

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

**AGENDA - FINAL** 

Wednesday, August 28, 2024 11:00 AM

Meeting rescheduled from August 22, 2024.

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until August 27, 2024, at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

You can also join from your computer, tablet or smartphone. https://us06web.zoom.us/j/81787267088?pwd=IM7kp3OTbxzYXq2Idv9G1DGQLaLdEf.1

CMAP 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 not previously submitted.

To review CMAP'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 CMAP at least five days before the meeting by email (info@cmap.illinois.gov) or phone (312-454-0400).

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### 2.0 Agenda Changes and Announcements

### 3.0 Approval of Minutes

### 3.01 Draft Meeting Minutes - July 18, 2024

24-335

**ACTION REQUESTED: Approval** 

Attachments: PSC(DraftMinutes)07-18-24

### 4.0 Program Monitoring

### 4.01 Project Programming Status Sheets

24-336

**ACTION REQUESTED: Information** 

<u>Attachments</u>: <u>CMAQ ProgrammingSheet</u>

<u>DeferredCMAQ ProgrammingSheet</u>

CRP ProgrammingSheet
TAP-L ProgrammingSheet

### 4.02 CMAQ Programming Summary and Obligation Goal

24-337

**ACTION REQUESTED: Information** 

Attachments: PSC(ObGoalTable)08-28-24

### 4.03 CMAQ Program Mid-Point Performance Plan

24-343

The attached draft report summarizes the federal requirements for CMAP in the establishment and monitoring of performance measure targets associated with the CMAQ program. In 2018 CMAP established the 2-year and 4-year targets for the 1st Performance Period with the adoption of ON TO 2050. With the adoption of the ON TO 2050 Update on October 12, 2022, CMAP established new 2-year and 4-year targets for the 2nd Performance Period. This report contains a 2-year progress assessment in achieving those performance targets. The final report is due to IDOT prior to October 1, 2024.

**ACTION REQUESTED: Information** 

Attachments: CMAQ Mid-Point Perf Plan-2 Perf Period DRAFT

### 5.0 Project Change Requests

### 5.01 Project Change Request Memo

24-338

**ACTION REQUESTED: Information** 

<u>Attachments</u>: <u>PSC(ProjectChangeMemo)08-21-24</u>

### 5.01.1 Niles - Pace bus stop access (03-19-0040)

24-340

PURPOSE & ACTION: The sponsor requests a cost increase of \$320,000 CMAQ for construction in FFY 2024.

**ACTION REQUESTED: Approval** 

Attachments: Niles CMAQ Cost Change Request Form 2024-0710

### 5.01.2 RTA - Regional transit signal priority integration plan (13-12-0002)

24-341

PURPOSE & ACTION: The sponsor requests a scope change to include additional TSP corridors to the project.

**ACTION REQUESTED: Approval** 

Attachments: RTA TSP Scope Change Request 2024

CTA proposed tsp routes

### 6.0 FFY 2026-2030 Program Development

### 6.01 FFY 2026 - 2030 Program Development

24-339

PURPOSE & ACTION: Staff update on the FFY 2026-2030 CMAQ, TAP-L and CRP call for projects. A draft schedule for the general flow of the application and approval process is attached.

**ACTION REQUESTED: Information** 

Attachments: PSC(CFPScheduleMemo)082124

### 6.02 Justice 40 Disadvantaged Communities Scoring

24-349

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PURPOSE & ACTION: The attached memo presents the staff recommendation for scoring the Disadvantaged Communities section within the CMAQ, CRP, and TAP-L methodologies.

**ACTION REQUESTED: Approval** 

**Department or Agency Name(s):** STP Project Selection Committee and Dobbs

Attachments: PSC(DACScoringMemo)08-21-24

### 7.0 Other Business

### 8.0 Public Comment

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

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### 9.0 Next Meeting

The next meeting is scheduled for September 12, 2024, if needed to continue discussion of methodology updates. If not needed, the next meeting will be held November 7, 2024.

### 10.0 Adjournment

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

#### **MEETING MINUTES**

Thursday, July 18, 2024 11:00 AM

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

#### 1.0 Call To Order

Chair Ferguson called the meeting to order at 11:01 a.m., and reminded the members that the meeting was being live-streamed. Chair Ferguson asked members to introduce themselves.

Present: Douglas Ferguson, Mark Pitstick, Tom Rickert, Chris Schmidt, and Dave Brady

**Absent:** Darwin Burkhart, and Grant Davis

**Staff Present:** Teri Dixon, Kama Dobbs, Phoebe Downey, Jon Haadsma, Aimee Lee, Jennifer Miller, Richard Norwood, Russell Pietrowiak, Mike Sobczak, Sarah Stolpe, Ryan Thompto, Blanca Vela-Schneider

**Others Present:** Rich Babica, Darwin Burkhart, Ellis Combes, Eric Czarnota, Drew Duffin, Laura Fedak, Jackie Forbes, Mike Fricano, George Kandathil, Mark Kane, Mike Klemens, Gretchen Klock, Brian Larson, Heidi Lichtenberger, Brittany Matyas, Matt Pasquini, Jada Porter, Leslie Rauer, Kris Skogsbakken, Joe Surdam, Daniel Thomas

### 2.0 Agenda Changes and Announcements

There were no changes to the agenda or announcements.

### 3.0 Approval of Minutes

### 3.01 Draft Meeting Minutes - April 11, 2024

Attachments: PSC(DraftMinutes)04-11-24

A motion was made by Tom Rickert, seconded by Dave Brady, that the minutes of the April 11 meeting be approved. The motion carried by a unanimous voice vote.

Aye: Douglas Ferguson, Mark Pitstick, Tom Rickert, Chris Schmidt, and Dave Brady

**Absent:** Darwin Burkhart, and Grant Davis

### 4.0 Program Monitoring

### 4.01 Project Programming Status Sheets

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Attachments: CMAQ Programming Sheet 071824

Deferred CMAQ Programming Sheet 071824

CRP Programming Sheet 071824
TAP-L Programming Sheet 071824

The agenda item was presented by staff.

### 4.02 CMAQ Programming Summary and Obligation Goal

Attachments: PSC(ObGoalTable)07-18-24

The agenda item was presented by staff.

### 5.0 Project Change Requests

### 5.01 Project Change Request Memo

Attachments: PSC(CostChangeMemo)07-18-24

### **Approval of the Group Vote**

A motion was made by Chris Schmidt, seconded by Dave Brady, to approve these agenda items under one vote. The motion carried by the following vote:

Aye: Douglas Ferguson, Mark Pitstick, Tom Rickert, Chris Schmidt, and Dave Brady

**Absent:** Darwin Burkhart, and Grant Davis

### 5.01.1 Broadview - 25th Avenue Shared Use Path (04-19-0010)

### Attachments: 04-19-0010 TAP-L Cost Increase Request

PURPOSE & ACTION: The sponsor requests a cost increase of \$4,409 TAP-L for engineering 2 in FFY 2024 and \$912,211 TAP-L for construction and construction engineering in FFY 2024. approved.

### 5.01.2 Geneva - Pace Bus Access Improvements (09-10-0024)

#### **Attachments:** 09-10-0024 TAP-L Funding Reinstatement Request

PURPOSE & ACTION: The sponsor requests a reinstatement of \$4,271,618 TAP-L for construction in FFY 2024.

approved.

### 5.01.3 Plainfield - 143rd Street from Wallin Drive to Van Dyke Road (12-24-0012)

### Attachments: 12-24-0012 CMAQ Transfer-Cost Increase Request

PURPOSE & ACTION: The sponsor requests a transfer of \$150,392 CMAQ from construction, with \$16,000 to engineering 2, \$80,000 to ROW, and \$54,392 to construction engineering; a cost increase of \$25,608 CMAQ for construction engineering in FFY 2026; and a schedule change to move engineering 2 from FFY 2024 to FFY 2025.

approved.

### 6.0 FFY 2026-2030 Program Development

### 6.01 FFY 2026 - 2030 Program Development

Chair Ferguson noted that there has not been a date set for the opening of the call for projects in

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October due to system updates.

### 7.0 Other Business

Chair Ferguson and the Project Selection Committee recognized Dave Tomzik for his involvement in the CMAQ/TAP-L Project Selection Committee and his work in the region.

### 8.0 Public Comment

There were no public comments made before the committee.

### 9.0 Next Meeting

The next meeting is scheduled for August 22, 2024, however, staff is looking to reschedule the meeting to the following week due to the Democratic National Convention.

### 10.0 Adjournment

A motion to adjourn at 11:27 a.m. was made by Mark Pitstick, seconded by Tom Rickert.. The motion carried by a unanimous voice vote.

Minutes prepared and respectfully submitted by: Jon Haadsma



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

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						ENG	R	ow	(	CON/IN	ИP		Unobligated
Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY		Amount	Project Total	Balance
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station					2024	\$	65,430,000	\$ 65,430,000	\$ 65,430,0
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station					2025	\$	48,040,000	\$ 48,040,000	\$ 48,040,0
Signal Interconnect	01-17-0014	City of Chicago	CDOT	Wireless Signal Interconnects	2024	\$ 1,600,000						\$ 1,600,000	\$ 1,600,0
Access to Transit	01-20-0006	City of Chicago	CDOT	Chicago Pedway Reconstruction + System Wayfinding Replacement	2024	\$ 1,500,000			2025	\$	3,236,583	\$ 4,736,583	\$ 4,736,5
Other	01-21-0010	City of Chicago	CDOT	Traffic Management Center - ATMS Added Functions					2024	\$	4,000,000	\$ 4,000,000	\$ 4,000,0
Access to Transit	01-21-0019	City of Chicago	Cook County DOTH	118 N. Clark Pedway Extension	2024	\$ 299,348			2024	\$	2,899,694	\$ 3,199,042	\$ 3,199,0
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	\$ 1,060,0
Transit Facility Improvement	01-94-0006	City of Chicago	СТА	Red Line Extension from US 12 US 20 95th St to 130th - RSP 57					2026	\$	30,000,000	\$ 30,000,000	\$ 30,000,0
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase VIII	2024	\$ 4,000,000						\$ 4,000,000	\$ 4,000,0
Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St. from Linder Av to Mccormick Blv	2024	\$ 72,449						\$ 72,449	\$ 72,4
Intersection Improvement	02-19-0008	North Shore	Lincolnwood	Touhy Ave at Cicero Ave	2024	\$ 91,000	2024	\$ 328,000				\$ 419,000	\$ 419,0
Bicycle & Pedestrian	02-19-0015	North Shore	Skokie	Oakton St Multi-Use Path					2024	\$	267,778	\$ 267,778	\$ 267,7
Intersection Improvement	02-19-0016	North Shore	Glenview	E Lake Ave at Waukegan Rd			2024	\$ 168,000	2024	\$	4,405,000	\$ 4,573,000	\$ 4,573,0
Bicycle & Pedestrian	02-20-0015	North Shore	Northfield	Happ Road Corridor Improvements					2025	\$	100,320	\$ 100,320	\$ 100,3
Signal Interconnect	02-21-0004	North Shore	IDOT D1	US 41 at Church St and Church St at Niles Center Rd					2024	\$	65,000	\$ 65,000	\$ 65,0
Signal Interconnect	02-21-0005	North Shore	IDOT D1	Devon Ave - III 50 (Cicero Ave) to Kenton Ave/Lemont Ave					2024	\$	290,000	\$ 290,000	\$ 290,0
Signal Interconnect	02-21-0006	North Shore	IDOT D1	US 41 at Main St					2024	\$	94,000	\$ 94,000	\$ 94,0
Access to Transit	02-22-0005	North Shore	Northbrook	Northbrook Metra Station and Pace Route Access Improvements					2024	\$	34,475	\$ 34,475	\$ 34,4
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	\$ 132,0
Signal Interconnect	02-23-0007	North Shore	IDOT D1	IL 21 Milwaukee Ave- Sanders Rd to Euclid Ave					2026	\$	120,000	\$ 120,000	\$ 120,0
Signal Interconnect	02-97-0006	North Shore	Cook County DOTH	Old Orchard Rd from Woods Drive to Skokie Blvd					2024	\$	2,624,606	\$ 2,624,606	\$ 2,624,6
Intersection Improvement	03-03-0102	Northwest	Schaumburg	IL 62/Algonquin Rd at Meacham Rd					2024	\$	3,345,553	\$ 3,345,553	\$ 3,345,5
Intersection Improvement	03-19-0008	Northwest	IDOT D1	US 20 at Oak Ave and Bartlett Rd			2024	\$ 180,000	2024	\$	2,398,000	\$ 2,578,000	\$ 2,578,0
Intersection Improvement	03-19-0011	Northwest	Mount Prospect	Rand-Central-Mount Prospect Intersections	2024	\$ 42,031						\$ 42,031	\$ 42,0
Bicycle & Pedestrian	03-19-0022	Northwest	Schaumburg	Golf Rd. and Meacham Rd. Multiuse Path	2024	\$ 1,108						\$ 1,108	\$ 1,1
Bicycle & Pedestrian	03-20-0035	Northwest	Arlington Heights	Wilke Rd from Northwest Hwy to Algonquin Rd.					2024	\$	629,503	\$ 629,503	\$ -
Access to Transit	03-21-0002	Northwest	Cook County DOTH	Central Road: Barrington Road to Huntington Blvd					2025	\$	540,000	\$ 540,000	\$ 540,0
Bicycle & Pedestrian	03-21-0007	Northwest	Mount Prospect	Algonquin Road Bike Path from Dearborn Ct to Elmhurst Rd	2024	\$ 196,470	2025	\$ 315,200	2026	\$	1,843,098	\$ 2,354,768	\$ 2,354,7
Access to Transit	03-22-0009	Northwest	Prospect Heights	Prospect Heights Metra Station and Pace Route Access Improvements	2024	\$ 113,766			2024	\$	1,382,332	\$ 1,496,098	\$ 1,496,0
Bicycle & Pedestrian	03-23-0037	Northwest	Schaumburg	Martingale Rd./Higgins Rd. Bike Path					2027	\$	3,975,688	\$ 3,975,688	\$ 3,975,6
Bottleneck Elimination	03-96-0021	North Central	Cook County DOTH	I-294 to and from Franklin Avenue/Green Street					2024	\$	54,577,971	\$ 54,577,971	\$ 54,577,9
Access to Transit	04-18-0001	North Central	Northlake	Northlake Pace Route Access Improvements	2024	\$ 15,328			2024	\$		\$ 183,936	\$ 183,9
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Program current as of August 21, 2024

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Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY	Amo	unt	Project rotal	Balance
Signal Interconnect	04-21-0010	North Central	IDOT D1	17th Ave - 14th St to I-290 (Eisenhower Expwy)					2024	\$	161,000	\$ 161,000	\$ 161,000
Signal Interconnect	04-21-0011	North Central	IDOT D1	III 43 - III 64 (North Ave) to Armitage Ave					2024	\$	155,000	\$ 155,000	\$ 155,000
Signal Interconnect	04-21-0012	North Central	IDOT D1	US 20 Lake St - I-294 (Tri-State Tollway) to Wolf Rd					2024	\$	167,000	\$ 167,000	\$ 167,000
Access to Transit	04-22-0002	North Central	Franklin Park	Franklin Park Metra Station and Pace Route Access Improvements	2025	\$ 146,000			2025	\$	566,157	\$ 712,157	\$ 712,157
Signal Interconnect	04-23-0008	North Central	IDOT D1	25th Ave- Armitage Ave to IL 64					2026	\$	140,000	\$ 140,000	\$ 140,000
Access to Transit	04-24-0005	North Central	Bellwood	Bellwood Metra Station and Pace Bus Access Improvements	2024	\$ 11,685			2026	\$	109,114	\$ 120,799	\$ 120,799
Access to Transit	04-24-0006	North Central	Berkeley	Berkeley Pace Bus Access Improvements					2024	\$ 1,	254,400	\$ 1,254,400	\$ 1,254,400
Access to Transit	05-19-0001	Central	IDOT D1	55th St Transit Access Improvements					2024	\$	82,424	\$ 82,424	\$ 82,424
Signal Interconnect	05-21-0002	Central	IDOT D1	26th St @ Riverside Dr					2024	\$	62,000	\$ 62,000	\$ 62,000
Signal Interconnect	06-00-0042	Southwest	Orland Park	143rd St from Wolf Rd to LaGrange Rd					2024	\$	180,640	\$ 180,640	\$ 180,640
Direct Emissions Reduction	06-18-0001	Southwest	Bedford Park	The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project					2026	\$ 2,	723,500	\$ 2,723,500	\$ 2,723,500
Direct Emissions Reduction	06-18-0001	Southwest	Bedford Park	The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project					2026	\$ 2,	925,000	\$ 2,925,000	\$ 2,925,000
Signal Interconnect	06-21-0009	Southwest	IDOT D1	79th St - 88th Ave to IL 50 (Cicero Ave)					2024	\$	920,000	\$ 920,000	\$ 920,000
Bicycle & Pedestrian	07-16-0001	South	Cook County DOTH	Sauk Village Multi-use Path	2024	\$ 125,000					-	\$ 125,000	\$ 125,000
Access to Transit	07-16-0004	South	Oak Forest	Oak Forest TOD Area Access to Transit Improvements	2024	\$ 6,000			2024	\$ 1,	037,000	\$ 1,043,000	\$ 1,043,000
Access to Transit	07-18-0002	South	Chicago Heights	Chicago Heights Pace Bus Terminal Improvements					2025	\$	87,935	\$ 87,935	\$ 87,935
Access to Transit	07-19-0031	South	Calumet Park	Calumet Park Metra Station Access Improvements	2024	\$ 41,378			2026	\$	222,055	\$ 263,433	\$ 263,433
Access to Transit	07-19-0032	South	Midlothian	Midlothian Metra Station Access Improvements	2024	\$ 91,200						\$ 91,200	\$ 91,200
Access to Transit	07-22-0002	South	Calumet Park	Calumet Park Pace and Metra Access Improvements	2025	\$ 17,920			2025	\$	193,381	\$ 211,301	\$ 211,301
Direct Emissions Reduction	07-23-0008	South	Markham	Markham Plaza Electrification Improvements					2024	\$	920,000	\$ 920,000	\$ 920,000
Signal Interconnect	07-23-0022	South	IDOT D1	US 30 211th St- Matteson Ave to Brookwood Dr.					2026	\$	148,000	\$ 148,000	\$ 148,000
Intersection Improvement	08-12-0003	DuPage	DuPage County DOT	IL 56 Butterfield Rd at York St	2024	\$ 176,056						\$ 176,056	\$ 176,056
Intersection Improvement	08-12-0004	DuPage	DuPage County DOT	55th St from Dunham Road to Clarendon Hills Road					2024	\$	192,000	\$ 192,000	\$ 192,000
Intersection Improvement	08-15-0036	DuPage	IDOT D1	IL 38 Roosevelt Rd, 1) Winfield Rd to County Farm Rd 2)County Farm Rd to Pierce Ave 3)At County Farm Rd.					2025	\$ 6	570,400	\$ 6,570,400	\$ 6,570,400
Intersection Improvement	08-15-0036	DuPage	IDOT D1	IL 38 Roosevelt Rd, 1) Winfield Rd to County Farm Rd 2)County Farm Rd to Pierce Ave 3)At County Farm Rd.					2027	\$ 10	649,920	\$ 10,649,920	\$ 10,649,920
Intersection Improvement	08-17-0002	DuPage	Oak Brook	York at Harger Intersection Improvement Project and Salt Creek Trail Underpass					2024	\$	414,725	\$ 414,725	\$ 414,725
Signal Interconnect	08-18-0003	DuPage	DuPage County DOT	Central Signal System Expansion 1 and Expansion 2					2024	\$	516,379	\$ 516,379	\$ 516,379
Transit Facility	08-18-0005	DuPage	Elmhurst	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements					2024	\$ 14,	005,484	\$ 14,005,484	\$ 14,005,484
Transit Facility	08-19-0018	DuPage	Glen Ellyn	Glen Ellyn Metra Station and Multimodal Access Improvements					2026	\$ 14,	108,806	\$ 14,408,806	\$ 14,408,806
Improvement Bicycle &	08-19-0020	DuPage	Oak Brook	Harger Rd. Multi-Use Path					2024	\$	217,346	\$ 217,346	\$ 217,346
Pedestrian Signal	08-19-0025	DuPage	DuPage County	Central Signal System Expansion 4					2024	\$	730,000	\$ 730,000	\$ 730,000
Interconnect Transit Facility	08-21-0018	DuPage	DOT IDOT D1	I-290 - Lake-Cook Rd to Des Plaines Ave					2026	\$ 9,	390,000	\$ 9,390,000	\$ 9,390,000
Improvement Bicycle &	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Rt 4 SW Quadrant					2024	\$	13,170		\$ 13,170
Pedestrian Intersection	09-18-0003	Kane Kendall	Elgin	Randall Rd. at Weld Rd./US 20					2024	\$ 2,	260,682	. ,	\$ 2,260,682
Improvement	1		J		1	1	1		1	1,	.,	,,	,,

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Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY		Amount	Froject rotal	Balance
Intersection Improvement	09-19-0007	Kane Kendall	Aurora	Montgomery Rd at Hill Ave	2024	\$ 215,5	38 2024	\$ 714,000	2025	\$	6,156,000	\$ 7,085,588	\$ 7,085,588
Intersection Improvement	09-19-0020	Kane Kendall	Kane County DOT	Orchard Rd at US 30					2024	\$	1,146,038	\$ 1,146,038	\$ 1,146,038
Signal Interconnect	09-20-0083	Kane Kendall	Aurora	Indian Trail Traffic Signal Modernization					2024	\$	1,300,000	\$ 1,300,000	\$ 1,300,000
Signal Interconnect	09-23-0003	Kane Kendall	Elgin	Kimball St. Signal Interconnect- Grove Ave to Dundee Ave					2026	\$	561,312	\$ 561,312	\$ 561,312
Signal Interconnect	09-23-0015	Kane Kendall	IDOT D1	IL 25 Elgin Rd Longmeadow Pkwy to Helm Rd.					2026	\$	108,000	\$ 108,000	\$ 108,000
Signal Interconnect	09-23-0017	Kane Kendall	IDOT D1	IL 25- Goldview Rd. to IL 72					2026	\$	340,000	\$ 340,000	\$ 340,000
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Milwaukee Ave					2024	\$	4,661,893	\$ 4,661,893	\$ 4,661,893
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Portwine Rd					2024	\$	1,062,796	\$ 1,062,796	\$ 1,062,796
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Saunders Rd					2024	\$	209,843	\$ 209,843	\$ 209,843
Signal Interconnect	10-03-0005	Lake	Lake County DOT	Deerfield Rd from Milwaukee Ave to Saunders Rd					2024	\$	2,369,762	\$ 2,369,762	\$ 2,369,762
Bicycle & Pedestrian	10-16-0001	Lake	Mundelein	IL 176 Maple Av from CH 48 Midlothian Rd to US 45 Lake St (Maple Av Bike Path)					2024	\$	231,769	\$ 231,769	\$ 231,769
Intersection Improvement	10-18-0002	Lake	Lake County DOT	Wadsworth Road at Lewis Avenue Intersection Improvement					2024	\$	3,492,439	\$ 3,492,439	\$ 3,492,439
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	\$ 192,0	00		2026	\$	648,000	\$ 840,000	\$ 840,000
Signal Interconnect	10-21-0012	Lake	IDOT D1	III 131 Green Bay Rd - III 137 (Buckley Rd) to Saratoga St					2024	\$	65,000	\$ 65,000	\$ 65,000
Signal Interconnect	10-21-0013	Lake	IDOT D1	III 131 at Martin Luther King Dr					2024	\$	146,000	\$ 146,000	\$ 146,000
Signal Interconnect	10-23-0018	Lake	IDOT D1	IL 120 Belvidere St Knight Ave/Ruth Wilcox Ave to IL-131					2026	\$	148,000	\$ 148,000	\$ 148,000
Signal Interconnect	10-23-0019	Lake	IDOT D1	IL 120 Belvidere Rd US 45 to Mill St.					2026	\$	268,000	\$ 268,000	\$ 268,000
Road Expansion	11-03-0018	McHenry	McHenry County DOT	Randall Rd from Polaris Dr/Acorn Ln to Harnish Dr					2024	\$	3,100,000	\$ 3,100,000	\$ 3,100,000
Access to Transit	11-23-0004	McHenry	Harvard	US Rte. 14 Sidewalks	2024	\$ 149,0	00					\$ 149,000	\$ 149,000
Access to Transit	11-24-0006	McHenry	Cary	Cary Metra Station Access Improvements					2024	\$	468,410	\$ 468,410	\$ 468,410
Access to Transit	11-24-0007	McHenry	Harvard	Harvard Metra Station Access to Transit	2024	\$ 47,2	00		2026	\$	240,800	\$ 288,000	\$ 288,000
Intersection Improvement	12-12-0003	Will	Will County DOT	Bell Rd. (CH 16) at 143rd St. (CH 37)					2024	\$	10,384,000	\$ 10,384,000	\$ 10,384,000
Signal Interconnect	12-21-0027	Will	IDOT D1	IL 7 - 7th St to Adelmann Dr					2024	\$	422,000	\$ 422,000	\$ 422,000
Access to Transit	12-24-0012	Will	Plainfield	Plainfield 143rd Shared-Use Path	2025	\$ 80,0	00 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)					2024	\$	8,680,000	\$ 8,680,000	\$ 8,680,000
Signal Interconnect	13-19-0005	Regionwide	IDOT D1	IL 64 SMART Corridor (Smith/Kautz Rd to IL 50)					2025	\$	8,441,600	\$ 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	СТА	Purchase Electric Buses					2025	\$	23,493,631	\$ 23,493,631	\$ 23,493,631
Transit Vehicles	16-14-0001	City of Chicago	СТА	Purchase Electric Buses					2026	\$	44,255,332	\$ 44,255,332	\$ 44,255,332
Transit Vehicles	16-14-0001	City of Chicago	СТА	Purchase Electric Buses					2027	\$	68,107,815	\$ 68,107,815	\$ 68,107,815
Other Transit	16-19-0036	City of Chicago	СТА	Bus Slow Zones Elimination Program	2024	\$ 2,000,0	00	+	2024	\$	13,200,000	\$ 15,200,000	\$ 15,200,000
								1	,	Ľ	.,,	,,	,,_

					CMAQ Funds								
						ENG	R	ow	C	ON/IMP		Unobligated	
Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY	Amount	Project Total	Balance	
Transit Service	17-18-0001	Regionwide	Pace	Pulse Dempster Line - RSP 102A					2025	\$ 5,512,000	\$ 5,512,000	\$ 5,512,000	
Transit Service	17-21-0001	Regionwide	Pace	Pulse 95th Street Line	2024	\$ 1,464,000			2026	\$ 15,654,000	\$ 17,118,000	\$ 17,118,000	
Transit Vehicles	17-94-0002	Regionwide	Pace	Purchase Vanpool Vehicles					2024	\$ 7,520,000	\$ 7,520,000	\$ 7,520,000	
Direct Emissions Reduction	18-21-0027	Regionwide	Metra	Metra Alternative Fuel Locomotives					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	
	18-22-0056	Regionwide	Metra	Zero-Emissions Locomotives					2027	\$ 20,975,863	\$ 20,975,863	\$ 20,975,863	
Direct Emissions Reduction	18-22-0056	Regionwide	Metra	Zero-Emissions Locomotives					2028	\$ 119,320,000	\$ 119,320,000	\$ 119,320,000	

TOTAL CMAQ \$ 758,410,031 \$ 757,780,528



**CMAQ Deferred Program Summary** 

CMAQ Deterre	g				ENG ROW				CMAQ Fund				
		Regional	1	1						ON/IMP	Project Total	Defe	erred Balance
Project Type	TIP ID	Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY	Amount			
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	\$ 1,600,000	\$ 1,600,000	\$	1,600,000
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
Access to Transit	06-19-0017	Southwest	Blue Island	Blue Island Metra Station and Pace Bus Route Access Improvements	MYB	\$ 74,000			MYB	\$ 300,000	\$ 374,000	\$	374,000
Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	MYB	\$ 11,000			MYB	\$ 190,000	\$ 201,000	\$	201,000
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	07-19-0032	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	\$ 350,000	MYB	\$ 997,748	\$ 1,347,748	\$	1,347,748
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	\$ 63,176			MYB	\$ 350,979	\$ 414,155	\$	414,155
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	Railserve\Ingredion Switcher Locomotive Engine Replacement					MYB	\$ 2,692,000	\$ 2,692,000	\$	2,692,000

TOTAL CMAQ Deferred \$ 138,843,721



FFY 2024-2028 CRP Program Summary

									CRP Funds			
					E	NG	RO	OW	CC	N/IMP		Unobligated
Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY	Amount	Project Total	Balance
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	01-02-0030	City of Chicago	CDOT	State/Lake Station- Loop El					2024	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000
Transit Facility Improvement	01-94-0006	City of Chicago	СТА	Red Line Extension	2024	\$ 15,000,000			2024	\$ 15,000,000	\$ 30,000,000	\$ 30,000,000
Transit Facility Improvement	01-94-0006	City of Chicago	СТА	Red Line Extension					2026	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Transit Facility Improvement	01-94-0006	City of Chicago	СТА	Red Line Extension					2027	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000
Transit Facility Improvement	01-94-0006	City of Chicago	СТА	Red Line Extension					2028	\$ 45,000,000	\$ 45,000,000	\$ 45,000,000
Access to Transit	08-18-0005	DuPage	Elmhurst	Metra Station Site Access Improvements					2024	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000
Transit Service	17-18-0003	Regionwide	Pace	Pulse Halstad Line	2024	\$ 2,474,276					\$ 2,474,276	\$ 2,474,276
Transit Service	17-18-0003	Regionwide	Pace	Pulse Halstad Line					2025	\$ 9,663,058	\$ 9,663,058	\$ 9,663,058

TOTAL CRP \$ 150,137,334 \$ 150,137,334 \$ 150,137,334



						ENG			TAP-L Funds ROW COM				
	1		Regional	I							N/IMP	Project Total	Unobligated
ITEP#	Project Type	TIP ID	Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY	Amount	Troject rotal	Balance
1T1401	Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path					MYB	\$ 5,098,000	\$ 5,098,000	\$ 5,098,000
	Bicycle & Pedestrian	01-21-0021	City of Chicago	CDOT	Englewood Trail					2024, 2025, 2027	\$ 42,300,000	\$ 42,300,000	\$ 42,300,000
	Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St. from Linder Ave to Mccormick Blvd					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					MYB	\$ 2,780,936	\$ 2,780,936	\$ 2,780,936
	Bicycle & Pedestrian	02-19-0006	North Shore	Northfield	Skokie Valley Trail Improvements			2026	\$ 336,160	2026	\$ 4,209,476	\$ 4,545,636	\$ 4,545,636
	Bicycle & Pedestrian	02-19-0015	North Shore	Morton Grove	Oakton St. Multi-Use Path					2024	\$ 1,881,960	\$ 1,881,960	\$ 1,881,960
	Bicycle & Pedestrian	02-23-0009	North Shore	Evanston	Church St. Pedestrian and Bicycle Improvements					2025	\$ 1,394,541	\$ 1,394,541	\$ 1,394,541
	Bicycle & Pedestrian	03-19-0022	Northwest	Schaumburg	Golf Rd. and Meacham Rd. Multi-Use Path					2024	\$ 1,120,000	\$ 1,120,000	\$ 1,120,000
	Bicycle & Pedestrian	03-19-0042	Northwest	Cook County FPD	Des Plaines River Trail at Union Pacific Railroad					2024	\$ 5,093,000	\$ 5,093,000	\$ 5,093,000
	Bicycle & Pedestrian	03-21-0003	Northwest	Streamwood	IL 59 Bicycle and Pedestrian Overpass					2024	\$ 1,402,866	\$ 1,402,866	\$ 1,402,866
143075	Bicycle &	04-17-0011	North Central	FPD of Cook	Des Plaines River Trail from Touhy to North Avenue					2024	\$ 2,782,300	\$ 2,782,300	\$ 2,782,300
143075	Pedestrian Bicycle & Pedestrian	04-17-0011	North Central	FPD of Cook	Des Plaines River Trail from Touhy to North Avenue					2025	\$ 9,919,200	\$ 9,919,200	\$ 9,919,200
	Bicycle &	04-19-0010	North Central	County Broadview	25th Avenue Shared Use Path	2024	\$ 239,529			2024	\$ 3,580,639	\$ 3,820,168	\$ 3,820,168
1T1302	Pedestrian Bicycle &	06-06-0061	South	Dolton	Cal-Saq Multi-Use Greenway					MYB	\$ 3,118,800	\$ 3,118,800	\$ 3,118,800
	Pedestrian Bicycle &	06-20-0019	Southwest	Orland Park	167th St. from Steeplechase Parkway to 104th Ave			2024	\$ 98,885	2027	\$ 1,262,432	\$ 1,361,317	\$ 1,361,317
	Pedestrian Bicycle &	07-12-0004	South	Burnham	Burnham Greenway Trail Gap	2024	\$ 625,000			2026	\$ 11,500,000	\$ 12,125,000	\$ 12,125,000
1T1407	Pedestrian Bicycle &	07-18-0001	South	Country Club Hills	BP Pipeline Shared Use Path	2024	\$ 3,078					\$ 3,078	\$ 3,078
	Pedestrian Bicycle &	07-20-0013	South	University Park	University Park: University Parkway- Cicero Avenue to Metra Station	2025	\$ 99,726			2026	\$ 1,042,598	\$ 1,142,324	\$ 1,142,324
	Pedestrian Bicycle &	07-21-0006	South	Tinley Park	entrance  84th Avenue and 179th Street Multi-use Path Extension	2020	Ψ 00,120			2024	\$ 349,600	\$ 349,600	\$ 349,600
	Pedestrian Bicycle &	07-21-0010	South	Harvey	Robey Trail Project: Shared Use Trail from 147th St/Sibley Blvd to 158th	2025	\$ 75,419			2024	Ψ 040,000	\$ 75,419	\$ 75,419
	Pedestrian Bicycle &	07-21-0010	South	University Park	PI University Park Sidepath Project: Governor State University to Kedzie Ave	2023	\$ 107,392					\$ 107,392	\$ 107,392
	Pedestrian Bicycle &			,		2024	-	2027	£ 640,000			, ,,,,	* 101,002
	Pedestrian Bicycle &	07-23-0004	South	Midlothian	Natalie Creek Trail	2024	\$ 766,440	2021	\$ 640,000	2000	£ 2,000,000	, , , , ,	* 1,100,110
	Pedestrian Bicycle &	07-23-0004	South	Oak Forest	Natalie Creek Trail- Central Ave Segment	0000	<b>6</b> 000 000			2028	\$ 2,080,000	\$ 2,080,000	\$ 2,080,000
	Pedestrian Bicvcle &	07-23-0006	South	Chicago Heights	Old Plank Road Trail Extension	2026	\$ 600,000					\$ 600,000	\$ 600,000
	Pedestrian Bicycle &	07-23-0011	South	Harvey	Sibley Avenue Sidepath and Pedestrian Overpass	2027	\$ 473,188					\$ 473,188	\$ 473,188
	Pedestrian Bicycle &	07-23-0014	South	Ford Heights  DuPage County	Cottage Grove Avenue Sidepath	2026	\$ 89,946					\$ 89,946	\$ 89,946
1T1408	Pedestrian	08-16-0019	DuPage	FPD County	West Branch DuPage River Trail Extension					MYB	\$ 3,610,134	\$ 3,610,134	\$ 3,610,134
	Bicycle & Pedestrian	09-02-0007	Kane Kendall	Kane County DOT	Randall Rd at Hopps					2025	\$ 629,248	\$ 629,248	\$ 629,248
	Bicycle & Pedestrian	09-10-0024	Kane Kendall	Geneva	IL 38 FAU 347 State St. from Fox River to CH 77 Kirk Road					2024	\$ 3,628,494	\$ 3,628,494	\$ 3,628,494
1T1411	Bicycle & Pedestrian	09-18-0002	Kane Kendall	Kane County FPD	Great Western Trail Extension					MYB	\$ 141,634	\$ 141,634	\$ 141,634

<sub>1</sub> 14 Program current as of August 21, 2024

						TAP-L Funds								
						E	NG	RO	OW .	CO	N/IMP			Unobligated
ITEP#	Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY	Amount	Proje	ect Total	Balance
	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					2024	\$ 3,616,608	\$	3,616,608	\$ 3,616,608
143011	Bicycle & Pedestrian	10-16-0034	Lake	Lake County DOT	IL 137 Bike Path (Patriot Path)					2025, 2028	\$ 8,347,118	\$	8,347,118	\$ 8,347,118
	Bicycle & Pedestrian	10-19-0017	Lake	Lake County FPD	Millennium Trail- Rt. 45 Underpass					2024	\$ 100,000	\$	100,000	\$ 100,000
	Bicycle & Pedestrian	10-23-0008	Lake	Lake County FPD	Millennium Trail- Ethel's Woods Forest Preserve to Pine Dunes Forest Preserve					2028	\$ 3,443,840	\$	3,443,840	\$ 3,443,840
	Bicycle & Pedestrian	11-18-0006	McHenry	McHenry	Bull Valley Rd. Shared Use Path					2028	\$ 4,563,242	\$	4,563,242	\$ 4,563,242
	Bicycle & Pedestrian	12-11-0033	Will	Will County FPD	Veterans Memorial Trail					2024	\$ 635,019	\$	635,019	\$ 635,019
1T1315	Bicycle & Pedestrian	12-14-0016	Will	Will County FPD	Black Rd from DuPage River Trail to Rock Run Trail (Bike Trail Bridge Over DuPage River and Interstate 55)					2024	\$ 592,336	\$	592,336	\$ 592,336
	Bicycle &	12-23-0014	Will	Crete Township	Plum Creek Greenway Trail- Phase III					2024	\$ 3,089,500	\$	3,089,500	\$ 3,089,500

TOTAL TAP-L \$ 141,954,284 \$ 141,954,284



### **CMAQ Programming Summary and Obligation Goals**

	Uı	Federal nobligated or		Currently	Ur	nprogrammed	D	eferred Funds Not	nprogrammed alance Minus	Ш		Current FFY bligations to	Obligations eeded to Meet
FFY	Αp	portionment	F	Programmed		Balance	F	Programmed	Deferrals		<b>Obligation Goal</b>	Date	Goal
2024	\$	107,085,722	\$	102,076,592	\$	5,009,130	\$	139,020,921	\$ (134,011,791)	) (	255,791,383	\$ 87,305,967	\$ 168,485,415
2025	\$	124,753,952	\$	131,605,264	\$	(6,851,312)	\$	-	\$ (6,851,312)	)∥ :	124,753,952		
2026	\$	127,249,031	\$	136,741,017	\$	(9,491,986)	\$	-	\$ (9,491,986)	)∥ :	127,249,031		
2027	\$	129,794,012	\$	132,733,423	\$	(2,939,411)	\$	-	\$ (2,939,411)	)∥ :	129,794,012		
2028	\$	132,389,892	\$	119,320,000	\$	13,069,892	\$	-	\$ 13,069,892	:	132,389,892		
	\$	621,272,608	\$	622,476,296	\$	(1,203,688)	\$	139,020,921	\$ (140,224,609)		769,978,269		

Current as of 08/19/24

Federal Unobligated or

Apportionment:

Amount apportioned to the state based on CMAQ distribution formula and Congressional appropriation. Northeastern Illinois is allocated 95.21% of the state

apportionment; however the full apportionment is used for a programming mark. FFY 2024 includes the unobligated balance from prior years and funds transfer by

IDOT over the last two years, with funds currently in Advanced Construction not considered to be programmable since they may be converted at any time. FFY 2025-

2028 apportionments are estimates based on the current apportionment. See calculation below. Source: FHWA FMIS database

**Currently Programmed:** 

Net amounts programmed on active project phases, not including obligated funds or phases in Advanced Construction in the current FFY.

Source: eTIP database

Unprogrammed Balance:

For current FFY, unobligated less currently programmed, excluding deferred line items; for future years, apportionment less currently programmed.

This balance represents the funds that are available to program as of the current date.

Deferred Funds Not

Funds for project phases that have been deferred and have not demonstrated readiness for reinstatement.

Programmed:

Source: eTIP database

Unprogrammed Balance

For current FFY, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed.

Minus Deferrals:

**Obligation Goal:** 

Goals to obligate the apportioned amount plus the unobligated balance to achieve a zero unobligated balance.

Current FFY Obligations to Obligations (Federal Authorizations) as of the current date. Projects in Advanced Construction are not included as obligations.

Date:

Sources: eTIP database and FHWA FMIS databse

Obligations Needed to

Obligation goal less current FFY obligations as of the current date.

Meet Goal:

Current Year Unobligated Balance:

FFY 2024 Federal Apportionment \$ 122,307,796

Prior Years' Unobligated Balance \$ 139,342,130 (+)

\$ 261,649,926

FFY 2024 Obligated \$ 87,305,967 (-)

FFY 2024 Advanced Construction \$ 49,350,974 (-)

Prior Years' Advanced Construction \$ 17,907,263 (-)

\$ 107,085,722



# **CMAQ 2<sup>nd</sup> Performance Period Mid-Point Performance Plan**



# **CMAQ Mid-Point Performance Plan**

CMAQ Program Performance	
Performance Plan	1
Baseline Performance	
Peak Hour Excessive Delay (PHED)	
Non-SOV Travel	
Total Emissions Reduction	3
Targets and Assessment of Progress	3
Peak Hour Excessive Delay (PHED)	
Non-SOV Travel	
Total Emissions Reduction	5
Description of Projects	
Appendix A: Background and Overview	
Appendix B: Data Requirements and Sources	
Peak Hour Excessive Delay (PHED)	
Non-SOV Travel	
Total Emissions Reduction	10

# **CMAQ Program Performance**

This report summarizes the federal requirements for the Chicago Metropolitan Agency for Planning (CMAP) in the establishment and monitoring of performance measure targets associated with the Congestion Mitigation and Air Quality Improvement (CMAQ) program. In 2018 CMAP established the 2-year and 4-year targets for the 1<sup>st</sup> Performance Period with the adoption of ON TO 2050¹. With the adoption of the ON TO 2050 Update on October 12, 2022, CMAP established new 2-year and 4-year targets for the 2<sup>nd</sup> Performance Period. This report contains a 2-year progress assessment in achieving those performance targets.

The performance measure targets include unified urbanized targets for the performance measures of Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (SOV) travel in the area of traffic congestion, and a quantifiable target for Emissions Reduction for applicable pollutants and precursors for the nonattainment/maintenance areas within the CMAP planning area boundary. The targets describe in this report meet the Moving Ahead for Progress in the 21st Century Act (MAP-21)/ Fixing America's Surface Transportation Act (FAST Act) performance-based planning and programming requirements and are consistent with the target setting approaches of Illinois and Indiana.

See Appendix A for a background and overview of the federal performance measure targets for CMAQ and Appendix B for data requirements and sources.

# **Performance Plan**

# **Baseline Performance**

The CMAQ Performance Plan is required to report baseline performance for each CMAQ measure. For the PHED and Non-SOV measures, baseline performance is reported for calendar years 2017 and 2016 respectively. For the Total Emissions Reduction measure, baseline performance is reported for the applicable pollutants associated with CMAQ funded projects obligated in federal fiscal years 2014 through 2017.

# Peak Hour Excessive Delay (PHED)

This measure is calculated using data from the Federal Highway Administration's (FHWA) National Performance Management Research Data Set (NPMRDS). The NPMRDS provides travel time by road segment for the National Highway System (NHS) in 15-minute intervals. Travel times are provided for passenger, freight, and combined values. Along with the travel time information, a geographic file of the road segments is provided through the NPMRDS.

<sup>&</sup>lt;sup>1</sup> https://www.cmap.illinois.gov/2050



The geographic file includes information for each road segment including length in miles, average annual daily traffic, functional classification, and other roadway attributes. A conflation process was used to assign a speed limit information to the NPMRDS data. The 4:00 p.m. – 8:00 p.m. afternoon peak is used to be consistent with CMAP's travel model time periods.

The PHED is calculated for each 15-minute interval in the peak periods for all segments in the Chicago urban area. The 15-minute interval PHED is calculated in the following steps:

- Segment length divided by a segment's speed threshold (larger of 20 miles per hour, or 60 percent of speed limit) times 3,600 where travel time less than or equal to 900 seconds.
- Segment travel time minus the result from above step
- If result from above step greater than 0, then result divided by 3600
- Result from above step multiplied by the 15-minute volume and the average vehicle occupancy for the segment
- The results from the above steps are summed for the urban area and divided by the urbanized area population

The total PHED is divided by the urbanized area population to calculate the peak hour excessive delay per capita. Illinois Department of Transportation (IDOT) provided access to the Regional Integrated Transportation Information System (RITIS)<sup>2</sup> tool that was used to calculate this measure.

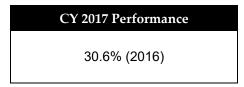
**Table 1. Baseline Performance Period PHED** 



### Non-SOV Travel

The baseline for the Non-SOV Travel is calculated using the most recent table DP03 from five-year estimated of the U.S. Census Bureau's American Community Survey (ACS) dataset. 2016 is the most recent five-year data available. The percentage of commuters that predominantly do not commute by driving alone in a car, van or truck is used.

**Table 2. Baseline Performance Period Non-SOV Travel** 



<sup>&</sup>lt;sup>2</sup> Regional Integrated Transportation Information System www.ritis.org



### **Total Emissions Reduction**

Applicable criteria pollutants for the CMAP non-attainment area include ozone and particulate matter 10 microns (PM10) as reported in Environmental Protection Agency's Green Book.<sup>3</sup> Primary precursors for ozone are volatile organic compounds (VOC) and nitrogen oxides (NOx). For particulate matter 2.5 microns (PM2.5) the region was unclassifiable for a period several years ago and while the region has been reclassified to unclassifiable/attainment, it has continued reporting for baseline performance and targets for PM 2.5 even though it is not required. The Primary PM2.5 annual national ambient air quality standards (NAAQS) was lowered in 2024. As a result, the region may have areas that will be classified as nonattainment. The process for making these determinations is underway and is expected to be completed in the next few years. The Total Emissions Reduction measure for each of the criteria pollutants or applicable precursors for all projects reported to FHWA's CMAQ Public Access System are calculated to the nearest one thousandth by using the daily kilograms of emission reductions. CMAP staff calculates the daily kilograms of emission reductions as part of the project evaluation and selection process and provides that information to IDOT staff for inclusion in the CMAQ Public Access System. Lyons Township in western Cook County is declared a maintenance area for PM<sub>10</sub>. The maintenance area is not the result of mobile source emissions, but a point source problem related to quarry activities within the township. Because these emissions are unrelated to transportation and mobile sources the baseline performance and targets are reported as zero.

Table 3. Baseline Performance Period Total Emissions Reduction

Criteria Pollutants and Applicable Precursors	FFYs 2014-2017 Performance (kg/day)
Volatile Organic Compounds (VOC)	279.242
Nitrogen Oxides (NOx)	1,271.470
Particulate Matter (PM <sub>2.5</sub> )	47.555
Particulate Matter (PM <sub>10</sub> )	0.000

# **Targets and Assessment of Progress**

CMAP must establish both 2-year and 4-year targets for the Chicago metropolitan planning area for each CMAQ performance measure and assess the progress of those targets with each biannual update of this report.

<sup>&</sup>lt;sup>3</sup> https://www.epa.gov/green-book



### Peak Hour Excessive Delay (PHED)

The 2017 baseline PHED of 14.8 hours was used to set the 2024 target. This target was set in coordination with CMAP and Northwestern Indiana Regional Planning Commission (NIRPC) staff using data from the RITIS platform. Trend data and other factors were considered in setting the target including construction and agency policies and goals of increasing transit ridership, transit supportive land uses, and improving traffic operations.

New 2-year and 4-year targets were set for 2024 and 2026, respectively, with an understanding that a return to pre COVID-19 mobility levels would occur. The same process was followed in setting this target of coordination with NIRPC staff, consideration of trend data, and achievement of agency policies and goals. The new targets were approved as part of the ON TO 2050 Update System Performance report appendix.<sup>4</sup>

Table 4. New PHED Performance Targets for 2<sup>nd</sup> Performance Period

Baseline	2-year Target	2-year Progress	4-year Target
	(2024)	Assessment	(2026)
14.8	15.6	11.6	15.9

### **Non-SOV Travel**

The targets were set in coordination between CMAP and NIRPC staff based upon ACS trends between 2012 and 2016 and the ON TO 2050 goal of doubling transit ridership in the CMAP region by 2050 and the anticipated effects this would have on the non-SOV travel in the urbanized area.

The non-SOV travel percentage is trending in the right direction in part to the COVID-19 pandemic and the shift to remote work. New 2-year and 4-year targets for 2024 and 2026 were set with continued optimism for growth while also recognizing the shift back towards pre-COVID-19 mobility trends. The same process was followed in setting these targets with coordination of NIRPC staff and the use of ACS trends between 2017-2021. The new targets were approved as part of the ON TO 2050 Update System Performance report appendix.<sup>5</sup>

Table 5. New Non-SOV Travel Performance Targets for 2<sup>nd</sup> Performance Period

Baseline	2-year Target	2-year Progress	4-year Target
	(2024)	Assessment	(2026)
30.6% (2016)	32.4%	36.3%	32.9%

<sup>4</sup> www.cmap.illinois.gov/2050/appendices

<sup>5</sup> www.cmap.illinois.gov/2050/appendices



### **Total Emissions Reduction**

The combined total daily emissions for CMAP's FFY 2018-2022 CMAQ program was used to develop an annual estimate to generate the 2-year and 4-year targets.

For the 2<sup>nd</sup> performance period the total emissions reduction targets were set based upon the program of CMAQ projects for FFY 2022 through 2026. The new targets were approved as part of the ON TO 2050 Update System Performance report appendix.<sup>6</sup>

Table 6. New Total Emissions Reduction Performance Targets for 2<sup>nd</sup> Performance Period

Criteria Pollutants and Applicable Precursors	Baseline	2-year Target (kg/day)	2-year Progress Assessment (kg/day)	4-year Target (kg/day)
Volatile Organic Compounds (VOC)	279.242	209.351	182.358	418.702
Nitrogen Oxides (NOx)	1,271.470	1102.103	702.612	2204.206
Particulate Matter (PM <sub>2.5</sub> )	47.555	42.332	0	84.664
Particulate Matter (PM <sub>10</sub> )	0.000	0.000	0	0.000

<sup>&</sup>lt;sup>6</sup> www.cmap.illinois.gov/2050/appendices



# **Description of Projects**

Included in the table below are the progress assessments by project type categories as identified in FHWA's CMAQ Public Access System along with if the category contributes to the PHED and/or Non-SOV Travel Benefit measures.

Table 7. 2-year Progress Assessment by Project Type

Project Category	2-year Progress Assessment of Total Emissions Reduction (kg/day)			PHED Benefit	Non-SOV Travel Benefit
	VOC	NOx	$PM_{2.5}$		
Alternative Fuels and Vehicles + Advance Diesel Technologies	0	0	0	No	No
Bicycle and Pedestrian Facilities and Programs	1.344	0.472	0	No	Yes
Congestion Reduction and Traffic Flow Improvements	32.136	5.797	0	Yes	No
Transit Improvements	148.777	696.313	0	No	Yes
Travel Demand Management	0.104	0.031	0	Yes	No
Total	182.361	702.613	0		

# Appendix A: Background and Overview

The Moving Ahead for Progress in the 21st Century Act (MAP-21),<sup>7</sup> signed into law on July 6, 2012, transformed the policy and programmatic framework for making investments that guide the growth and development of the Nation's surface transportation program and created a performance-based surface transportation program. The Fixing America's Surface Transportation Act (FAST Act),<sup>8</sup> signed into law on December 4, 2015, continued and refined these efforts. To examine the effectiveness of the Federal-aid Highway Program as a means to address surface transportation performance at a national level, the United States Department of Transportation (USDOT) established a set of national measures on which state DOTs must report performance.<sup>9</sup>

For the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, MAP-21 required USDOT to establish measures for state DOTs to use to assess traffic congestion and on-road mobile source emissions. <sup>10</sup> To meet this requirement, FHWA finalized three CMAQ performance measures (two congestion measures and one on-road mobile source emission reduction measure), listed in Table 11

Table 8. Performance Measures for the CMAQ Program

Measure	Description		
Traffic Congestion	PHED: Annual hours of peak hour excessive delay (PHED) per capita		
Trailic Congestion	Non-SOV: Percent of non-single occupancy vehicle (SOV) travel		
On-Road Mobile Source Emissions  Total Emissions Reduction: 2-year and 4- year total emissions reductions for each applicable criteria pollutant and precursor for all projects funded with CMAQ funds (kg/day)			
Source: 82 Fed. Reg. 5970 (Jan. 18, 2017) (codified at 23 CFR Part 490), available at <a href="https://www.gpo.gov/fdsys/pkg/FR-2017-01-18/pdf/2017-00681.pdf">https://www.gpo.gov/fdsys/pkg/FR-2017-01-18/pdf/2017-00681.pdf</a>			

The two traffic congestion performance measures are the PHED measure and the percent of non-SOV travel measure. The PHED measure is the annual hours of peak hour excessive delay per capita that occurs within an applicable urbanized area. The percent of non-SOV travel measure is the percentage of non-SOV trips within an applicable urbanized area. The traffic congestion measures apply to the Chicago, IL-IN urbanized area because it includes NHS mileage and has a population over 1 million people. <sup>11</sup> The on-road mobile source emissions performance measure is the total emissions reduction measure. The total emissions reduction

<sup>11 23</sup> CFR 490.703



<sup>&</sup>lt;sup>7</sup> Pub. L. 112-141

<sup>&</sup>lt;sup>8</sup> Pub. L. 114-94

<sup>9 23</sup> U.S.C. 134, 135, and 150

<sup>10 23</sup> U.S.C. 150(c)(5)

measure is the estimated emission reductions, for all CMAQ funded projects, of particulate matter (PM $_{10}$ ) and volatile organic compounds (VOC) and oxides of nitrogen (NOx) because these are the applicable criteria pollutants and precursors for which the Chicago area is designated nonattainment or maintenance. $^{12}$ 

The target reporting deadline for all measures for the 1st performance period is October 1, 2018. In establishing targets, CMAP staff coordinated with the IDOT, INDOT and NIRPC to ensure consistency to the maximum extent practicable. In addition to the reporting required by the regulation, 23 United States Code (U.S.C.) 149(l) 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. In the CMAQ Performance Plan and its biennial updates, CMAP will report 2 and 4 year targets, describe how we plan to meet our targets, and detail our progress toward achieving the targets over the course of the performance period. The performance periods and reporting timeline for CMAQ measures are indicated in Figure 1 below.

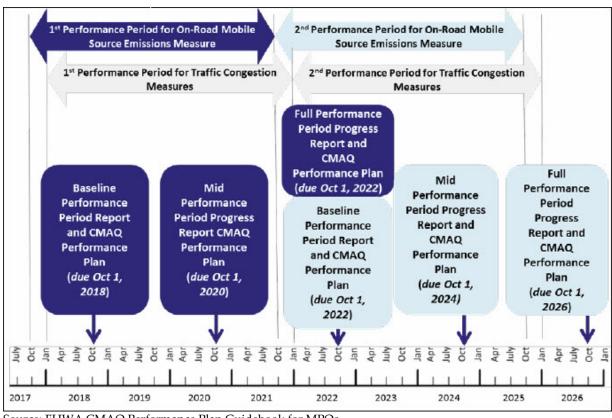


Figure 1. Performance Periods for CMAQ Measures and Reporting Timeline

Source: FHWA CMAQ Performance Plan Guidebook for MPOs

<sup>14 23</sup> CFR 490.107(c)(3)



<sup>12 23</sup> CFR 490.807

<sup>13 23</sup> CFR 490.107(b)(1)(i)

# **Appendix B: Data Requirements and Sources**

Certain data sources are required by USDOT to calculate condition and performance for the traffic congestion and on-road mobile source emissions measures, as follows.

## **Peak Hour Excessive Delay (PHED)**

IDOT, INDOT, CMAP and NIRPC are required to use the same travel time data set for calculating the PHED measure and must establish and report single, unified targets for the Chicago urbanized area.<sup>15</sup> The data sets used to calculate the PHED were processed by CMAP staff and the RITIS<sup>16</sup> MAP-21 PHED tool.

**Table 9. Data Sources for PHED Measure** 

Data	Data Source
Urbanized Area Boundary	U.S. Decennial Census; FHWA's Highway Performance Monitoring System (HPMS) Filed Manual
Urbanized Area Population	5-year annual estimates of the total population of the urbanized area from the American Community Survey (Table DP05)
Reporting Segments	National Performance Management Research Data Set (NPMRDS)
Travel Times in 15- minute Intervals	NPMRDS
Hourly Traffic Volume	NPMRDS via HPMS. Hourly volume estimates follows the method described in "MAP-21 Proposed Measures for Congestion, Reliability, and Freight: Step-by-Step Calculations Procedures" (https://www.apta.com/gap/fedreg/Documents/MAP-21_Proposed_Measures_for_Congestion,_Reliability,_and_Freight.pdf)
Annual Vehicle Classification for Buses, Trucks, and Cars	NPMRDS via HPMS.
Annual Vehicle Occupancy for Buses, Trucks, and Cars	Values recommended by FHWA. https://www.fhwa.dot.gov/tpm/guidance/avo_factors.pdf
Speed Limits	Illinois Highway Information System (IHIS)

 $<sup>^{\</sup>rm 16}$  Regional Integrated Transportation Information System www.ritis.org



<sup>15 23</sup> CFR 490.103(e) and 23 CFR 490.105(f)(5)(iii)(B)

### **Non-SOV Travel**

For the Chicago urbanized area, IDOT, INDOT, CMAP and NIRPC agreed upon a data source and method to calculate the Non-SOV travel measure.

Table 10. Data Sources for Non-SOV Travel Measure

Data	Data Source
Mode of Commuting to Work	5-year estimate for "Commuting to Work" totaled by mode from the U.S. Census Bureau's American Community Survey dataset, table DP03, for Chicago urbanized area.

### **Total Emissions Reduction**

FHWA's CMAQ Public Access System is the required data source for calculating the Total Emissions Reduction measure.<sup>17</sup> IDOT is responsible for submitting project information to the CMAQ Project Tracking System by March 1 of each federal fiscal year (FFY), along with the CMAQ Annual Report, for all projects obligated in the previous FFY.

Table 11. Data Sources for Total Emissions Reduction Measure

Data	Data Source
Emissions reduction estimated for each CMAQ funded project by pollutant and precursor (kg/day)	IDOT extracted data from the CMAQ Public Access System found at <a href="https://fhwaapps.fhwa.dot.gov/cmaq_pub/">https://fhwaapps.fhwa.dot.gov/cmaq_pub/</a>

<sup>17 23</sup> CFR 490.809(a)



### Agenda Item 5.01



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 21, 2024

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

Action Requested: Approval

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

Unprogrammed Balance*  Sp  Niles (03-19-0040)  RTA (13-12-0002)  Sum of Changes From Requests  Sum of Recommended Changes	\$102,076,591 \$5,009,130 \$5,009,130 \$320,000 \$320,000 \$320,000	2025 \$131,605,264 -\$6,851,312 ested changes - \$0 \$0	\$0	2027 \$132,733,423 -\$2,939,411 consideration	2028 \$119,320,000 \$13,069,892	Cost increase for construction Scope change; no change in cost
Unprogrammed Balance*  Sp  Niles (03-19-0040)  RTA (13-12-0002)  Sum of Changes From Requests  Sum of Recommended Changes  Recommended Revised Program  \$	\$5,009,130 consor reque \$320,000 \$320,000	-\$6,851,312 ested changes - \$0	-\$9,491,986 for Committee \$0	-\$2,939,411 consideration	\$13,069,892	construction Scope change; no
Niles (03-19-0040)  RTA (13-12-0002)  Sum of Changes From Requests  Sum of Recommended Changes  Recommended Revised Program	\$320,000 \$320,000	sted changes -	for Committee	consideration		construction Scope change; no
Niles (03-19-0040)  RTA (13-12-0002)  Sum of Changes From Requests  Sum of Recommended Changes  Recommended Revised Program	\$320,000 \$320,000	\$0	\$0		\$0	construction Scope change; no
RTA (13-12-0002)  Sum of Changes From Requests  Sum of Recommended Changes  Recommended Revised Program	\$320,000			\$0	\$0	construction Scope change; no
Sum of Changes From Requests  Sum of Recommended Changes  Recommended Revised Program				\$0	\$0	
Sum of Recommended Changes  Recommended Revised Program \$				\$0	\$0	
Recommended Revised Program \$	\$320,000	\$0	44		40	
Ů			\$0	\$0	\$0	
Rec. Rev. Unprogrammed Balance	\$102,396,591	\$131,605,264	\$136,741,017	\$132,733,423	\$119,320,000	
F	\$4,689,130	-\$6,851,312	-\$9,491,986	-\$2,939,411	\$13,069,892	
_						
				CRP		
	2024	2025	2026	2027		Request
Current Program*	\$6,800,000	\$9,663,058	\$10,000,000	\$15,000,000	\$45,000,000	
Unprogrammed Balance*	\$174,928	\$9,633,563	\$9,682,554	\$5,076,205	-\$24,522,271	
Sp	onsor reque	sted changes -	for Committee	consideration		
Sum of Changes From Requests	\$0	\$0	\$0	\$0	\$0	
Sum of Recommended Changes	\$0 <b>\$0</b>	\$0 <b>\$0</b>	\$0 <b>\$0</b>	\$0 \$0	\$0 \$0	
Recommended Revised Program	\$6,800,000	\$9,663,058	\$10,000,000	\$15,000,000	\$45,000,000	
Rec. Rev. Unprogrammed Balance	\$174,928	\$9,633,563	\$9,682,554	\$5,076,205	-\$24,522,271	

				TADI		
		TAP-L				
	2024	2025	2026	2027	2028	Request
Current Program*	\$47,274,685	\$21,539,205	\$21,054,680	\$16,536,880	\$14,623,328	
Unprogrammed Balance*	\$3,191,822	-\$2,557,496	-\$1,693,337	\$3,211,690	\$5,520,214	
	Sponsor reque	sted 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	\$47,274,685	\$21,539,205	\$21,054,680	\$16,536,880	\$14,623,328	
Rec. Rev. Unprogrammed Balance	\$3,191,822	-\$2,557,496	-\$1,693,337	\$3,211,690	\$5,520,214	

\*Source: CMAP FFY 2024-28 TIP

## **For Committee Consideration:**

Project	Request	Action
Niles- Pace bus stop access	The sponsor is requesting a cost	Approval of the requested cost
(03-19-0040)	increase of \$320,000 CMAQ for	increase of \$320,000 CMAQ for
The project has \$636,577 CMAQ	construction in FFY 2024.	construction in FFY 2024.
for construction in advanced construction.	The project was on the January 19, 2024 letting, but the bids were rejected as they came in significantly higher than the cost estimate. The project is on track to be on the September 20, 2024, IDOT letting. This request is to cover the higher construction costs.	
	The project was re-ranked among access to transit projects included in the 2020-2024 program and remained the 2nd ranked project out of 3 selected in its category.	
RTA— Regional Transit Signal Priority Integration Plan (13-12-0002) The project was approved for \$36,000,000 CMAQ for implementation in FFY 2012 and is in an FTA grant.	The sponsor is requesting a scope change to include 7 additional TSP corridors to the project (location map attached). The additional TSP corridors is a result of CTA and CDOT having unobligated funds from the original project allowing for the additional corridors.	Approval of the requested scope change to add an additional 7 TSP corridors to the project.
	An increase in the number of TSP corridors will generate a higher emissions benefit for the project.	

ACTION REQUESTED: Approval

# **CMAQ/TAP Cost Change Request Form**

# **Project Identification**

TIP ID	03-19-0040	Sponsor Village of Niles		
Project Location Description Part of RTA's Access to Transit program, pedestrian improvements alo Rd and Milwaukee Av that serve Pace bus stops.				

# **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							
ENG 2							
ROW							
CONST	2022	735	588	80	CMAQ	Local	
CE	2022	60	48	80	CMAQ	Local	
Total		795	636	80			

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Share (%)	Fund	Phase Accomplished*
ENG					
IMP					
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	2024	1,135	908	80	CMAQ	Local	09/2024
CE	2024	60	48	80	CMAQ	Local	09/2024
Total						-	

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							

<b>Requested Cost (</b>	Changes	+/	<b>/</b> -)	١
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Check all that apply: 🛛 Cost Increase 🔲 Transfer of Funds 🔲 Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	2024	400	320	80	
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.

The project has reached the funding IGA expiration and the Village has completed preliminary & design engineering for the project and currently on target for the September 20, 2024 IDOT letting. The project was originally included on the January 19, 2024 IDOT letting and the bids were rejected as the bids received were \$2M over the approved cost estimate. The request is for an extension and increase of funds due to the current construction climate. The construction bid amounts have increased significantly since the original application for funds and the Village is requesting an increase to match the higher than expected bid amounts.

# **State and Federal Project Information**

Select One.

State/Federal Project or Grant Numbers Provided Below	w
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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-91-091-21	RR9H(398)	
ENG			
IMP			

### **Additional Comments**

The project was included on the January 2024 IDOT letting and the bids received were significantly higher than the estimate of cost. Due to the bids, the Village reduced the scope of lighting improvements (separate funding sources) in order to continue with the project. The schedule is to re-let the project in September 2024 and anticipates construction in the Summer 2025.

### **CMAQ/TAP Scope Change Request Form**

### **Project Identification**

TIP ID	13-12-0002	Sponsor	RTA
Project Location Description		Multiple Location	ons

### **Revised Project Scope**

Pending bid advertisements and contract executions, CTA and CDOT anticipate having unobligated funds on their RTA TSP grant to implement TSP on additional corridors in Chicago. With an eye towards implementing TSP more quickly and at a lower cost per intersection, CTA and CDOT staff recently reviewed the traffic signal equipment along arterial corridors in Chicago with high CTA bus ridership.

Focusing on intersections with modern communication equipment, advanced traffic controllers, and/or modern traffic signal cabinets; CTA and CDOT staff have recommended the following corridors for TSP implementation at some – but not all – intersections (see attached PDF with map):

- Archer Avenue Corridor (CTA Route 62): Harlem Avenue to State Street/Kinzie Street
- Belmont Avenue Corridor (CTA Route 77): Cumberland Avenue to Lake Shore Drive
- Chicago Avenue Corridor (CTA Route 66): Austin Avenue to Navy Pier
- Cicero Avenue Corridor (CTA Routes 54 and 54B): Montrose Avenue to 79th Street/Ford City
- Cottage Grove Ave. Corridor (CTA Routes 4 and X4): Wacker Drive/Michigan Ave. to 115<sup>th</sup> St.
- Halsted Street Corridor (CTA Route 8 and 8A): Addison Street to 95<sup>th</sup> Street
- Pulaski Road Corridor (CTA Route 53 and 53A): Peterson Avenue to 115th Street

Except for portions of 95th Street and Cicero Avenue, the above listed corridors were not listed in the RTA's original CMAQ application for the Regional Transit Signal Priority Implementation Program (RTSPIP). Therefore, we respectfully request consideration of a scope change for this CMAQ-funded project/program to include these new TSP corridors

### Changes to Location/Limits (if applicable)

Name of Street or Facility to be Improved	Marked Route #	
North/West Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information	I	

### Changes to Emissions Benefit Analysis (not required of TAP projects)

$\square$ The proposed scope change will not affect the emissions benefits of the project.
$\Box$ The proposed scope change will affect the emissions benefits of the project – continue to next page

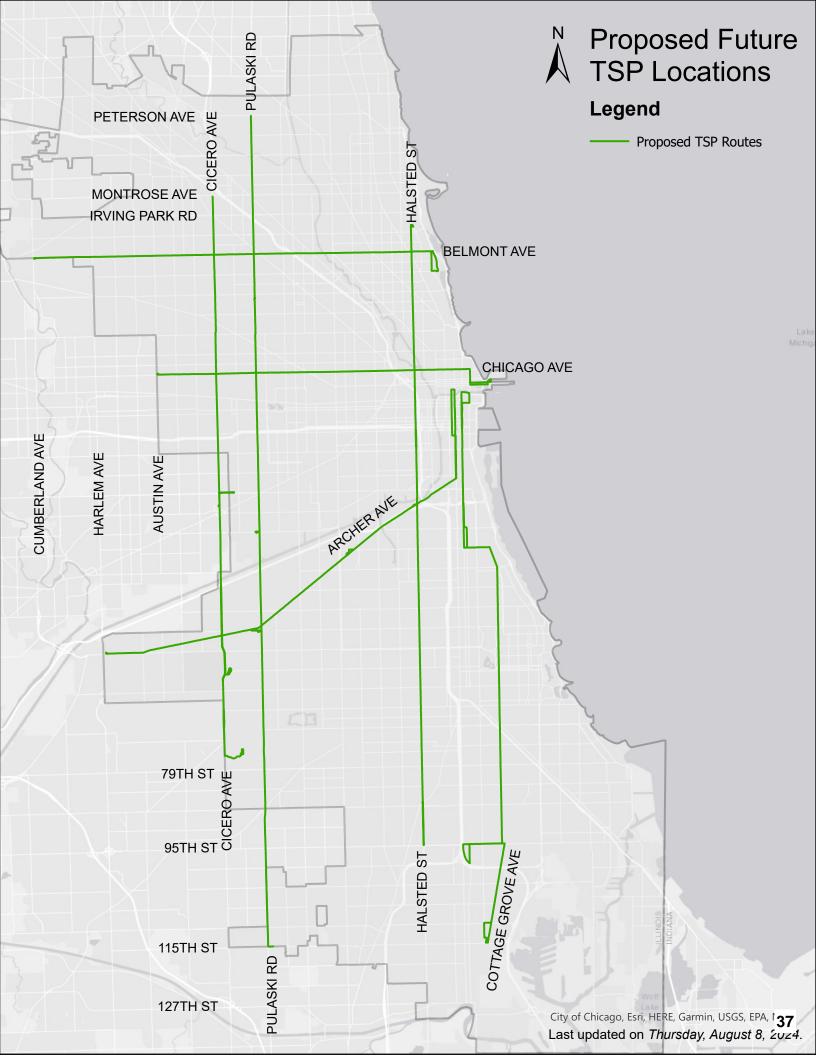
### **Cost/Schedule Changes**

The scope change will result in a cost change. A Cost Change Request form was submitted.
The scope change will result in a schedule change. A Schedule Change Request form was submitted.

### **Additional Comments**

CTA and CDOT previously implemented TSP on the South Ashland Avenue and Western Avenue corridors, and they have recently completed engineering for a TSM and TSP project on the North and Central portions of Ashland Avenue. That project is expected to be implemented by CTA and CDOT in 2025 using funds primarily from CTA's separate CMAQ-funded grant (CMAQ Application TI01164058), along with some funds from RTA's TSP grant.

Note that Pace has fully obligated their portion of the funds available through the FTA/RTA grant for TSP. Pace previously implemented TSP on the Milwaukee Avenue and Dempster Street corridors, they are currently implementing TSP on four corridors (95th Street, 147th Street, Roosevelt Road, and Grand Avenue in Lake County), and they are about to implement TSP on four additional corridors (159th Street, Cermak Road, Cicero Avenue, and Halsted Street).





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### **MEMORANDUM**

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

From: CMAP Staff

**Date:** August 21, 2024

**Subject:** FFY 2026-2030 Program Development - Selection Process Timeline

Action Requested: Information

The timeline below represents the general flow of the application and approval process. This schedule is subject to change.

Schedule	Action
October 21, 2024	Call for projects open
December 9, 2024	Local applications due in eTIP for Planning Liaison review
December 20, 2024	All applications and attachments due
TBD based upon PSC schedule	Summary of applications available
TBD (April 2025)	Staff recommended program presented to Project Selection Committee
April-May 2025	Public comment period open
May 2025	Project Selection Committee review of public comment and consideration of final program approval
May/June 2025	CMAP Transportation Committee considers TIP changes incorporating approved programs
June 2025	MPO Policy Committee and CMAP Board consider final approval of TIP changes for the programs



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### **MEMORANDUM**

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

From: CMAP Staff

**Date:** August 21, 2024

**Subject:** Justice 40 Disadvantaged Communities Scoring

Action Requested: Approval

#### Overview

The Justice 40 initiative established a goal of placing 40 percent of overall benefits of federal investments from covered programs in climate and clean energy infrastructure toward disadvantaged communities. In response to Justice 40, the CMAQ, CRP, TAP-L project selection committee added an additional 10 points to incorporate disadvantaged communities as a scoring factor within the equity category for the 2024-2028 program cycle. To score the disadvantaged community's criteria, staff used the US DOT disadvantaged communities' tool to identify the level of community disadvantage where a project was located based on the number of burden categories it met.

The US DOT disadvantage tool has since been replaced with a new tool, the Equitable Transportation Community (ETC) tool, a transportation focused tool to supplement the US EPA's Climate and Economic Justice Screening Tool. The ETC is an interactive map using 2020 census tract data that allows users to explore community burdens experienced as a result of underinvestment in transportation. The tool has five burden categories: transportation insecurity, climate and disaster risk burden, environmental burden, health vulnerability, and social vulnerability.

To better link project benefits to addressing community burdens, staff is recommending having project applicants use the ETC tool to answer prompts which identify vulnerable populations, describe the ways in which project benefits will address community burdens, and other impacts that the project will have on an area. A high, medium, or low score will be assigned to each project for how directly the applicant answers each prompt.

### Scoring Criteria

### Disadvantaged communities score (10 points)

Each question response will be rated as high, medium, or low based on the criteria below. Projects that most directly support each criterion, addressing each question within a given section, will be rated higher.

Rating	Criterion
High	A project will receive a high rating if it reduces a clearly demonstrated burden and/or provides a clearly demonstrated benefit for one or more of the specific population groups identified.
Medium	A project will receive a medium rating if the burden and/or benefit have only been partially demonstrated.
Low	A project will receive a low rating if the burden and/or benefit have not been clearly demonstrated.

### 1. Addressing population groups, benefits and disparities (4 points)

Within the DOT ETC tool, use the Social Vulnerability information to identify the disadvantaged population groups who are located within, or adjacent, to the project areas census tract, e.g., people with low-income, older adults, people with disabilities, youth, and people with Limited English Proficiency. Specifically, identify any groups that exceed the 65<sup>th</sup> percentile according to the DOT ETC tool.

- a. Identify the disadvantaged population groups who live in the location to be served by the project.
- b. Describe how the project will provide benefits to these groups.

Rating	Score	
Low	1	
Medium	2	
High	4	

### 2. Addressing locational burdens (6 points)

Using the DOT ETC tool, identify the burdens related to the transportation system or the services in the location that would be served by the project, including those related to climate & disaster, environmental, health vulnerability, and transportation insecurity. Specifically, identify any burdens that exceed the 65<sup>th</sup> percentile.

- a. Identify the categories of disadvantage in the location of the project.
- b. Describe how the project will address these burdens.

To recognize cumulative burdens of communities, scoring for this prompt will be tied to the number of disadvantaged categories a community is addressing. Applicants will need to demonstrate how the project will address each category of burden to receive points. Scoring will follow the table below:

Burdens Addressed	High	Medium	Low
1	3	2	1
2	4	3	2
3	5	3	2
4+	6	4	3