <p>The two segments were submitted as separate projects among both intersection improvement and bottleneck elimination categories in the 2014-2018 program. When re-ranking the two segments under a single project, it remained as the 2nd ranked project out of 2 selected in the bottleneck elimination category and as the 4th ranked project among 8 selected projects in the intersection improvement category.</p> | <p>Staff recommends approval of the requested cost increase of \$6,441,650 CMAQ for construction in FFY 2025.</p> |
| <p>Park Forest– Metra station access improvements (07-25-0007)</p> <p>The project was awarded \$250,000 for engineering 2 in FFY 2029, \$60,000 CMAQ for ROW in FFY 2029, and \$2,200,000 CMAQ for construction in FFY 2030.</p> | <p>The project is requesting a schedule change to advance \$250,000 for engineering 2 and \$60,000 CMAQ for ROW from FFY 2029 to FFY 2027.</p> | <p>Staff recommends postponing consideration of the request until later in FFY 2026 since this project was newly added to the program with the FFY 2026-2030 program which does not go active until October 1, 2025.</p> |

| Project | Request | Action |
|---|--|---|
| <p>Waukegan – Metra station access improvements (10-18-0003)</p> <p>The project is programmed for \$40,000 CMAQ for phase 2 engineering and \$168,704 CMAQ for construction. Both phases are in deferment.</p> | <p>The sponsor is requesting a reinstatement of \$40,000 CMAQ and a cost increase of \$8,000 CMAQ for phase 2 engineering in FFY 2026.</p> <p>The project received design approval in June 2024 and is preparing to submit phase 2 engineering draft agreements.</p> <p>The project was re-ranked among access to transit projects included in the 2018-2022 program. The project remained the 4th ranked project out of 4 selected projects.</p> | <p>Staff recommends approval of the requested reinstatement and cost increase for a total of \$48,000 CMAQ for engineering 2 in FFY 2026.</p> |
| <p>Metra – Zero Emissions Locomotives (18-22-0056)</p> <p>The project is programmed for \$29,024,137 CMAQ in FFY 2025, \$20,975,863 CMAQ in FFY 2027, and \$119,320,000 CMAQ in FFY 2028.</p> | <p>The sponsor is requesting a schedule change to advance \$72,575,000 CMAQ from FFY 2028 to FFY 2026.</p> <p>This project has an active contract that is ongoing. The contract schedule includes significant billing in 2026, and already executed CMAQ funding will be expended by March 2026.</p> | <p>Staff recommends approval of the requested schedule change of \$72,575,000 CMAQ from FFY 2028 to FFY 2026 pending staff ability to maintain fiscal constraint.</p> |
| <p>Metra – Alternative Fuel Locomotives (18-21-0027)</p> <p>The project is programmed for \$29,024,137 CMAQ for implementation in FFY 2027.</p> | <p>The project is requesting a schedule change to advance \$29,024,137 CMAQ from FFY 2027 to FFY 2026.</p> <p>A contract award for this project is anticipated in FFY 2026, which will require the advancement of funding.</p> | <p>Staff recommends approval of the requested schedule change of \$29,024,137 CMAQ from FFY 2027 to FFY 2026 pending staff ability to maintain fiscal constraint.</p> |
| <p>Metra – Edgebrook Access to Transit (16-25-0011)</p> <p>The project was awarded \$42,000 CMAQ for engineering in FFY 2029 and \$758,000 CMAQ for construction in FFY 2029.</p> | <p>The project is requesting a schedule change to advance \$800,000 CMAQ from FFY 2029 to FFY 2026.</p> | <p>Staff recommends postponing consideration of the request until November 2025 since the project was newly added to the program with the FFY 2026-2030 program which does not go active until October 1, 2025.</p> |

| Project | Request | Action |
|--|--|--|
| <p>Metra – Electric Switch Locomotives (18-25-0020)</p> <p>The project was awarded \$9,600,000 CMAQ for implementation in FFY 2029 and \$13,600,000 CMAQ in FFY 2030.</p> | <p>The project is requesting a schedule change to advance \$4,000,000 CMAQ from FFY 2029 to FFY 2026.</p> | <p>Staff recommends postponing consideration of the request until November 2025 since the project was newly added to the program with the FFY2026-2030 program which does not go active until October 1, 2025.</p> |
| <p>FPDDC– West Branch DuPage River Trail Connection (08-16-0019)</p> <p>The project is programmed for \$3,610,134 TAP-L for construction and construction engineering that is in deferment.</p> | <p>The project is requesting a reinstatement of \$3,610,134 TAP-L in FFY 2025 and a cost increase of \$124,941 for phase 2 engineering and \$2,290,905 for C/CE.</p> <p>The project submitted final plans in July 2025 and are on track for the November 2025 letting. The cost increase comes as a result of multi-year delays in ROW acquisition that caused increases in design costs and changes to the construction estimate due to rising steel costs.</p> | <p>Staff recommends approval of the phase 2 engineering cost increase of \$124,941 TAP-L and the construction reinstatement and cost increase for a total of \$5,901,039 in FFY 2025.</p> |

ACTION REQUESTED: Approval

Administrative modifications:

| Project | Request | Action |
|---|--|---|
| CCFPD– Des Plaines River Trail at UPRR (03-19-0042) The project is programmed for \$5,093,000 TAP-L for construction and construction engineering that is in deferment. | The sponsor requested a reinstatement of \$5,093,000 TAP-L for construction and construction engineering in FFY 2025. The project submitted final plans in June 2025, received ROW certification in July 2025, and are on track for the September 2025 letting. | Staff approved the requested reinstatement of \$5,093,000 TAP-L for Con/CE in FFY 2025. |
| North Chicago– Pace Bus Route Access Improvements (10-19-0039) The project is programmed for \$63,176 CMAQ for phase 2 engineering and \$350,979 CMAQ for construction. Both phases are in deferment. | The sponsor requested a reinstatement of \$63,176 CMAQ for phase 2 engineering for FFY 2026. The project is preparing to submit phase 2 engineering funding agreements for IDOT which will allow for a FFY 2026 obligation. | Staff approved the requested reinstatement of \$63,176 CMAQ for phase 2 engineering for FFY 2026. |

ACTION REQUESTED: Information

CMAQ/TAP Cost Change Request Form

Project Identification

| | | | |
|------------------------------|---|---------|--|
| TIP ID | 03-96-0021 | Sponsor | Cook County Dept. of Transportation and Highways |
| Project Location Description | Touhy Avenue and UPRR Elmhurst Road and Touhy Avenue / IL 72 | | |

Currently Programmed Funding – Before cost change(s)

Elmhurst Road and Touhy Avenue / IL 72^

| 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 checked="" type="checkbox"/> |
| ENG 2 | | | | | | | <input checked="" type="checkbox"/> |
| ROW | | | | | | | <input checked="" type="checkbox"/> |
| CONST | 2017 | \$14,313,000 | \$11,450,000 | 80% | CMAQ | Local | <input type="checkbox"/> |
| CE | 2017 | \$1,037,000 | \$0.00 | | | | |
| Total | | \$15,350,000 | \$11,450,000 | | | | |

| 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 | | | | | | | |

Touhy Avenue and UPRR^

| 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 checked="" type="checkbox"/> |
| ENG 2 | | | | | | | <input checked="" type="checkbox"/> |
| ROW | | | | | | | <input checked="" type="checkbox"/> |
| CONST | 2018 | \$29,111,000 | \$23,289,000 | 80% | CMAQ | Local | <input type="checkbox"/> |
| CE | 2018 | \$2,380,000 | \$0.00 | | | | |
| Total | | \$31,491,000 | \$23,289,000 | | | | |

| 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 | | | | | | | |

^The 2013 CMAQ application (included in request as reference) included funding requests for 12 projects associated with the Elgin-O'Hare Western Access project; awards were granted to two of the proposed projects. They have been combined for implementation, along with the construction of a new bridge over I-490. In 2013 the total project cost was estimated at \$59,083,000 for construction and \$4,729,000 for CE, with \$43,424,000.

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

Touhy Avenue: Elmhurst Road to Mount Prospect Road

| 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 | | | \$41,180,650 | | | | |
| CONST | 2025 | \$51,475,813* | \$34,739,000 | 67% | CMAQ | Local | 5/21/2025 |
| CE | 2023 | \$9,553,716 | \$0.00 | | | | |
| Total | | \$61,029,529 | \$34,739,000 | | | | |

| 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 approval date*** |
|--------------|--------------|------------------------------|--------------------------------|---------------------------|---------------------|-------------------------|--|
| ENG | | | | | | | |
| IMP | | | | | | | |
| Total | | | | | | | |

*The total construction contract cost for DOTH's Touhy Avenue project is \$89,672,299; the \$38,196,486 costs for the new bridge over I-490 were not used in calculating the CMAQ eligible construction costs.

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 | 2025 | +\$8,051,813 | +\$6,441,650 | | |
| CE | 2025 | +\$4,824,716 | +\$0.00 | | |
| Total | | +\$12,876,529 | +\$6,441,650 | | |

| 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.

Bids for construction exceeded the engineer's estimate, originally produced in 2013 for use applying to the 2014-2018 CMAQ program. The additional \$6.44 million will provide the up-to-80% match for the CMAQ eligible construction cost total (\$51,475,813).

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 |
|-------|------------------|------------------------|------------------|
| ENG1 | P- | | |
| ENG 2 | D- | | |
| ROW | R- | | |
| CONST | C-91-052-16 | 6CYP(041) | |
| ENG | | | |
| IMP | | | |

Additional Comments

The additional CMAQ fund request is based on the 2025 construction contract costs for the Touhy Avenue over UPRR grade separation + the roadway and intersection improvements for Elmhurst Road and Touhy Avenue / IL 72.

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.

CMAQ/TAP Cost Change Request Form

Project Identification

| | | | |
|------------------------------|--------------------------------|---------|------------------|
| TIP ID | 10-18-0003 | Sponsor | City of Waukegan |
| Project Location Description | Washington St to Metra Station | | |

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 checked="" type="checkbox"/> |
| ENG 2 | MYB | 50 | 40 | 80% | CMAQ | Local/RT A | <input type="checkbox"/> |
| ROW | | | | | | | <input type="checkbox"/> |
| CONST | MYB | 416.8 | 168.704 | 40% | CMAQ | Local/RT A | <input type="checkbox"/> |
| CE | | | | | | | |
| Total | | 466.8 | 208.704 | | | | |

| 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 | 2026 | 50.1 | 40.08 | 80% | CMAQ | Local/RTA | Dec 2026 |
| ROW | | | | | | | |
| CONST | MYB | 416.8 | 168.704 | 40% | CMAQ | Local/RTA | |
| CE | | | | | | | |
| Total | | 466.9 | 208.784 | | | | |

| 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 | | | | | | | |

Updated 8/11/2016

| | | | | | | | |
|--------------|--|--|--|--|--|--|--|
| 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 | 2026 | 0.1 | 0.08 | 80% | |
| ROW | | | | | |
| CONST | | | | | |
| 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.

Reinstatement of deferred funds to FFY 2026. Reinstatement of Phase II funds will allow for project to proceed forward with being able to submit draft engineering agreements to IDOT and continue towards project implementation.

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-91-174-25 | 2MLY(575) | |
| ROW | R- | | |
| CONST | C-91-255-25 | BKT5(952) | |
| ENG | | | |
| IMP | | | |

Additional Comments

Approved and signed PDR received June 16th, 2024. The City executed Amendment #2 with the RTA to extend the projects timeline to December 31, 2028.

CMAQ/TAP Schedule Change Request Form

Project Identification

| | | | |
|------------------------------|---|---------|-------|
| TIP ID | 18-22-0056 | Sponsor | Metra |
| Project Location Description | Rolling Stock project – not location specific | | |

Currently Programmed Schedule

| Phase | Programmed FFY |
|-------|----------------|
| ENG1 | |
| ENG2 | |
| ROW | N/A |
| CONST | |

| Phase | Programmed FFY |
|-------|------------------|
| ENG | |
| IMP | 2025, 2027, 2028 |

Requested Schedule

| Phase | Starting FFY | Actual or Anticipated Authorization Date |
|-------|--------------|--|
| ENG1 | | |
| ENG2 | | |
| ROW | N/A | |
| CONST | | |

| | | Anticipated Authorization Date |
|-----|------|--------------------------------|
| ENG | | |
| IMP | 2025 | 4/2025 |
| | 2026 | 2/2026 |
| | 2027 | 3/2027 |
| | 2028 | 3/2028 |

| Phase | Starting FFY | Actual or |
|-------|--------------|-----------|
|-------|--------------|-----------|

Reason for Request

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

Metra's Zero Emissions Trainsets Project (TIP ID 18-22-0056) has an active contract. To fund the contract as currently scheduled, Metra requests \$72,525,000 of CMAQ funds programmed for FFY 2028 to be reprogrammed for FFY 2026.

Additional Comments

The Zero-Emissions Trainsets project is ongoing. FFY 2025 CMAQ funds will be expended by March of 2026. A breakdown of the requested changes to future funding is outlined below:
 FFY 2026 CMAQ funding amount currently programmed: \$0
 FFY 2026 CMAQ funding amount requested to reprogram from FFY 2028: \$72,575,000
 No change to FFY 2027 CMAQ funding amount currently programmed: \$20,975,863
 FFY 2028 CMAQ funding amount currently programmed: \$119,320,000
 FFY 2028 CMAQ funding after requested change: \$46,745,000



July 31, 2025

Doug Ferguson
Senior Analyst
Chicago Metropolitan Agency for Planning (CMAP)
433 West Van Buren Street, Suite 450
Chicago, IL 60607

RE: CMAQ Schedule Change Requests for TIP IDs 16-25-0011, 18-21-0027, 18-22-0056, and 18-25-0020

Dear Mr. Ferguson:

Metra is requesting a schedule change to the programming of CMAQ funding for multiple projects. The reprogramming will allow Metra to maintain the schedule of an existing project and advance three projects through the procurement process.

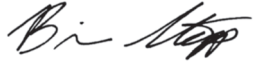
Metra's Zero Emissions Trainsets Project (TIP ID 18-22-0056) has an active contract and the project is ongoing. The contract schedule includes significant billing in CY 2026, and already executed CMAQ funding will be expended by March 2026. The other three projects, Edgebrook Station, part of the RTA Access to Transit program, (TIP ID 16-25-0011), Battery Powered Locomotives (TIP ID 18-21-0027), and Switch Locomotive Procurement (TIP ID 18-25-0020) are all anticipated to have contracts awarded in CY 2026.

Below is a table summarizing the requested changes.

| | Current Schedule | Requested Schedule |
|----------|-------------------------|---------------------------|
| | 16-25-0011 | 16-25-0011 |
| FFY 2026 | 0 | 800,000 |
| FFY 2029 | 800,000 | 0 |
| | 18-21-0027 | 18-21-0027 |
| FFY 2026 | 0 | 9,024,137 |
| FFY 2027 | 29,024,137 | 20,000,000 |
| | 18-22-0056 | 18-22-0056 |
| FFY 2026 | 0 | 72,575,000 |
| FFY 2027 | 20,975,863 | 20,975,863 |
| FFY 2028 | 119,320,000 | 46,745,000 |
| | 18-25-0020 | 18-25-0025 |
| FFY 2026 | 0 | 4,000,000 |
| FFY 2029 | 9,600,000 | 5,600,000 |

Enclosed are CMAQ Schedule Change Request Forms for each project. Please contact Rita Yamin at 312-322-6602 if you need further information.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Stepp". The signature is fluid and cursive, with the first name "Brian" written in a larger, more prominent script than the last name "Stepp".

Brian Stepp
Senior Director, Grant Management and Accounting

Enclosures

CMAQ/TAP Schedule Change Request Form

Project Identification

| | | | |
|------------------------------|--|---------|-------|
| TIP ID | 18-21-0027 | Sponsor | Metra |
| Project Location Description | Rolling Stock project – Rock Island Branch between LaSalle St. Station in Chicago and Blue Island Vermont Street Station | | |

Currently Programmed Schedule

| Phase | Programmed FFY |
|-------|----------------|
| ENG1 | |
| ENG2 | |
| ROW | N/A |
| CONST | |

| Phase | Programmed FFY |
|-------|----------------|
| ENG | |
| IMP | 2027 |

Requested Schedule

| Phase | Starting FFY | Actual or Anticipated Authorization Date |
|-------|--------------|--|
| ENG1 | | |
| ENG2 | | |
| ROW | N/A | |
| CONST | | |

| Phase | Starting FFY | Actual or Anticipated Authorization Date |
|-------|--------------|--|
| ENG | | |
| IMP | 2026 2027 | 3/2026 3/3027 |

Reason for Request

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

A contract award for Metra's Battery Powered Locomotives Project (TIP ID 18-21-0027) is expected in CY 2026. To meet this obligation as scheduled, Metra requests \$9,024,137 of CMAQ funds programmed for FFY 2027 to be reprogrammed for FFY 2026.

Additional Comments

A breakdown of the requested changes to CMAQ funding schedule for the Battery Powered Locomotives project is outlined below.
FFY 2026 CMAQ funding amount currently programmed: \$0
FFY 2026 CMAQ funding amount requested to reprogram from FFY 2027: \$9,024,137
FFY 2027 CMAQ funding amount currently programmed: \$29,024,137
FFY 2027 CMAQ funding after requested change: \$20,000,000



July 31, 2025

Doug Ferguson
Senior Analyst
Chicago Metropolitan Agency for Planning (CMAP)
433 West Van Buren Street, Suite 450
Chicago, IL 60607

RE: CMAQ Schedule Change Requests for TIP IDs 16-25-0011, 18-21-0027, 18-22-0056, and 18-25-0020

Dear Mr. Ferguson:

Metra is requesting a schedule change to the programming of CMAQ funding for multiple projects. The reprogramming will allow Metra to maintain the schedule of an existing project and advance three projects through the procurement process.

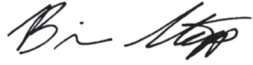
Metra's Zero Emissions Trainsets Project (TIP ID 18-22-0056) has an active contract and the project is ongoing. The contract schedule includes significant billing in CY 2026, and already executed CMAQ funding will be expended by March 2026. The other three projects, Edgebrook Station, part of the RTA Access to Transit program, (TIP ID 16-25-0011), Battery Powered Locomotives (TIP ID 18-21-0027), and Switch Locomotive Procurement (TIP ID 18-25-0020) are all anticipated to have contracts awarded in CY 2026.

Below is a table summarizing the requested changes.

| | Current Schedule | Requested Schedule |
|----------|-------------------|--------------------|
| | 16-25-0011 | 16-25-0011 |
| FFY 2026 | 0 | 800,000 |
| FFY 2029 | 800,000 | 0 |
| | 18-21-0027 | 18-21-0027 |
| FFY 2026 | 0 | 9,024,137 |
| FFY 2027 | 29,024,137 | 20,000,000 |
| | 18-22-0056 | 18-22-0056 |
| FFY 2026 | 0 | 72,575,000 |
| FFY 2027 | 20,975,863 | 20,975,863 |
| FFY 2028 | 119,320,000 | 46,745,000 |
| | 18-25-0020 | 18-25-0025 |
| FFY 2026 | 0 | 4,000,000 |
| FFY 2029 | 9,600,000 | 5,600,000 |

Enclosed are CMAQ Schedule Change Request Forms for each project. Please contact Rita Yamin at 312-322-6602 if you need further information.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Stepp". The signature is fluid and cursive, with the first name "Brian" written in a larger, more prominent script than the last name "Stepp".

Brian Stepp
Senior Director, Grant Management and Accounting

Enclosures

CMAQ/TAP Schedule Change Request Form

Project Identification

| | | | |
|------------------------------|--|---------|-------|
| TIP ID | 16-25-0011 | Sponsor | Metra |
| Project Location Description | Edgebrook Station, 6400 N Kinzua Ave., Chicago | | |

Currently Programmed Schedule

| Phase | Programmed FFY |
|-------|----------------|
| ENG1 | |
| ENG2 | |
| ROW | N/A |
| CONST | |

| Phase | Programmed FFY |
|-------|----------------|
| ENG | |
| IMP | 2029 |

Requested Schedule

| Phase | Starting FFY | Actual or Anticipated Authorization Date |
|-------|--------------|--|
| ENG1 | | |
| ENG2 | | |
| ROW | N/A | |
| CONST | | |

| Phase | Starting FFY | Actual or Anticipated Authorization Date |
|-------|--------------|--|
| ENG | | |
| IMP | 2026 | 4/2026 |

Reason for Request

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

To fund the Edgebrook Station project (TIP ID 16-25-0011) construction contract as scheduled, Metra requests \$800,000 of CMAQ funds for RTA Access to Transit programmed for FFY 2029 to be reprogrammed for FFY2026.

Additional Comments

A breakdown of the requested changes to future funding for the Edgebrook Station project, part of the RTA Access to Transit program, is outlined below.

FFY 2026 CMAQ funding amount currently programmed: \$0

FFY 2026 CMAQ funding amount requested to reprogram from FFY 2029: \$800,000

FFY 2029 CMAQ funding amount currently programmed: \$800,000

CMAQ/TAP Schedule Change Request Form

Project Identification

| | | | |
|------------------------------|---|---------|-------|
| TIP ID | 18-25-0020 | Sponsor | Metra |
| Project Location Description | Western Avenue Yard, 47 th Street Yard, and Blue Island Yard | | |

Currently Programmed Schedule

| Phase | Programmed FFY |
|-------|----------------|
| ENG1 | |
| ENG2 | |
| ROW | N/A |
| CONST | |

| Phase | Programmed FFY |
|-------|----------------|
| ENG | |
| IMP | 2029 |

Requested Schedule

| Phase | Starting FFY | Actual or Anticipated Authorization Date |
|-------|--------------|--|
| ENG1 | | |
| ENG2 | | |
| ROW | N/A | |
| CONST | | |

| Phase | Starting FFY | Actual or Anticipated Authorization Date |
|-------|--------------|--|
| ENG | | |
| IMP | 2026 2029 | 2/2026 3/2029 |

Reason for Request

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

Metra's Switch Locomotives Procurement Project (TIP ID 18-25-0020) contract award is anticipated in CY 2026. To meet the obligations as currently planned, Metra requests \$4,000,000 of CMAQ programmed for FFY2029 funding to be reprogrammed to FFY2025.

Additional Comments

A breakdown of the requested changes to future funding for Switch Locomotive Procurement is outlined below:

FFY 2026 CMAQ funding amount currently programmed: \$0

FFY 2026 CMAQ funding amount requested to reprogram from FFY 2029: \$4,000,000

FFY 2029 CMAQ funding amount currently programmed: \$9,600,000

FFY 2029 CMAQ funding amount after requested change: \$5,600,000

CMAQ/TAP Cost Change Request Form

Project Identification

| | | | |
|------------------------------|---|---------|---|
| TIP ID | 08-16-0019 | Sponsor | Forest Preserve of DuPage County |
| Project Location Description | Bicycle/Pedestrian Path on the east side of the river south of IL-38, and on the west side of the river north of IL-38 with a neighborhood connector included from the intersection of Forest Ave and IL-59 (Neltor Blvd) to the existing 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 | FFY2016 | \$225,000 | \$0 | 0% | N/A | Local | <input checked="" type="checkbox"/> |
| ENG 2 | FFY2024 | \$538,468 | \$430,776 | 80% | TAP | Local | <input type="checkbox"/> |
| ROW | FFY2022 | \$100,000 | \$0 | 0% | N/A | Local | <input type="checkbox"/> |
| CONST | FFY2025 | \$1,038,333 | \$829,867 | 80% | STP | Local | <input type="checkbox"/> |
| CONST | MYB | \$3,962,667 | \$3,170,134 | 80% | TAP | Local | |
| CE | MYB | \$550,000 | \$440,000 | 80% | TAP | Local | |
| Total | | \$6,414,468 | \$4,870,777 | 76% | | | |

| 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 | FFY2016 | \$225,000 | \$0 | 0% | N/A | Local | N/A |
| ENG 2 | FFY2024 | \$694,644 | \$430,766 | 62% | TAP | Local | 11/9/23 |
| ROW | FY2022 | \$100,000 | \$0 | 0% | N/A | Local | N/A |
| CONST | FFY2025 | \$1,038,333 | \$829,867 | 80% | STP | Local | 11/7/25 |
| CONST | MYB | \$6,681,654 | \$3,170,134 | 47% | TAP | Local | 11/7/25 |
| CE | MYB | \$694,644 | \$440,000 | 62% | TAP | Local | 11/7/25 |
| Total | | \$9,434,275 | \$4,861,532 | 52% | | | |

| 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 | FY2016 | \$0 | \$0 | | |
| ENG 2 | FFY2026 | +\$156,176 | +\$124,941 | 80% | |
| ROW | FFY2022 | \$0 | \$0 | | |
| CONST | FFY2026 | +\$2,718,987 | +\$2,175,190 | 80% | |
| CE | FFY2026 | +\$144,644 | +\$115,715 | 80% | |
| Total | | +\$3,019,807 | +\$2,415,846 | 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.

Multi-year delays in ROW acquisition caused increases in design costs and changes to the construction estimate due to rising steel costs. Project is scheduled for the 11/7/25 letting

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-91-037-21 | 5CLB(99) | |
| ROW | R- | | |
| CONST | C-91-038-17 | WHF6(372) | |

Updated 8/11/2016