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

#### **AGENDA - FINAL-REVISED**

Thursday, June 23, 2022 11:00 AM

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

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

Access Code: 834-521-957

1.0	Call To Order		
2.0	Agenda Changes	s and Announcements	
3.0	Approval of Min	nutes	
	Meeting Minute	es from April 14, 2022	<u>22-308</u>
	ACTION REQUES	TED: Approval	
	Attachments:	PSC(DraftMinutes)04-14-22	
4.0	Program Monito	oring	
4.1	Project Program	iming Status Sheets	<u>22-311</u>
	ACTION REQUES	TED: Information	
	Attachments:	FFY22-26 CMAQ Program Summary FFY22-26 TAP-L Program Summary	
4.2	CMAQ Programm	ming Summary and Obligation Goal	22-312
	ACTION REQUES	TED: Information	
	Attachments:	CMAQ Obligation Goal Table 20220616	
5.0	Project Change I	Requests	

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5.1	Project Change	Request Memo	22-314
	ACTION REQUES	STED: Information	
	Attachments:	PSC(ChangeMemo)06-16-22	
5.1.1	CDOT - Streets	for Cycling (01-94-0092)	<u>22-315</u>
	ACTION REQUES	STED: Approval	
	Attachments:	CMAQ Cost Change Request Form (01-94-0092) for 2022-6-23 meeting	
5.1.2	Glenview - East	Lake- Waukegan (IL 43) Intersection Improvements (02-19-0016)	<u>22-316</u>
	ACTION REQUES	STED: Approval	
	Attachments:	02-19-0016 CMAQ Cost Change Request Form 6.7.22	
5.1.3	Northbrook - No (02-22-0005)	orthbrook Metra Station and Pace Route Access Improvements	<u>22-319</u>
	ACTION REQUES	STED: Approval	
	Attachments:	02-22-0005 CMAQ Schedule Change Request Form TIP 02-22-0005	
5.1.4	Forest Preserve (04-17-0011)	s of Cook County - Des Plaines River Trail Improvements	<u>22-320</u>
	ACTION REQUES	STED: Approval	
	Attachments:	04-17-0011 CMAQ Cost Change Request Form (3-14-14) Segment 3 04-17-0011 CMAQ Cost Change Request Form (3-14-14) Segment 4 04-17-0011 CMAQ Schedule Change Request Form (3-14-14)	
5.1.5		District of DuPage Co - West Branch DuPage River Trail Connection age Woods Forest Preserve to Blackwell Forest Preserve	<u>22-321</u>
	ACTION REQUES	STED: Approval	
	Attachments:	08-16-0019 CMAQ Cost Change Request Form (3-14-14) (3)	

# 5.1.6 Aurora - Montgomery Road and Hill Avenue Intersection Improvements (09-19-0007)

22-322

**ACTION REQUESTED: Approval** 

Attachments: 09-19-0007 CMAQ Scope Change Request Form 2022 06 01-1

09-19-0007 CMAQ Cost Change Request Form 2022 06 01-1

#### 5.1.7 Kane Co - Multi-use Path for Dauberman Rd Extension (09-99-0101)

22-323

**ACTION REQUESTED: Approval** 

Attachments: 09-99-0101 CMAQ Schedule Change Request Form 09.99.0101

#### 5.1.8 Will Co - Bell Rd at 143rd St (12-12-0003)

22-324

**ACTION REQUESTED: Approval** 

## 6.0 FFY 2024-2028 Program Development

#### 6.1 Preliminary Engineering Requirements

**22-317** 

PURPOSE & ACTION: Staff requests committee discussion of the attached language changes that clarify the requirements for preliminary engineering to be "substantially complete" to be eligible to apply for funding.

**ACTION REQUESTED: Discussion** 

Attachments: PSC Memo Prelim Eng Regs 06162022

#### 6.2 Changes to the Inclusive Growth Regional Priority Scoring

22-318

PURPOSE & ACTION: PURPOSE & ACTION: Staff requests committee discussion of the attached proposal to modify the Inclusive Growth Regional Priority scoring for CMAQ and TAP-L applications using Justice 40 initiative guidance from US DOT.

**ACTION REQUESTED: Discussion** 

Attachments: PSC(Memo)IG-Justice40 06-16-22

- 7.0 Other Business
- 8.0 Public Comment
- 9.0 Next Meeting

September 1, 2022

6.0 Adjournment



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

#### **MEETING MINUTES - DRAFT**

Thursday, April 14, 2022 11:00 AM

Please join from your computer, tablet or smartphone.

https://us06web.zoom.us/j/87514761724?pwd=dUhBeTl2TXZTSnFrS1ZVcXNoOWdXZz09

Dial in using (312) 626-6799

Meeting ID: 875 1476 1724 Passcode: 123456

#### 1.0 Call To Order

Chair Ferguson called the meeting to order at 11:00 a.m. and reminded the members that the meeting is being recorded. Chair Ferguson called the roll.

**Present:** Douglas Ferguson, Darwin Burkhart, Mark Pitstick, Tom Rickert, Chris Schmidt, and

Jeffrey Sriver

**Absent:** Gary Grasso

Keith Privett represented CDOT in place of Jeffrey Sriver

Staff Present: Kama Dobbs, Jonathan Haassma, Russell Pietrowiak, Yousef Salama, Mary Weber

**Others Present:** Joseph Breinig, Len Cannata, Martin Chalowicz, Eric Czarnota, Jon Paul Diipla, Peter Falcone, Laura Fedak, Jackie Forbes, Lindsay Frey, Tony Greep, Kendra Johnson, Mike Kerr, Angela King-Ramsey, Matt Novander, Leslie Phemister, Jada Porter, Brian Stepp, Joe Surdam, Sonali Tandon, Daniel Thomas, James Tigue, David Tomzik, Mike Vasak, Jazmin Vega

#### 2.0 Agenda Changes and Announcements

There were no changes to the agenda.

### 3.0 Approval of Minutes

#### 3.1 Meeting Minutes from February 10, 2022

<u>22-195</u>

**ACTION REQUESTED: Approval** 

<u>Attachments</u>: <u>CMAQ-PSC MeetingMinutes20220210</u>

A motion was made by Tom Rickert, seconded by Chris Schmidt, that the minutes from February 10, 2022 be approved. The motion carried by the following vote:

Aye: Douglas Ferguson, Darwin Burkhart, Mark Pitstick, Tom Rickert, Chris Schmidt, and

**Jeffrey Sriver** 

**Absent:** Gary Grasso

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Attachments: Project Change Memo Summary 20220414

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

A motion was made by Member Pitstick, seconded by Member Rickert, to approve these agenda items under one vote. The motion carried by the following vote:

Aye: Douglas Ferguson, Darwin Burkhart, Mark Pitstick, Tom Rickert, Chris Schmidt,

and Jeffrey Sriver

**Absent:** Gary Grasso

5.1.1 CDOT - Pedway System Wayfinding (01-20-0006) **22-199** 

**ACTION REQUESTED: Approval** 

Attachments: 01-20-0006 (Pedway) CMAQ Cost Change Request Form (April 2022)

The agenda item was approved.

5.1.2 Glencoe - Green Bay Trail at Hazel Avenue Crossing (02-21-0002) 22-200

**ACTION REQUESTED: Approval** 

Attachments: 02-21-0002 TAP-L Cost Change Request 20220414

The agenda item was approved.

5.1.3 Mount Prospect - Rand (US12)-Central-Mount Prospect Intersections <u>22-201</u>

(03-19-0011)

**ACTION REQUESTED: Approval** 

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Attachments: 03-19-0011 CMAQ Cost Change Request Form (Rand-Central-Mt Prospect ENG

The agenda item was approved.

5.1.4 Prospect Heights - Metra Station and Pace Route Access Improvements

22-202

(03-22-0009)

**ACTION REQUESTED: Approval** 

Attachments: 03-22-0009 PROSPECT HEIGHTS-WOLF RD (19-00054-00-SW) CMAQ Schedule

**Change Request Form** 

The agenda item was approved.

5.1.5 Blue Island - Cal Sag Multi-Use Greenway (06-06-0061)

22-203

**ACTION REQUESTED: Approval** 

Attachments: 06-06-0061 CMAQ Cost Change Request Form 22-0330

06-06-0061 CMAQ Scope Change Request Form 22-0330

The agenda item was approved.

5.1.6 Kane Co DOT - Orchard Rd at US 30 Intersection Improvement (09-19-0020)

22-204

**ACTION REQUESTED: Approval** 

Attachments: 09-19-0020 CMAQ Cost Change Request Form Kane County Orchard at US 30

The agenda item was approved.

5.1.7 Will County FPD - Black Rd from DuPage River Trail to Rock Run Trail

**22-205** 

(12-14-0016)

**ACTION REQUESTED: Approval** 

Attachments: 12-14-0016 TAP-L Cost Change Request 20220414

The agenda item was approved.

#### 6.0 FFY 2024-2028 Program Development

This matter will continued to be on future agendas as the Call for Project approaches.

#### 7.0 Other Business

Keith Privett updated the committee on the status of the State/Lake Red Line Station Improvement project (01-02-0030).

#### 8.0 Public Comment

There was no public comment.

#### 9.0 Next Meeting

The next meeting is scheduled for Thursday, June 23, 2022 at 11:00 a.m.

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### 10.0 Adjournment

A motion was made by Tom Rickert, seconded by Keith Privett that the meeting be adjourned. The motion carried by a voice vote.

The meeting was adjourned at 11:23 a.m.

Respectfully submitted,

**Douglas Ferguson** 

# Chicago Metropolitan Agency for Planning FFY 2022-2026 CMAQ Program Summary

		_	-		ENG DOW			(	CMAQ Fund							
						ENG		R	OW		CON/I	MP			Hn	obligated
Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	Am	nount	FFY	Amount	FFY		Amount	Project To	tal		Balance
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station						2022	\$	53,930,000	\$ 53,930	000	\$	53,930,000
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station						2024	\$	65,430,000	\$ 65,430	000	\$	65,430,000
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station						2025	\$	48,040,000	\$ 48,040	000	\$	48,040,000
Bottleneck Elimination	01-06-0058	City of Chicago	IDOT OIPI	71st St at B&OCT (CSX) Blue Island Subdivision (GS-19)						2022	\$	900,000	\$ 900	000	\$	900,000
Signal Interconnect	01-17-0014	City of Chicago	CDOT	Wireless Signal Interconnects	2022	\$ 1,	600,000						\$ 1,600	000	\$	1,600,000
Direct Emissions Reduction	01-18-0005	City of Chicago	CDOT	Drive Electric Chicago - EV Fleet Program						2022	\$	15,507,000	\$ 15,507	000	\$	15,507,000
Access to Transit	01-20-0006	City of Chicago	CDOT	Chicago Pedway Reconstruction + System Wayfinding Replacement	2022	\$ 1,	500,000			2024	\$	3,266,583	\$ 4,766	583	\$	4,766,583
Other	01-21-0010	City of Chicago	CDOT	Traffic Management Center - ATMS Added Functions						2025	\$	4,000,000	\$ 4,000	000	\$	4,000,000
Access to Transit	01-21-0019	City of Chicago	Cook County DOTH	118 N. Clark Pedway Extension	2025	\$	299,348			2026	\$	2,899,694	\$ 3,199	042	\$	3,199,042
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	\$	30,000,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase VIII	2022	\$	800,000						\$ 800	000	\$	800,000
Bicycle & Pedestrian	02-06-0035	North Shore	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	2022	\$	4,687			2022	\$	446,000	\$ 450	687	\$	446,000
Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St. from Linder Av to Mccormick Blv	2022	\$	4,449						\$ 4	449	\$	4,449
Access to Transit	02-16-0013	North Shore	Skokie	Skokie Bicycle Parking at Dempster and Oakton						2022	\$	231,000	\$ 231	000	\$	231,000
Intersection Improvement	02-19-0008	North Shore	Lincolnwood	Touhy Ave at Cicero Ave	2022	\$	167,992	2022	\$ 328,000	2023	\$	1,776,000	\$ 2,271	992	\$	2,104,000
Bicycle & Pedestrian	02-19-0015	North Shore	Skokie	Oakton St Multi-Use Path						2022	\$	3,031,200	\$ 3,031	200	\$	1,882,006
Intersection Improvement	02-19-0016	North Shore	Glenview	E Lake Ave at Waukegan Rd	2022	\$	184,000	2023	\$ 240,000	2024	\$	2,024,000	\$ 2,448	000	\$	2,448,000
Bicycle & Pedestrian	02-20-0015	North Shore	Northfield	Happ Road Corridor Improvements						2025	\$	100,320	\$ 100	320	\$	100,320
Signal Interconnect	02-21-0004	North Shore	IDOT D1	US 41 at Church St and Church St at Niles Center Rd						2025	\$	65,000	\$ 65	000	\$	65,000
Signal Interconnect	02-21-0005	North Shore	IDOT D1	Devon Ave - III 50 (Cicero Ave) to Kenton Ave/Lemont Ave						2025	\$	290,000	\$ 290	000	\$	290,000
Signal Interconnect	02-21-0006	North Shore	IDOT D1	US 41 at Main St						2025	\$	94,000	\$ 94	000	\$	94,000
Access to Transit	02-22-0003	North Shore	Evanston	Evanston Pace Route Access Improvements	2025	\$	16,267			2025	\$	224,119	\$ 240	386	\$	240,386
Access to Transit	02-22-0005	North Shore	Northbrook	Northbrook Metra Station and Pace Route Access Improvements	2025	\$	38,080			2025	\$	122,611	\$ 160	691	\$	160,691
Intersection Improvement	02-97-0006	North Shore	Cook County DOTH	Old Orchard Rd from Edens Expressway to Skokie Blvd						2022	\$	5,636,000	\$ 5,636	000	\$	5,636,000
Intersection Improvement	03-03-0102	Northwest	Schaumburg	IL 62/Algonquin Rd at Meacham Rd						2022	\$	3,345,553	\$ 3,345	553	\$	3,345,553
Intersection Improvement	03-12-0002	Northwest	IDOT D1	IL 59 at W Bartlett Rd						2022	\$	3,816,000	\$ 3,816	000	\$	-
Intersection Improvement	03-14-0017	Northwest	Schaumburg	Woodfield Rd from Meacham Rd to East Frontage Rd						2022	\$	549,000	\$ 549	000	\$	549,000
Intersection Improvement	03-18-0007	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Wise Rd						2022	\$	1,504,000	\$ 1,504	000	\$	1,504,000
Intersection Improvement	03-18-0008	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Barrington Rd						2022	\$	2,387,000	\$ 2,387	000	\$	762,200
Intersection Improvement	03-19-0008	Northwest	IDOT D1	US 20 at Oak Ave and Bartlett Rd				2022	\$ 180,000	2023	\$	2,398,000	\$ 2,578	000	\$	2,578,000

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Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY		Amount	FFY		Amount	FFY		Amount	Pr	oject Total		Balance
Intersection Improvement	03-19-0011	Northwest	Mount Prospect	Rand-Central-Mount Prospect Intersections				2022	\$	720,000	2022	\$	6,160,000	\$	6,880,000	\$	-
Bicycle & Pedestrian	03-19-0022	Northwest	Schaumburg	Golf Rd and Meacham Rd Multiuse Path				2022	\$	276,000	2023	\$	1,120,000	\$	1,396,000	\$	1,396,000
Access to Transit	03-19-0040	Northwest	Niles	Niles Pace Bus Stop Access Improvements							2023	\$	636,577	\$	636,577	\$	636,577
Bicycle & Pedestrian	03-19-0041	Northwest	Rolling Meadows	Quentin Rd Bike Path	2022	\$	37,600	2022	\$	2,400	2022	\$	762,400	\$	802,400	\$	802,400
Bicycle & Pedestrian	03-19-0042	Northwest	Cook County FPD	Des Plaines River Trail at UPRR							2022	\$	3,104,000	\$	3,104,000	\$	3,104,000
Bicycle & Pedestrian	03-21-0007	Northwest	Mount Prospect	Algonquin Road Bike Path from Dearborn Ct to Elmhurst Rd	2025	\$	169,960	2026	\$	315,200	2026	\$	1,869,608	\$	2,354,768	\$	2,354,768
Access to Transit	03-22-0008	Northwest	Hoffman Estates	Hoffman Estates Pace Route Access Improvements	2025	\$	80,000				2025	\$	460,000	\$	540,000	\$	540,000
Access to Transit	03-22-0009	Northwest	Prospect Heights	Prospect Heights Metra Station and Pace Route Access Improvements	2025	\$	178,766				2025	\$	1,317,332	\$	1,496,098	\$	1,496,098
Bottleneck Elimination	03-96-0021	North Central	Cook County DOTH	I-294 to and from Franklin Avenue/Green Street							2022	\$	27,741,738	\$	27,741,738	\$	20,869,767
Bicycle & Pedestrian	04-08-0001	North Central	Melrose Park	North Ave Commuter Bike Path from Mannheim Rd to Riverwoods Drive							2022	\$	270,480	\$	270,480	\$	270,480
Bicycle & Pedestrian	04-17-0009	North Central	Franklin Park	Franklin Avenue Reconstruction							2022	\$	784,000	\$	784,000	\$	-
Access to Transit	04-18-0001	North Central	Northlake	Northlake Pace Route Access Improvements	2022	\$	30,656				2022	\$	153,280	\$	183,936	\$	183,936
Signal Interconnect	04-19-0007	North Central	IDOT D1	IL 171 from Belmont Ave to Fullerton Ave	2022	\$	21,600							\$	21,600	\$	21,600
Signal Interconnect	04-21-0010	North Central	IDOT D1	17th Ave - 14th St to I-290 (Eisenhower Expwy)							2025	\$	161,000	\$	161,000	\$	161,000
Signal Interconnect	04-21-0011	North Central	IDOT D1	III 43 - III 64 (North Ave) to Armitage Ave							2025	\$	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							2025	\$	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
Access to Transit	05-19-0001	Central	IDOT D1	55th St Transit Access Improvements	2022	\$	20,000	2022	\$	40,000	2022	\$	118,800	\$	178,800	\$	178,800
Signal Interconnect	05-21-0002	Central	IDOT D1	26th St @ Riverside Dr							2025	\$	62,000	\$	62,000	\$	62,000
Signal Interconnect	06-00-0042	Southwest	Orland Park	143rd St from Wolf Rd to LaGrange Rd							2022	\$	180,640	\$	180,640	\$	180,640
Bicycle & Pedestrian	06-06-0061	Southwest	Alsip Park District	Cal-Sag Trail East - Alsip Segment East of Cicero Ave along northside of channel to Kedzie Ave and 131st St	2022	\$	172,000				MYB	\$	1,672,000	\$	1,844,000	\$	1,844,000
Access to Transit	06-16-0010	Southwest	Chicago Ridge	Chicago Ridge Metra Station Area Access Improvements							2022	\$	751,899	\$	751,899	\$	751,899
Direct Emissions Reduction	06-18-0001	Southwest	Bedford Park	The Belt Railway Company of Chicago Bedford Park Clearing Yard Switcher Locomotive Retrofit Project							2023	\$	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							2024	\$	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	2022	\$	74,400				2022	\$	300,800	\$	375,200	\$	375,200
Signal Interconnect	06-21-0009	Southwest	IDOT D1	79th St - 88th Ave to IL 50 (Cicero Ave)							2025	\$	920,000	\$	920,000	\$	920,000
Signal Interconnect	06-21-0010	Southwest	IDOT D1	111th St - Oak Park Ave to Ridgeland Ave							2025	\$	136,000	\$	136,000	\$	136,000
Signal Interconnect	06-21-0011	Southwest	IDOT D1	111th St - Oketo Ave to III 7 (Southwest Hwy)							2025	\$	131,000	\$	131,000	\$	131,000
Signal Interconnect	06-21-0012	Southwest	IDOT D1	127th St - Wireton St to Sacremento St							2025	\$	448,000	\$	448,000	\$	448,000
Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	2022	\$	21,000							\$	21,000	\$	21,000
Bicycle & Pedestrian	07-16-0001	South	Cook County DOTH	Sauk Village Multi-use Path	2022	\$	125,000							\$	125,000	\$	125,000
Access to Transit	07-16-0004	South	Oak Forest	Oak Forest TOD Area Access to Transit Improvements	2022	\$	6,000				2022	\$	1,037,000	\$	1,043,000	\$	1,043,000
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Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	An	nount	FFY	Amount	FFY		Amount	Project Total		Balance
Access to Transit	07-18-0002	South	Chicago Heights	Chicago Heights Pace Bus Terminal Improvements	2022	\$	12,000			2023	\$	87,935	\$ 99,935	\$	99,935
Bicycle & Pedestrian	07-19-0016	South	Richton Park	Poplar Avenue Multi-Use Path Extension along IL 50/Cicero Avenue						2022	\$	507,447	\$ 507,447	\$	507,447
Access to Transit	07-19-0031	South	Calumet Park	Calumet Park Metra Station Access Improvements	2022	\$	41,378			2022	\$	222,055	\$ 263,433	\$	263,433
Signal Interconnect	07-21-0016	South	IDOT D1	Dixie Hwy - I-80 to 167th St						2025	\$	334,000	\$ 334,000	\$	334,000
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
Intersection Improvement	08-12-0003	DuPage	DuPage County DOT	IL 56 Butterfield Rd at York St	2022	\$	28,252	2022	\$ 176,056				\$ 204,308	\$	176,056
Intersection Improvement	08-12-0004	DuPage	DuPage County DOT	55th St from Dunham Road to Clarendon Hills Road						2022	\$	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
Bicycle & Pedestrian	08-16-0001	DuPage	Bensenville	IL 83 from Bryn Mawr Av to Foster Av						2022	\$	511,855	\$ 511,855	\$	511,855
Access to Transit	08-17-0026	DuPage	Bensenville	Railroad Avenue Enhancement Project/Bensenville Metra Station Access Improvements						2022	\$	160,000	\$ 160,000	\$	160,000
Transit Facility Improvement	08-18-0005	DuPage	Elmhurst	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements						2023	\$	14,005,484	\$ 14,005,484	\$	14,005,484
Transit Facility Improvement	08-19-0018	DuPage	Glen Ellyn	Glen Ellyn Metra Station and Multimodal Access Improvements						2024	\$	14,408,806	\$ 14,408,806	\$	14,408,806
Signal Interconnect	08-19-0025	DuPage	DuPage County DOT	Central Signal System Expansion 4						2022	\$	6,035,152	\$ 6,035,152	\$	6,035,152
Transit Facility Improvement	08-21-0018	DuPage	IDOT D1	I-290 - Lake-Cook Rd to Des Plaines Ave						2026	\$	9,390,000	\$ 9,390,000	\$	9,390,000
Intersection Improvement	09-08-0005	Kane Kendall	Carpentersville	IL 31 at Huntley Rd						2022	\$	500,000	\$ 500,000	\$	500,000
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Rt 4 SW Quadrant	2022	\$	232,440						\$ 232,440	\$	-
Intersection Improvement	09-10-0024	Kane Kendall	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd				2022	\$ 2,400,000	2022	\$	4,271,618	\$ 6,671,618	\$	4,271,618
Intersection Improvement	09-12-0007	Kane Kendall	IDOT D1	IL 47 IL 72 at US 20				2022	\$ 10,496				\$ 10,496	\$	-
Bicycle & Pedestrian	09-12-0009	Kane Kendall	Elgin	Elgin CBD Bike Racks Program						2022	\$	77,000	\$ 77,000	\$	77,000
Access to Transit	09-16-0004	Kane Kendall	Aurora	Aurora Transportation Center Enhancements						2022	\$	2,672,000	\$ 2,672,000	\$	2,672,000
Intersection Improvement	09-19-0007	Kane Kendall	Aurora	Montgomery Rd at Hill Ave				2022	\$ 714,000	2023	\$	3,906,393	\$ 4,620,393	\$	4,620,393
Intersection Improvement	09-19-0020	Kane Kendall	Kane County DOT	Orchard Rd at US 30						2022	\$	2,856,864	\$ 2,856,864	\$	1,146,038
Access to Transit	09-19-0039	Kane Kendall	Aurora	Aurora Transportation Center Access Improvements						2022	\$	986,430	\$ 986,430	\$	277,036
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Milwaukee Ave						2023	\$	4,661,893	\$ 4,661,893	\$	4,661,893
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Portwine Rd						2023	\$	1,062,796	\$ 1,062,796	\$	1,062,796
Intersection Improvement	10-03-0005	Lake	Lake County DOT	Deerfield Rd at Saunders Rd						2023	\$	209,843	\$ 209,843	\$	209,843
Signal Interconnect	10-03-0005	Lake	Lake County DOT	Deerfield Rd from Milwaukee Ave to Saunders Rd						2023	\$	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)						2022	\$	100,000	\$ 100,000	\$	100,000
Intersection Improvement	10-18-0002	Lake		Wadsworth Road at Lewis Avenue Intersection Improvement						2022	\$	2,506,240	\$ 2,506,240	\$	2,506,240
Access to Transit	10-18-0003	Lake	Waukegan	Waukegan Metra Station and Pace Route Access Improvements	2022	\$	40,000			2023	\$	168,704	\$ 208,704	\$	208,704
Access to Transit	10-19-0039	Lake	North Chicago	North Chicago Pace Bus Route Access Improvements	2022	\$	63,176			2023	\$	350,979	\$ 414,155	\$	414,155
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 Project									· •	$\perp$	·

					CMAQ Funds										
						ENG	F	ROW	С	ON/I	MP			U	nobligated
Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY		Amount	Pı	roject Total		Balance
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
Bicycle & Pedestrian	10-21-0011	Lake	Highland Park	Clavey Road Reconstruction					2025	\$	192,500	\$	192,500	\$	192,500
Signal Interconnect	10-21-0012	Lake	IDOT D1	III 131 Green Bay Rd - III 137 (Buckley Rd) to Saratoga St					2025	\$	65,000	\$	65,000	\$	65,000
Signal Interconnect	10-21-0013	Lake	IDOT D1	III 131 at Martin Luther King Dr					2025	\$	146,000	\$	146,000	\$	146,000
Road Expansion	11-03-0018	McHenry	McHenry County DOT	Randall Rd from Polaris Dr/Acorn Ln to Harnish Dr					2022	\$	3,100,000	\$	3,100,000	\$	3,100,000
Intersection Improvement	12-18-0004	Will	IDOT D1	Jefferson Street US 52 & I-55 Southbound Ramps					2022	\$	3,803,000	\$	3,803,000	\$	-
Signal Interconnect	12-21-0027	Will	IDOT D1	IL 7 - 7th St to Adelmann Dr					2025	\$	422,000	\$	422,000	\$	422,000
Other	13-18-0001	Regionwide	IDOT D1	IDOT Central Traffic Management System					2022	\$	6,386,000	\$	6,386,000	\$	6,386,000
Signal Interconnect	13-19-0005	Regionwide	IDOT D1	IL 64 SMART Corridor (Smith/Kautz Rd to IL 50)	2022	\$ 2,000,000	2022	\$ 228,000	2023	\$	12,328,000	\$	14,556,000	\$	12,556,000
Transit Vehicles	16-14-0001	City of Chicago	СТА	Purchase Electric Buses					2023	\$	23,493,631	\$	23,493,631	\$	23,493,631
Transit Vehicles	16-14-0001	City of Chicago	СТА	Purchase Electric Buses					2026	\$	28,779,036	\$	28,779,036	\$	28,779,036
Transit Vehicles	16-14-0001	City of Chicago	СТА	Purchase Electric Buses					2026	\$	15,476,296	\$	15,476,296	\$	15,476,296
Other Transit	16-19-0036	City of Chicago	СТА	Bus Slow Zones Elimination Program	2022	\$ 1,675,000			2023	\$	15,200,000	\$	16,875,000	\$	15,200,000
Transit Service	17-18-0001	Regionwide	Pace	Pulse Dempster Line - RSP 102A					2023	\$	5,000,000	\$	5,000,000	\$	5,000,000
Transit Service	17-18-0001	Regionwide	Pace	Pulse Dempster Line - RSP 102A					2024	\$	5,250,000	\$	5,250,000	\$	5,250,000
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	2025	\$ 1,464,000			2026	\$	15,654,000	\$	17,118,000	\$	17,118,000
Transit Vehicles	17-94-0002	Regionwide	Pace	Purchase Vanpool Vehicles					2022	\$	7,520,000	\$	7,520,000	\$	7,520,000
Access to Transit	18-18-0001	Regionwide	Metra	Metra Bike Parking Expansion					2022	\$	306,000	\$	306,000	\$	306,000
Direct Emissions Reduction	18-19-0006	Regionwide	Metra	Repower 21 Locomotives					2023	\$	28,800,000	\$	28,800,000	\$	28,800,000
Direct Emissions Reduction	18-21-0027	Regionwide	Metra	Metra Alternative Fuel Locomotives					2025	\$	29,024,137	\$	29,024,137	\$	29,024,137

TOTAL CMAQ \$ 617,527,051 \$ 583,658,999

# Chicago Metropolitan Agency for Planning FFY 2022-2026 TAP-L Program Summary

						ENG			1	TAP-L Fund	ds			
		T					ENG	F	ROW	C	ON/IMP		U	nobligated
ITEP#	Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY	Amount	Project Total		Balance
111401	Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path	2022	\$ 578,000			2022	\$ 4,520,000	\$ 5,098,000	\$	5,098,000
	Bicycle & Pedestrian	02-16-0008	North Shore	Glenview	Milwaukee Av/Lake Av/Sanders Rd (IL-21) multi-use path					MYB	\$ 524,000	\$ 524,000	\$	524,000
1 1 1 /1 / 1 / 1	Bicycle & Pedestrian	02-18-0001	North Shore	Skokie	Skokie Valley Trail-Golf Rd to Dempster St			MYB	\$ 448,000	MYB	\$ 2,096,000	\$ 2,544,000	\$	2,544,000
	Bicycle & Pedestrian	02-18-0002	North Shore	Cook County DOTH	Skokie Valley Trail Extension-Northbrook					2022	\$ 2,780,936	\$ 2,780,936	\$	2,780,936
	Bicycle & Pedestrian	02-19-0006	North Shore	Northfield	Skokie Valley Trail Improvements	2022	\$ 619,707					\$ 619,707	\$	-
	Bicycle & Pedestrian	02-21-0002	North Shore	Glencoe	Green Bay Trail - Hazel Avenue Crossing Project					2022	\$ 534,000	\$ 534,000	\$	-
1 1 1 7 1 1 1 7 1	Bicycle & Pedestrian	03-11-0012	Northwest	IDOT D1	Oakton St and Busse Rd Multi-Use Path (part of IL 72 Higgins Rd from IL 83 at Busse Rd to IL 72 at Oakton St)					2022	\$ 162,545	\$ 162,545	\$	162,545
1T1406	Bicycle & Pedestrian	03-13-0010	Northwest	Niles	Howard St Bicycle Path					2022	\$ 553,000	\$ 553,000	\$	553,000
1T1405	Bicycle & Pedestrian	03-18-0002	Northwest	Schaumburg	Higgins Rd Bike Path					2022	\$ 20,000	\$ 20,000	\$	20,000
	Bicycle & Pedestrian	03-21-0003	Northwest	Streamwood	IL 59 Bicycle and Pedestrian Overpass					2026	\$ 2,085,145	\$ 2,085,145	\$	2,085,145
	Bicycle & Pedestrian	03-21-0006	Northwest	Niles	North Branch Trail Connection from Caldwell/Touhy Ave to Bunker Hill Forest Preserve					2022	\$ 375,000	\$ 375,000	\$	375,000
1/2075	Bicycle & Pedestrian	04-17-0011	North Central	FPD of Cook County	Des Plaines River Trail from Touhy to North Avenue					2024	\$ 6,068,400	\$ 6,068,400	\$	6,068,400
1/3073	Bicycle & Pedestrian	04-17-0011	North Central	FPD of Cook County	Des Plaines River Trail from Touhy to North Avenue					2025	\$ 2,831,400	\$ 2,831,400	\$	2,831,400
	Bicycle & Pedestrian	04-19-0010	North Central	Broadview	25th Avenue Shared Use Path	2023	\$ 235,120			2024	\$ 2,668,428	\$ 2,903,548	\$	2,903,548
1T1302	Bicycle & Pedestrian	06-06-0061	South	Dolton	Cal-Sag Multi-Use Greenway					MYB	\$ 3,118,800	\$ 3,118,800	\$	3,118,800
111407 1	Bicycle & Pedestrian	07-18-0001	South	Country Club Hills	BP Pipeline Shared Use Path	2022	\$ 3,078					\$ 3,078	\$	3,078
	Bicycle & Pedestrian	07-20-0013	South	University Park	University Park: University Parkway- Cicero Avenue to Metra Station entrance	2025	\$ 99,726			2026	\$ 1,042,598	\$ 1,142,324	\$	1,142,324
	Bicycle & Pedestrian	07-21-0006	South	Tinley Park	84th Avenue and 179th Street Multi-use Path Extension					2024	\$ 192,800	\$ 192,800	\$	192,800
	Bicycle & Pedestrian	07-21-0010	South	Harvey	Robey Trail Project: Shared Use Trail from 147th St/Sibley Blvd to 158th Pl	2025	\$ 75,419					\$ 75,419	\$	75,419
	Bicycle & Pedestrian	07-21-0030	South	University Park	University Park Sidepath Project: Governor State University to Kedzie Ave	2024	\$ 107,392					\$ 107,392	\$	107,392
	Bicycle & Pedestrian	08-14-0002	DuPage	DuPage County FPD	West Branch Regional Trail from Winfield Mounds to West DuPage Woods					2022	\$ 53,000	\$ 53,000	\$	53,000
111/108 1	Bicycle & Pedestrian	08-16-0019	DuPage	DuPage County FPD	West Branch DuPage River Trail Extension	2022	\$ 408,000			2023	\$ 2,410,134	\$ 2,818,134	\$	2,818,134
1T1400	Bicycle & Pedestrian	08-17-0021	DuPage	Carol Stream	Southeast Carol Stream Bike Paths	2022	\$ 232,297	2022	\$ 350,903			\$ 583,200	\$	350,903
	Bicycle & Pedestrian	08-19-0002	DuPage	Bensenville	Downtown Bensenville Streetscape					2022	\$ 111,583	\$ 111,583	\$	111,583
	Bicycle & Pedestrian	09-02-0007	Kane Kendall	Kane County DOT	Randall Rd at Hopps					2025	\$ 629,248	\$ 629,248	\$	629,248
1T1/11	Bicycle & Pedestrian	09-18-0002	Kane Kendall		Great Western Trail Extension					MYB	\$ 141,634	\$ 141,634	\$	141,634
	Bicycle & Pedestrian	09-99-0101	Kane Kendall	Kane County DOT	Dauberman Rd Extension from US 30 to Granart Rd (Granart/Dauberman/BNSF Railroad)					2023	\$ 1,384,800	\$ 1,384,800	\$	1,384,800
	Bicycle & Pedestrian	10-03-0005	Lake		Deerfield Rd from Milwaukee Ave to Saunders Rd					2023	\$ 3,616,608	\$ 3,616,608	\$	3,616,608
	Bicycle & Pedestrian	10-16-0034	Lake	Lake County DOT	IL 137 Bike Path (Patriot Path)					2025	\$ 4,075,872	\$ 4,075,872	\$	4,075,872
	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)					2022	\$ 592,336	\$ 592,336	\$	592,336

										TAP-L Funds	•			
						El	NG	R	OW	CO	N/IMP	)		Unobligated
ITEP#	Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY	A	mount	Project Total	Balance
1111314	Bicycle & Pedestrian	12-16-0002	Will	Homer Glen	Goodings Grove Bike trail form Pin Oak Drive to Goodings Grove School					2022	\$	8,208	\$ 8,208	\$ -
1111413	Bicycle & Pedestrian	12-18-0002	Will	Romeoville	NGPL Multi-Use Trail					2022	\$	39,500	\$ 39,500	\$ 39,500

TOTAL TAP-L \$ 45,793,617 \$ 44,399,405

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See note under December 2021 Action on All Projects tab

Program current as of June 3, 2022 4

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

	U	Federal nobligated or		Currently	Ur	programmed	D	eferred Funds Not	nprogrammed alance Minus		Current FFY bligations to	Obligations eeded to Meet
FFY	Αp	portionment	F	Programmed		Balance	F	Programmed	Deferrals	Obligation Goal	Date	Goal
2022	\$	76,810,360	\$	130,411,375	\$	(53,601,015)	\$	174,072,501	\$ (227,673,516)	\$ 191,940,270	\$ 41,231,763	\$ 150,708,507
2023	\$	117,558,435	\$	121,301,897	\$	(3,743,462)	\$	-	\$ (3,743,462)	\$ 117,558,435		
2024	\$	117,558,435	\$	93,304,389	\$	24,254,046	\$	-	\$ 24,254,046	\$ 117,558,435		
2025	\$	117,558,435	\$	107,310,532	\$	10,247,903	\$	-	\$ 10,247,903	\$ 117,558,435		
2026	\$	117,558,435	\$	105,223,834	\$	12,334,601	\$	-	\$ 12,334,601	\$ 117,558,435		
	\$	547,044,100	\$	557,552,027	\$	(10,507,927)	\$	174,072,501	\$ (184,580,428)	\$ 662,174,010		

Current as of 6/15/22

Federal Unobligated or

Apportionment:

Amount apportioned to the state based on CMAQ distribution formula and Congressional appropriation. Northeastern Illinois is allocated 95.21% of the state apportionment; however the full apportionment is used for a programming mark. FFY 2022 includes the unobligated balance from prior years, with funds currently in

Advanced Construction not considered to be programmable since they may be converted at any time. FFY 2023-2026 apportionments are estimates based on the

current apportionment. See calculation below. Source: FHWA FMIS database

**Currently Programmed:** 

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

Source: eTIP database

Unprogrammed Balance:

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

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

**Deferred Funds Not** 

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 a fraction of the unobligated balance to achieve a zero unobligated balance over four years. Future goals will be determined at the start of each FFY. FFY 2022 is the annual allotment plus the unobligated balance from FFY 2022 as of 9/30/2021. Source: October 28, 2021 CMAQ

**Project Selection Committee meeting** 

Current FFY Obligations to

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 2022 Federal Apportionment \$ 117,558,435

Prior Years' Unobligated Balance \$ 74,381,835 (+)

\$ 191,940,270

FFY 2022 Obligated \$ 41,231,763 (-)

FFY 2022 Advanced Construction \$ 28,109,284 (-)

Prior Years' Advanced Construction \$ 45,788,863 (-)

\$ 76,810,360



## **MEMORANDUM**

To: CMAQ Project Selection Committee

**From:** CMAP Staff

**Date:** June 22, 2022

**Re:** CMAQ/TAP-L Project Change Requests for consideration on June 23,

2022

Project sponsors requested consideration of changes to eight (8) projects/segments. The sponsors' requests are included in the meeting packet.

				CMAQ		
	2022	2023	2024	2025	2026	Request
Current Program*	\$130,411,375	\$121,301,897	\$93,304,389	\$107,310,532	\$105,223,834	
Unprogrammed Balance*	-\$53,601,015	-\$6,324,711	\$21,672,797	\$7,666,654	\$9,753,352	
	Sponsor requ	uested changes	- for Commit	tee considerati	on	
CDOT (01-94-0092)	\$3,200,000					Reinstate from deferral
Glenview (02-19-0016)	\$164,000	-\$72,000				Cost increase for E2; transfer ROW to E2
Northbrook (02-22-0005)		\$160,691		-\$160,691		Schedule Change E2 + C/CE
Aurora (09-19-0007)	-\$481,196	-\$3,192,393	\$6,156,000			Cost increase for E2
Will County (12-12-0003)	\$10,384,000					Reinstate from deferral
Sum of Changes From Requests	\$13,266,804	-\$3,103,702	\$6,156,000	-\$160,691	\$0	
Sum of Recommended Changes	\$13,266,804	-\$3,103,702	\$6,156,000	-\$160,691	\$0	
Recommended Revised Program	\$143,678,179	\$118,198,195	\$99,460,389	\$107,149,841	\$105,223,834	
Rec. Rev. Unprogrammed Balance	-\$66,867,819	-\$3,221,009	\$15,516,797	\$7,827,345	\$9,753,352	

				TAP-L		
	2022	2023	2024	2025	2026	Request
Current Program*	\$16,507,701	\$7,646,662	\$9,037,020	\$7,712,665	\$3,127,743	
Unprogrammed Balance*	\$22,809,428	\$1,470,442	\$80,084	\$1,404,439	\$5,989,361	
	Sponsor requ	ested changes	- for Committ	ee considerati	on	
FPD of Cook Co (04-17-0011)	\$5,823,200		-\$5,516,700	-\$306,500		Schedule Change and Transfer
FPD of DuPage Co (08-16-0019)	\$23,000	\$2,410,000				Cost increase for E2 + C/CE
Kane County (09-99-0101)	\$1,384,800	-\$1,384,800				Schedule Change
Sum of Changes From Requests	\$5,846,200	\$2,410,000	-\$5,516,700	-\$306,500	\$0	
Sum of Recommended Changes	\$5,846,200	\$2,410,000	-\$5,516,700	-\$306,500	\$0	
Recommended Revised Program	\$22,353,901	\$10,056,662	\$3,520,320	\$7,406,165	\$3,127,743	
Rec. Rev. Unprogrammed Balance	\$16,963,228	-\$939,558	\$5,596,784	\$1,710,939	\$5,989,361	
*Source: CMAP FFY 2022-26 TIP	_				_	

## **For Committee Consideration:**

Project	Request	Action
CDOT – Streets for Cycling (01-94-0092) This project is approved for \$800,000 CMAQ (\$1,000,000 total) for Phase II Engineering in 2022 and has \$18,755,000 CMAQ (\$23,444,000 total) for Engineering, Construction and Construction Engineering that is currently deferred.	The sponsor requests a partial reinstatement of deferred funds in amount of \$3,200,000 CMAQ (\$4,000,000 total) for the completion of Phase II Engineering on the current phase of this project.  The additional funds will be an amendment to an existing UIGA managed through IDOT Springfield. This UIGA is for phases of the project scope focused on design work used to implementation of project objectives through integration with	Approval of the requested reinstatement of \$3,200,000 deferred CMAQ funding (\$4,000,000 total) for Phase II Engineering for CDOT – Streets for Cycling (01-94-0092).
Glenview – East Lake- Waukegan (IL 43) Intersection Improvements (02-19-0016) This project is approved for \$184,000 CMAQ (\$230,000 total) for Phase II Engineering in 2022, \$240,000 CMAQ (\$300,000 total) for ROW Acquisition in 2023, and \$2,024,000 (\$2,530,000 total) for Construction and Construction Engineering in 2024.	other, larger projects.  The sponsors requests a transfer of \$72,000 CMAQ from ROW to Phase II Engineering to include ROW scope as part of the Phase II Engineering and an increase of \$92,000 CMAQ for Phase II Engineering due to increase costs since the original estimate in 2019.  The project was re-ranked and the rank remand unchanged at 3 <sup>rd</sup> among 2020 intersection improvement projects.	Approval of the requested cost increase of \$92,000 CMAQ for Phase II Engineering and the transfer of \$72,000 CMAQ from ROW to Phase II Engineering.

Project	Request	Action
Northbrook – Northbrook	The sponsor requests a schedule	Approval of the schedule change
<b>Metra Station and Pace Route</b>	change for Phase II Engineering	for Phase II Engineering and
Access Improvements (02-22-	and Construction from 2025 to	Construction funds from 2025 to
0005)	2023.	2023.
This project is approved for		
\$38,080 CMAQ (\$47,600 total)	The sponsor is prepared to move	
for Phase II Engineering in 2025	ahead of schedule on the project.	
and \$122,611 CMAQ (\$153,263	The project includes include new	
total) for Construction in 2025.	shared lane markings connecting	
	surrounding neighborhoods with	
	Downtown Northbrook and the	
	Northbrook Metra station. This	
	also includes installation of	
	covered bike parking at a	
	commuter parking lot and PACE	
	and Metra wayfinding at the	
	Northbrook Metra Station.	
Forest Preserves of Cook	The sponsor requests a schedule	Approval of the request schedule
<b>County – Des Plaines River Trail</b>	change and transfer of funds	change to move \$6,068,400 TAP-
<b>Improvements (04-17-0011)</b>	between phases for Segment 3	L from 2024 to 2022 and transfer
This project is approved for	from Bryn Mawr to Lawrence	funds in the amount of \$306,500
\$6,068,400 TAP-L (\$7,585,500	which is being led by the Forest	from 2025 to 2022 for
total for Construction and	Preserves of Cook County.	Construction/CE.
Construction Engineering in 2024		
(Segment 3-FPDCC) and	For the schedule change, the funds	
\$2,574,000 TAP-L (\$3,217,500	for construction would be moved	
total) for Construction and	from 2024 to 2022 to	
Construction Engineering in 2025	accommodate a August	
(Segment 4-Schiller Park)	authorization date.	
	F 41 4	
	For the transfer of funds, the	
	sponsor would like to move	
	\$306,500 CMAQ from Segment 4	
	to Segment 3 due to increased cost	
	estimates. This would bring	
	Segment 3 to \$6,374,900 CMAQ	
	for Construction and Construction	
	Engineering in 2022.	

Project	Request	Action
<b>Forest Preserve District of</b>	The sponsor requests a cost	Approval of the requested cost
<b>DuPage Co – West Branch</b>	increase of \$23,000 TAP-L for	increase in the amount of
<b>DuPage River Trail Connection</b>	Phase II Engineering and	\$1,223,000 TAP-L for Phase II
from West DuPage Woods	\$1,200,000 TAP-L for	Engineering and Construction/CE.
Forest Preserve to Blackwell	Construction and Construction	
Forest Preserve (08-16-0019)	Engineering.	
This project is approved for		
\$408,000 TAP-L (\$510,000 total)	Construction cost change is due to	
for Phase II Engineering in 2022	inflation from 2016, delays in	
and \$2,410,000 TAP-L	initiating phase II engineering and	
(\$3,013,000 total) for Construction	pandemic-related material and	
and Construction Engineering in	labor increases using the results of	
2023.	IDOT's internal survey of recent	
	construction cost data.	

Project	Request	Action
Aurora – Montgomery Road and Hill Avenue Intersection Improvements (09-19-0007)	The sponsor requests a scope change to expand the project limits of along the east leg of	Approval of the scope change to include Montgomery Rd east to 500 feet east of Farnsworth Ave
The project is approved for \$371,196 CMAQ (\$505,382 total) for Phase II Engineering in 2021, \$714,000 CMAQ (\$892,500 total) for ROW Acquisition in 2022 and \$3,906,393 CMAQ (\$4,882,991 total) for Construction/CE in 2023.	Montgomery Rd to connect to the improved 3-lane section of Montgomery Rd that begins approximately 500 feet east of Farnsworth Avenue, a cost increase of \$232,804 CMAQ for Phase II Engineering and \$2,249,607 CMAQ for Construction/CE, and a schedule change moving ROW from 2022 to 2023 and Construction/CE from 2023 to 2024.	and cost increase of \$232,804 CMAQ for Phase II Engineering in 2022 and \$2,249,607 CMAQ for Construction/CE in 2024.
	Scope change is being requested to provide continuity of transportation infrastructure that enhances operational efficiency, provides additional capacity for the projected traffic volumes, and enhances roadway safety along the Montgomery Road corridor. The Project extension is needed to meet current capacity needs, provide safe travel conditions and better accommodate bicycles and pedestrians.	
	The cost increases are a result of the scope change.  The project was re-ranked and the rank dropped from 4 <sup>th</sup> to 6 <sup>th</sup> behind one unfunded project and ahead of two funded projects among the 2020 intersection improvements.	

Project	Request	Action
Kane Co – Multi-use Path for Dauberman Rd Extension (09-99-0101) The project is approved for \$1,384,800 TAP-L (\$1,731,000 total) for Construction/CE in 2023.	The sponsor requests a schedule change to move the TAP-L construction fund from 2023 to 2022.  The County was able to complete the ROW phase earlier than anticipated. The project is anticipating ROW certification in August 2022 and has submitted all plans that meet the schedule for the September 23, 2022 letting date.	Approval of the schedule change for \$1,384,800 TAP-L for Construction/CE from 2023 to 2022.
Will Co – Bell Rd at 143 <sup>rd</sup> St (12-12-0003)  The project is currently deferred and has \$10,384,000 CMAQ (\$15,950,000 total) for Construction/CE in MYB.	The sponsor requests a reinstate of \$10,384,000 CMAQ for Construction/CE from deferral.  ROW acquisition on the las parcel is being finalized and the County anticipates having ROW certified in time for the September 2022 letting.	Approval of the requested reinstatement of \$10,384,000 deferred CMAQ for Construction/CE in 2022.

ACTION REQUESTED: Approval

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

# **Project Identification**

TIP ID	01-94-0092	Sponsor	CDOT
Project Location Description Streets for Cycl		Streets for Cycli	ng

# **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	22	800	1,000	80	CMAQ	City	
ROW							
CONST	MYB	18,755	23,444	80	CMAQ	City	
CE							
Total							

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Federal Fund Source	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	22	4,000	5,000	80	CMAQ	City	
ROW							
CONST	MYB	15,555	19,444	80	CMAQ	City	
CE							
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							

Check all t	Starting FFY	ost Increase [  Additional To  Cost (\$000's)	otal	sfer of Funds Re Additional Federal CMAQ Funds(\$000		Revised Federal	Transfer to/from
FNC1						Share (%)	phase(s)
ENG1 ENG 2	22	+4,000		+3,200			
ROW		+4,000		+3,200			
CONST	MYB	-4,000		-3,200			
CE	IVIID	-4,000		-3,200			
Total	<del>                                     </del>	0		0			
		L		1			
Phase	Starting FFY	Additional T Cost (\$000's		Additional Federal CMAQ Funds (\$000		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.  This is a partial reactivation of funds. This will go into an amendment to a UIGA managed through IDOT Springfield. This UIGA is for phases of the project scope focused on design work used to implementation of project objectives through integration with other, larger projects.							
Select One State/F	nd Federal Pr e. Federal Project of recently <i>approve</i> Agency Agreeme	or Grant Numbe d PPI Form Atta	ers Provi	ded Below			
Phase	State Job Nun	nber		Project Number		A Grant Numb	

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-		
ENG			
IMP			

## **Additional Comments**

TIP represents multiple cycles of project effort. For clarity only the fund/years currently in CMAQ program summaries are listed.

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

# **Project Identification**

TIP ID	02-19-0016	Sponsor	Village of Glenview
Project Location Description East Lake- Wau			kegan (IL 43) Intersection Improvements

# **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		\$230	0	0			$\boxtimes$
ENG 2	2022	\$230	\$184	80	CMAQ	Local & State	
ROW	2023	\$300	\$240	80	CMAQ	Local & State	
CONST	2024	\$2,300	\$1840	80	CMAQ	Local & State	
CE	2024	\$230	\$184	80	CMAQ	Local & State	
Total		\$3290					

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							12/2019
ENG 2	2022	435	348	80	CMAQ	Local &State	10/2022
ROW	2023	210	168	80	CMAQ	Local & State	5/2023
CONST	2024	2,300	1840	80	CMAQ	Local & State	6/2024
CE	2024	230	184	80	CMAQ	Local & State	6/2024
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							

Req	uested	Cost	Changes	(+	<b>/</b> -)	١
					, ,	

Check all that apply: 🔀 Cost Increase	Transfer of Funds	Reinstatement of Deferred Funds
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Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	N/A				
ENG 2	2022	205	164	80	80 from ROW
ROW	2023	0	0	80	80 to Phase
CONST	2024	0	0	80	
CE	2024	0	0	80	
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**

Che	ck here	e if the	e reason is	a scope	e chan	ge _	and	d co	mplete a	Scope	<u>Change</u>	Reques	t fo	rm.
_				1 11				-	•••		/4	٠		

The Village is requesting additional funds for the Phase II engineering (\$74,000) due to increased cost since the estimate was established in 2018-2019 and transfer of ROW into Phase II (\$90,000) to include the ROW scope as part of the Phase II Engineering and start this phase during Phase II to meet the current schedule

# **State and Federal Project Information**

Select One.
State/Federal Project or Grant Numbers Provided Below
Most recently approved PPI Form Attached
Local Agency Agreement Attached

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

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

## **Project Identification**

TIP ID	02-22-0005	Sponsor Village of Northbrook						
Project Lo	cation Description	connecting surr and the Northb covered bike pa	ovements include new shared lane markings ounding neighborhoods with Downtown Northbrook rook Metra station. This also includes installation of arking at a commuter parking lot and PACE and Metra ne Northbrook Metra Station.					

## **Currently Programmed Schedule**

Phase	Programmed FFY
ENG1	
ENG2	25
ROW	

CONST	25
	_

Phase	Programmed FFY
ENG	
IMP	

## **Requested Schedule**

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2	23	2/2023
ROW		

57 - 5 - 5
------------

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

## **Reason for Request**

	Chec	kΙ	here i	fthe	e reason is a scope cl	hange l	l and co	omplete a :	Scope C	hange F	Reauest f	orm
--	------	----	--------	------	------------------------	---------	----------	-------------	---------	---------	-----------	-----

This change is being requested to allow the village to proceed with the project that was funded ahead of its current scheduled Federal Fiscal Year of 2025.

### **Additional Comments**

_		
1		

#### **Project Identification**

Please provide the project identification exactly as it appears in the CMAQ or TAP programs. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<a href="http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources">http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources</a>).

#### **Currently Programmed Schedule**

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

#### **Requested Schedule**

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

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

#### **Reason for Request**

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

#### **Additional Comments**

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

For the submittal procedures that apply to this form, see the <a href="Change Request">Change Request</a> <a href="Procedures">Procedures</a> document.

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

Requests should be submitted according to the schedule outlined on the current calendar of <u>Transportation Meetings and Deadlines</u>. Requests received after the CMAQ Revision Request deadline for a particular PSC meeting will not be considered until the next scheduled meeting.

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

# **Project Identification**

TIP ID	04-17-0011	Sponsor	Forest Preserves of Cook County	
Project Location Description		Segment 3 of the DesPlaines River Trail Improvements		
		(Bryn Mawr to Lawrence)		

# **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	2024	\$6,895.90	\$5,516.70	80%	TAP-L	Local	
CE							
Total						-	_

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	2022	\$7,279.00	\$5,823.20	80%	TAP-L	Local	08/2022
CE							
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							

	Starting FFY	Additional 1 Cost (\$000's		Additional Federa CMAQ Funds(\$00		Revised Federal Share (%)	Transfer to/from phase(s)
ENG1							
ENG 2							
ROW							
CONST	2022	\$383.1		\$306.5		80%	2025 Cons
CE							
Total							
Phase	Starting FFY	Additional Cost (\$000'		Additional Federa CMAQ Funds (\$00		Revised Federal Share (%)	Transfer to/from phase(s)
ENG						Silare (70)	pilase(s)
IMP							
Total							
Moving \$	306,500.00 of fe	deral funding f	rom Segi	complete a <u>Scope Cl</u> ment 4 (2025) to Seg estimate for Segmen	ment 3		
Moving \$3 River Trai  State an  Select One  State/F  Most re	306,500.00 of fe I Improvements <b>d Federal Pro</b> ederal Project o	deral funding f due to increase oject Inform r Grant Numbe d PPI Form Atta	rom Segresin cost	ment 4 (2025) to Seg estimate for Segmen	ment 3		
Moving \$3 River Trai  State an  Select One  State/F  Most re Local A	d Federal Pro ederal Project o	oderal funding f due to increase oject Inform r Grant Numbe d PPI Form Atta nt Attached	rom Segretion cost	ment 4 (2025) to Seg estimate for Segmen	ment 3	3 (2022) of the	e DesPlaines
Moving \$3 River Trai  State an  elect One  State/F  Most re  Local A	d Federal Pro  decently approved gency Agreemer	oderal funding f due to increase oject Inform r Grant Numbe d PPI Form Atta nt Attached	nation rs Providenched	ment 4 (2025) to Seg estimate for Segmen led Below	ment 3.	3 (2022) of the	e DesPlaines
Moving \$3 River Trail  tate and elect One State/F Most res Local Age	d Federal Pro  decently approved gency Agreemer  State Job Nut X-00-000-00	oderal funding f due to increase oject Inform r Grant Numbe d PPI Form Atta nt Attached	nation rs Providenched	ment 4 (2025) to Seg estimate for Segmen	ment 3.	3 (2022) of the	e DesPlaines
Moving \$3 River Trai  State an elect One State/F Most re Local A Phase  ENG1	d Federal Project of ecently approved gency Agreemer  State Job Nut X-00-000-00	oderal funding f due to increase oject Inform r Grant Numbe d PPI Form Atta nt Attached	nation rs Providenched	ment 4 (2025) to Seg estimate for Segmen led Below	ment 3.	3 (2022) of the	e DesPlaines
Moving \$3 River Trai  Etate an elect One State/F Most re Local Ag Phase  ENG1 ENG 2	d Federal Pro  decently approved gency Agreemer  State Job Null X-00-000-00 P- D-	oderal funding f due to increase oject Inform r Grant Numbe d PPI Form Atta nt Attached	nation rs Providenched	ment 4 (2025) to Seg estimate for Segmen led Below	ment 3.	3 (2022) of the	e DesPlaines
Moving \$3 River Trail  State and elect One State/F Most result   Cocal Age of the cocal Age	d Federal Project of ecently approved gency Agreemer  State Job Nut X-00-000-00	oderal funding f due to increase oject Inform r Grant Numbe d PPI Form Atta nt Attached	nation rs Providenched	ment 4 (2025) to Seg estimate for Segmen led Below	ment 3.	3 (2022) of the	e DesPlaines
Moving \$3 River Trai  State an elect One State/F	d Federal Production  d Federal Production  ederal Project of ecently approved gency Agreemer  State Job Nut X-00-000-00  P- D- R-	oderal funding f due to increase oject Inform r Grant Numbe d PPI Form Atta nt Attached	nation rs Providence ched Federa XXX-0	ment 4 (2025) to Seg estimate for Segmen led Below	ment 3.	3 (2022) of the	e DesPlaines

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

# **Project Identification**

TIP ID	04-17-0011	Sponsor	Village of Schiller Park
Project Lo	cation Description	Segment 4 of the (Lawrence to Irv	e DesPlaines River Trail Improvements ving Park)

# **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	2025	\$3,217.50	\$2,574.00	80%	TAP-L	Local	
CE							
Total					-	-	_

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal 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	2025	\$2,834.40	\$2,267.50	80%	TAP-L	Local	TBD
CE							
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							

	Starting FFY	Additional Cost (\$000		Additional Federa CMAQ Funds(\$00		Revised Federal Share (%)	Transfer to/from phase(s)
ENG1							
ENG 2							
ROW							
CONST	2025	-\$383.1		-\$306.5		80%	2022 Cons
CE							
Total							
Phase	Starting FFY	Additional Cost (\$000		Additional Federa CMAQ Funds (\$00		Revised Federal Share (%)	Transfer to/from phase(s)
ENG						Silare (70)	priase(s)
IMP							
Total							
heck here Moving \$3	306,500.00 of fe	deral funding	from Seg	I complete a <u>Scope C</u> ment 4 (2025) to Seg estimate for Segmer	ment 3		
Moving \$3 River Trail  State and elect One.  State/Fo	d Federal Project of ecently approved	deral funding due to increase piect Informater of Grant Number 1991 Form Att	from Seg se in cost mation ers Provid	ment 4 (2025) to Seg estimate for Segmer	ment 3		
heck here Moving \$3 River Trail  tate and elect One. State/For Most re Local Ag	d Federal Project of ecently approved gency Agreements	deral funding due to increase of the control of the	from Seg se in cost mation ers Provid ached	ment 4 (2025) to Seg estimate for Segmer ded Below	ment 3.	3 (2022) of the	e DesPlaines
heck here Moving \$3 River Trail  tate and elect One. State/Form Most re Local Ag	d Federal Project of ecently approved gency Agreemen	deral funding due to increase of the control of the	mation ers Providached Feder	ment 4 (2025) to Seg estimate for Segmer ded Below al Project Number	ment 3.	3 (2022) of the	e DesPlaines
tate and elect One.  Most re  Local Age	d Federal Project of ecently approved gency Agreement State Job Nui X-00-000-00	deral funding due to increase of the control of the	mation ers Providached Feder	ment 4 (2025) to Seg estimate for Segmer ded Below	ment 3.	3 (2022) of the	e DesPlaines
tate and elect One. State/For Most re Local Age	d Federal Project of ecently approved gency Agreemen	deral funding due to increase of the control of the	mation ers Providached Feder	ment 4 (2025) to Seg estimate for Segmer ded Below al Project Number	ment 3.	3 (2022) of the	e DesPlaines
tate and elect One. State/For Most re Local Age Phase ENG1 ENG 2	d Federal Project of ecently approved gency Agreement State Job Null X-00-000-00	deral funding due to increase of the control of the	mation ers Providached Feder	ment 4 (2025) to Seg estimate for Segmer ded Below al Project Number	ment 3.	3 (2022) of the	e DesPlaines
tate and elect One. State/For Most re Local Age Phase ENG1 ENG 2 ROW	d Federal Project of ecently approved gency Agreemen State Job Nur X-00-000-00 P-	deral funding due to increase of the control of the	mation ers Providached Feder	ment 4 (2025) to Seg estimate for Segmer ded Below al Project Number	ment 3.	3 (2022) of the	e DesPlaines
Moving \$3 River Trail  State and elect One.  State/Fo	d Federal Project of ecently approved gency Agreement State Job Nut X-00-000-00 P- D- R-	deral funding due to increase of the control of the	mation ers Providached Feder	ment 4 (2025) to Seg estimate for Segmer ded Below al Project Number	ment 3.	3 (2022) of the	e DesPlaines

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

# **Project Identification**

TIP ID	04-17-0011	Sponsor	Forest Preserve District of Cook County
Project Lo	cation Description	Segment 3 of th Ave to Lawrence	e Des Plaines River Trail Improvements – Bryn Mawr e Ave

# **Currently Programmed Schedule**

Phase	Programmed FFY
ENG1	2018
ENG2	2021
ROW	N/A
CONST	2024

Phase	Programmed FFY
ENG	
IMP	

# **Requested Schedule**

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	2018	
ENG2	2021	
ROW	N/A	
CONST	2022	8/2022

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

# **Reason for Request**

Check here if the reason is a scope change		and complete a	Scope	Change	Request	form.
--	--	----------------	-------	--------	---------	-------

Project Readiness		

## **Additional Comments**

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

# **Project Identification**

TIP ID	08-16-0019	Sponsor	Forest Preserve District of DuPage County
Project Location Description West Branc			Page River Trail Connection from West DuPage Woods Forest
Preserve to Blackwell Forest Preserve			

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

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2016	225	0	0	N/A	LOCAL	
ENG 2	2021	510	408	80	TAP-L	LOCAL	
ROW	2020	100	0	0	TAP-L	LOCAL	
CONST	2022	1037	778	75	STU	LOCAL	
CONST	2022	2713	2170	80	TAP-L	LOCAL	
CE	2022	300	240	80	TAP-L	LOCAL	
Total		4885	3596	74			

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	2016	225	0	0	N/A	LOCAL	7/11/2016
ENG 2	2022	539	431	80	TAP-L	LOCAL	1/24/2022
ROW	2022	100	0	0		LOCAL	1/24/2022
CONST	2023	1037	778	75	STU	LOCAL	4/28/2023
CONST	2023	3963	3170	80	TAP-L	LOCAL	4/28/2023
CE	2023	550	440	80	TAP-L	LOCAL	4/28/2023
Total		6414	4819	75		_	

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							

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1				onare (70)	priase(s)
ENG 2	2022	29	23	80	n/a
ROW					
CONST	2023	1250	1000	80	n/a
CE	2023	250	200	80	n/a
Total		1529	1223	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					
heck here i Constructic to 2023 (an and labor in structural s	on cost change aticipated cons ncreases using ateel increased	is due to typical inflation truction year after dela the results of IDOT's in 50% since 2020, concre	d complete a Scope Change on from 2016 (previous con ys in Phase I approval) and ternal survey of recent con ete superstructure increase CE increased accordingly du	struction cost pandemic-rela struction cost d 12% since 20	estimate yea ated materia data (ie 020, among
		oject Information			

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-91-037-21	5CLB(999)	
ROW	R-91-xxx-xx	CMM-xxxx(xxx)	
CONST	C-91-xxx-xx	CMM-xxxx(xxx)	
ENG			
IMP			

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r	١u	u	ıu	υı	ıa				CII	LS

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

## **Project Identification**

TIP ID	09-19-0007	Sponsor	City of Aurora
Project Lo	ocation Description	intersection at I	Dad at Hill Avenue in Aurora, IL. To improve  Montgomery Road and Hill Avenue by modernizing and reconstructing and widening of the roadway.

#### **Revised Project Scope**

The project limits on the east leg of Montgomery Road will be extended to connect to the improved 3-lane section of Montgomery Road that begins approximately 500 feet east of Farnsworth Avenue.

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

☐ Map Attached

Name of Street or Facility to be Improved	Marked Route #	
Montgomery Road	3579	
North/West Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
450 feet west of Hill Avenue		City of Aurora, Kane
		County
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
500 feet east of North Farnsworth Avenue		City of Aurora, Kane
		County
Other Project Location Information:		
Other Project Location Information:		

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

ine proposed scope change will not affect the emissions benefits of the project.
The proposed scope change will affect the emissions benefits of the project – continue to next page

## **Cost/Schedule Changes**

- ☐ The scope change will result in a cost change. A <u>Cost Change Request</u> form was submitted.
- ☑ The scope change will result in a schedule change. A Schedule Change Request form was submitted.

#### **Additional Comments**

Extending projects limits on the east leg of Montgomery Road to approximately 1,100-feet to connect to the improved 3-lane section of Montgomery Road that begins approximately 500-feet east of Farnsworth Leg (north leg) provides continuity of transportation infrastructure that enhances operational efficiency, provides additional capacity for the projected traffic volumes, and enhances roadway safety along the Montgomery Road corridor. The Project extension is needed to meet current capacity needs, provide safe travel conditions and better accommodate bicycles and pedestrians.

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

# **Project Identification**

TIP ID	09-19-0007	Sponsor	City of Aurora
Project Lo	cation Description	Montgomery Ro	pad at Hill Avenue in Aurora, IL. To improve intersection at pad and Hill Avenue by modernizing traffic signals and and widening of the roadway.

# **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	2021	\$505,382	\$371,196	73%	CMAQ	Local	
ROW	2022	\$892,500	\$714,000	80%	CMAQ	Local	
CONST	2023	\$4,418,996	\$3,535,197	80%	CMAQ	Local	
CE	2023	\$463,995	\$371,196	80%	CMAQ	Local	
Total		\$6,280,873	\$4,991,589	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	2022	\$755,000	\$604,000	80%	CMAQ	Local	12/28/2020
ROW	2023	\$892,500	\$714,000	80%	CMAQ	Local	12/07/2022
CONST	2024	\$6,750,000	\$5,400,000	80%	CMAQ	Local	10/06/2023
CE	2024	\$945,000	\$756,000	80%	CMAQ	Local	10/06/2023
Total		\$9,342,500	\$7,474,000	80%			

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

IMP				
Total				

## Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2	2022	\$249,618	\$232,804	93%	
ROW					
CONST	2024	\$2,331,004	\$1,864,803	80%	
CE	2024	\$481,005	\$384,804	80%	
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  $\boxtimes$  and complete a Scope Change Request form.

The project limits on the east leg of Montgomery Road will be extended to connect to the improved 3-lane section of Montgomery Road that begins approximately 500 feet east of N Farnsworth Avenue. Due to the extension, phase 2 design and phase 3 construction and construction engineering have been affected. City kindly requests CMAP staff to approve the request to improve roadway conditions in this area.

## **State and Federal Project Information**

Select One.

	ct or Grant Numl	bers Provided Below
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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- 91-386-20	ZHIL299	
ROW	R- 91-024-20	27VQ076	
CONST	C- 91-187-20	1DJB602	

ENG		
IMP		_

## **Additional Comments**

City of Aurora respectfully requests CMAP staff to approve the cost increase for Phase 2 design, Construction & Construction Engineering.

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

## **Project Identification**

TIP ID	09-99-0101	Sponsor	County of Kane
Project Lo	cation Description	south of US 30, reconstruction of construction of	sists of extending Dauberman Road on new alignment a bridge over the BNSF rail and a bridge over US 30, of US 30, roadway improvements to Granart Road, a Connector Road for the Dauberman Road and US 30 w traffic signal at US 30 and the Connector Road, and a

## **Currently Programmed Schedule**

Phase	Programmed FFY
ENG1	2016
ENG2	2020
ROW	2020
CONST	2023

Phase	Programmed FFY
ENG	
IMP	

## **Requested Schedule**

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	N/A	
ENG2	N/A	
ROW	N/A	
CONST	2022	9/23/2022

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

# **Reason for Request**

Check here if the reason is a scope change and complete a Scope Change Request form.

The project is anticipating ROW certification in August 2022 and has submitted all plans that meet the schedule for the September 23, 2022 letting date.

#### **Additional Comments**

The County was able to complete the ROW phase earlier than anticipated and is able to make the September 23, 2022 letting. We respectfully request moving the awarded TAP funds to FFY 2022.



Chicago Metropolitan Agency for Planning 433 West Van Buren Street Suite 450 Chicago, IL 60607

> 312-454-0400 cmap.illinois.gov

#### **MEMORANDUM**

To: CMAQ/TAP-L Project Selection Committee

From: CMAP Staff

**Date:** June 16, 2022

**Re:** CMAQ and TAP-L Methodology: Preliminary Engineering Requirements

The completion of preliminary (phase 1) engineering is critical for defining the scope, preferred alternative, and preliminary cost estimate for a project. Sponsor participation in projects through the completion of preliminary engineering is also an indicator of commitment to seeing projects through to completion. As such, the requirement for preliminary engineering to be "substantially complete" prior to application for regional fund sources has been an important and effective part of the project selection methodology. Recognizing that processes evolve over time and that providing clarity for applicants is of utmost importance, staff proposes adding the <u>underlined</u> language below within the methodology for the upcoming call for projects cycle.

## Completion of preliminary engineering

For road, bridge, and bike/ped projects requiring phase 1 engineering, one of the following must occur on or before the application deadline (<insert date>) for the current call for projects:

- a. Design approval has been received.
- b. IDOT has confirmed that <u>all comments have been addressed</u> and a final Project Development Report has been submitted for signatures.
- c. IDOT has confirmed that a preliminary Project Development Report has been received for review and that the report is sufficiently complete, including the <u>below milestones</u>, to ensure an accurate cost estimate and clear scope for the remaining phases of the project has been established:
  - i. <u>Project has been presented at a State/Federal Coordination meeting, a CE</u> determination has been made, and FHWA concurrence of environmental

- processing has been given (not required for State Approved Categorical Exclusions)
- ii. The IDOT Bureau of Design and Environment (BDE) has completed the Environmental Survey Request (ESR) review (if required) and documentation of the environmental investigations, associated coordination, and any commitments made are included in the draft PDR
- d. A final Planning and Environmental Linkages (PEL) report prepared in accordance with IDOT Bureau of Design and Environment (BDE) Manual section 11-7.04 has been completed documenting the project Purpose and Need, Alternatives to Be Carried Forward, and public involvement and there are no further comments from any Federal or state resource agencies.

For transit projects that will be processed through an FTA grant that qualify as a Categorical Exclusion (CE) per US Code Title 23 § 771.118(c), the sponsor must demonstrate that sufficient pre-engineering and/or architectural work has been completed to establish an accurate cost estimate and a clear scope. For transit projects that may include unusual circumstances such as those described in § 771.118(b), or projects requiring an Environmental Assessment (EA) or Environmental Impact Statement (EIS), the sponsor must demonstrate that a draft EA or EIS has been prepared and submitted to FTA for review.

cmap.illinois.gov



## **MEMORANDUM**

To: CMAQ/TAP-L Project Selection Committee

**From:** CMAP Staff

**Date:** June 16, 2022

**Re:** Expansion of the Inclusive Growth Factor Score using Justice 40

#### Overview

In January 2021, President Biden signed Executive Order (EO) 14008, Tackling the Climate Crisis at Home and Abroad. Section 223 of the EO established the goal of placing 40 percent of overall benefits of federal investments from covered programs in climate and clean energy infrastructure toward disadvantaged communities. The goal is commonly referred to as the Justice 40 initiative. Early guidance released in July 2021 outlined an interim definition of disadvantaged communities that was used as the framework for a screening tool being developed by the Council on Environmental Quality (CEQ) that was released in beta on March 13, 2022. While the CEQ screening tool is under refinement, the U.S. Department of Transportation (USDOT) released an interim tool on January 28, 2022, to help agencies define and identify disadvantaged communities for covered programs such as the National Electric Vehicle Infrastructure (NEVI) and Safe Streets and Roads for All (SS4A).

Covered programs were also defined in initial guidance as programs within one or more of seven areas that include categories such as clean transportation and climate change. While the Congestion Mitigation and Air Quality Improvement (CMAQ) and Transportation Alternatives (TAP) programs are not specifically listed, the programs can be interpreted as meeting the covered criteria and could be required in future program years to meet the requirements of Justice 40. To better position the CMAQ and locally programmed Transportation Alternatives (TAP-L) programs for the impact of Justice 40 requirements, scoring needs to be analyzed to ensure disadvantaged communities are being prioritized. The Justice 40 initiative aligns itself with the equity goals of ON TO 2050.

#### **US DOT Disadvantaged Communities (DAC) Methodology**

The US DOT DAC tool uses census tracts as its unit of analysis and leverages 22 indicators that are grouped into six categories of transportation disadvantage: transportation access, health, environmental, economic, resilience, and equity. Each of the six categories are given a binary score of a 0 or a 1 for a combined score that ranges from 0 to 6. Census tract categories receive a

1 when the tract is at or above the 50<sup>th</sup> percentile of disadvantage, otherwise the category receives a 0. The resilience category has a higher threshold than the others as the census tract must be at or higher than the 75<sup>th</sup> percentile of disadvantage to receive a score of 1. To be considered transportation disadvantaged, a census tract must have a score of 4 or higher. Further information on the methodology, including definitions, scoring, and data sets used, can be found on USDOT's Justice 40 webpage.

#### **Scoring**

To achieve the goals of Justice 40, CMAP staff recommends incorporating disadvantaged communities as a scoring factor within the inclusive growth category using USDOT's screening tool. The inclusive growth score would have two elements— 1.) the existing criteria of the percent of travelers using a facility that are people of color below the poverty line and 2.) the level of community disadvantage where a project is located. If a project is in multiple census tract, the project will receive the score for the tract with highest number of disadvantaged categories. Each component would have a total of 10 points bringing the inclusive growth category to a maximum score of 20.

Staff recommends points to be awarded by the number of disadvantage categories that a census tract has identified in the USDOT DAC tool. The table below is the proposed method for allocating points: Since the minimum categories is 4 for a census track to be considered disadvantage, no points will be awarded below 4.

Number of disadvantaged categories	Proposed Score
0	0
1	0
2	0
3	0
4	4
5	7
6	10

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

CMAQ Project Scoring				
	Current	Proposed		
Air Quality Cost Effectiveness Score	60 points*	50 points*		
Transportation Impact Criteria (TIC) Score	30 points	30 points		
Inclusive Growth Regional Priority Score	10 points	20 points		
TOTAL	100 points	100 points		

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

TAP-L Project Scoring			
	Current	Proposed	
Completion of RGTP	30 points	30 points	
Market for Facility	25 points	20 points	
Safety and Attractiveness Rating	25 points	20 points	
Inclusive Growth Regional Priority Score	10 points	20 points	
Project Readiness	10 points	10 points	
TOTAL	100 points	100 points	

ACTION REQUESTED: Discussion