



Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

CMAQ Project Selection Committee Annotated Agenda Thursday, July 1, 2021

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United States: +1 (571) 317-3112
Access Code: 834-521-957

1.0 Call to Order and Introductions **11:00a.m.**

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – May 13, 2021

ACTION REQUESTED: Approval

4.0 Program Monitoring

4.1 Project Programming Status Sheets

Recurring reports on the programming status of active and deferred CMAQ and TAP-L projects.

4.2 Programming Summary and Obligation Goal

Update on CMAQ obligations for federal fiscal year (FFY) 2021

4.3 2017-2021 RTA Interagency Signage Program

Presentation highlighting the accomplishments of the RTA Interagency Signage Program and the potential to expand program.

ACTION REQUESTED: Information

5.0 Project Changes

5.1 Committee Consideration

5.1.1 Northfield – Skokie Valley Trail Improvements (02-19-0006)

Cost increase of \$379,800 TAP-L for Phase II Engineering in FFY 2022 and delay of existing \$240,000 TAP-L for Phase II Engineering from FFY 2021 to FFY 2022.

5.1.2 IDOT D1 Highways – IL 59 Sutton Rd at W Bartlett Rd (03-12-0002)

Reinstatement of \$2,184,000 CMAQ and cost increase of \$1,656,000 CMAQ for Construction in FFY 2021

5.1.3 IDOT D1 Highways – IL 19/Irving Park Rd at Barrington Rd (03-18-0008)

Cost increase of \$174,000 CMAQ for Construction in FFY 2021

5.1.4 Mount Prospect – Rand-Central-Mount Prospect Road Intersections (03-19-0011)

Cost increase of \$405,040 CMAQ for Right-of-Way in FFY 2022

5.1.5 IDOT D1 Highways – Jefferson Street Intersection Safety and Congestion Reduction Project - US Route 52 & I-55 Southbound Ramps (12-18-0004)

Cost increase of \$1,894,000 CMAQ for Construction in FFY 2021 and advancement of existing \$1,908,560 CMAQ for Construction from FFY 2022 to FFY 2021

5.1.6 RTA – Improvements to Priority Interagency Transit Transfer Locations (13-12-0005)

Scope change to increase number of locations for signage using remaining \$1,200,000 of unobligated funds

ACTION REQUESTED: Approval

5.2 Administrative Modifications

5.2.1 IDOT D1 Highways – IL 19/Irving Park Rd at Wise Rd (03-18-0007)

Cost increase of \$398,000 CMAQ for Construction in FFY 2021

5.2.2 DuPage County Forest Preserve District – North Central DuPage Regional Trail from Forest Preserve Dr to Illinois Prairie Path (08-16-0017)

Cost increase of \$18,833 CMAQ for Phase II Engineering in FFY 2021

5.2.3 Romeoville – NGPL Multi-Use Trail (12-18-0002)

Cost increase of \$39,500 CMAQ for Construction in FFY 2021

ACTION REQUESTED: Information

6.0 FFY 2022-2026 Program Development

Staff will present a recommended draft program of projects for committee consideration to be released for public comment. An Excel versions of the tables are available on the [Call for Projects](#) webpage.

ACTION REQUESTED: Approval

7.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

8.0 Next Meeting

The committee's next meeting is Thursday, September 9, 2021 at 11:00 a.m.

9.0 Other Business

10.0 Adjournment

CMAQ Project Selection Committee Members:

<u> </u> Doug Ferguson, Chair	<u> </u> Jeffery Schielke	<u> </u> Jeffrey Sriver
<u> </u> Darwin Burkhart	<u> </u> Chris Schmidt	<u> </u>
<u> </u> Mark Pitstick	<u> </u> Chris Snyder	<u> </u>



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Chicago Metropolitan Agency for Planning (CMAQ)

DRAFT

CMAQ Project Selection Committee Minutes

Minutes – May 13, 2021

Via GoToMeeting

Members Present: Doug Ferguson (Chair, CMAP), Darwin Burkhart (IEPA), Mark Pitstick (RTA), Mayor Jeff Schielke (Council of Mayors), Chris Snyder (Counties), Jeff Sriver (CDOT)

Staff Present: Erin Aleman, Alison Case, Teri Dixon, Kama Dobbs, Jane Grover, Jaemi Jackson, Elliott Lewis, Jared Patton, Mary Weber

Others Present: Elaine Bottomley, Lenny Cannata, John Donovan, Earl Dunn, Mike Fricano, Tony Greep, Kendra Johnson, Noah Jones, Mike Klemens, Daniel Knickelbein, Matt Pasquini, Keith Privett, Troy Simpson, Kristian Skogsbakken, Brian Stepp, Sonali Tandon, David Tomzik

1.0 Call to Order

Mr. Ferguson called the meeting to order at 11:02 a.m.

2.0 Agenda Changes and Announcements

Mr. Ferguson informed the committee that, in accordance with Gov. Pritzker's Disaster Declaration on January 8, 2021, that it is not practical or prudent for the committee to meet in person at this time. To ensure transparency, CMAP staff will provide meeting materials one week in advance, a recording of the meeting will be posted to the CMAP website, and all votes will be taken via role call in compliance with the Open Meetings Act.

3.0 Approval of Minutes – May 13, 2021

A motion was made by Mayor Schielke, seconded by Mr. Pitstick, to approve the minutes of the May 13, 2021 meeting as presented. A roll call vote was conducted:

Aye Darwin Burkhart
Aye Doug Ferguson
Aye Mark Pitstick
Aye Jeffery Schielke
Aye Chris Schmidt

Aye Chris Snyder

 Aye Jeffrey Sriver

With all in favor, the motion carried.

4.0 Program Monitoring

4.1 Project Programming Status Sheets

Mr. Ferguson presented the program status sheets for active and deferred CMAQ and TAP-L funded projects.

4.2 Programming Summary and Obligation Goal

Mr. Ferguson presented the CMAQ programming summary and obligation goal for 2021. The region's cumulative CMAQ obligations are currently negative on the year due to corrections from past obligations and de-obligated funds.

Mr. Pitstick made comment on the deferred program suggesting for staff to make a recommendation to clean out old and inactive projects. Mr. Ferguson responded that staff would work to develop a process to remove inactive and older projects.

5.0 Project Changes

Mr. Lewis presented project change requests for four (4) projects which can be found in the project change request memo.

Mr. Ferguson noted the staff recommendation not to approve the Mount Prospect scope change. The items IDOT would like Mount Prospect to participate on are not CMAQ eligible as single entities. If the scope change was approved, they would not receive authorization from FHWA for CMAQ funds.

Mr. Pitsick commented to show his support for the CDOT wireless signal interconnects project and to ask if the Skokie multi-use path project could be used as an example for the next item on the agenda since it is requesting a substantial percentage cost increase. Mr. Ferguson said he would return to the Skokie project in agenda item six as requested.

Mr. Snyder asked for clarification if the Mount Prospect project was abandoning the bike route project from a CMAQ standpoint. Mr. Ferguson indicated that they were not abandoning it, but just moving forward with it on their own since they would be required to remove some parking along the route if they were to use federal funding.

Mr. Snyder followed up with a question on whether IDOT was requiring the Village of Mount Prospect to contribute funding for the railroad crossing that is planned. Mr. Ferguson stated that the only items IDOT is asking participation for are items CMAQ cannot cover. Mr. Ferguson also noted in response to a question from Mr. Snyder on whether the Mount Prospect Project could use CMAQ funding for the trail, that HSIP funds are already being used for the project and the comingling of federal funds is not recommended.

A motion was made by Mr. Pitstick, and seconded by Mr. Schmidt, to approve the project change requests. A roll call vote was conducted:

Aye Darwin Burkhart
Aye Doug Ferguson
Aye Mark Pitstick
Aye Jeffery Schielke
Aye Chris Schmidt
Aye Chris Snyder
Aye Jeffrey Sriver

With all in favor, the motion carried.

6.0 Project Change Request Approval Procedures

Mr. Ferguson outlined a revised staff recommendation based off discussion at the April 1, 2021 Committee meeting. The recommendation consists of retaining the initial proposal to align with existing TIP administrative modifications thresholds and lowering the cost change cap from \$1 million to \$500,000. The committee would be responsible to oversee any administrative cost changes made. Staff would track these administrative changes over the next year and present a review to the Committee of the new policy.

Mr. Ferguson addressed an earlier question from Mr. Pitstick regarding how the Skokie multi-use path project would be treated under the proposed procedure stating that with the project seeking a cost change of over \$500,000, it would need to go to the committee.

Mr. Pitsick made comment on his comfort with this procedure. However, he asked for clarification on the modifications threshold table using the Skokie multi-use path project as an example of the way to navigate it.

Mr. Schmidt inquired whether the percent change thresholds will ever be relevant due to the \$500,000 cost change cap. Mr. Ferguson, while mostly agreeing, pointed towards scenarios where the percent change thresholds will be relevant, just unlikely.

Mr. Schmidt followed up with a question on whether a project was entitled to one administrative cost change per project or per phase. Mr. Ferguson explained that it was by phase, and that it is a measure in place to prevent projects from requesting multiple cost changes.

A motion was made by Mr. Pitstick, and seconded by Mr. Schmidt, to approve the project change request approval procedures. A roll call vote was conducted:

Aye Darwin Burkhart
Aye Doug Ferguson
Aye Mark Pitstick
Aye Jeffery Schielke
Aye Chris Schmidt

Aye Chris Snyder
 Aye Jeffrey Sriver

With all in favor, the motion carried.

7.0 FY 2022-2026 Program Development – Selection Process Timeline

Mr. Ferguson updated that the CMAP staff is still reviewing and scoring project applications and that committee members will be notified when results are posted.

8.0 Public Comment

There were no comments from the public.

9.0 Next Meeting

The next meeting is scheduled for Thursday, July 1, 2021 at 11:00 a.m.


10.0 Other Business

Mr. Pitstick requested that he present a CMAQ funded interagency signage program at the next meeting if time allows for consideration to continue on with the project at additional locations.

11.0 Adjournment

The meeting was adjourned at 11:33 a.m.

Respectfully submitted,
Elliott Lewis

 **Chicago Metropolitan Agency for Planning**
FFY 2021-2025 CMAQ Program Summary

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Unobligated Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station	2021	\$ 3,000,000			2022	\$ 59,930,000	\$ 62,930,000	\$ 62,930,000
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station					2024	\$ 59,430,000	\$ 59,430,000	\$ 59,430,000
Signal Interconnect	01-17-0014	City of Chicago	CDOT	Wireless Signal Interconnects	2021	\$ 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					2021	\$ 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	2021	\$ 510,705			2024	\$ 4,255,878	\$ 4,766,583	\$ 4,766,583
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase VIII	2021	\$ 800,000					\$ 800,000	\$ 800,000
Bicycle & Pedestrian	02-06-0035	North Shore	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	2021	\$ 27,313					\$ 27,313	\$ -
Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St. from Linder Av to McCormick Blv	2021	\$ 101,070					\$ 101,070	\$ 101,070
Access to Transit	02-16-0013	North Shore	Skokie	Skokie Bicycle Parking at Dempster and Oakton					2021	\$ 231,000	\$ 231,000	\$ 231,000
Intersection Improvement	02-19-0008	North Shore	Lincolnwood	Touhy Ave at Cicero Ave	2021	\$ 168,000	2021	\$ 328,000	2021	\$ 1,776,000	\$ 2,272,000	\$ 2,272,000
Bicycle & Pedestrian	02-19-0015	North Shore	Skokie	Oakton St Multi-Use Path					2021	\$ 3,031,200	\$ 3,031,200	\$ 3,031,200
Intersection Improvement	02-19-0016	North Shore	Glenview	E Lake Ave at Waukegan Rd	2021	\$ 184,000	2021	\$ 240,000	2022	\$ 2,024,000	\$ 2,448,000	\$ 2,448,000
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			2021	\$ 280,000	2021	\$ 3,345,553	\$ 3,625,553	\$ 3,625,553
Intersection Improvement	03-12-0002	Northwest	IDOT D1	IL 59 at W Bartlett Rd			2021	\$ 456,000			\$ 456,000	\$ -
Bicycle & Pedestrian	03-14-0014	Northwest	Des Plaines	Rand Rd Multi-Use Path from Central Rd to Elk Bvd					2021	\$ 2,377,920	\$ 2,377,920	\$ -
Road Modernization	03-14-0017	Northwest	Schaumburg	Woodfield Rd from Meacham Rd to East Frontage Rd					2021	\$ 549,000	\$ 549,000	\$ 549,000
Access to Transit	03-18-0001	Northwest	Streamwood	US 20 Pedestrian Access to Hanover Park Metra Station					2021	\$ 348,000	\$ 348,000	\$ -
Intersection Improvement	03-18-0007	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Wise Rd					2021	\$ 1,106,000	\$ 1,106,000	\$ 1,106,000
Intersection Improvement	03-18-0008	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Barrington Rd			2021	\$ 552,000	2021	\$ 2,221,000	\$ 2,773,000	\$ 2,221,000
Intersection Improvement	03-19-0008	Northwest	IDOT D1	US 20 at Oak Ave and Bartlett Rd	2021	\$ 196,000	2021	\$ 180,000	2023	\$ 2,398,000	\$ 2,774,000	\$ 2,774,000
Intersection Improvement	03-19-0011	Northwest	Mount Prospect	Rand-Central-Mount Prospect Intersections	2021	\$ 421,840	2022	\$ 314,960	2023	\$ 4,640,240	\$ 5,377,040	\$ 4,955,200
Signal Interconnect	03-19-0021	Northwest	IDOT D1	US 14 from Mt Prospect Rd to Broadway St					2021	\$ 127,200	\$ 127,200	\$ 127,200
Bicycle & Pedestrian	03-19-0022	Northwest	Schaumburg	Golf Rd and Meacham Rd Multiuse Path	2021	\$ 191,360	2021	\$ 80,000	2022	\$ 1,120,000	\$ 1,391,360	\$ 1,391,360
Access to Transit	03-19-0040	Northwest	Niles	Niles Pace Bus Stop Access Improvements					2022	\$ 636,577	\$ 636,577	\$ 636,577
Bicycle & Pedestrian	03-19-0041	Northwest	Rolling Meadows	Quentin Rd Bike Path	2021	\$ 56,000	2021	\$ 40,000	2022	\$ 762,400	\$ 858,400	\$ 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
Intersection Improvement	03-96-0021	North Central	Cook County DOTH	I-294 at IL 64/North Av - Stage 2					2021	\$ 7,903,000	\$ 7,903,000	\$ 7,903,000
Bottleneck Elimination	03-96-0021	North Central	Cook County DOTH	I-294 to and from Franklin Avenue/Green Street					2022	\$ 19,838,971	\$ 19,838,971	\$ 19,838,971
Bicycle & Pedestrian	04-11-0009	North Central	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	2021	\$ 640,000					\$ 640,000	\$ -
Access to Transit	04-16-0003	North Central	Bellwood	St. Charles Road Access to Transit					2021	\$ 1,020,000	\$ 1,020,000	\$ -

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds							
					ENG		ROW		CON/IMP		Project Total	Unobligated Balance
					FFY	Amount	FFY	Amount	FFY	Amount		
Access to Transit	04-18-0001	North Central	Northlake	Northlake Pace Route Access Improvements	2021	\$ 30,656			2022	\$ 153,280	\$ 183,936	\$ 183,936
Access to Transit	04-18-0002	North Central	Melrose Park	Melrose Park Metra Station and Pace Route Access Improvements	2021	\$ 38,858					\$ 38,858	\$ -
Signal Interconnect	04-19-0007	North Central	IDOT D1	IL 171 from Belmont Ave to Fullerton Ave	2021	\$ 21,600			2021	\$ 260,800	\$ 282,400	\$ 21,600
Signal Interconnect	04-19-0008	North Central	IDOT D1	Chicago Ave from 5th Ave to 9th Ave and Lake St from 9th Ave to 19th Ave					2021	\$ 310,000	\$ 310,000	\$ -
Access to Transit	05-11-0010	Central	Berwyn	Depot District Streetscape Project					2021	\$ 523,200	\$ 523,200	\$ 523,200
Other	05-16-0002	Central	Riverside	Central Business District Bike Parking					2021	\$ 36,800	\$ 36,800	\$ 36,800
Access to Transit	05-19-0001	Central	IDOT D1	55th St Transit Access Improvements	2021	\$ 20,000	2021	\$ 40,000	2022	\$ 118,800	\$ 178,800	\$ 178,800
Signal Interconnect	06-00-0042	Southwest	Orland Park	143rd St from Wolf Rd to LaGrange Rd	2021	\$ 36,628			2021	\$ 503,635	\$ 540,263	\$ 540,263
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					2021	\$ 1,672,000	\$ 1,672,000	\$ 1,672,000
Bicycle & Pedestrian	06-06-0061	Southwest	Dolton	Cal-Sag Trail East - Dolton Leg from Indiana Ave and 137th St to Burnham Greenway Trail			2021	\$ 423,200	2021	\$ 3,118,800	\$ 3,542,000	\$ 3,118,800
Access to Transit	06-16-0010	Southwest	Chicago Ridge	Chicago Ridge Metra Station Area Access Improvements					2021	\$ 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					2021	\$ 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					2022	\$ 2,925,000	\$ 2,925,000	\$ 2,925,000
Signal Interconnect	06-19-0010	Southwest	IDOT D1	Wolf Rd from Brook Hill Rd to 187th St					2021	\$ 771,809	\$ 771,809	\$ -
Access to Transit	06-19-0017	Southwest	Blue Island	Blue Island Metra Station and Pace Bus Route Access Improvements	2021	\$ 74,400			2021	\$ 300,800	\$ 375,200	\$ 375,200
Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	2021	\$ 21,000					\$ 21,000	\$ 21,000
Bicycle & Pedestrian	07-16-0001	South	Cook County DOTH	Sauk Trail/Cottage Grove Av Bike Path Improvements	2021	\$ 125,000					\$ 125,000	\$ 125,000
Access to Transit	07-16-0004	South	Oak Forest	Oak Forest TOD Area Access to Transit Improvements	2021	\$ 60,000			2021	\$ 1,037,000	\$ 1,097,000	\$ 1,097,000
Access to Transit	07-18-0002	South	Chicago Heights	Chicago Heights Pace Bus Terminal Improvements	2021	\$ 12,000			2022	\$ 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					2021	\$ 1,140,000	\$ 1,140,000	\$ -
Signal Interconnect	07-19-0022	South	IDOT D1	Williams St from Margaret St to Eleanor St					2021	\$ 86,400	\$ 86,400	\$ -
Access to Transit	07-19-0031	South	Calumet Park	Calumet Park Metra Station Access Improvements	2021	\$ 41,378			2021	\$ 222,055	\$ 263,433	\$ 263,433
Access to Transit	07-19-0032	South	Midlothian	Midlothian Metra Station Access Improvements	2021	\$ 91,200			2021	\$ 461,600	\$ 552,800	\$ 552,800
Access to Transit	07-19-0033	South	Park Forest	Park Forest Metra Station and Pace Bus Stop Access Improvements	2021	\$ 38,400			2021	\$ 227,867	\$ 266,267	\$ -
Intersection Improvement	08-12-0003	DuPage	DuPage County DOT	IL 56 Butterfield Rd at York St	2021	\$ 28,252					\$ 28,252	\$ 28,252
Intersection Improvement	08-12-0004	DuPage	DuPage County DOT	55th St from Dunham Road to Clarendon Hills Road					2021	\$ 192,000	\$ 192,000	\$ 192,000
Bicycle & Pedestrian	08-16-0001	DuPage	Bensenville	IL 83 from Bryn Mawr Av to Foster Av					2021	\$ 511,855	\$ 511,855	\$ 511,855
Access to Transit	08-17-0026	DuPage	Bensenville	Railroad Avenue Enhancement Project/Bensenville Metra Station Access Improvements					2021	\$ 160,000	\$ 160,000	\$ 160,000
Transit Facility Improvement	08-18-0005	DuPage	Elmhurst	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements					2022	\$ 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	08-19-0022	DuPage	DuPage County DOT	Central Signal System Expansion 3					2021	\$ 6,600,560	\$ 6,600,560	\$ 6,600,560
Signal Interconnect	08-19-0025	DuPage	DuPage County DOT	Central Signal System Expansion 4					2022	\$ 6,035,152	\$ 6,035,152	\$ 6,035,152
Signal Interconnect	08-19-0034	DuPage	IDOT D1	York Rd from US 20 to I-290					2021	\$ 92,000	\$ 92,000	\$ -

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					ENG		ROW		CON/IMP		Project Total	Unobligated Balance
					FFY	Amount	FFY	Amount	FFY	Amount		
Signal Interconnect	08-19-0035	DuPage	IDOT D1	IL 53 from Park Blvd to I-88					2021	\$ 73,600	\$ 73,600	\$ -
Signal Interconnect	08-19-0036	DuPage	IDOT D1	IL 53 from St Charles Rd to Madison St					2021	\$ 212,800	\$ 212,800	\$ -
Signal Interconnect	08-19-0037	DuPage	IDOT D1	IL 53 from Fullerton Ave to IL 64					2021	\$ 123,200	\$ 123,200	\$ -
Signal Interconnect	08-19-0038	DuPage	IDOT D1	IL 53 from Hobson Rd to 83rd St					2021	\$ 802,039	\$ 802,039	\$ -
Signal Interconnect	08-19-0039	DuPage	IDOT D1	IL 53 from 22nd St to Sheehan Ave					2021	\$ 96,000	\$ 96,000	\$ -
Intersection Improvement	09-08-0005	Kane Kendall	Carpentersville	IL 31 at Huntley Rd					2021	\$ 500,000	\$ 500,000	\$ 500,000
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Rt 4 SW Quadrant	2021	\$ 232,440					\$ 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			2021	\$ 2,400,000	2021	\$ 4,271,618	\$ 6,671,618	\$ 6,671,618
Bicycle & Pedestrian	09-12-0009	Kane Kendall	Elgin	Elgin CBD Bike Racks Program					2021	\$ 77,000	\$ 77,000	\$ 77,000
Bicycle & Pedestrian	09-16-0002	Kane Kendall	Aurora	Edgelawn Dr Bikeway Project					2021	\$ 507,850	\$ 507,850	\$ -
Access to Transit	09-16-0004	Kane Kendall	Aurora	Aurora Transportation Center Enhancements					2021	\$ 2,672,000	\$ 2,672,000	\$ 2,672,000
Intersection Improvement	09-19-0007	Kane Kendall	Aurora	Montgomery Rd at Hill Ave	2021	\$ 371,196	2022	\$ 714,000	2023	\$ 3,906,393	\$ 4,991,589	\$ 4,620,393
Intersection Improvement	09-19-0020	Kane Kendall	Kane County DOT	Orchard Rd at US 30					2021	\$ 1,710,826	\$ 1,710,826	\$ 1,710,826
Signal Interconnect	09-19-0023	Kane Kendall	IDOT D1	IL 25 from St Charles St to Liberty St					2021	\$ 76,800	\$ 76,800	\$ -
Access to Transit	09-19-0039	Kane Kendall	Aurora	Aurora Transportation Center Access Improvements	2021	\$ 86,833			2021	\$ 663,523	\$ 750,356	\$ 663,523
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)					2021	\$ 100,000	\$ 100,000	\$ 100,000
Access to Transit	10-16-0006	Lake	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station					2021	\$ 3,840,863	\$ 3,840,863	\$ -
Intersection Improvement	10-18-0002	Lake	Lake County DOT	Wadsworth Road at Lewis Avenue Intersection Improvement					2022	\$ 2,786,960	\$ 2,786,960	\$ 2,786,960
Access to Transit	10-18-0003	Lake	Waukegan	Waukegan Metra Station and Pace Route Access Improvements	2021	\$ 40,000			2022	\$ 168,704	\$ 208,704	\$ 208,704
Signal Interconnect	10-19-0029	Lake	IDOT D1	IL 176 from Midlothian Rd to 4th St	2021	\$ 38,400			2021	\$ 551,870	\$ 590,270	\$ 38,400
Access to Transit	10-19-0039	Lake	North Chicago	North Chicago Pace Bus Route Access Improvements	2021	\$ 63,176			2022	\$ 350,979	\$ 414,155	\$ 414,155
Road Expansion	11-03-0018	McHenry	McHenry County DOT	Randall Rd from Polaris Dr/Acorn Ln to Harnish Dr					2021	\$ 3,100,000	\$ 3,100,000	\$ 3,100,000
Signal Interconnect	11-19-0014	McHenry	IDOT D1	IL 176 from IL 31 to Smith Rd					2021	\$ 91,200	\$ 91,200	\$ -
Bicycle & Pedestrian	12-08-0003	Will	Will County DOH	Laraway Rd at Cedar Rd					2021	\$ 3,154,000	\$ 3,154,000	\$ -
Intersection Improvement	12-18-0004	Will	IDOT D1	Jefferson Street US 52 & I-55 Southbound Ramps					2022	\$ 1,908,560	\$ 1,908,560	\$ 1,908,560
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)	2021	\$ 896,800	2021	\$ 80,000	2023	\$ 12,328,000	\$ 13,304,800	\$ 13,304,800
Transit Vehicles	16-14-0001	City of Chicago	CTA	Purchase Electric Buses					2021	\$ 15,595,230	\$ 15,595,230	\$ 15,595,230
Transit Vehicles	16-14-0001	City of Chicago	CTA	Purchase Electric Buses					2023	\$ 23,493,631	\$ 23,493,631	\$ 23,493,631

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Unobligated Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Other Transit	16-19-0036	City of Chicago	CTA	Bus Slow Zones Elimination Program	2021	\$ 1,675,000			2023	\$ 15,200,000	\$ 16,875,000	\$ 16,875,000
Transit Service	17-18-0001	Regionwide	Pace	Pulse Dempster Line					2023	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000
Transit Service	17-18-0001	Regionwide	Pace	Pulse Dempster Line					2024	\$ 5,250,000	\$ 5,250,000	\$ 5,250,000
Transit Vehicles	17-94-0002	Regionwide	Pace	Purchase Vanpool Vehicles					2021	\$ 7,528,953	\$ 7,528,953	\$ 7,528,953
Access to Transit	18-18-0001	Regionwide	Metra	Metra Bike Parking Expansion					2021	\$ 306,000	\$ 306,000	\$ 306,000
Transit Vehicles	18-18-0002	Regionwide	Metra	Locomotive Acquisition and Rehabilitation					2021	\$ 44,800,000	\$ 44,800,000	\$ 44,800,000
Direct Emissions Reduction	18-19-0006	Regionwide	Metra	Repower 21 Locomotives					2023	\$ 28,800,000	\$ 28,800,000	\$ 28,800,000

TOTAL CMAQ \$ 485,564,534 \$ 466,287,876




Chicago Metropolitan Agency for Planning
CMAQ Deferred Program Summary

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds							
					ENG		ROW		CON/IMP		Project Total	Deferred Balance
					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	\$ 282,000			MYB	\$ 2,816,000	\$ 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
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Deferred Implementation					MYB	\$ 18,755,000	\$ 18,755,000	\$ 18,755,000
Bicycle & Pedestrian	02-06-0035	North Shore	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd					MYB	\$ 446,000	\$ 446,000	\$ 446,000
Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St Bike Lane from Linder Av to McCormick Blv					MYB	\$ 440,000	\$ 440,000	\$ 440,000
Bottleneck Elimination	02-97-0006	North Shore	Cook County DOTH	Old Orchard Rd from Edens Expressway to Skokie Blvd					MYB	\$ 800,000	\$ 800,000	\$ 800,000
Intersection Improvement	03-12-0002	Northwest	IDOT D1	IL 59 at W Bartlett Rd					MYB	\$ 2,184,000	\$ 2,184,000	\$ 2,184,000
Bicycle & Pedestrian	03-12-0010	Northwest	Mount Prospect	Bike/Ped Crossing at Mount Prospect Road and Northwest Highway	MYB	\$ 20,000			MYB	\$ 272,000	\$ 292,000	\$ 292,000
Bicycle & Pedestrian	03-12-0011	Northwest	Des Plaines	Des Plaines - Pedestrian Refuge Medians					MYB	\$ 71,000	\$ 71,000	\$ 71,000
Bicycle & Pedestrian	03-12-0012	Northwest	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av					MYB	\$ 94,000	\$ 94,000	\$ 94,000
Bottleneck Elimination	03-96-0021	Northwest	Cook County DOTH	Touhy Av and UPRR					MYB	\$ 23,289,000	\$ 23,289,000	\$ 23,289,000
Intersection Improvement	03-96-0021	Northwest	Cook County DOTH	Touhy Av and Elmhurst Rd					MYB	\$ 11,450,000	\$ 11,450,000	\$ 11,450,000
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	04-12-0007	North Central	Northlake	Northwest Av from Grand Av to North Av	MYB	\$ 57,000			MYB	\$ 630,000	\$ 687,000	\$ 687,000
Access to Transit	05-16-0003	Central	Cicero	Cicero Access to Transit Improvements					MYB	\$ 186,080	\$ 186,080	\$ 186,080
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
Transit Service	08-05-0005	DuPage	Oak Brook	Oak Brook Employment Area Distributor Service					MYB	\$ 910,000	\$ 910,000	\$ 910,000
Intersection Improvement	08-12-0003	DuPage	Elmhurst	IL 56/Butterfield Rd at York St	MYB	\$ 128,000	MYB	\$ 350,000	MYB	\$ 997,748	\$ 1,475,748	\$ 1,475,748
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant					MYB	\$ 2,397,000	\$ 2,397,000	\$ 2,397,000
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

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Deferred Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Intersection Improvement	12-12-0003	Will	Will County DOH	Bell Rd/CH 16 at 143rd St/CH 37					MYB	\$ 10,384,000	\$ 10,384,000	\$ 10,384,000
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	Railservice\Ingredion Switcher Locomotive Engine Replacement					MYB	\$ 2,692,000	\$ 2,692,000	\$ 2,692,000

TOTAL CMAQ Deferred **\$ 175,242,342**

 **Chicago Metropolitan Agency for Planning**
FFY 2021-2023 TAP-L Program Summary

ITEP #	Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	TAP-L Funds						Project Total	Unobligated Balance
						ENG		ROW		CON/IMP			
						FFY	Amount	FFY	Amount	FFY	Amount		
1T1401	Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path	2021	\$ 578,000			2021	\$ 4,520,000	\$ 5,098,000	\$ 5,098,000
1T1312	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
1T1402	Bicycle & Pedestrian	02-18-0001	North Shore	Skokie	Skokie Valley Trail-Golf Rd to Dempster St			2021	\$ 448,000	2021	\$ 2,096,000	\$ 2,544,000	\$ 2,544,000
1T1403	Bicycle & Pedestrian	02-18-0002	North Shore	Cook County DOT	Skokie Valley Trail Extension-Northbrook			2021	\$ 156,800	2021	\$ 2,624,136	\$ 2,780,936	\$ 2,780,936
	Bicycle & Pedestrian	02-19-0006	North Shore	Northfield	Skokie Valley Trail Improvements	2021	\$ 240,000					\$ 240,000	\$ 240,000
1T1404	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)					2021	\$ 162,545	\$ 162,545	\$ 162,545
1T1406	Bicycle & Pedestrian	03-13-0010	Northwest	Niles	Howard St Bicycle Path					2021	\$ 553,000	\$ 553,000	\$ 553,000
1T1405	Bicycle & Pedestrian	03-18-0002	Northwest	Schaumburg	Higgins Rd Bike Path					2021	\$ 20,000	\$ 20,000	\$ 20,000
1T1407	Bicycle & Pedestrian	07-18-0001	South	Country Club Hills	BP Pipeline Shared Use Path	2021	\$ 134,408					\$ 134,408	\$ -
	Bicycle & Pedestrian	07-19-0015	South	Burnham	Burnham Greenway Trail Bridge @ RR's and Brainard Avenue	2021	\$ 200,000					\$ 200,000	\$ 200,000
	Bicycle & Pedestrian	08-14-0002	DuPage	DuPage County FPD	West Branch Regional Trail from Winfield Mounds to West DuPage Woods					2021	\$ 53,000	\$ 53,000	\$ 53,000
1T1408	Bicycle & Pedestrian	08-16-0019	DuPage	DuPage County FPD	West Branch DuPage River Trail Extension	2021	\$ 369,000			2022	\$ 2,410,134	\$ 2,779,134	\$ 2,779,134
1T1409	Bicycle & Pedestrian	08-17-0021	DuPage	Carol Stream	Southeast Carol Stream Bike Paths	2021	\$ 232,297	2022	\$ 350,903			\$ 583,200	\$ 583,200
1T1412	Bicycle & Pedestrian	09-14-0019	Kane Kendall	Aurora	East New York Street Bike Path					2021	\$ 428,680	\$ 428,680	\$ -
1T1411	Bicycle & Pedestrian	09-18-0002	Kane Kendall	Kane County FPD	Great Western Trail Extension					2022	\$ 141,634	\$ 141,634	\$ 141,634
1T1305	Bicycle & Pedestrian	10-03-0005	Lake	Lake County DOT	Deerfield Rd from Milwaukee Ave to Saunders Rd					2023	\$ 3,616,608	\$ 3,616,608	\$ 3,616,608
	Bicycle & Pedestrian	12-11-0033	Will	Will County FPD	Veterans Memorial Trail (Spring Creek to 159th St)			2021	\$ 48,000	2021	\$ 5,305,791	\$ 5,353,791	\$ -
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)					2021	\$ 40,936	\$ 40,936	\$ 40,936
TOTAL TAP-L											\$ 25,253,872	\$ 19,336,993	



CMAQ Programming Summary and Obligation Goals

FFY	Federal Unobligated or Apportionment	Currently Programmed	Unprogrammed Balance	Deferred Funds Not Programmed	Unprogrammed Balance Minus Deferrals	Obligation Goal	Current FFY Obligations to Date	Obligations Needed to Meet Goal
2021	\$ 87,738,716	\$ 97,333,573	\$ (9,594,857)	\$ 180,029,028	\$ (189,623,885)	\$ 172,691,880	\$ (558,944)	\$ 173,250,824
2022	\$ 114,977,186	\$ 130,761,285	\$ (15,784,099)	\$ -	\$ (15,784,099)	\$ 114,977,186		
2023	\$ 114,977,186	\$ 104,070,558	\$ 10,906,628	\$ -	\$ 10,906,628	\$ 114,977,186		
2024	\$ 114,977,186	\$ 83,344,684	\$ 31,632,502	\$ -	\$ 31,632,502	\$ 114,977,186		
2025	\$ 114,977,186	\$ -	\$ 114,977,186	\$ -	\$ 114,977,186	\$ 114,977,186		
	\$ 547,647,460	\$ 415,510,100	\$ 132,137,360	\$ 180,029,028	\$ (47,891,668)	\$ 632,600,624		

Current as of 5/5/2021

- 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 2021 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 2021-2025 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 in the current FFY. Source: eTIP database
- Deferred Funds Not Programmed:** Funds for project phases that have been deferred and have not demonstrated readiness for reinstatement. 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.
- Unprogrammed Balance Minus Deferrals:** For current FFY, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed.
- Obligation Goal:** Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years. Future goals will be determined at the start of each FFY. FFY 2021 is the annual allotment plus the unobligated balance from FFY 2020 as of 9/30/2020. Source: October 29, 2020 CMAQ Project Selection Committee meeting
- Current FFY Obligations to Date:** Obligations (Federal Authorizations) as of the current date. Projects in Advanced Construction are not included as obligations. Sources: eTIP database and FHWA FMIS database
- Obligations Needed to Meet Goal:** Obligation goal less current FFY obligations as of the current date.

Current Year Unobligated Balance:	
FFY 2021 Federal Apportionment	\$ 114,977,186
Prior Years' Unobligated Balance	\$ 57,714,694 (+)
	\$ 172,691,880
FFY 2021 Obligated	\$ (558,944) (-)
FFY 2021 Advanced Construction	\$ 16,056,769 (-)
Prior Years' Advanced Construction	\$ 69,455,339 (-)
	\$ 87,738,716



2017-2021 RTA Interagency Signage Accomplishments

June 2021

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RTAChicago.org

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Background

Since 2012, the Regional Transportation Authority (RTA) has been using federal grant funds to implement new wayfinding signage and transit service information at key interagency transit locations throughout the Chicago region. Developed and implemented in conjunction with the Chicago Transit Authority (CTA), Metra and Pace; the purpose of the RTA's interagency sign program is to improve access to and facilitate transferring between transit services at locations where buses and trains come together.

Based on extensive user research and testing, the RTA developed an [Interagency Design Standards Manual](#) for prototype signs and other information products (maps, schedules and route diagrams) that were then fabricated and installed at 4 demonstration locations in 2012:

- Davis Street stations in downtown Evanston (CTA rail and bus, Metra, Pace)
- Joliet Union Station (Metra, Pace)
- Van Buren Street station in downtown Chicago (CTA rail and bus, Metra, Pace)
- Western Ave. / 95th St. transfer location in Chicago and Evergreen Park (CTA bus, Pace)

Using lessons learned from those prototype signs at the demonstration locations, as well as more limited signage that was subsequently installed near Chicago Union Station and LaSalle Street Station, the RTA then began using a second federal grant to develop and implement signs at 19 key interagency locations. The sign locations were addressed in three separate bundles – each bundle with its own contract – as detailed below.

Signs Installed at Bundle 1 Locations in 2017/2018

In 2017 and 2018, the RTA's contractor fabricated and installed new signs and maps at the first bundle of interagency transit locations:

- Elgin Transportation Center (Metra, Pace)
- Harvey Transportation Center (Metra, Pace)
- Lake-Cook Road Metra station (Metra, Pace)
- Lisle Metra station (Metra, Pace)
- Mayfair / Montrose stations in Chicago (Metra, CTA rail and bus)
- Museum Campus / Roosevelt stations in Chicago (Metra, CTA rail and bus)
- Naperville Metra station (Metra, Amtrak, Pace)

These outlying locations, focused on stations serving various Metra-operated lines and Metra's BNSF Railway line, are highlighted on the following pages.

Elgin Transportation Center (Metra, Pace) – This major transfer center provides connections between the Metra station on the Milwaukee District/West line and Pace’s adjacent Elgin Transportation Center, which is located along the Fox River across Chicago Street from the Metra station. The multiple Pace bus routes at this location, all of which terminate here, provide service throughout the Northwest suburbs.



Signs directing people from Metra platform to Pace buses



Signs at Pace facility near Chicago St. bridge over Fox River



Sign structure with train connections map and neighborhood map at Metra station

Harvey Transportation Center (Metra, Pace) – This major transfer center provides connections between the Metra Electric District station, which is located above grade, and Pace’s adjacent Harvey Transportation Center, which is located across Park Avenue from the Metra station. The multiple Pace bus routes at this location, most of which terminate here, provide service throughout the South suburbs.



Sign structure with bus connection maps at the Pace facility



Directional sign to Pace buses on Metra platform



Directional sign at crosswalk between Pace and Metra



Directional sign to Pace buses on Metra platform

Lake-Cook Road Metra station (Metra, Pace) – This interagency location is served by Metra’s Milwaukee District/North line, multiple Pace Shuttle Bug bus routes, and one Pace fixed bus route that operates on Lake-Cook Road. The Shuttle Bug routes provide dedicated service between the Metra station and several nearby employment centers.



Directional sign from Metra platform to Pace bus stops



Bus departure times at bus stop



Train connections map and neighborhood map at Metra station

Lisle Metra station (Metra, Pace) – This interagency location is served by Metra’s BNSF line, multiple Pace feeder bus routes, and one Pace fixed bus route that operates on nearby Ogden Avenue. The accessible path between the two sides of the station and the bus stops involves an elevator on each side, with a pedestrian tunnel under the tracks providing the connection between the two elevators.



Bus stop sign on North side of station



Directional sign on South side of station



Lowering sign structure into place near the Metra station



Mounting the sign structure to the concrete pavement

Mayfair / Montrose stations in Chicago (Metra, CTA rail and bus) – This interagency location provides connections between Metra’s Milwaukee District/North line and the nearby CTA Blue line that operates in the median of the Kennedy Expressway. The Metra platforms here are above street level and the CTA platform is below street level. In addition to the CTA bus route on Montrose Avenue, two CTA bus routes also operate on nearby Cicero Avenue – and one of those routes terminates at Montrose Avenue.



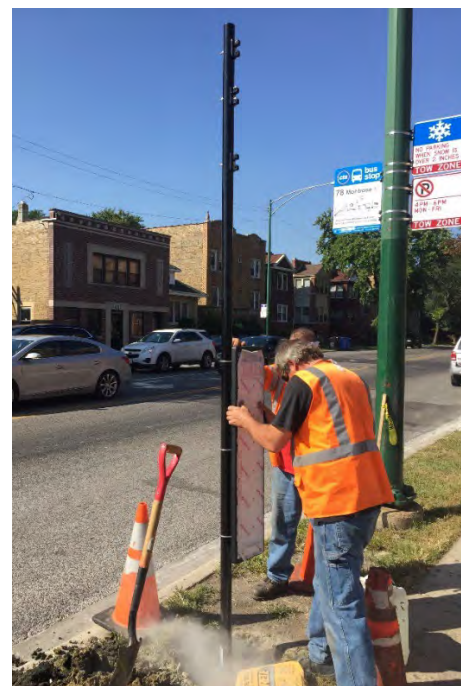
Directional sign at top of stairs to Metra platform



Directional sign at bottom of stairs to Metra platform



Bus stop sign at terminus on Cicero Ave.

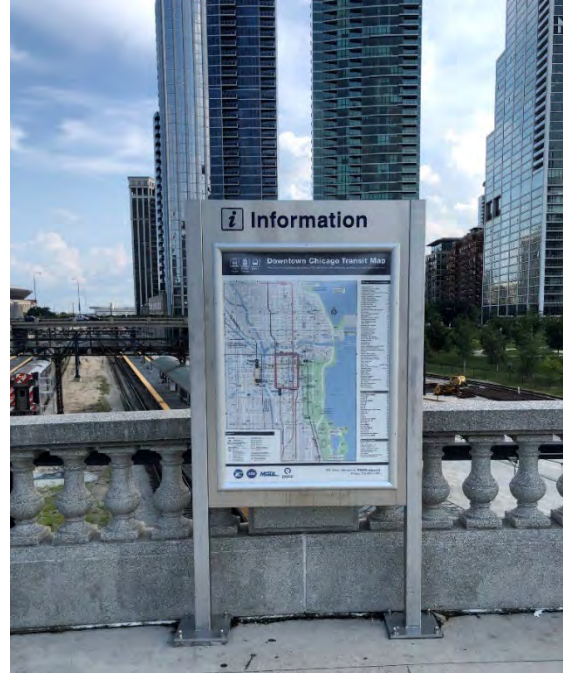


Installing a new bus stop sign on Montrose Ave.

Museum Campus / Roosevelt stations in Chicago (Metra, CTA rail and bus) – This interagency location involves providing connections between the Metra Electric line and the nearby CTA Green, Orange and Red lines at the Roosevelt station. These stations provide access to the nearby Museum Campus and Soldier Field along the lakefront. Several CTA bus routes also stop on the adjacent streets of Michigan Avenue and Roosevelt Road.



Downtown transit map near CTA station entrance



Downtown transit map on bridge to Metra station



Directional sign on Roosevelt Rd. near the CTA station



Directional sign on Michigan Ave. near the Metra Station

Naperville Metra station (Metra, Amtrak, Pace) – This interagency location is served by Metra’s BNSF line, Amtrak service, multiple Pace feeder bus routes, and three Pace fixed bus routes. The accessible path between the two sides of the station and the bus stops involves a ramp on each side, with a pedestrian tunnel under the tracks providing the connection between the two ramps.



Bus stop signs adjacent to the shared Metra/Amtrak depot



Installing the face plate on the sign structure



Overhead signs at top of stairs to the tunnel under the tracks



Transit map on window with Amtrak train in background

Signs Installed at Bundle 2 Locations in 2019/2020

In 2019 and 2020, the RTA's contractor fabricated and installed new signs and maps at the second bundle of interagency transit locations:

- Aurora Transportation Center (Metra, Pace)
- Irving Park stations in Chicago (CTA rail and bus, Metra)
- Jefferson Park Transit Center in Chicago (CTA rail and bus, Metra, Pace)
- Main Street stations in Evanston (CTA rail and bus, Metra, Pace)
- Oak Park and Harlem/Lake stations (Metra, CTA rail and bus, Pace)
- Waukegan Metra station (Metra, Pace)
- Wheaton Metra station (Metra, Pace)

These outlying locations, focused primarily on Metra's three Union Pacific lines, are highlighted on the following pages.

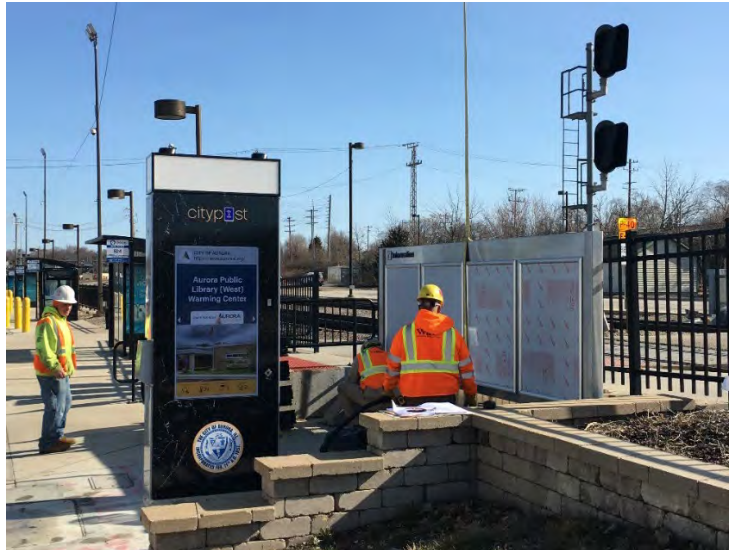


Directional sign above exit from Metra center platform at Jefferson Park Transit Center

Aurora Transportation Center (Metra, Pace) – This major transfer center is the terminus of Metra’s BNSF line and serves as a transfer center for 6 Pace bus routes. The City of Aurora recently relocated the Pace transfer center so that the new bus stops are now adjacent to the Metra tracks. The city also recently installed two interactive kiosks that are located adjacent to the new RTA sign structures.



Bus stop sign at new Pace bus shelter



Installing the new sign structure near the Pace bus stops



Installing the new sign structure near the historic Chicago, Burlington & Quincy roundhouse and locomotive shop

Irving Park stations in Chicago (CTA rail and bus, Metra) – This interagency location includes nearly adjacent stations on the CTA Blue line and the Metra UP Northwest line, as well as multiple nearby CTA bus stops on Irving Park Road and Pulaski Road. The Metra and CTA stations are separated by a long viaduct under the Kennedy Expressway, and access to the above-grade Metra platforms requires the use of stairs or ramps.



Lifting the sign structure to the Metra platform.



Installing the sign structure on the ramp to/from Metra



Bus stop and route diagram near CTA station entrance



Directional sign under Union Pacific railroad viaduct

Jefferson Park Transit Center in Chicago (CTA rail and bus, Metra, Pace) –

This major transfer center includes adjacent stations on the CTA Blue line and the Metra UP Northwest line, plus two terminals for multiple Pace and CTA bus routes. And all of these are located in the middle of, on top of, and next to the Kennedy Expressway; respectively. The bus terminals, which host Pace’s new Pulse Milwaukee line, were recently rebuilt by the CTA.



Directional sign above portal at South end of the Metra center platform



Sign frame with location map near the bus terminal



Installing the sign structure on the Metra center platform. The frame is attached to the existing wind break.

Main Street stations in Evanston (CTA rail and bus, Metra, Pace) – This interagency location includes adjacent stations on the CTA Purple line and the Metra UP North line. The CTA station entrance and the shared bus stops are located on Chicago Avenue, but the above-grade Metra station is located around the corner on Main Street – past the CTA rail viaduct. The new RTA signage directs people along Main Street to better connect these nearby transit services – including the Northwestern University intercampus shuttle.



Maps and sign outside elevator to the Metra platform



Directional sign between the CTA and Metra tracks



Shared bus stop signs on Chicago Avenue



Directional sign and map outside the CTA entrance

Oak Park and Harlem/Lake stations (Metra, CTA rail and bus, Pace) – This major transfer center includes adjacent stations on the Metra UP West line and CTA Green line, plus stops for several Pace and CTA bus routes. The elevated Metra and CTA rail stations share a common entrance at Marion Street, but there are several other entrances, and the bus stops are scattered around the neighborhood on both sides of the railroad viaducts.



Bus stop on Lake Street near Harlem Avenue



Bus connection and neighborhood maps on Metra platform



Directional sign under the CTA viaduct along Harlem Ave.



Train connection map near Marion St. entrance

Waukegan Metra station (Metra, Pace) – Downtown Waukegan and the Pace bus terminal are located on a bluff above the Metra UP North line, and the transit facilities are further separated by the Amstutz Expressway. Only 3 of the 8 Pace routes directly serve the Metra station, so the new signs and maps here are intended to help Metra passengers make better connections to and from all of the Pace buses – as well as downtown Waukegan.



Pace bus terminal along Sheridan Rd. in downtown Waukegan



Sign directing Metra passengers to buses and downtown



Installing the sign structure with maps near the Waukegan Metra station

Wheaton Metra station (Metra, Pace) – This interagency station on the Metra UP West line is served by 5 Pace bus routes. The UP railroad has 3 tracks at-grade to serve both Metra and freight trains, and the Pace bus stops are located on both sides of those busy tracks. The signs and maps at this location help transit passengers make the connections necessary to reach the nearby DuPage County government center and related public services.



Pace bus stop on Front Street near Metra station



Customer using the new Bus Connections map at Wheaton



Directional sign near grade crossing



Train route diagram outside the station building

Signs Installed at Bundle 3 Locations in 2020/2021

In 2020 and 2021, the RTA's contractor fabricated and installed new signs and maps at the third bundle of interagency transit locations:

- Blue Island / Vermont Street Metra stations (Metra, Pace)
- Chicago Union Station (Metra, Amtrak, CTA rail and bus, Pace)
- LaSalle Street Station (Metra, CTA rail and bus)
- Millennium Station (Metra, CTA rail and bus, Pace)
- Ogilvie Transportation Center (Metra, CTA rail and bus)

The downtown Chicago locations all involve multiple Metra and CTA rail lines and multiple CTA and Pace bus routes. The Bundle 3 locations are highlighted on the following pages.



Installing a large overhead sign in the Suburban Concourse at Ogilvie Transportation Center

Blue Island / Vermont Street Metra stations (Metra, Pace) – This interagency location in Blue Island includes Metra’s adjacent Rock Island District and Electric District stations, which are located across Vermont Street from each other. The station area is served by 4 Pace bus routes, but 2 of those routes are several blocks away from the Metra stations on Western Avenue in downtown Blue Island. RTA’s contractor fabricated and installed most of the signs and maps for Blue Island in 2021. In 2022, Metra’s contractor will install the remaining signs and maps as part of a pending construction project to rehabilitate the historic Rock Island District Vermont Street station.



Bus stop signs, maps and new shelter on Vermont St.



Directional sign on Western Ave.



Installing bus stop sign near the grade crossing



Directional sign between the two Metra stations

Chicago Union Station (Metra, Amtrak, CTA rail and bus, Pace) – This major transfer center involves the terminus of various Metra lines serving most parts of the Chicago region (BNSF Railway, Heritage Corridor, Milwaukee District, North Central Service, and Southwest Service), as well as various Amtrak routes serving most parts of the country. To compliment the initial signs and maps that RTA previously installed at Union Station, in 2020 the RTA added wayfinding signs along the nearby sidewalks. These new signs guide passengers making connections between Metra and Amtrak trains and other nearby transit services; including other Metra lines at Ogilvie Transportation Center and LaSalle Street Station, CTA trains at the Clinton Blue Line and Quincy Loop stations, CTA and Pace buses at various nearby stops, and intercity buses at the Greyhound station.



Wayfinding sign near the Quincy CTA station



Wayfinding sign along Jackson Blvd. at Clinton Street



Wayfinding sign along Jackson Blvd. at the river

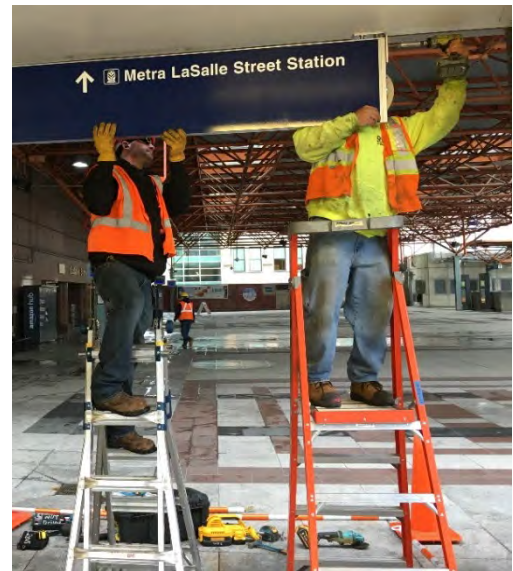


Wayfinding sign at the Northwest corner of Union Station

LaSalle Street Station (Metra, CTA rail and bus) – This interagency location includes the terminus of Metra’s Rock Island District line, as well as adjacent CTA stations for the Blue Line subway and the Loop elevated lines (Brown, Orange, Pink and Purple). Several CTA bus routes stop nearby on Jackson Boulevard and LaSalle Street, and CTA Route 36 terminates at an adjacent intermodal facility. Transferring between transit services at this location involves both vertical challenges – between the elevated rail stations, the at-grade bus stops and the CTA subway station – and horizontal challenges to navigate around the Chicago Board Options Exchange (CBOE) and Chicago Stock Exchange buildings. The RTA’s contractor has fabricated two large overhead signs that will be installed by CTA on the elevated structure along Van Buren Street to direct people to the LaSalle Street Metra Station.



Sign structure with maps near the stairs/elevator to the buses



Installing sign at the top of the stairs/elevator



CTA bus stop at the bus facility on Financial Pl.



Directional sign on the side of the building at 425 S. Financial Pl.

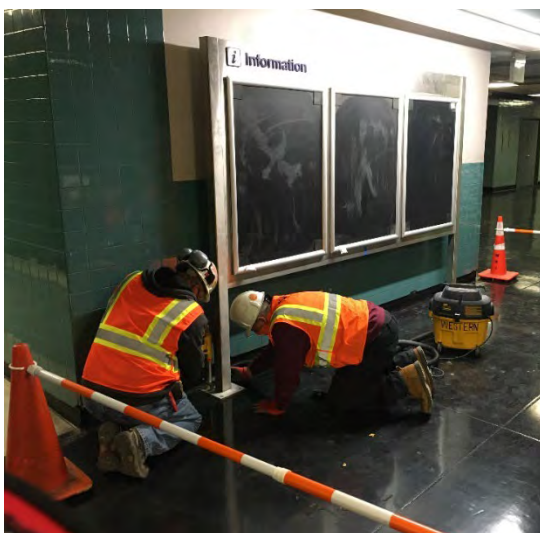
Millennium Station (Metra, CTA rail and bus, Pace) – This interagency location, with entrances at both ends of the Metra platforms, is the terminus for the Metra Electric District line and the NICTD South Shore Line. The CTA’s Brown, Green, Orange, Pink and Purple lines all serve the nearby Loop elevated station at Washington/Wabash. In addition, multiple CTA and Pace bus routes stop at several locations along Michigan Avenue, which is adjacent to Millennium Station. The South Water Street entrance provides the only accessible entrance to the Metra platforms, thus requiring wayfinding signs to delineate that accessible path.



Bus stop on Michigan Ave. outside the Cultural Center



Directional signs on Michigan Ave. near entrance



Installing sign structure in the Randolph St. concourse



Directional signs on the Metra platform

Ogilvie Transportation Center (Metra, CTA rail and bus) – This major transfer center, with entrances on various streets providing access to the middle and South ends of the platforms, is the terminus for three Metra Union Pacific lines. The CTA’s Green and Pink lines serve the nearby elevated station at Clinton Street, and multiple CTA bus routes stop at various locations surrounding the Metra terminal. The adjacent Accenture Tower building provides the only accessible entrance to the above-grade Metra platforms, thus requiring signs to delineate the accessible path.



Directional sign on the Metra platform column



Installing sign over doors from platforms to Accenture Tower



Installing sign above Washington St. sidewalk



Directional sign from Clinton CTA station to Ogilvie

Conclusions and Next Steps

Installation of the remaining new signs and maps in Blue Island (by Metra's contractor in 2022) will realize the RTA's original vision to develop and implement signs at 19 key interagency locations throughout the region. Those locations combined – including the Metra terminals in downtown Chicago and four satellite cities (Waukegan, Elgin, Aurora and Joliet) – account for a large share of interagency transfers in the RTA region.

Nevertheless, other interagency transit locations in the region may still warrant similar treatment. During 2021, RTA staff is having discussions with staff at the CTA, Metra and Pace – and with staff at various municipalities – to explore continuation of the interagency signage program at additional locations using unexpended funds from the federal grant. The focus of such work is likely to be at locations in the City of Chicago or nearby suburbs in Cook County where Metra stations are served by several Pace or CTA bus. Particular attention will be paid to interagency locations in critical need areas with critical transit services.

If such work is ultimately approved by RTA management and the RTA Board, implementation of new signs and maps at additional interagency locations would most likely begin in 2022. This could be one small but important step to help support recovery of the transit system from the impacts of the COVID-19 pandemic.

Regardless of which agency ultimately installs any additional signs, this work will be guided by the latest version of the [Interagency Design Standards Manual](#) – which has been prepared and updated several times by the RTA in order to share the institutional knowledge developed through this interagency program. To date, the CTA and Pace have utilized these standards to implement signs at several other transit locations in the region – as part of other capital improvement projects.

Finally, it must be noted that the successful implementation of new interagency transit signs throughout the region requires a robust maintenance program to keep the signs up to date and in good condition. Since the outset of the program, the RTA has committed to maintaining all the new signs through a combination of RTA staff work and a multi-year maintenance contract. This work includes not only the periodic replacement of paper products like maps and schedules – to reflect transit route and schedule changes – but also the replacement of damaged signs, general cleaning and graffiti removal. Such work is essential to keep the signs useful for their intended purpose of guiding people through the region's extensive transit network.



RTA maintenance contractors replacing the original stainless map frames at Davis CTA station with new aluminum snap frames.



Inspection of backlit sign to be installed by CTA on elevated structure near LaSalle Street Station.



Chicago Metropolitan
Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: June 25, 2021
Re: CMAQ/TAP-L Project Change Requests for consideration on July 1, 2021

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

Three (3) requests were eligible for administrative approval by CMAP staff per procedures approved at the May 13, 2021 Project Selection Committee meeting. Staff processed these requests and administratively approved each.

The remaining six (6) requests are presented for committee consideration. Staff recommends approval of all requests.

Following is a summary of the impacts of the staff-recommended changes on the fiscal constraint of the Transportation Improvement Program (TIP). The FFY 2021 current program amount does not include programmed funds that have been obligated in the current year. Approximately \$15.6 million in CMAQ and \$5.9 million in TAP is currently in Advance Construction status and accounted for in the FFY 2021 unprogrammed balances.

	CMAQ					Request
	2021	2022	2023	2024	2025	
Current Program*	\$94,175,536	\$133,733,111	\$104,070,558	\$83,344,684	\$0	
Unprogrammed Balance*	-\$8,394,080	-\$18,755,925	\$10,906,628	\$31,632,502	\$114,977,186	
Sponsor requested changes - for Committee consideration						
IDOT D1 Highways (03-12-0002)	\$3,840,000					Reinstatement and cost increase for C/CE in 2021
IDOT D1 Highways (03-18-0008)	\$174,000					Cost increase for C/CE in 2021
Mount Prospect (03-19-0011)		\$405,040				Cost increase for ROW in 2022
IDOT D1 Highways (12-18-0004)	\$3,802,560	-\$1,908,560				Cost increase for C/CE, schedule change from 2022 to 2021
RTA (13-12-0005)						Scope change (no cost change)
Sponsor requested changes – administrative modifications						
IDOT D1 Highways (03-18-0007)	\$398,000					Cost increase for C/CE in 2021
Sum of Recommended Changes						
	\$8,214,560	-\$1,503,520	\$0	\$0	\$0	
Recommended Revised Program	\$102,390,096	\$132,229,591	\$104,070,558	\$83,344,684	\$0	
Rec. Rev. Unprogrammed Balance	-\$16,608,640	-\$17,252,405	\$10,906,628	\$31,632,502	\$114,977,186	

*Source: CMAP FFY 2021-25 TIP

	TAP-L					
	2021	2022	2023	2024	2025	Request
Current Program*	\$12,293,714	\$2,902,671	\$3,616,608	\$0	\$0	
Unprogrammed Balance*	-\$7,236,871	\$6,214,433	\$5,500,496	\$9,117,104	\$9,117,104	
Sponsor requested changes - for Committee consideration						
Northfield (02-19-0006)	-\$240,000	\$619,800				Cost increase and delay for ENG2 in 2022
Sponsor requested changes – administrative modifications						
DuPage County FPD (08-16-0017)	\$18,833					Cost increase for ENG2 in 2021
Romeoville (12-18-0002)	\$39,500					Cost increase for C/CE in 2021
Sum of Recommended Changes						
	-\$181,667	\$619,800	\$0	\$0	\$0	
Recommended Revised Program						
	\$12,112,047	\$3,522,471	\$3,616,608	\$0	\$0	
Rec. Rev. Unprogrammed Balance	-\$7,055,204	\$5,594,633	\$5,500,496	\$9,117,104	\$9,117,104	

*Source: CMAP FFY 2021-25 TIP

For Committee Consideration:

Project	Request	Recommendation
<p>Northfield – Skokie Valley Trail Improvements (02-19-0006) This project is approved for \$240,000 TAP-L (\$300,000 total) for Phase II Engineering in 2021.</p>	<p>The sponsor is requesting a cost increase of \$379,800 TAP-L (\$474,700 total) for Phase II Engineering in 2022 and a delay of the approved \$240,000 TAP-L (\$300,000 total) for Phase II Engineering from 2021 to 2022.</p> <p>The original cost estimate underestimated the complexity of the project and the time to complete the design. An addendum to the PDR will also be required, increasing the anticipated cost for Phase II engineering.</p>	<p>Approval of the requested cost increase of \$379,800 TAP-L (\$474,700 total) for Phase II Engineering in 2022 and a delay of the approved \$240,000 TAP-L (\$300,000 total) for Phase II Engineering from 2021 to 2022 for Northfield – Skokie Valley Trail Improvements (02-19-0006).</p>
<p>IDOT D1 Highways – IL 59 Sutton Rd at W Bartlett Rd (03-12-0002) This project is approved for \$456,000 CMAQ (\$670,000 total) for Right-of-Way in 2021, which has been obligated. Additionally, \$2,184,000 CMAQ (\$2,934,000 total) for Construction is currently deferred.</p>	<p>The sponsor is requesting the reinstatement of \$2,184,000 CMAQ (\$2,934,000 total) and cost increase of \$1,656,000 (\$1,866,000 total) for Construction in 2021.</p> <p>The project scope was expanded in 2015 to include additional turn lanes at the request of the Village of Bartlett. At the time, programmed construction funds were deferred with the intention of reinstatement at the increased cost for the enhanced design. Right-of-way has been acquired and the project is scheduled for the November 5, 2021 letting.</p> <p>The project ranking among intersection improvement projects in the 2012-2016 program moved from 10 to 12.</p>	<p>Approval of the reinstatement of \$2,184,000 CMAQ (\$2,934,000 total) and cost increase of \$1,656,000 (\$1,866,000 total) for Construction in 2021 for IDOT D1 Highways – IL 59 Sutton Rd at W Bartlett Rd (03-12-0002).</p>

Project	Request	Recommendation
<p>IDOT D1 Highways – IL 19/Irving Park Rd at Barrington Rd (03-18-0008) This project is approved for \$2,221,000 CMAQ (\$3,012,000 total) for Construction in 2021. An additional \$552,000 CMAQ (\$690,000 total) for Right-of-Way in 2021 has been obligated.</p>	<p>The sponsor is requesting a cost increase of \$174,000 CMAQ (\$207,000 total) for Construction in 2021 as a result of final engineer’s estimates using current unit prices. The project is scheduled for the September 17, 2021 letting.</p> <p>The project was approved for a cost increase of \$596,000 CMAQ (\$942,000 total) for Construction in 2021 at the May 13, 2021 Project Selection Committee meeting.</p> <p>The project ranking among intersection improvement projects in the 2018-2022 program remained unchanged at 4.</p>	<p>Approval of the requested cost increase of \$174,000 CMAQ (\$207,000 total) for Construction in 2021 for IDOT D1 Highways – IL 19/Irving Park Rd at Barrington Rd (03-18-0008).</p>
<p>Mount Prospect – Rand-Central-Mount Prospect Road Intersections (03-19-0011) This project is approved for \$421,840 CMAQ (\$576,666 total) for Phase II Engineering in 2021, which is in Advance Construction; \$314,960 CMAQ (\$393,700 total) for Right-of-Way in 2022; and \$4,640,240 CMAQ (\$6,722,990 total) for Construction and Construction Engineering in 2023.</p>	<p>The sponsor is requesting a cost increase of \$405,040 CMAQ (\$506,300 total) for Right-of-Way in 2022 due to updated land acquisition costs.</p> <p>The project ranking among intersection improvement projects in the 2020-2024 program remained unchanged at 7.</p>	<p>Approval of the requested cost increase of \$405,040 CMAQ for Right-of-Way in 2022 for Mount Prospect – Rand-Central-Mount Prospect Road Intersections (03-19-0011).</p>

Project	Request	Recommendation
<p>IDOT D1 Highways – Jefferson Street Intersection Safety and Congestion Reduction Project - US Route 52 & I-55 Southbound Ramps (12-18-0004)</p> <p>This project is approved for \$1,908,560 CMAQ (\$4,442,700 total) for Construction and Construction Engineering in 2022. The project is also approved for \$294,728 CMAQ (\$368,728 total) for Phase II Engineering, which has been obligated.</p>	<p>The sponsor is requesting a cost increase of \$1,894,000 CMAQ (\$2,204,000 total) for Construction in 2021 and to advance the currently programmed \$1,908,560 CMAQ (\$4,442,700 total) for Construction from 2022 to 2021. This will increase the federal participation for Construction from 41% to 80%.</p> <p>The cost increase reflects costs developed from the approved Phase I estimate. The project is targeting the November 5, 2021 letting.</p> <p>The project ranking among intersection improvement projects in the 2018-2022 program moved from 8 to 11.</p>	<p>Approval of the requested cost increase of \$1,894,000 CMAQ (\$2,204,000 total) for Construction in 2021 and advancement of the currently programmed \$1,908,560 CMAQ (\$4,442,700 total) for Construction from 2022 to 2021 for IDOT D1 Highways – Jefferson Street Intersection Safety and Congestion Reduction Project - US Route 52 & I-55 Southbound Ramps (12-18-0004).</p>
<p>RTA – Improvements to Priority Interagency Transit Transfer Locations (13-12-0005)</p> <p>This project was previously approved for \$3,780,000 CMAQ (\$4,200,000 total) for Construction in 2012.</p>	<p>The sponsor is requesting a scope change to expand signage to additional locations with remaining unobligated funds. No cost increase is requested.</p>	<p>Approval of the requested scope change for RTA – Improvements to Priority Interagency Transit Transfer Locations (13-12-0005).</p>

ACTION REQUESTED: Approval

Administrative Modifications:

Project	Request	Action
<p>IDOT D1 Highways – IL 19/Irving Park Rd at Wise Rd (03-18-0007) This project is approved for \$1,106,000 CMAQ (\$1,410,000 total) for Construction in 2021.</p>	<p>The sponsor requested a cost increase of \$398,000 CMAQ (\$590,000 total) for Construction in 2021 to account for increased costs based on final engineer’s estimates. The project is scheduled for the November 5, 2021 letting.</p> <p>The project ranking among intersection improvement projects in the 2018-2022 program remained unchanged at 1.</p>	<p>Approval of the requested a cost increase of \$398,000 CMAQ (\$590,000 total) for Construction in 2021 for IDOT D1 Highways – IL 19/Irving Park Rd at Wise Rd (03-18-0007).</p>
<p>DuPage County Forest Preserve District – North Central DuPage Regional Trail from Forest Preserve Dr to Illinois Prairie Path (08-16-0017) This project was approved for \$152,000 TAP-L (\$190,312 total) for Phase II Engineering in 2020, which has been obligated.</p>	<p>The sponsor requested a cost increase of \$18,833 TAP-L (\$23,229 total) for Phase II Engineering in 2021 due to additional partner coordination and a re-design of a trail connection.</p>	<p>Approval of the requested cost increase of \$18,833 TAP-L (\$23,229 total) for Phase II Engineering in 2021 for DuPage County Forest Preserve District – North Central DuPage Regional Trail from Forest Preserve Dr to Illinois Prairie Path (08-16-0017).</p>
<p>Romeoville – NGPL Multi-Use Trail (12-18-0002) This project was approved for \$757,600 TAP-L (\$996,300 total) for Construction and Construction Engineering in 2020, which has been obligated.</p>	<p>The sponsor requested a cost increase of \$39,500 TAP-L (\$49,400 total) for Construction in 2021 to account for additional work required during the course of construction.</p>	<p>Approval of the requested a cost increase of \$39,500 TAP-L (\$49,400 total) for Construction in 2021 for Romeoville – NGPL Multi-Use Trail (12-18-0002).</p>

ACTION REQUESTED: Information

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	02-19-0006	Sponsor	Village of Northfield
Project Location Description	North-south multi-use path from Old Orchard Road (Skokie) to Voltz Road (Northfield) located on ComEd ROW and Village-owned ROW		

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		300					<input checked="" type="checkbox"/>
ENG 2	2021	300	240	80	TAP-L	Local	<input type="checkbox"/>
ROW		297.5					<input type="checkbox"/>
CONST		3,203					<input type="checkbox"/>
CE							
Total							

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1		300					
ENG 2	2022	774.7	619.8	80	TAP-L	Local	July 2022
ROW		297.5					
CONST		3,203					
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							

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	474.7	379.8	80	
ROW					
CONST					
CE					
Total					

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

Reason for Request

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

The grant application included the Phase II cost estimate from the draft PDR. The Phase I engineer vastly underestimated the cost of the Phase II study given the complexity of this project. In addition, due to continued public engagement and coordination with property owners, Phase II will require an addendum to the PDR, which further increases the cost of the Phase II study.

State and Federal Project Information

Select One.

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

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

Additional Comments



CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-12-0002	Sponsor	IDOT D1 Highways
Project Location Description	IL 59/Sutton Rd at Bartlett Rd		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW	FFY 2021	670	456	68%	CMAQ	IL	<input checked="" type="checkbox"/>
CONST	MYB	2,934	2,184	74%	CMAQ	IL/Local	<input type="checkbox"/>
CE							
Total		3,604	2,640	73%	CMAQ	IL/Local	

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP	MYB	2,934	2,184	74%	CMAQ	IL/Local	<input type="checkbox"/>
Total	MYB	2,934	2,640	74%	CMAQ	IL/Local	

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	FFY 2021	670	456	68%	CMAQ	IL	
CONST	MYB	4,800	3,840	80%	CMAQ	IL	9/10/2021
CE							
Total	MYB	4,800	3,840	80%	CMAQ	IL	

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	MYB	4,800	3,840	80%	CMAQ	IL	
Total	MYB	4,800	3,840	80%	CMAQ	IL	

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	FFY 2021	4,800	3,840	80%	
CE					
Total	FFY 2021	4,800	3,840	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	FFY 2021	4,800	3,840	80%	
Total	FFY 2021	4,800	3,840	80%	

Reason for Request

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

The project was initially approved as a less significant intersection improvement and was scheduled for letting when the Village of Bartlett petitioned for additional turning lanes. This was presented to CMAP and it was decided to allow the funding to sunset and CMAP agreed previously to the additional turning lanes and indicated that the project would be reinstated at the higher cost when the enhanced intersection design was ready to be let. Additional right-of-way had to be acquired to accommodate the enhanced design. The project is now scheduled for the 11CY21 letting and is funding in the IDOT SFY 2022 program.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-91-004-16		
ENG 2	D-91-457-16		
ROW	R-90-023-16		
CONST	C-91-457-16	YABU(439)	
ENG			
IMP			

Additional Comments

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CMAQ/TAP Cost Change Request Form

Project Identification

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

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	FFY 2021	1,410	1,106	78%	CMAQ	IL/Local	<input type="checkbox"/>
CE							
Total	FFY 2021	1,410	1,106	78%	CMAQ	IL/Local	

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP	FFY 2021	1,410	1,106	78%	CMAQ	IL/Local	<input type="checkbox"/>
Total	FFY 2021	1,410	1,106	78%	CMAQ	IL/Local	

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	FFY 2021	2,000	1,504	75%	CMAQ	IL/Local	9/10/2021
CE							
Total	FFY 2021	2,000	1,504	75%	CMAQ	IL/Local	

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP	FFY 2021	2,000	1,504	75%	CMAQ	IL/Local	
Total	FFY 2021	2,000	1,504	75%	CMAQ	IL/Local	

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	FFY 2021	590	398	80%	
CE					
Total	FFY 2021	590	398	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	FFY 2021	590	398	80%	
Total	FFY 2021	590	398	80%	

Reason for Request

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

The scope is unchanged. Increased costs based on final engineers estimate based on current unit prices. Project is scheduled for 11CY21 letting.

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-254-13		
ENG 2	D-91-181-19		
ROW	R-90-019-16		
CONST	C-91-409-19	7JNK(944)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-18-0008	Sponsor	IDOT D1 Highways
Project Location Description	IL 19/Irving Park Rd at Barrington Rd		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW	FFY 2021	690	552	80%	CMAQ	IL	<input checked="" type="checkbox"/>
CONST	FFY 2021	3,012	2,221	74%	CMAQ	IL/Local	<input type="checkbox"/>
CE							
Total	FFY 2021	3,702	2,773	75%	CMAQ	IL/Local	

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP	FFY 2021	3,702	2,773	75%	CMAQ	IL/Local	<input type="checkbox"/>
Total	FFY 2021	3,702	2,773	75%	CMAQ	IL/Local	

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	FFY 2021	690	552	80%	CMAQ	IL	
CONST	FFY 2021	3,219	2,395	74%	CMAQ	IL/Local	
CE							
Total	FFY 2021	3,909	2,947	75%	CMAQ	IL/Local	

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP	FFY 2021	3,909	2,947	75%	CMAQ	IL/Local	8/6/2021
Total	FFY 2021	3,909	2,947	75%	CMAQ	IL/Local	

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	FFY 2021	207	174	80%	
CE					
Total	FFY 2021	207	174	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	FFY 2021	207	174	80%	
Total	FFY 2021	207	174	80%	

Reason for Request

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

The scope is unchanged. Increased costs based on final engineers estimate based on current unit prices. ROW is clear and project is on 09CY21 letting.

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-255-13		
ENG 2	D-91-275-20		
ROW	R-90-018-16		
CONST	C-91-409-19	YIFW(123)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-19-0011	Sponsor	Village of Mount Prospect
Project Location Description	Rand (US 12)-Central-Mount Prospect Intersections		

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	2018	316.0	0	0	N/A	Local	<input checked="" type="checkbox"/>
ENG 2	2021	576.666	421.84	73	CMAQ	Local/County	<input type="checkbox"/>
ROW	2022	393.7	314.96	80	CMAQ	Local	<input type="checkbox"/>
CONST	2023	6195.69	4218.4	68	CMAQ	Local	<input type="checkbox"/>
CE	2023	527.3	421.84	80	CMAQ	Local	
Total		8009.356	5377.04				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2018	316.0	0	0	N/A	Local	06/25/2020
ENG 2	2021	576.666	421.84	73	CMAQ	Local/County	11/25/2020
ROW	2022	900	720	80	CMAQ	Local	12/01/2021
CONST	2022	6195.69	4218.4	68	CMAQ	Local	01/21/2022
CE	2022	527.3	421.84	80	CMAQ	Local	01/21/2022
Total		8515.656	5377.04				

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							
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Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW		506.3	405.04	80	
CONST					
CE					
Total		506.3	405.04		

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 additional \$405,040 in CMAQ funding, combined with the existing \$314,960 CMAQ funding (total of \$720,000), will provide 80% of the anticipated \$900,000 cost for land acquisition.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-90-014-20	QJXD(224)	
CONST	C-		
ENG			
IMP			

Additional Comments



CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	08-16-0017	Sponsor	Forest Preserve District of DuPage County
Project Location Description	North Central DuPage Regional Trail from Forest Preserve Drive to Illinois Prairie Path (Connection through Pratt's Wayne Woods Forest Preserve to the Illinois Prairie Path).		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input checked="" type="checkbox"/>
ENG 2	2020	\$190,312	\$152,000	80%	TAP	Local	<input checked="" type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2021	\$1,820,780	\$1,346,783	75%	STU	Local	<input type="checkbox"/>
CE	2021	\$204,289	\$153,217	75%	STU	Local	<input type="checkbox"/>
Total		\$2,215,381	\$1,652,000				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

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	2020	\$213,541	\$170,833	80%	TAP	Local	
ROW							
CONST	2021	\$1,820,780	\$1,346,783	75%	STU	Local	
CE	2021	\$204,289	\$153,217	75%	STU	Local	
Total		\$2,238,610	\$1,670,833				

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							
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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	2021	\$23,229	\$18,833		
ROW					
CONST					
CE					
Total		\$23,229	\$18,833		

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.

Additional project coordination was required with three abutting local agencies, DuDOT, Village of Bartlett, and Village of Wayne, as each agency preferred different connection details to the proposed trail than had been approved in Phase 1. This required re-design of the trail location and some revisions to the Phase 1 project.

State and Federal Project Information

Select One.

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

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

Additional Comments

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CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	12-18-0002	Sponsor	Village of Romeoville
Project Location Description	NGPL Multi-Use Trail		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2017	70		0		Local	<input checked="" type="checkbox"/>
ENG 2	2019	70	56	80	TAP	Local	<input checked="" type="checkbox"/>
ROW	N/A						<input type="checkbox"/>
CONST	2020	934.2	685.8	73	TAP	Local	<input type="checkbox"/>
CE	2020	89.7	71.8	80	TAP	Local	
Total		1163.9	813.6				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2017	70		0		Local	1/27/2017
ENG 2	2019	70	56	80	TAP	Local	6/19/2019
ROW	N/A						
CONST	2020	906.6	725.3	80	TAP	Local	7/31/2020
CE	2020	89.7	71.8	80	TAP	Local	6/15/2020
Total		1135.3	853.1				

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					=685
ROW					
CONST	2020	49.4	39.5	80	N/A
CE					
Total	2020	49.4	39.5	80	

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

Reason for Request

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

The construction contract was bid on July 31, 2020 by IDOT and the lowest, responsible bidder was R.W. Dunteman at a cost of \$773,338. Since construction has commenced it has been determined that additional authorizations in the amount of \$133,200 are required for work that was unforeseen prior to letting the project. As such, there is a shortfall in Federal TAP dollars of \$39,500.

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-91-064-19	YVTW(971)	
ROW	R-		
CONST	C-91-256-19	2QS4(590)	
ENG			
IMP			

Additional Comments

Note that prior to bidding the estimated construction cost was \$934,214 (as shown on the approved PPI) and thus the participation temporarily dropped to 73.4%, yet a cost increase was not requested due to the fact that the actual bid price at \$773,338 resulted in an 80% federal share within the maximum payable.

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	12-18-0004	Sponsor	IDOT D1 Highways
Project Location Description	US 52/Jefferson St at I-55 NE/SE FR RD		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	FFY 2022	4,203	1,717	41%	CMAQ	IL/Local	<input type="checkbox"/>
CE	FFY 2022	240	192	80%	CMAQ	IL	
Total	FFY 2022	4,443	1,909	43%	CMAQ	IL/Local	

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP	FFY 2022	4,443	1,909	43%	CMAQ	IL/Local	<input type="checkbox"/>
Total	FFY 2022	4,443	1,909	43%	CMAQ	IL/Local	

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1							
ENG 2							
ROW							
CONST	FY 2021	4,203	3,363	80%	CMAQ	IL	9/10/2021
CE	FY 2021	550	440	80%	CMAQ	IL	9/10/2021
Total	FY 2021	4,753	3,803	80%	CMAQ	IL	

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	FY 2021	4,753	3,803	80%	CMAQ	IL	
Total	FY 2021	4,753	3,803	80%	CMAQ	IL	

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	FY 2021	310	1,894	80%	
CE					
Total	FY 2021	310	1,894	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	FY 2021	310	1,894	80%	
Total	FY 2021	310	1,894	80%	

Reason for Request

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

Joliet was initial sponsor and IDOT agreed to assume sponsorship from Joliet and continue development and implementation. The updated cost is based on the approved Phase I estimate and detailed Engineer's estimates are not yet available for the 11CY21 letting. The project will need to be advanced to FFY 2021 to allow for 9/10/2021 federal authorization for 11CY21 letting. Funding is currently in IDOT SFY 2023 and will be considered for advancement to SFY 2022. There is no NHPP funding on the project as currently shown in TIP. Funds are "undetermined" pending approval of increase in CMAQ funds.

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-458-16		
ENG 2	D-91-369-18		
ROW	R-		
CONST	C-91-209-19	ABV3(073)	
ENG			
IMP			

Additional Comments

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SubType	Council	Group	CFP ID	Sponsor	Facility to be Improved	Project Summary	Adjusted Project Total	Federal request	2022-2026 CMAQ Recommended Total	Recommendation CMAQ 2022-26 (Orange) TAP-L 2022-26 (Green)	Air Quality				Highway: Transportation Impact Criteria			Transit: Transportation Impact Criteria				Bicycle Facilities: Transportation Impact Criteria			Direct Emissions: Transportation Impact Criteria			Screening			Notes
											Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Annualized \$ Per Kg NOx Eliminated	Cost Effectiveness Score	Reliability Score	Safety Score	Corridor/ Transit Improvement	Ridership Score	Travel Time Reliability Score	Asset Condition Score	Transit Supportive Land-Use	Safety & Attractiveness Score	Accessibility Score	Connectivity Score	Population Sensitivity Score	Health Benefit Score	Public Fleet Score	Inclusive Growth	Transportation Impact Criteria	In Plan	
Bicycle Facilities	South	Mayors/Other Local	18-21-0026	University Park	University Park Sidewalk Project: Governor State University to Kedzie Ave	Construction of a new shared use sidewalk from the intersection of University Parkway and Crawford Ave to Town Center at Kedzie Ave	\$ 2,706,278	\$ 107,392		\$ 107,392	\$52,804		0.0						8	6	3			8	25	Pass	Pass	25.0	Requesting Phase I Engineering as Cohort 4; TAP-L		
Bicycle Facilities	Lake	Counties	10-21-0009	Lake Co DOT	Illinois Route 137 Bike Path (Patriot Path)	Segment 1 and Segment 4 of a new 5.5 mile long east-west, off-street, trunk line bike path along Illinois Route 137 between the Des Plaines River Trail and the Robert McCleary Bike Path.	\$ 13,395,066	\$ 10,716,053		\$ 4,076,872	\$540,030		0.0						8	8	6			2	24	Pass	Pass	24.0	TAP-L		
Bicycle Facilities	North Shore	Mayors/Other Local	02-21-0003	Wilmette	U.S. Route 41 (Skokie Boulevard) Pedestrian and Bicycle Improvements	The proposed project includes the construction of a shared-use path along U.S. Route 41 (Skokie Boulevard) between Lake Avenue and Illinois Road and along Illinois Road to Sprucewood Lane. Detectable warnings, high-visibility marked crosswalks, and pedestrian signal improvements are proposed at all crossings.	\$ 1,562,303	\$ 1,225,720			\$28,021		1.4						8	6	8			0	22	Pass	Pass	23.4			
Bicycle Facilities	Kane	Mayors/Other Local	09-21-0010	Geneva	Kautz Road Reconstruction & Widening	Addition of a multi-use path along Kautz Rd as part of a roadway reconstruction and widening project.	\$ 1,117,651	\$ 693,255			\$29,975		1.1						6	2	10			4	22	Pass	Pass	23.1			
Bicycle Facilities	South	Mayors/Other Local	07-21-0014	University Park	University Park Sidewalk Project: Cicero Ave to Metra Station	Construction of a 10' wide concrete shared use sidewalk from the intersection of University Parkway and Cicero Avenue to the University Park Metra Station. Phase I Engineering was funded through an RTA Access to Transit grant is currently underway. This project would eliminate a gap in University Park's bikeway network and create a multimodal connection between the Metra station and the Governors Gateway Industrial Park	\$ 1,192,324	\$ 1,142,324		\$ 1,142,324	\$55,459		0.0						8	10	3			2	23	Pass	Pass	23.0	TDC Match; TAP-L		
Transit Facility Improvement	Chicago	Chicago	01-21-0013	CDOT	North/Clybourn Station (CTA Red Line)	Station Reconstruction including addition of ADA elevators and entrances, and increase in passenger throughput	\$ 110,060,000	\$ 110,060,000			\$92,848		0.0						2	5	9			6	22	N/A	Pass	22.0	TDC Match;		
Bicycle Facilities	Northwest	Mayors/Other Local	03-21-0003	Streamwood	IL 59 Bicycle and Pedestrian Overpass	New bicycle/pedestrian bridge over IL 59 north of IL 19, multi-use trail and boardwalk.	\$ 6,330,000	\$ 4,568,000		\$ 1,800,000	\$121,304		0.0						10	6	6			0	22	Pass	Pass	22.0	STP-SF and TAP-L		
Bicycle Facilities	Northwest	Mayors/Other Local	03-21-0004	Niles	Milwaukee Avenue Pedestrian Improvements - Main Street to Dempster Avenue	Excavation and construction of a 8-foot wide mixed-use path between Main Street and Dempster Street on the west side of Milwaukee Avenue. Sidewalk/mixed-use path will also connect existing PACE Pulse Transit Stations and connect to the existing Niles' Robert Amling's Memorial Bike Route.	\$ 555,125	\$ 256,000			\$141,536		0.0						8	8	6			0	22	Pass	Pass	22.0			
Intersection Improvement	Kane	Counties	09-21-0007	Kane Co DOT	Randall Rd at Hopps Rd with Sidewalk	Realignment of the Randall Rd and Hopps Rd intersection, connection of the existing Randall Rd trail from South of the Walmart Entrance at the North project limits to Goyrr Ave at the South project limits. The project also will include a grade separation of Randall Rd at the CN RR Crossing (see BE app).	\$ 6,842,118	\$ 2,668,426		\$ 629,248	\$59,802		0.0	11	5	5							0	21	N/A	Pass	21.0	TAP-L			
Bottleneck Elimination	Kane	Counties	09-21-0007	Kane Co DOT	Randall Rd at Hopps Rd (CN GS)	A grade separation of Randall Rd at the CN RR Crossing which is being completed as part of the realignment of the Randall Rd and Hopps Rd intersection.	\$ 26,521,313	\$ 10,343,312			\$60,903		0.0	11	5	5							0	21	N/A	Pass	21.0				
Intersection Improvement	Kane	Counties	09-21-0004	Kane Co DOT	Randall Rd at Big Timber Rd	The footprint of the northbound left receiving lanes (west leg) will be improved to allow for capacity of dual northbound lefts at the intersection. Additionally, alternatives are being considered to increase the skew angle of the intersection to allow for greater sight lines with turning movements. New 5 ft sidewalk connection in the Northeast quadrant.	\$ 5,534,821	\$ 2,412,615			\$27,785		1.4	7	5	5							2	19	N/A	Pass	20.4				
Bicycle Facilities	Kane	Mayors/Other Local	09-21-0013	Sugar Grove	Blackberry Creek Bridge and Shared-Use Path	Construction of a 10'-wide off-street bicycle and pedestrian facility between Belle Vue Lane and the Virgil Gilman Regional Trail with a 10-foot clear-span, prefabricated box truss, pedestrian/bicyclist bridge with a timber deck to cross Blackberry Creek.	\$ 1,084,716	\$ 731,054			\$143,711		0.0						10	2	6			0	18	Pass	Pass	18.0	ITEP		
Intersection Improvement	Chicago	IDOT	01-21-0020	IDOT D1 Hwys	IL Route 50 (Cicero Avenue) at Interstate 55 (Stevenson Expwy)	Intersection Reconstruction, Ramp Repair, Bridge Repair	\$ 7,714,200	\$ 4,218,000			\$31,687		0.8	10	1	0							6	17	N/A	Pass	17.8				
Intersection Improvement	Kane	Counties	09-21-0006	Kane Co DOT	Randall Rd at IL 72	Intersection improvements at Randall Rd and IL 72 along with operational, capacity, safety improvements to the intersection.	\$ 7,495,433	\$ 4,273,668			No Benefit		0.0	7	5	5							0	17	N/A	Pass	17.0				
Bicycle Facilities	DuPage	Mayors/Other Local	08-21-0005	Carol Stream	Kuhn Road Multi-Use Path	Construction of a 0.7-mile segment of the Carol Stream-Bloomingdale Trail along Kuhn Rd from Army Trail Rd to Liss Rd in Carol Stream.	\$ 653,262	\$ 85,600			\$118,388		0.0						6	4	6			0	16	Pass	Pass	16.0	ITEP		
Intersection Improvement	Northwest	IDOT	03-21-0009	IDOT D1 Hwys	Illinois 72 at Huntington Boulevard	Traffic Signal Modernization, ADA Improvements, Turning Lanes	\$ 1,144,000	\$ 800,000			\$17,640		5.6	4	4	0							2	10	N/A	Pass	15.6				
Intersection Improvement	Lake	IDOT	10-21-0014	IDOT D1 Hwys	US 12/59 SB to Ill 176	Turning Lanes	\$ 516,840	\$ 350,000			\$68,183		0.0	11	4	0							0	15	N/A	Pass	15.0				
Intersection Improvement	Kane	IDOT	09-21-0017	IDOT D1 Hwys	Ill 64 North Ave - At Peck Rd	Turning Lanes, ADA Improvements	\$ 767,000	\$ 520,000			\$37,715		0.4	9	2	0							0	11	N/A	Pass	11.4				
Intersection Improvement	Central	IDOT	05-21-0004	IDOT D1 Hwys	US 34 (Ogden Avenue) and Joliet Avenue	Intersection Reconstruction, ADA Improvements	\$ 2,314,940	\$ 1,310,000			\$48,351		0.1	4	3	0							4	11	N/A	Pass	11.1				
Access to Transit	North Central	Mayors/Other Local	04-21-0005	Berkeley	Sidewalk Improvement Project	The project will complete a sidewalk network that provides access from residential neighborhoods south of St. Charles Road to Pace Bus Route 313 stops in Berkeley, Illinois and Sunnyside / MacArthur Schools.	\$ 2,132,435	\$ 1,647,000			\$205,395		0.0				2	0	0	4			4	10	N/A	Pass	10.2				
Bicycle Facilities	Kane	Counties	09-21-0008	Kane Co DOT	Dauberman Rd Extension from US 30 to Granart Rd	Bicycle facility part of a road extension and grade separation.	\$ 1,875,841	\$ 1,384,800		\$ 1,384,800	Not Analyzed		N/A										N/A	Pass	Pass	Not Analyze	Submitted TAP-L only; TAP-L				
Bicycle Facilities	Lake	Counties	10-21-0004	FPD of Lake Co	Millennium Trail - Ethel's Woods Forest Preserve to Pine Dunes Forest Preserve	The proposed project would extend the existing Millennium Trail north to the Pine Dunes Forest Preserve. The segment along Illinois Route 173 would be a project omission to be completed during a separate ongoing study of Illinois Route 173 by IDOT.	\$ 4,842,841	\$ 3,213,636			No Benefit		N/A										N/A	Pass	Pass	No Benefit	Emissions analysis did not show any reduction.				
Bicycle Facilities	Will	Mayors/Other Local	12-21-0017	Minooka	McEvilly Road Multi-Use Trail extension	The proposed trail would connect the recently completed McEvilly Road ITEP Multi-use Path to the I&M Canal Trail to the east, which links to the 60-mile IDNR Trail.	\$ 2,357,750	\$ 1,718,800			No Benefit		N/A										N/A	Pass	Pass	No Benefit	Emissions analysis did not show any reduction.				
Intersection Improvement	Kane	IDOT	09-21-0018	IDOT D1 Hwys	Illinois 72 at Brier Hill Road	Intersection improvement, Traffic Signal Installation, Drainage, Channelization	\$ 2,410,000	\$ 1,600,000			No Benefit		N/A										N/A	N/A	Pass	No Benefit	Emissions analysis did not show any reduction.				
Bottleneck Elimination	Central	Mayors/Other Local	04-21-0009	Elmwood Park	Elmwood Park Grand Avenue Grade Separation	Proposed improvements required to grade separate West Grand Avenue (FAU 1376) from Metra/Canadian Pacific Railroad. The project study ESR limits along Grand Avenue extend from Haymond Street to 73rd Avenue.	\$ 121,000,000	\$ 3,100,000					N/A										N/A	N/A	Fail	Ineligible	Phase I Engineering (or equivalent) not substantially complete.				
Access to Transit	Chicago	Counties	01-21-0018	Cook Co DOTH	606 Bike Trail Extension - Ashland to Elston	This project will extend the existing 606 Trail in the City of Chicago from its current terminus at Ashland Avenue, under the Kennedy Bridge and UP railroad tracks, to Elston Avenue.	\$ 34,094,000	\$ 26,865,000					N/A										N/A	N/A	Fail	Ineligible	Phase I Engineering (or equivalent) not substantially complete.				

FFY 2022-2026 Locally Programmed Transportation Alternatives Program - Staff Draft Recommendation

CFP ID	Sponsor	Facility to be Improved	Ranking Criteria Scores						Requested Funds	Proposed Funding	Notes
			Completion of RGTP ¹	Population & Employment Density	Safety & Attractiveness	Inclusive Growth	Bonus	Total Points			
									\$ 22,065,143		
01-21-0008	CDOT	Columbia "Clarence Darrow" Bridge / 59th St access to Lakefront	25	25	25	10	5	90	\$ 1,896,000	\$ -	ITEP \$2,000,000
07-21-0007	Calumet Park	Ashland Avenue Complete Streets Road Modernization (120th St to Thornton Rd)	25	25	20	8	5	83	\$ 500,000	\$ -	Requesting Phase I Engineering as Cohort 4; TDCH Match; STP-SF
18-21-0026	University Park	University Park Sidepath Project: Governor State University to Kedzie Ave	25	25	20	8	5	83	\$ 107,392	\$ 107,932	Requesting Phase I Engineering as Cohort 4
04-21-0002	Broadview	25th Avenue Bicycle Path	25	25	20	4	5	79	\$ 2,903,548	\$ 2,903,548	TDCH Match
04-21-0004	FPD of Cook Co	Des Plaines River Trail Reconstruction	25	25	20	4	5	79	\$ 9,157,200	\$ 9,157,200	
07-21-0014	University Park	University Park Sidepath Project: Cicero Ave to Metra Station	25	20	20	2	5	72	\$ 1,142,324	\$ 1,142,324	TDCH Match
10-21-0009	Lake Co DOT	Illinois Route 137 Bike Path (Patriot Path)	25	25	20	2	0	72	\$ 10,716,053	\$ 4,076,872	ITEP \$2,000,000 for stage 4
02-21-0002	Glencoe	Green Bay Trail - Hazel Avenue Crossing Project	30	25	10	0	5	70	\$ 220,000	\$ 220,000	
09-21-0007	Kane Co DOT	Randall at Hopps Rd	25	25	20	0	0	70	\$ 629,248	\$ 629,248	
09-21-0008	Kane Co DOT	Dauberman Rd Extension from US 30 to Granart Rd	20	20	25	0	0	65	\$ 1,384,800	\$ 1,384,800	
03-21-0006	Niles	North Branch Trail Connection from Caldwell/Touhy Ave to Bunker Hill Forest Preserve	10	20	25	0	5	60	\$ 375,000	\$ 375,000	
07-21-0010	Harvey	Robey Trail Project: Shared Use Trail from 147th St/Sibley Blvd to 158th Pl	0	25	25	10	0	60	\$ 75,419	\$ 75,419	Requesting Phase I Engineering as Cohort 4; TDCH Match
08-21-0004	Elmhurst	Bicycle and Pedestrian Overpass Over Illinois 83	10	20	25	0	5	60	\$ 454,400	\$ -	ITEP \$198,000; STP-SF
09-21-0013	Sugar Grove	Blackberry Creek Bridge and Shared-Use Path	10	20	25	0	5	60	\$ 731,054	\$ -	ITEP \$779,780
10-21-0004	FPD of Lake Co	Millennium Trail - Ethel's Woods Forest Preserve to Pine Dunes Forest Preserve	25	10	25	0	0	60	\$ 3,213,636	\$ -	
08-21-0008	Carol Stream	Lies Road Multi-Use Path	10	25	15	4	5	59	\$ 121,840	\$ -	ITEP \$137,000
03-21-0007	Mt Prospect	Algonquin Road Bike Path - Dearborn Court to Elmhurst Road	10	25	20	2	0	57	\$ 2,354,768	\$ -	CMAQ
03-21-0003	Streamwood	IL 59 Bicycle and Pedestrian Overpass	0	25	25	0	5	55	\$ 4,568,000	\$ 1,800,000	ITEP \$2,000,000; STP-SF
07-21-0006	Tinley Park	84th Avenue and 179th Street Multi-use Path Extension	10	20	20	0	5	55	\$ 192,800	\$ 192,800	
09-21-0014	Oswego	Wolfs Crossing and Harvey Road Intersection Improvement	20	20	15	0	0	55	\$ 89,460	\$ -	ITEP \$91,820
08-21-0009	Carol Stream	Southeast Bike Path	10	25	15	4	0	54	\$ 333,920	\$ -	ITEP \$361,260
09-21-0011	Aurora	Indian Trail Rd Reconstruction from Mitchell Rd to Church Rd	10	20	20	2	0	52	\$ 2,988,900	\$ -	STP-SF
03-21-0004	Niles	Milwaukee Avenue Pedestrian Improvements - Main Street to Dempster Avenue	0	25	20	0	5	50	\$ 256,000	\$ -	
08-21-0005	Carol Stream	Kuhn Road Multi-Use Path	10	25	15	0	0	50	\$ 85,600	\$ -	
10-21-0015	Highland Park	Green Bay Road Reconstruction	0	25	20	0	5	50	\$ 2,000,000	\$ -	ITEP \$2,000,000
02-21-0003	Wilmette	U.S. Route 41 (Skokie Boulevard) Pedestrian and Bicycle Improvements	0	25	20	0	0	45	\$ 1,225,720	\$ -	
07-21-0005	Park Forest	Park Forest Cut Through Improvements	0	25	5	10	5	45	\$ 200,000	\$ -	Requesting Phase I Engineering as Cohort 4; TDCH Match
09-21-0010	Geneva	Kautz Road Reconstruction & Widening	0	20	15	4	0	39	\$ 693,255	\$ -	ITEP \$779,985
12-21-0017	Minooka	McEvilly Road Multi-Use Trail extension	0	20	15	0	0	35	\$ 1,718,800	\$ -	ITEP \$1,700,000