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MEMORANDUM

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

From: CMAP Staff

Date: March 19, 2026

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

Action Requested: **Approval**

Project sponsors requested consideration of changes to seven (7) projects. The seven (7) sponsors' requests that are being presented for consideration are included in the meeting packet. Staff recommends approval of the seven (7) requests. Below is a summary of the impacts of the changes on the fiscal constraint of the three respective programs.

	CMAQ					Request
	2026	2027	2028	2029	2030	
Current Program*	\$157,416,765	\$103,959,863	\$118,576,036	\$102,214,115	\$55,983,936	
Unprogrammed Balance*	-\$42,500,704	\$25,834,149	\$13,813,856	\$32,823,575	\$79,053,754	
Sponsor requested changes - for Committee consideration						
CDOT (01-12-0002)		\$1,313,000				Reinstatement of funds into FFY 2027
CDOT (01-12-0005)		\$975,200				Reinstatement of funds into FFY 2027
CDOT (01-94-0092)	\$3,296,000					Cost increase for Eng and partial reinstatement of construction.
Mt. Prospect (03-21-0007)	-\$1,843,098	\$3,511,120				Transfer from E2 to ROW in FFY 2026; C/CE cost increase and schedule change to FFY 2027.
Alsip Park District (06-06-0061)		\$547,000				Cost increase for Eng 2.
Lake Co DOT (10-03-0005)	\$4,263,486					Cost increase for construction in FFY 2026.
Harvard (11-25-0021)			\$93,000	-\$93,000		Schedule change to advance Eng 2 from FFY 2029 to FFY 2028
Sum of Changes From Requests	\$5,716,388	\$6,346,320	\$93,000	-\$93,000	\$0	
Sum of Recommended Changes	\$5,716,388	\$6,346,320	\$93,000	-\$93,000	\$0	
Recommended Revised Program	\$163,133,153	\$110,306,183	\$118,669,036	\$102,121,115	\$55,983,936	
Rec. Rev. Unprogrammed Balance	-\$48,217,092	\$19,487,829	\$13,720,856	\$32,916,575	\$79,053,754	

	CRP					Request
	2026	2027	2028	2029	2030	
Current Program*	\$47,663,058	\$20,000,000	\$20,000,000	\$0	\$0	
Unprogrammed Balance*	\$343,828	\$371,911	\$779,349	\$21,194,936	\$21,194,936	
Sponsor requested changes - for Committee consideration						
Sum of Changes From Requests	\$0	\$0	\$0	\$0	\$0	
Sum of Recommended Changes	\$0	\$0	\$0	\$0	\$0	
Recommended Revised Program	\$47,663,058	\$20,000,000	\$20,000,000	\$0	\$0	
Rec. Rev. Unprogrammed Balance	\$343,828	\$371,911	\$779,349	\$21,194,936	\$21,194,936	

	TAP-I					Request
	2026	2027	2028	2029	2030	
Current Program*	\$74,362,025	\$19,730,060	\$20,798,762	\$21,305,063	\$21,305,063	
Unprogrammed Balance*	-\$10,931,571	\$747,701	\$88,555	\$0	\$0	
Sponsor requested changes - for Committee consideration						
Lake Co DOT (10-03-0005)	\$591,661					Cost increase for construction in FFY 2026.
Sum of Changes From Requests	\$591,661	\$0	\$0	\$0	\$0	
Sum of Recommended Changes	\$591,661	\$0	\$0	\$0	\$0	
Recommended Revised Program	\$74,953,686	\$19,730,060	\$20,798,762	\$21,305,063	\$21,305,063	
Rec. Rev. Unprogrammed Balance	-\$11,523,232	\$747,701	\$88,555	\$0	\$0	

*Source: CMAP FFY 2026-30 TIP

For Committee Consideration:

Project	Request	Action
<p>CDOT– Arterial VMS Traveler Information System (01-12-0002) The project has \$1,313,000 CMAQ in deferment for construction.</p>	<p>The project is requesting a reinstatement of \$1,313,000 CMAQ for construction in FFY 2027 along with a modified scope.</p> <p>This project will be combined with the Arterial Detection System project (01-12-0005). As a combined project it will focus on traffic mobility and information connectivity to the ATMS. Instead of using static variable message signs (VMS), the project will now use a modernized approach using Portable Changeable Message Signs (PSCMS) allowing for flexible and adaptive messaging. The projects will be advertised and implemented as part of a single city project.</p>	<p>Staff recommends approval of the requested reinstatement of \$1,313,000 CMAQ in FFY 2027.</p>
<p>CDOT– Arterial Detection System Improvements (01-12-0005) The project has \$975,200 CMAQ in deferment for implementation.</p>	<p>The project is requesting a reinstatement of \$975,200 CMAQ for construction in FFY 2027 along with a modified scope.</p> <p>This project will be combined with the Arterial VMS Traveler Information System project (01-12-0002). Both projects will be combined to focus on traffic mobility and information connectivity to the ATMS. Instead of using in-ground detectors, CDOT will use third-party data collection efforts to gather real time travel time, speed, and congestion performance metrics. The data will be integrated into the City of Chicago’s ATMS to help support traffic management, operations, planning, and traveler information.</p>	<p>Staff recommends approval of the requested reinstatement of \$975,200 CMAQ in FFY 2027.</p>

Project	Request	Action
<p>CDOT– Chicago Streets for Cycling (01-94-0092) The project is programmed for \$4,000,000 CMAQ in FFY 2026 for engineering and has \$15,555,000 CMAQ for construction that’s in deferment.</p>	<p>The project is requesting a reinstatement of \$3,296,000 CMAQ from construction. \$2,400,000 of the reinstatement is being requested as a transfer to engineering. The remaining \$896,000 is being requested for construction.</p> <p>The engineering transfer is to allow for additional preliminary engineering work for more streets for cycling locations. The partial reinstatement of construction funding is to implement bikeway designs under CDOT’s 2026 Arterial Resurfacing project (TIP ID: 01-20-0003). See attached list for street segments that will have bikeways added to them.</p>	<p>Staff recommends approval of the reinstatement of \$3,296,000 CMAQ for construction and the transfer of funds from construction to engineering.</p>
<p>Mount Prospect – Algonquin Road Bike Path (03-21-0007) The project is programmed for \$296,685 CMAQ for Engineering 2 (\$196,470 went into AC in 2025), \$214,986 CMAQ for ROW, and \$1,843,098 CMAQ for Construction and Construction Engineering.</p>	<p>The project is requesting a transfer of \$53,843 CMAQ from \$100,215 unauthorized engineering 2 funds to right-of-way, a schedule change to move construction from FFY 2026 to FFY 2027, and a cost increase of \$1,668,022 CMAQ for construction and construction engineering.</p> <p>The cost increase is due to higher than anticipated construction costs. The project initiated right-of-way in 01/2026 and is anticipated to submit Pre-Final plans in 05/2026. The project is targeting to be on the 04/2027 letting.</p> <p>The project was re-ranked among bicycle facility projects included in the 2022-2026 program. The project remained the 7th ranked project out of 14 selected projects.</p>	<p>Staff recommends approval of the schedule change, the \$53,843 CMAQ transfer to ROW, and the \$1,668,022 construction cost increase.</p>

Project	Request	Action
<p>Alsip Park District– Cal-Sag Multi-Use Greenway (06-06-0061)</p> <p>The project was awarded and used \$844,000 CMAQ for engineering 2 and was approved for \$452,000 CMAQ through two engineering 2 cost increases that were not used. The Alsip segment of the Cal-Sag trail also has \$1,672,000 CMAQ that’s in deferment.</p>	<p>The project is requesting to reestablish \$452,000 CMAQ into the active program and for a cost increase of \$95,000 CMAQ for a total of \$547,000 in FFY 2026.</p> <p>The original engineering agreement that was through Blue Island was terminated and left Alsip and the far east trail segments with incomplete engineering. The Alsip Park District will now be the lead agency to continue the completion of Phase 2 Engineering. Due to the time that has passed since the original agreement was in place, additional engineering and environmental services are now required to proceed to a letting for both Alsip and Dolton construction contracts. These are the last two segments to be implemented of the larger Cal-Sag Greenway project.</p>	<p>Staff recommends approval of the additional \$547,000 for engineering 2 in FFY 2026.</p>
<p>Lake Co DOT– Deerfield Rd. From Milwaukee Ave to Saunders Rd. (10-03-0005)</p> <p>The project is programmed for \$8,304,294 CMAQ in FFY 2026 and \$3,616,608 TAP-L in FFY 2026.</p>	<p>The bike trail portion of the project is requesting a cost increase of \$591,661 TAP-L in FFY 2026. In addition, the signal interconnect and intersection improvement part of the project is requesting a cost increase of \$4,263,486 CMAQ in FFY 2026.</p> <p>The cost increases are due to higher than anticipated costs. The project is anticipated to have ROW completed by 07/2026 that would allow for a 09/2026 letting.</p> <p>The project was re-ranked among Intersection Improvement projects included in the 2020-2024 program and dropped below two unfunded projects.</p>	<p>Staff recommends approval of the cost increase for \$591,661 TAP-L in FFY 2026.</p> <p>Staff recommends consideration of the requested increase of \$4,263,486 CMAQ in FFY 2026.</p>

Project	Request	Action
<p>Harvard– Harvard Access to Transit (11-25-0021) The project is programmed for \$93,000 CMAQ in FFY 2029 for engineering 2 and \$706,920 CMAQ in FFY 2029 for construction and construction engineering.</p>	<p>The project is requesting a schedule change for engineering 2 from FFY 2029 to FFY 2028.</p>	<p>Staff recommends approval of the requested schedule change.</p>

ACTION REQUESTED: Approval