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CMAQ Project Selection Committee

Annotated Agenda Thursday, July 1, 2021

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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:

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



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Chicago Metropolitan Agency for Planning (CMAP) 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

FFY 2021-20	25 CMAQ	Program Sur	nmary	,						CMAQ Fund					
					ENG ROW							MD		<u> </u>	
Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY		Amount	FFY	Amount	FFY	CON/I	Amount	Р	roject Total	nobligated Balance
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		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	\$ -

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Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	,	Amount	FFY	Amount	FFY		Amount	Project rotal		Balance
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
	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	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	08-19-0034	DuPage	IDOT D1	York Rd from US 20 to I-290						2021	\$	92,000	\$ 92,000	\$	-

										MAQ Fund					
		Regional				ENG		F	ROW		CON/I	MP	Project Total		Jnobligated
Project Type	TIP ID	Council	Sponsor	Facility to be Improved	FFY	•	Amount	FFY	Amount	FFY		Amount		<u> </u>	Balance
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 DO	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	СТА	Purchase Electric Buses						2021	\$	15,595,230	\$ 15,595,230	\$	15,595,230
Transit Vehicles	16-14-0001	City of Chicago	СТА	Purchase Electric Buses						2023	\$	23,493,631	\$ 23,493,631	\$	23,493,631
		1	1						1		-1				

									CMAQ Fund	S			
						ENG	R	OW	С	ON/IN	ИP		Unobligated
Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY		Amount	Project Total	Balance
Other Transit	16-19-0036	City of Chicago	СТА	Bus Slow Zones Elimination Program	2021	\$ 1,675,00	0		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

Description	CMAQ Deferre	od i rograr	ii Gaiiiiiai y							CMAQ Fund					
September Company Co	Project Type	TIP ID	_	Sponsor	Facility to be Improved		mount						Project Total	Defe	rred Balance
Company Comp				•		<u> </u>			7 unount				\$ 2,000,000	\$	2 000 000
National														<u>.</u>	
Direct D	Pedestrian													>	
December	Other	01-09-0005	City of Chicago	CDOT	Traffic Management Center Integrated Corridor Management					MYB	\$ 1,520,0	00	\$ 1,520,000	\$	1,520,000
Part		01-12-0002	City of Chicago	CDOT	Arterial VMS Traveler Information System, Phase I	MYB	\$ 172,000			MYB	\$ 1,141,0	00	\$ 1,313,000	\$	1,313,000
Speal Inforcement 0.1-12-0000 Gey of Chicago CDOT UL 1911-band Gourhaus fir from Marross Dire US AV98 5 122,000		01-12-0004	City of Chicago	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 3					MYB	\$ 17,800,0	00	\$ 17,800,000	\$	17,800,000
Symath Intercence 01-12-0010 Cyry of Checago Color Charles Color Color Charles Color Charles Color Charles Color C	Other	01-12-0005	City of Chicago	CDOT	Arterial Detection System Improvements					MYB	\$ 975,2	00	\$ 975,200	\$	975,200
Company Comp	Signal Interconnect	01-12-0006	City of Chicago	CDOT		МҮВ	\$ 124,000			MYB	\$ 820,0	00	\$ 944,000	\$	944,000
Control Cont	Signal Interconnect	01-12-0007	City of Chicago	CDOT		MYB	\$ 122,000			MYB	\$ 806,0	00	\$ 928,000	\$	928,000
Signal Interconnect 01-17-0114 City of Chicago City of Chi		01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path					MYB	\$ 578,0	00	\$ 578,000	\$	578,000
Powder P	Other	01-16-0003	Regionwide	IDOT D1	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	MYB	\$ 282,000			MYB	\$ 2,816,0	00	\$ 3,098,000	\$	3,098,000
Pacification Paci	Signal Interconnect	01-17-0014	City of Chicago	CDOT	Wireless Signal Interconnects					MYB	\$ 28,757,0	00	\$ 28,757,000	\$	28,757,000
Podestrian Double-Note State S	-	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Deferred Implementation					MYB	\$ 18,755,0	00	\$ 18,755,000	\$	18,755,000
Podestrian 0.2-1-0.005 North Store Cook County DOTH Old Orchard Rd from Walkegan Rd to Caldwell AV Podestrian 0.3-12-0.007 Northwest DOTH Dot		02-06-0035	North Shore	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd					MYB	\$ 446,0	00	\$ 446,000	\$	446,000
Elimination 10297-0006 Not It stolle DOTH Old Ordinate Ruling House Schole Brid Intersection Inte	-	02-14-0003	North Shore	Skokie	Church St Bike Lane from Linder Av to McCormick Blv					MYB	\$ 440,0	00	\$ 440,000	\$	440,000
Intersection Intersection Intersection Intersection Intersection Interpretation		02-97-0006	North Shore		Old Orchard Rd from Edens Expressway to Skokie Blvd					MYB	\$ 800,0	00	\$ 800,000	\$	800,000
Padestrian December Decembe	Intersection	03-12-0002	Northwest		IL 59 at W Bartlett Rd					MYB	\$ 2,184,0	00	\$ 2,184,000	\$	2,184,000
Padastrian Des Plaintes Des Pl	-	03-12-0010	Northwest	Mount Prospect	Bike/Ped Crossing at Mount Prospect Road and Northwest Highway	MYB	\$ 20,000			MYB	\$ 272,0	00	\$ 292,000	\$	292,000
Pedestrian Size Variety Vari	· ·	03-12-0011	Northwest	Des Plaines	Des Plaines - Pedestrian Refuge Medians					MYB	\$ 71,0	00	\$ 71,000	\$	71,000
Elimination 03-96-0021 Northwest DOTH 16Uny AV and DFRK DOTH 16Uny AV and Eliminators DOTH Toulup AV and Eliminators DOTH	-	03-12-0012	Northwest	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av					MYB	\$ 94,0	00	\$ 94,000	\$	94,000
Intersection		03-96-0021	Northwest	-	Touhy Av and UPRR					MYB	\$ 23,289,0	00	\$ 23,289,000	\$	23,289,000
Pedestrian 04-11-0009 North Certral Filinside Butterlield Rd North Wolf Rd to Marithment Rd M7B \$ 432,000 \$ 43	Intersection	03-96-0021	Northwest	Cook County	Touhy Av and Elmhurst Rd					МҮВ	\$ 11,450,0	00	\$ 11,450,000	\$	11,450,000
Pedestrian V4-12-007 Notifice Notified Notifi	-	04-11-0009	North Central	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd					MYB	\$ 452,0	00	\$ 452,000	\$	452,000
Access to Transit 05-16-0003 Central Cicero Cicero Access to Transit Improvements	-	04-12-0007	North Central	Northlake	Northwest Av from Grand Av to North Av	MYB	\$ 57,000			MYB	\$ 630,0	00	\$ 687,000	\$	687,000
Bicycle & Pedestrian Divided Divided	Access to Transit	05-16-0003	Central	Cicero	Cicero Access to Transit Improvements					МҮВ	\$ 186,0	80	\$ 186,080	\$	186,080
Pedestrian 07-12-0004 South Burnnam Burnnam Burnnam Burnnam Burnnam Burnnam South	Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	MYB	\$ 11,000			МҮВ	\$ 190,0	00	\$ 201,000	\$	201,000
Intersection mprovement 10-00-0117 Lake Lake County DOT Fairfield Rd at IL 134 Lake County DOT Fairfield Rd at IL 134 Lake County DOT Lake Lake County DOT Lake County DOT Lake Lake County DOT La	•	07-12-0004	South	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham					MYB	\$ 3,162,0	00	\$ 3,162,000	\$	3,162,000
Improvement 08-12-0003 DuPage Elmnurst IL 56/Butterfield Rd at York St MYB \$ 128,000 MYB \$ 350,000 MYB \$ 997,748 \$ 1,475,748 \$ 1,4	Transit Service	08-05-0005	DuPage	Oak Brook	Oak Brook Employment Area Distributor Service					MYB	\$ 910,0	00	\$ 910,000	\$	910,000
Bicycle & Pedestrian 10-00-0117 Lake Lake County DOT Fairfield Rd at IL 134 Ricycle & Rick & Ricycle & Rick &		08-12-0003	DuPage	Elmhurst	IL 56/Butterfield Rd at York St	MYB	\$ 128,000	MYB	\$ 350,000	МҮВ	\$ 997,7	48	\$ 1,475,748	\$	1,475,748
Intersection Improvement Intersection Improvement Intersection Improvement Intersection Improvement Intersection Improvement Intersection Improvement Intersection Intersectio	Bicycle &	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant					MYB	\$ 2,397,0	00	\$ 2,397,000	\$	2,397,000
Ricycla &	Intersection	10-00-0117	Lake	Lake County DOT	Fairfield Rd at IL 134					MYB	\$ 699,0	00	\$ 699,000	\$	699,000
Pedestrian 10-13-0015 Lake North Chicago North Chicago Lakefront Bike Path MYB \$ 28,000 MYB \$ 249,000 \$ 277,000 \$ 277,000 \$ 277,000 \$	Bicycle &	10-13-0015	Lake	North Chicago	North Chicago Lakefront Bike Path	MYB	\$ 28,000			MYB	\$ 249,0	00	\$ 277,000	\$	277,000

									CMAQ Fun	ds			
						ENG	R	OW	С	ON/IMP			
Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY	Amount	Project Total	Defe	rred Balance
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	Railserve\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

	021-2025 TAI		, Community			TAP-L Funds ENG ROW CON/IMP								
						E	NG	R	ROW	C	ON/IMP		T_{u}	Inobligated
ITEP#	Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	FFY	Amount	FFY	Amount	FFY	Amount	Project Total		Balance
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 DOTH	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

	Uı	Federal nobligated or		Currently	Ur	nprogrammed	D	eferred Funds Not		nprogrammed alance Minus			urrent FFY ligations to	Obligations eeded to Meet
FFY	Αŗ	portionment	F	Programmed		Balance	F	Programmed		Deferrals	0	bligation Goal	Date	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	Ś	415.510.100	\$	132,137,360	Ś	180.029.028	Ś	(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 Funds for project phases that have been deferred and have not demonstrated readiness for reinstatement.

Programmed: Source: eTIP database

Unprogrammed Balance: For current FFY, unobligated less currently programmed, 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

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

Minus Deferrals:

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 Obligation Goal:

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

Sources: eTIP database and FHWA FMIS databse Date:

Obligations Needed to Meet Obligation goal less current FFY obligations as of the current date.

Goal:

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 \$



2017-2021 RTA Interagency Signage Accomplishments

June 2021

175 W. Jackson Blvd., Suite 1650 Chicago, IL 60604

(312) 913-3200 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 <u>Interagency Design</u>
<u>Standards Manual</u> 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



Lowering sign structure into place near the Metra station



Directional sign on South side of 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



Bus stop sign at terminus on Cicero Ave.



Directional sign at bottom of stairs to Metra platform



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



Directional sign on Roosevelt Rd. near the CTA station



Downtown transit map on bridge to Metra 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.



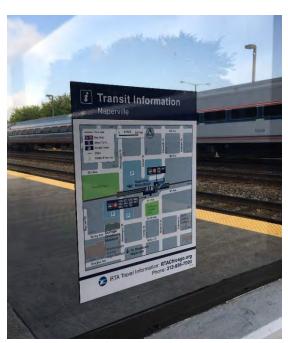
Bus stop signs adjacent to the shared Metra/Amtrak depot



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



Installing the face plate on the sign structure



Transit map on window with Amtrak train in background

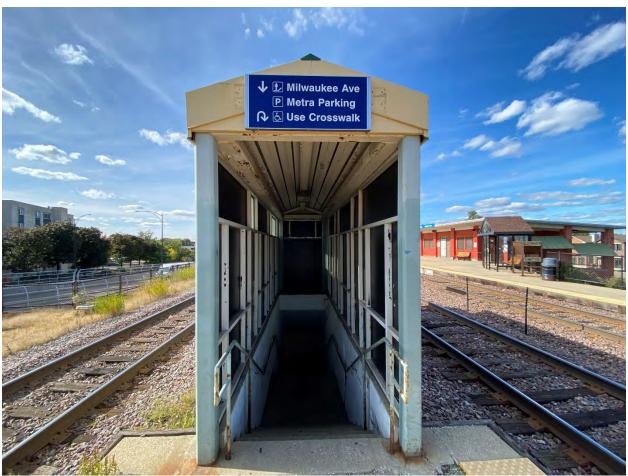


Signs Installed at Bundle 2 Locations in 2019/2020

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.



Bus stop and route diagram near CTA station entrance



Installing the sign structure on the ramp to/from Metra



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



Shared bus stop signs on Chicago Avenue



Directional sign between the CTA and Metra tracks



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



Directional sign under the CTA viaduct along Harlem Ave.



Bus connection and neighborhood maps on Metra platform



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



Directional sign near grade crossing



Customer using the new Bus Connections map at Wheaton



Train route diagram outside the station building

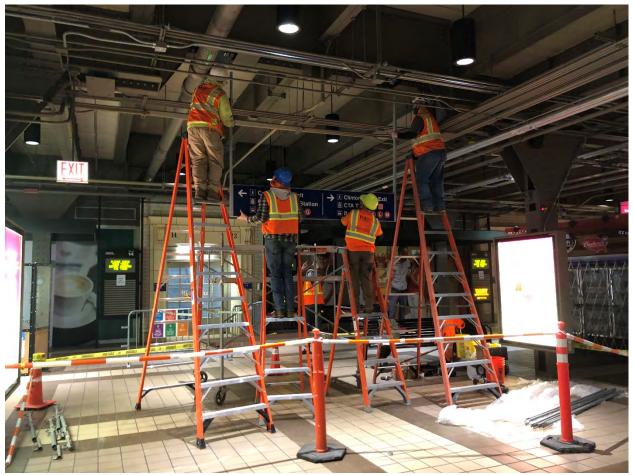


Signs Installed at Bundle 3 Locations in 2020/2021

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.



Installing bus stop sign near the grade crossing



Directional sign on Western Ave.



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 the river



Wayfinding sign along Jackson Blvd. at Clinton Street



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.



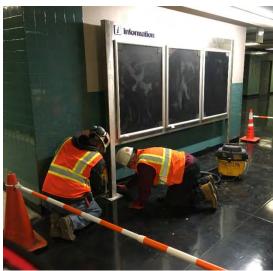
Directional sign on the side of the building at 425 S. Financial Pl.



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



Installing sign structure in the Randolph St. concourse



Directional signs on Michigan Ave. near entrance



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 <u>Interagency Design Standards Manual</u> — 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 likes 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.





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

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		
	2021	2022	2023	2024	2025	Request
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 re	quested chang	es - for Commi	ittee considera	tion	
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 re	quested change	es – administra	tive modificat	ions	
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 re	quested chang	es - for Commi	ittee considera	tion	
Northfield (02-19-0006)	-\$240,000	\$619,800				Cost increase and delay for ENG2 in 2022
	Sponsor re	quested change	es – administra	tive modificat	ions	
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
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.	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. 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.	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).
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.	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. 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-ofway has been acquired and the project is scheduled for the November 5, 2021 letting. The project ranking among intersection improvement projects in the 2012-2016 program moved from 10 to 12.	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).

Project	Request	Recommendation
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.	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. 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. The project ranking among intersection improvement projects	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).
	in the 2018-2022 program remained unchanged at 4.	
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.	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. The project ranking among intersection improvement projects in the 2020-2024 program remained unchanged at 7.	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).

Project	Request	Recommendation
IDOT D1 Highways – Jefferson Street Intersection Safety and Congestion Reduction Project - US Route 52 & I-55 Southbound Ramps (12-18-0004) 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.	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%. The cost increase reflects costs developed from the approved Phase I estimate. The project is targeting the November 5, 2021 letting. The project ranking among intersection improvement projects in the 2018-2022 program moved from 8 to 11.	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).
RTA – Improvements to Priority Interagency Transit Transfer Locations (13-12-0005) This project was previously approved for \$3,780,000 CMAQ (\$4,200,000 total) for Construction in 2012.	The sponsor is requesting a scope change to expand signage to additional locations with remaining unobligated funds. No cost increase is requested.	Approval of the requested scope change for RTA – Improvements to Priority Interagency Transit Transfer Locations (13-12-0005).

ACTION REQUESTED: Approval

Administrative Modifications:

Project	Request	Action
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.	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. The project ranking among intersection improvement projects in the 2018-2022 program remained unchanged at 1.	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).
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.	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.	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).
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.	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.	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).

ACTION REQUESTED: Information

Project Identification

TIP ID	02-19-0006	Sponsor	Village of Northfield
Project Lo	cation Description		ulti-use path from Old Orchard Road (Skokie) to Voltz Road ated on ComEd ROW and Village-owned ROW
		(Northhela) loca	ated on Conted 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					\boxtimes
ENG 2	2021	300	240	80	TAP-L	Local	
ROW		297.5					
CONST		3,203					
CE							
Total							

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Share (%)	Fund	Phase Accomplished*
ENG					
IMP					
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 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							

Phase	Starting FFY	Additional To Cost (\$000's)	tal Additional Fede CMAQ Funds(\$0		Revised Federal Share (%)	Transfer to/from phase(s)
ENG1						
ENG 2	2022	474.7	379.8		80	
ROW						
CONST						
CE		1			1	
Total						
Phase	Starting FFY	Additional To Cost (\$000's)			Revised Federal Share (%)	Transfer to/from phase(s)
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IMP						
Total	i	İ			İ	İ
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Project Identification

TIP ID	03-12-0002	Sponsor	IDOT D1 Highways
Project Lo	Project Location Description		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							
ENG 2							
ROW	FFY 2021	670	456	68%	CMAQ	IL	\boxtimes
CONST	MYB	2,934	2,184	74%	CMAQ	IL/Local	
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 (%)	Fund	Match Fund Source	Phase Accomplished*
ENG							
IMP	MYB	2,934	2,184	74%	CMAQ	IL/Local	
Total	МҮВ	2,934	2,640	74%	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 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	МҮВ	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 (+/-	ed Cost Changes (+/-	Requested Cost Char
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Check all that apply: 🖂 Cost Increase 🔲 Transfer of Funds 🖂 Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	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 \square and complete a <u>Scope Change Request</u> 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.

\times	State/Federal	Project or	Grant	Numbers	Provided	Below
$\overline{}$						

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-91-004-16		
ENG 2	D-91-457-16		
ROW	R-90-023-16		
CONST	C-91-457-16	YABU(439)	
ENG			
IMP			

Additional Comments								

Project Identification

TIP ID	03-18-0007	Sponsor	IDOT D1 Highways
Project Lo	cation Description	IL 19/Irving Park	k 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							
ENG 2							
ROW							
CONST	FFY 2021	1,410	1,106	78%	CMAQ	IL/Local	
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 (%)	Fund	Match Fund Source	Phase Accomplished*
ENG							
IMP	FFY 2021	1,410	1,106	78%	CMAQ	IL/Local	
Total	FFY 2021	1,410	1,106	78%	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 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	

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federa CMAQ Funds(\$00		Transfer to/from phase(s)
NG1					
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 Federa CMAQ Funds (\$00		Transfer to/from phase(s)
ENG					
10.40					
IIVIP	FFY 2021	590	398	80%	
Total Reason the here The scope	FFY 2021 for Request e if the reason is a	scope change and	398 398 d complete a Scope Chon final engineers estin	80%	
The scope Project is	for Request e if the reason is a e is unchanged. Ir s scheduled for 11	scope change and	398 d complete a <u>Scope Ch</u>	80%	
Reason the scope Project is tate an elect One Most reason the scope and	for Request e if the reason is a e is unchanged. Ir s scheduled for 11 ad Federal Pro	scope change and accreased costs based of CY21 letting. Grant Numbers Provided FPI Form Attached	398 d complete a <u>Scope Ch</u> on final engineers estir	80%	
Reason the scope Project is tate an elect One Most reason the scope and	for Request e if the reason is a e is unchanged. In s scheduled for 11 dd Federal Pro e. Federal Project or ecently approved agency Agreemen State Job Num	scope change and accreased costs based of CY21 letting. Grant Numbers Proving PPI Form Attached that Attached accreased costs based of CY21 letting.	d complete a Scope Chon final engineers estin	ange Request formate based on cur	rent unit price
Total Reason theck here The scope Project is tate an elect One State/F Most re Local A	for Request e if the reason is a e is unchanged. In s scheduled for 11 dd Federal Pro e. Federal Project or ecently approved agency Agreemen	scope change and accreased costs based of CY21 letting. Grant Numbers Proving PPI Form Attached that Attached accreased costs based of CY21 letting.	d complete a <u>Scope Ch</u> on final engineers estin	ange Request formate based on cur	rent unit price
tate an Elect One State/F Local A Phase	for Request e if the reason is a e is unchanged. Ir s scheduled for 11 dd Federal Pro e. Federal Project or ecently approved agency Agreemen State Job Num X-00-000-00	scope change and accreased costs based of CY21 letting. Grant Numbers Proving PPI Form Attached that Attached accreased costs based of CY21 letting.	d complete a Scope Chon final engineers estin	ange Request formate based on cur	rent unit price
tate an elect One State/F Most ro Local A Phase ENG1 ENG 2	for Request e if the reason is a e is unchanged. In s scheduled for 11 ad Federal Pro e. Federal Project or ecently approved Agency Agreemen State Job Num X-00-000-00 P-91-254-13	scope change and accreased costs based of CY21 letting. Grant Numbers Proving PPI Form Attached that Attached accreased costs based of CY21 letting.	d complete a Scope Chon final engineers estin	ange Request formate based on cur	rent unit price
Reason theck here The scope Project is tate an elect One State/F Most re Local A	for Request e if the reason is a e is unchanged. In scheduled for 11 ad Federal Pro e. Federal Project or ecently approved Agency Agreemen State Job Num X-00-000-00 P-91-254-13 D-91-181-19	scope change and accreased costs based of CY21 letting. Grant Numbers Proving PPI Form Attached that Attached accreased costs based of CY21 letting.	d complete a Scope Chon final engineers estinated Below all Project Number 0000(000)	ange Request formate based on cur	rent unit price
tate an Elect One State/F Hose Hose Hose Hose Hose Hose Hose Hose	for Request e if the reason is a e is unchanged. In s scheduled for 11 ad Federal Pro e. Federal Project or ecently approved Agency Agreemen State Job Num X-00-000-00 P-91-254-13 D-91-181-19 R-90-019-16	scope change and accreased costs based of CY21 letting. spect Information Grant Numbers Provice PPI Form Attached the Attached The provided according to the content of the cost of the	d complete a Scope Chon final engineers estinated Below all Project Number 0000(000)	ange Request formate based on cur	rent unit price

Project Identification

TIP ID	03-18-0008	Sponsor	IDOT D1 Highways
Project Lo	ocation Description	IL 19/Irving Parl	k 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							
ENG 2							
ROW	FFY 2021	690	552	80%	CMAQ	IL	
CONST	FFY 2021	3,012	2,221	74%	CMAQ	IL/Local	
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 (%)	Fund	Match Fund Source	Phase Accomplished*
ENG							
IMP	FFY 2021	3,702	2,773	75%	CMAQ	IL/Local	
Total	FFY 2021	3,702	2,773	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 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	

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federa CMAQ Funds(\$00		Transfer to/from b) phase(s)
NG1				Share (x	priase(s)
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 Federa CMAQ Funds (\$00		Transfer to/from b) phase(s)
ENG					
IMP	FFY 2021	207	174	80%	
Total Reason filters here The scope	for Request e if the reason is a e is unchanged. Ir	207 207 a scope change and accreased costs based costs on 09CY21 letting.	174 d complete a <u>Scope Ch</u>	80%	
The scope ROW is cl	for Request e if the reason is a e is unchanged. Ir lear and project is	207 a scope change and acceased costs based costs	174 d complete a <u>Scope Ch</u>	80%	
Reason for the scope ROW is classed an elect One Most reasons and Most rea	for Request e if the reason is a e is unchanged. Ir lear and project is nd Federal Pro e. Federal Project or	scope change and acreased costs based of son 09CY21 letting. get Information Grant Numbers Provide PPI Form Attached	d complete a <u>Scope Ch</u> on final engineers estin	80%	
Reason for the scope ROW is classed an elect One Most reasons and Most rea	for Request e if the reason is a e is unchanged. Ir lear and project is nd Federal Pro e. Federal Project or ecently approved Agency Agreemen State Job Nun	scope change and acreased costs based of son 09CY21 letting. Grant Numbers Provide PPI Form Attached that Attached	d complete a Scope Chan final engineers estinated Below	80% nange Request formate based on co	urrent unit price
Reason for the scope ROW is classed and the s	for Request e if the reason is a e is unchanged. Ir lear and project is nd Federal Pro e. Federal Project or recently approved Agency Agreemen State Job Nun X-00-000-00	scope change and acreased costs based of son 09CY21 letting. Grant Numbers Provide PPI Form Attached that Attached	d complete a <u>Scope Ch</u> on final engineers estin	nange Request formate based on co	urrent unit price
Reason fines heck here The scope ROW is classed tate an elect One State/F Most re Local A Phase ENG1	for Request e if the reason is a e is unchanged. Ir lear and project is nd Federal Project or ecently approved Agency Agreemen State Job Num X-00-000-00 P-91-255-13	scope change and acreased costs based of son 09CY21 letting. Grant Numbers Provide PPI Form Attached that Attached	d complete a Scope Chan final engineers estinated Below	80% nange Request formate based on co	urrent unit price
Reason fineck here The scope ROW is cl State an elect One State/F Most re Local A Phase ENG1 ENG 2	for Request e if the reason is a e is unchanged. Ir lear and project is nd Federal Pro e. Federal Project or ecently approved Agency Agreemen State Job Num X-00-000-00 P-91-255-13 D-91-275-20	scope change and acreased costs based of son 09CY21 letting. Grant Numbers Provide PPI Form Attached that Attached	d complete a Scope Chan final engineers estinated Below	80% nange Request formate based on co	urrent unit price
Total Reason for the scope ROW is classed an State an Most read Local A	for Request e if the reason is a e is unchanged. Ir lear and project is nd Federal Project or ecently approved Agency Agreemen State Job Num X-00-000-00 P-91-255-13	scope change and accreased costs based of son 09CY21 letting. spect Information Grant Numbers Provide PPI Form Attached that Attached The provided according to the second sec	d complete a Scope Chon final engineers estimated by the second of the s	80% nange Request formate based on co	urrent unit price
Reason for the scope ROW is classed and the s	FFY 2021 for Request e if the reason is a e is unchanged. Ir lear and project is nd Federal Pro e. Federal Project or recently approved Agency Agreemen State Job Num X-00-000-00 P-91-255-13 D-91-275-20 R-90-018-16	scope change and acreased costs based of son 09CY21 letting. Grant Numbers Provide PPI Form Attached that Attached	d complete a Scope Chon final engineers estimated by the second of the s	80% nange Request formate based on co	urrent unit price

Project Identification

TIP ID	03-19-0011	Sponsor	Village of Mount Prospect
Project Location Description		Rand (US 12)-Ce	entral-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	\boxtimes
ENG 2	2021	576.666	421.84	73	CMAQ	Local/Co unty	
ROW	2022	393.7	314.96	80	CMAQ	Local	
CONST	2023	6195.69	4218.4	68	CMAQ	Local	
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 (%)	Fund	Phase Accomplished*
ENG						
IMP						
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 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					
Request	ed Cost Chan	ges (+/-)			
Check all th	hat apply: 🔀 Co	st Increase 🔲 Tra	nsfer of Funds 🔲 Re	einstatement of De	ferred Funds
_					_
Phase	Starting	Additional Total	Additional Federa		Transfer
	FFY	Cost (\$000's)	CMAQ Funds(\$00	Share (%)	to/from phase(s)
ENG1				Share (70)	pridac(a)
ENG 2					
ROW		506.3	405.04	80	
CONST					
CE					
Total		506.3	405.04		
Phase	Starting	Additional Total	Additional Federa	al Revised	Transfer
	FFY	Cost (\$000's)	CMAQ Funds (\$00		to/from
				Share (%)	phase(s)
ENG					
IMP					
Total					
Reason f	for Request				
Check here	e if the reason is	a scope change 🗌 ar	nd complete a <u>Scope C</u>	hange Request forr	n.
The addit	ional \$405,040 ir	n CMAQ funding, com	nbined with the existing	g \$314,960 CMAQ	funding (total of
\$720,000), will provide 80	% of the anticipated	\$900,000 cost for land	acquisition.	
`+-+ ·	d Fodovol Dua	isat kafawasatis.	_		
tate an	a Federal Pro	oject Information	1		
elect One					
_		Grant Numbers Prov	vided Below		
	-	PPI Form Attached	rided Below		
	gency Agreemer				
Phase	State Job Nur	nber Fede	eral Project Number	FTA Grant Num	ıber
	X-00-000-00	XXX	K-0000(000)	IL-XX-XXXX-	XX
ENG1	P-				
ENG 2	D-				
ROW	R-90-014-20	QJXI	D(224)		
CONST	C-				
ENG					

Additional Comments

Project Identification

TIP ID 08-16-0017		Sponsor	Forest Preserve District of DuPage County					
Project Lo	ocation Description		uPage Regional Trail from Forest Preserve Drive to Illinois nnection through Pratt's Wayne Woods Forest Preserve to the ath).					

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							\boxtimes
ENG 2	2020	\$190,312	\$152,000	80%	TAP	Local	\boxtimes
ROW							
CONST	2021	\$1,820,780	\$1,346,783	75%	STU	Local	
CE	2021	\$204,289	\$153,217	75%	STU	Local	
Total		\$2,215,381	\$1,652,000				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Share (%)	Fund	Phase Accomplished*
ENG					
IMP					
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 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							

•	ed Cost Chan		Transfe	r of Funds	nstater	ment of Def	erred Funds
Phase	Starting	Additional To		Additional Federal		Revised	Transfer
	FFY	Cost (\$000's)		CMAQ Funds(\$000		Federal Share (%)	to/from phase(s)
ENG1						` <i>'</i>	
ENG 2	2021	\$23,229		\$18,833			
ROW							
CONST							
CE							
Total		\$23,229		\$18,833			
Phase	Starting FFY	Additional To Cost (\$000's)		Additional Federal CMAQ Funds (\$000		Revised Federal Share (%)	Transfer to/from phase(s)
ENG						· •	
IMP							
					1		
Total Reason 1 Check here				omplete a <u>Scope Cha</u>			
Reason 1 Check here Additiona Bartlett, a	e if the reason is a al project coordin and Village of Wa had been approv	ation was requi	red with t ency pref	omplete a <u>Scope Cha</u> three abutting local erred different conn red re-design of the	agenci nection	es, DuDOT, details to t	Village of he proposed
Reason for the Phase State an Select One Most reason for the Phase State for the Phase State an Select One Most reason for the Phase State for the	e if the reason is a al project coordin and Village of Wa had been approve ase 1 project.	ation was requiryne, as each ago yed in Phase 1. T Dject Informa Grant Numbers	red with tency prefinis requi	three abutting local erred different conn red re-design of the	agenci nection	es, DuDOT, details to t	Village of he proposed
Reason for the Phase State an State/F	e if the reason is and project coordinand Village of Wallage of Wallage of Wallage 1 project. The rederal Project or ecently approved Agency Agreemen State Job Nun	ation was requiryne, as each ago yed in Phase 1. T Dject Informa Grant Numbers PPI Form Attack t Attached	red with tency prefinis requi	three abutting local erred different conn red re-design of the different connection of the difference difference difference difference difference difference difference difference difference difference difference differen	agenci nection trail lo	es, DuDOT, details to to ocation and Grant Num	Village of he proposed some revision
Reason for the control of the contro	e if the reason is and project coordinand Village of Walhad been approvates 1 project. Ind Federal Project or ecently approved Agency Agreemen State Job Nun X-00-000-00	ation was requiryne, as each ago yed in Phase 1. T Dject Informa Grant Numbers PPI Form Attack t Attached	red with tency prefinis requination Section Se	three abutting local erred different conn red re-design of the different connection of the difference difference difference difference difference difference difference difference difference difference difference differen	agenci nection trail lo	es, DuDOT, details to t ocation and	Village of he proposed some revision
Reason for heck here Additional Bartlett, a trail than to the Phase ENG1	e if the reason is a all project coordin and Village of Walhad been approvated by the second of the	ation was requiryne, as each ago yed in Phase 1. T Dject Informa Grant Numbers PPI Form Attack t Attached	red with tency prefinis requi	three abutting local erred different conn red re-design of the different connection of the difference difference difference difference difference difference difference difference difference difference difference differen	agenci nection trail lo	es, DuDOT, details to to ocation and Grant Num	Village of he proposed some revision
Reason fineck here Additional Bartlett, a trail than to the Phase Etate an State/F Most re Local A Phase ENG1 ENG 2	e if the reason is a large project coordinand Village of Walhad been approved as 1 project. The rederal Project or ecently approved agency Agreemen State Job Nun X-00-000-00 P- D-	ation was requiryne, as each ago yed in Phase 1. T Dject Informa Grant Numbers PPI Form Attack t Attached	red with tency prefinis requi	three abutting local erred different conn red re-design of the different connection of the difference difference difference difference difference difference difference difference difference difference difference differen	agenci nection trail lo	es, DuDOT, details to to ocation and Grant Num	Village of he proposed some revision
Reason for the characteristics and the characteristics	e if the reason is a all project coordin and Village of Walhad been approvates 1 project. Index Federal Project or ecently approved agency Agreemen State Job Nun X-00-000-00 P- D- R-	ation was requiryne, as each ago yed in Phase 1. T Dject Informa Grant Numbers PPI Form Attack t Attached	red with tency prefinis requi	three abutting local erred different conn red re-design of the different connection of the difference difference difference difference difference difference difference difference difference difference difference differen	agenci nection trail lo	es, DuDOT, details to to ocation and Grant Num	Village of he proposed some revision
Reason for the characteristic contents of the Phase contents of th	e if the reason is a large project coordinand Village of Walhad been approved as 1 project. The rederal Project or ecently approved agency Agreemen State Job Nun X-00-000-00 P- D-	ation was requiryne, as each ago yed in Phase 1. T Dject Informa Grant Numbers PPI Form Attack t Attached	red with tency prefinis requi	three abutting local erred different conn red re-design of the different connection of the difference difference difference difference difference difference difference difference difference difference difference differen	agenci nection trail lo	es, DuDOT, details to to ocation and Grant Num	Village of he proposed some revision

Project Identification

TIP ID	12-18-0002	Sponsor	Village of Romeoville
Project Lo	ocation Description	NGPL Multi-Use	e 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	\boxtimes
ENG 2	2019	70	56	80	TAP	Local	\boxtimes
ROW	N/A						
CONST	2020	934.2	685.8	73	TAP	Local	
CE	2020	89.7	71.8	80	TAP	Local	
Total		1163.9	813.6				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Share (%)	Fund	Phase Accomplished*
ENG					
IMP					
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 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 **Additional Total Phase** Starting **Additional Federal** Revised Transfer FFY Cost (\$000's) CMAQ Funds(\$000's) **Federal** to/from Share (%) phase(s) ENG1 ENG 2 =685 **ROW CONST** 2020 49.4 39.5 80 N/A CE Total 2020 49.4 39.5 80 **Additional Total Additional Federal** Starting Revised **Transfer** Phase FFY Cost (\$000's) CMAQ Funds (\$000's) **Federal** to/from Share (%) 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 ENG 2 D-91-064-19 YVTW(971) **ROW** R-**CONST** C-91-256-19 2QS4(590)

Additional Comments

ENG IMP

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.

Project Identification

TIP ID	12-18-0004	Sponsor	IDOT D1 Highways
Project Lo	ocation 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							
ENG 2							
ROW							
CONST	FFY 2022	4,203	1,717	41%	CMAQ	IL/Local	
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 (%)	Fund	Match Fund Source	Phase Accomplished*
ENG							
IMP	FFY 2022	4,443	1,909	43%	CMAQ	IL/Local	
Total	FFY 2022	4,443	1,909	43%	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 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	

Dhaaa	Chautiu a	Additional Tatal	Additional Fadanal	Davissal	T
Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's		Transfer to/from
ENG1				Share (%)	phase(s)
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 s) Federal Share (%)	Transfer to/from phase(s)
ENG				Share (70)	pridactor
MP	FY 2021	310	1,894	80%	
Гotal	FY 2021	310	1,894	80%	
Engineer's o FFY 202 SFY 2023 a	estimates are n 1 to allow for 9/ nd will be consi	ot yet available for t 10/2021 federal aut dered for advancem	ed on the approved Phase he 11CY21 letting. The property horization for 11CY21 lettent to SFY 2022. There is mined" pending approval	oject will need to ing. Funding is cu no NHPP funding	be advance urrently in ID on the proje
elect One. State/Fe Most red	deral Project or	Grant Numbers Pro PPI Form Attached t Attached			
elect One. State/Fe Most red Local Ag	deral Project or cently <i>approved</i> ency Agreemen State Job Nun	Grant Numbers Pro PPI Form Attached t Attached	vided Below eral Project Number	FTA Grant Numb	_
elect One. State/Fe Most red	deral Project or cently <i>approved</i> ency Agreemen	Grant Numbers Pro PPI Form Attached t Attached	vided Below	FTA Grant Numb	_

ABV3(073)

ROW

ENG IMP

CONST

R-

C-91-209-19

Additional Comments		

Chicago Metropolitan Agency for Planning FFY 2022-2026 CMAQ Staff Recommended Programs - Sorted by CMAQ Composite Priority Index

									\$	215,047,050 \$	237,112,193	3	Air	Quality			Transportat Criteria	ion Impact	Transit: Transp	portation Impa	act Criteria	Bicycle Fa	cilities: Transp Criteria	ortation Impac		missions: Trans Impact Criteria				Scr	eening		
SubType	Council	Group	CFP ID	Sponsor	Facility to be Improved	Project Summary	Adjusted F Tota		eral request	CMAQ Recommended		Annualized A \$ per Kg VOC Eliminated	Per Kg PM2.5	Per Kg NOx E Eliminated	Effectiveness	Reliability Score	Score	Corridor/ Transit Improvement	Ridership Trav Score Time Reliab Score	e Conditio	n Supportive	Attractivene	Accessibili ss Score		Populati Sensitiv Score	ty Benefit	Fleet	Inclusive To Growth In			Phase I Requirement	Composite Priority Index	Notes
Demonstration	Lake	Counties	10-21-0007	Lake Co DO	DT Lake County PASSAGE SMART Initiativ Connected Vehicle Demonstration Project	e - A mobility application that will create an adaptive traffic signal tmethodology that incorporates the three big data sets (connected vehicles, crowdsourced data and ATSPMs) that focuses on delay, travel time, throughput, vehicle emissions and arrival on green.	\$ 7,50	00,000 \$	6,000,000 \$	6,000,000 \$	6,000,000	0			N/A														N/A	N/A	Pass	Demo	Demonstration Project
Other	Chicago	Chicago	01-21-0010	CDOT	Traffic Management Center - ATMS Add Functions	led Consultant Services for second stage of ATMS integration into Traffic Management Center, adding 11 functions including ICM, Centralized TSP, Extended Signal Integration, Semi-Automated signal operation a Curb and Parking data integration.	nd								89.5													0	0	N/A	Pass	89.5	
Direct Emissions Reduction	Regionwide	Metra	18-21-0027	Metra	Metra Alternative Fuel Locomotives	Procure six (6) locomotives powered by next-generation battery technology. Alternative fuel locomotives will produce zero mobile emissions.	\$ 72,56	50,344 \$	58,048,274 \$	29,024,137 \$	29,024,13	7	\$2,567	7 \$75	51.4										20		5	8	33	N/A	Pass	84.4	
Direct Emissions Reduction	Chicago	CTA	16-21-0005	CTA		The purchase of approximately 48 forty-foot battery-powered, zeros mission, all-electric, fully accessible, public transit buses and up to seven (7) overhead chargers to power the electric buses. Model Year 2006 (1000) conventional buses equipped with Cummins engines wo be replaced with new all-electric buses.		92,816 \$	81,292,816 \$	44,255,332 \$	44,255,332	2	\$1,502	2 \$78	53.5										15		5	10	30	N/A	Pass	83.5	TDC Match
Bicycle Facilities	Lake	Mayors/Other Lo	cal 10-21-0011	Highland Pa	ark Clavey Road Reconstruction-Green Bay Road to US 41	Bicycle facility being completed as part of the widening and reconstruction of Clavey Road from US 41 to Green Bay Road.	\$ 22	27,150 \$	192,500 \$	192,500 \$	192,500	0 \$185			58.5							6	10	6				0	22	Pass	Pass	80.5	
Signal Interconnect	North Centr	al IDOT	04-21-0011	IDOT D1 Hw	wys III 43 - III 64 (North Ave) to Armitage Ave	Add the intersections of IL 43 at Bloomingdate Ave and IL 43 at Armitage Ave to the existing traffic signal interconnect system -ECO100. The existing system runs along IL 64 from Cornell to Austin Blvd and along IL 171 from IL 64 to Striety D, Which includes 23 intersections. In addition, the project will replace existing TS I cabinet and controller at two locations. IL 43 at Bloomingdale Ave and Armitag Ave.	N :	23,100 \$	155,000 \$	155,000 \$	155,001	0 \$815			53.8	12	5	0										4	21	N/A	Pass	74.8	
Access to Trans	it Regionwide	RTA	15-21-0014	RTA	RTA Access to Transit	Projects that will improve access to transit in six municipalities. The projects will improve multi-modal transportation options that support a variety of transit services across the RTA system in six communities adding pedestrian and bicycle facilities such as infill sidewarks, crosswalks, pedestrian signal heads, bus shelters, bicycle lanes, bicycle parking, wayfinding, and ADA accessibility improvements.	ı	00,790 \$	3,360,631 \$	3,360,631 \$	3,360,63	1 \$956			52.8				4 1	0	8							8	21	N/A	Pass	74.1	
Signal Interconnect	Southwest	IDOT			wys 79th St From 88th Ave to IL 50	Add the intersections of 79th St at 88th AvelCork Ave, 79th St at Roberts Rd, 79th St at 78th Ave, 79th St at Okedo Ave, 79th St at St Ave, 79th St at St Ave, 79th St at St Ave, 79th St at St Ave, 79th St at St Ave, 79th St at St Ave, 79th St at St Avel St Ave, 79th St at Narraganset Ave, and 79th St at Austin Ave to the west en of the existing traffic signal interconnect system - Econ 51.	43 ad					0 \$675			54.8	10	5	0										4	19	N/A	Pass	73.8	
Signal Interconnect	Central	IDOT			wys 26th St at Riverside Dr	Add the intersection of 26th St at Riverside Dr to the west/south end of the existing traffic signal interconnect system - Econ 30. The existing system runs along Cermak Rd from North Riverside Mall West Entrance to 54th Ave and along IL 43 (Harlem Ave) from Cermak Rd Riverside Dr/Longcommon Rd and includes twenty (20) intersections.	to .			62,000 \$					55.6	8	2	0										8	18	N/A	Pass	73.6	
Signal Interconnect	North Centr				Expwy)	Add the intersections of 17th Ave at 14th St, 17th Ave at Harvard St, and 17th Ave at 1-290 (Eisenhower Expt) to the west end of the exist traffic signal interconnect system - Econ 29. The existing system runs along Roosevelt Rd from 25th Ave to IL 43 (Harlem Ave) and includes nine (9) intersections. Add the intersection of 111th St @ Oketo Ave recommended to rebuil	ng s								55.7	10	3	0										4	17	N/A	Pass	72.7	
Signal Interconnect	Southwest	IDOT	06-21-0011	IDOI D1 HW	wys 111th St From Oketo Ave to IL 7	add the intersection of 111th St @ Oketo Ave recommended to rebuil signal to permanent type and interconnect to ECON 64 111th St @ IL SW Hwy.		88,600 \$	131,000 \$	131,000 \$	131,000	0 \$1,022			52.3	12	5	U										2	19	N/A	Pass	71.3	
Signal Interconnect	North Centr	al IDOT	04-21-0012	IDOT D1 Hw	wys US 20 From I-294 to Wolf Rd	Project is to add the intersections of US 20 (Lake St) at 1:294 Ramps and US 20 (Lake St) at Wolf Rd to the southlwest end of the existing traffic signal interconnect system - Econ 99. The existing system runs along IL 64 (North Ave) from Northwest Ave to Roy Ave and along Railroad Ave from IL 64 to US 20 and includes six (6) intersections.		40,350 \$	167,000 \$	167,000 \$	167,000	0 \$978			52.6	10	2	0										4	16	N/A	Pass	68.6	
Signal Interconnect	Lake	IDOT			wys IL 131 from IL 137 to Saratoga St	Interconnect the traffic signal at IL 131 @ Saratoga to the existing signal system at IL 131 @ IL 137 (ECON 20).									52.7	8	3	0										4	15	N/A	Pass	67.7	
Access to Trans	it Chicago	Counties	01-21-0019	Cook Co DOTH	City County Building Pedway Extension	Extend the pedway under the City-County building at 118 N. Clark St connecting to both the existing underground connections to the Thompson Center to the north and the LaSalle St crossing to the wes		98,802 \$	3,199,042 \$	3,199,042 \$	3,199,04	2 \$1,455			49.3				4 0	0	10							4	18	N/A	Pass	67.3	
Transit Facility Improvement	Regionwide	Pace	17-21-0001	Pace	Pulse 95th Street Line	New Pace bus service with higher frequencies, travel time savings an station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike rack a vertical marker with the Pulse brand, real time next-bus signage and route information and heating within the shelter. TSP will also be implemented.	s,	20,000 \$	17,118,000 \$	17,118,000 \$	17,118,000	0 \$4,402			33.2				8 8		10							8	34	N/A	Pass	67.2	
Signal Interconnect	Will	IDOT	12-21-0027	IDOT D1 Hw	wys IL 7 From 7th St to Adelmann Dr	Add the intersections of IL 7 (9th St) at 7th St, IL 7 (9th St) at Read S Lock Ln, IL 7 (9th St-159th St) at Thornton St, IL 7 (159th St) at Farm Rd, and IL 7 (159th St) at Adelman Dr to the west end of the existing traffic signal interconnect system - Econ 182. The existing system rur along IL 7 from 1-355 W Ramps to Gougar Rd and includes 3 intersections.	ell 3	06,050 \$	422,000 \$	422,000 \$	422,000	0 \$1,334			50.1	10	5	0										2	17	N/A	Pass	67.1	
Signal Interconnect	Southwest	IDOT	06-21-0010	IDOT D1 Hw	wys 111th St From Oak Park Ave to Ridgelar Ave	Add the intersection of 111th St at Oak Park Ave to the west end of the existing traffic signal interconnect system - Econ 63. The existing system runs along 111th St from Ridgeland Ave to Kostner Ave, Ridgeland Ave from 115th St to 103rd St, and along IL 50 (Cicero Ave from 115th St to 99th St and includes eighteen (18) intersections.		95,500 \$	136,000 \$	136,000 \$	136,000	0 \$1,221			50.9	10	4	0										2	16	N/A	Pass	66.9	
Signal Interconnect	North Shore				Center Rd	iles Interconnect the traffic signal at Church St and Niles Center Rd to the existing signal system at US 41 and Church St (ECON 2).									47.3	10	5	0										2	17	N/A	Pass	64.3	
Signal Interconnect	North Shore				wys US 41 at Main St	Project is to add the intersection of US 41 (Skokie Blvd) at Main St to the north end of the existing ruffic Signal interconnect system - Step 6P. The existing system runs along US 41 (Skokie Blvd) from Oakton St to Searle Plwy and along Oakton St from La Crosse Ave to US 41 and includes three (3) intersections.	l			94,000 \$		0 \$1,696			47.7	10	2	0										2	14	N/A	Pass	61.7	
Signal Interconnect	South	IDOT			wys Dixie Hwy From I-80 to 167th St	Add the intersections of Disie Hwy at 1-80 EB 0ft-Ramp, Disie Hwy at 171st St, Disie Hwy at 170th St, Disie Hwy at 168th St, and Disie Hwy at 167th St to the southwest end of the existing interconnect system Eagle SN. The existing system runs along Governors Hwy from Disie Hwy to Metra Lot Entrance and includes the two aforementioned intersections.									45.1	8	4	0										4	16	N/A	Pass	61.1	
Signal Interconnect	North Shore				Ave/Lemont Ave	n Project is to add the intersections of IL 50 at Devon Ave and Devon A at Kenton Ave Lemont Ave to the existing traffic signal interconnect system - Eagle 1L. The existing system runs along IL 50 from Devon Ave to Pratt Ave.				290,000 \$	290,000	0 \$2,392			43.5	10	4	0										2	16	N/A	Pass	59.5	
Direct Emissions Reduction	Regionwide	Chicago	01-21-0009	CDOT	Drive Clean Chicago - Series 3 - Electric/Hybrid Truck incentives	Support additional years of the Drive Clean Chicago incentive program Drive Clean Truck element to provide the a third round of point-of-sale vouchers (367) to incentivize adoption of electric and hybrid trucks by local government, not-for-profit organization, and private corporation fleets.	•	00,000 \$	20,000,000				\$7,857	7 \$48	43.8										15		0	0	15	N/A	Pass	58.8	\$15M in deferral because of Buy America waivers not being granted.
Signal Interconnect	Southwest	IDOT	06-21-0012	IDOT D1 Hw	wys 127th St from Wireton to Sacramento	Add the intersection of 127th @ Wireton, 127th @ Kedzie, & 127th @ Sacramento to the W end of the existing TS interconnect system ECON 178. The existing system runs along 127th @ Maple to Vincennes/Gregory & include (3) intersections. This will also connect the existing ECON 178 to the existing ECON 50 directly to the east.	ŷ\$ 6 ⁴	44,000 \$	448,000 \$	448,000 \$	448,000	0 \$3,294			38.5	10	4	0										6	20	N/A	Pass	58.5	
Signal Interconnect	Lake	IDOT	10-21-0013	IDOT D1 Hw	wys IL 131 @ MLK Dr	Project is to provide a new interconnect system along IL 131 (Green Bay Rd) from Martin Luther King (MLK) Jr Dr to Argonne Dr consistin of the two (2) aforementioned intersections.		09,300 \$	146,000 \$	146,000 \$	146,000	0 \$3,130			39.4	8	3	0										8	19	N/A	Pass	58.4	

											\$ 237,112,193			ir Quality		ighway: Transporta Criteria				mpact Criteria		Criteria	1		t Criteria				ening	
SubType	Council	Group	CFP ID	Sponsor	Facility to be Improved	Project Summary	Adjusted Tota	Project Federal re al		2022-2026 CMAQ ecommended Total	Recommendation CMAQ 2022-26 (Orange) TAP-L 2022-26 (Green)	\$ per Kg VOC	Per Kg PM2.5			ability Safety core Score	Corridor/ R Transit Improvement	Score Re	Time Cond	set Trans dition Support ore Land-U	tive Attractive	ness Score	ility Connectivi Score	Sensitivity E	Health Public Benefit Fleet Score Score		Transportation Impact Criteria		Phase I Requirement	Composite Priority Index Notes
Transit Facility Improvement	Regionwide	Pace	17-21-0002	Pace	South Halsted Bus Enhancements	New bus service with higher frequencies, travel time savings and station amenities including near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with real time signage and route information and heating within the shelter. North of 95th street, improvements include accessibility, installation of shelters, real-time arrival information signs, and/or improved lighting. TSP and select queue jump locations are also included.	h	20,000 \$ 31,56	68,500		(Green)	\$6,829	9		23.9			6	8	10						10	34	N/A	Pass	57.9
Bicycle Facilities	North Central	Mayors/Other Loc	al 04-21-0002	Broadview	25th Avenue Bicycle Path	An off-street bicycle path the will connect the Salt Creek Trail at the south end of Broadview's Village Limits and the Braga Drive on-street bike path near the north limits. The path will traverse north along 25th Avenue (IDOT Roadway) to 14th Street. Project will include ADA Improvements, draige improvements, and minor improvements to pavement and curb and gutter.		73,548 \$ 2,90	03,548		\$ 2,903,541	8 \$4,703	3		31.8						8	8	6			4	26	Pass	Pass	57.8 TDCH Match; TAP-L
Transit Service and Equipment			17-21-0003		2025	A 15 mile Arterial Bus Rapid Transit (ART) traveling from Davis Street CTA/Metra stations in Evanston to the O'Hare Airport's Consolidated Joint Use Facility.				5,512,000					23.6			10	8	10						6	34	N/A		57.6 TDC Match
Bicycle Facilities	North Shore	Mayors/Other Loc	al 02-21-0002	Glencoe	Green Bay Trail - Hazel Avenue Crossing Project	Reconstruct the Green Bay Trail from 150 feet south of Hazel Avenue to Park Avenue. The improvement will include widening, realignment, retaining walls, detectable warnings, pavement markings, be ADA complant and provide access to Metra. This will fill an important gap in the Green Bay Trail		20,000 \$ 22	20,000		\$ 220,000	0 \$3,954	1		35.2						4	8	10			0	22	Pass	Pass	57.2 TAP-L
Bicycle Facilities		Mayors/Other Loc			Bicycle and Pedestrian Overpass Over Illinois 83	Bicycle and pedestrian overpass over Illinois 83 near Fay Avenue in th City of Elmhurst. Will include connecting trails and approach ramps or Forest Preserve of DuPage County (FPDDC).	n					\$3,588	3		37.0						10	4	6			0	20	Pass	Pass	57.0 STP-SF
		Mayors/Other Loc			Road and Happ Road/Orchard Lane Intersection Roundabout	Winnetka Road to Willow Road, Reconstruction, Add Median, Add Bikepath, Mid-Block Crossing, Intersection Improvements, Drainage Improvements, Roundabout				100,320					42.2						4	6	0			0	10	Pass	Pass	52.2
Bicycle Facilities	South	Mayors/Other Loc	al 07-21-0006	Tinley Park	84th Avenue and 179th Street Multi-use Path Extension	Multi-use path will provide a safe and emission free route to the 80th Avenue Train Station, parks/playgrounds, White Water Caryon Water Park, fitness centers, recreational facilities and various commercial businesses. This path extension would close the gap between the sou 183rd Street trail and north 179th Street trail.	r	82,500 \$ 19.	92,800		\$ 192,800	0 \$5,681	1		27.9						8	6	10			0	24	Pass	Pass	51.9 TAP-L
Bicycle Facilities	Lake	Mayors/Other Loc	al 10-21-0015	Highland Park	Green Bay Road Reconstruction	On-street bike lanes as part of a roadway reconstruction, resurfacing, storm sewer installation, traffic signal modernization, watermain and sanilary sewer rehabilitation, pavement markings, and landscape restoration.	\$ 2,5	00,000 \$ 2,00	00,000 \$	2,000,000	\$ 2,000,000	0 \$5,030)		30.5						8	8	3			0	19	Pass	Pass	49.5
Bicycle Facilities	DuPage	Mayors/Other Loc	al 08-21-0008	Carol Stream	Lies Road Multi-Use Path	1.02-mile segment of off-street multi-use path along the north side of Lies Rd from Gary Ave to Schmale Rd in the Village of Carol Stream	\$ 8	74,309 \$ 12	21,840			\$6,031	1		26.6						6	6	6			4	22	Pass	Pass	48.6 ITEP
Transit Facility Improvement	Chicago	Chicago	01-21-0011	CDOT	South Lakefront Busway	Upgrade McCormick Place Busway from Balbo to 26th to allow use by CTA Buses serving the South Lakefront express routes, Soldier Field, Museum Campus and McCormick Place, as detailed and scoped in CDOT's 2020 South Lakefront-Museum Campus Access Improvemen Study.	,	99,000 \$ 124,39	99,000			\$9,042	2		17.8			8	8	10						4	30	N/A	Pass	47.8 TDC Match
Bicycle Facilities	DuPage	Mayors/Other Loc	al 08-21-0009	Carol Stream	Southeast Bike Path	The project consists of constructing a new multi-use path to connect businesses and residents in the southeast part of Carol Stream to the Great Western Trail and to Community Park.	\$ 2,8	69,471 \$ 33	33,920 \$	333,920	\$ 333,920	0 \$8,259	9		19.7						6	6	10			4	26	Pass	Pass	45.7
Transit Facility Improvement	DuPage	IDOT	08-21-0018	IDOT D1 Hwy	s I-290 Bus on Shoulder	The service plan described below assumes the resumption of full service on Routes 604 & 757 and the introduction of a new route, Forest Park/Downers Grove Limited. This proposed new service is based on Route 747 which used to provide weekday limited stop express service via I-290 from Forest Park to Oak Brook & via local roads w/of Oak Brook. In Dec/2011, Route 747 was discontinued due congestion issues on I-290 and to reallocate resources for additional local service.		38,000 \$ 9,39	90,000 \$	9,390,000	\$ 9,390,000	0 \$9,376	6		17.0			6	8	9						4	27	N/A	Pass	43.5
Transit Facility Improvement	Chicago	Chicago	01-21-0006	CDOT	State/Lake (Loop Elevated) Station	Reconstruction of the State and Lake Station on the CTA Loop Elevated, with addition of elevators to the Lake (CTA Red Line) station of the State Street Subway to facilitate ADA transfers between the Loop's lines and the Red Line.		00,000 \$ 48,04	140,000 \$	48,040,000	\$ 48,040,000	0 \$14,205	5		8.9			6	1	10 10						8	34	N/A	Pass	42.9 TDC Match
Bicycle Facilities	Northwest	Mayors/Other Loc	al 03-21-0006	Niles	North Branch Trail Connection from Caldwell/Touhy Ave to Bunker Hill Forest Preserve	The North Branch Trail Connection project will connect the Toutry Triangle Development, existing pedestrian & bicycle facilities, and several transit stops with the existing North Branch Trail. Constructing 10-foot wide, two-way bike path between the existing North Branch River Trail at Bunker Hill Forest Preserve and the intersection of Caldwell Ave & Toutry Ave.		18,350 \$ 37	75,000		\$ 375,000	0 \$9,822	2		16.0						10	8	6			0	24	Pass	Pass	40.0 TAP-L
Transit Facility Improvement	Chicago	Chicago	01-21-0007	CDOT	Washington Station (CTA Blue Line)	Reconstruction of the Washington Station on the CTA Blue Line, including adding ADA elevators and increased throughput capacity	\$ 96,3	70,000 \$ 96,37	70,000			\$11,568	3		12.6			6	5	10						6	27	N/A	Pass	39.6 TDC Match
Bicycle Facilities	South	Mayors/Other Loc	al 07-21-0010	Harvey	Robey Trail Project: Shared Use Trail fron 147th St/Sibley Blvd to 158th PI	A 1.5-mile north-south bike/ped trail extending from 147th S/Sibley Blv to 158th St. The trail will be a 12' wide asphalt trail. Project includes 11' ADA-compliant intersections. The alignment utilizes an existing utility right-of-way and would provide safe, non-motorized access to three Pace Bus routes, the Markhan Amazon facility, the future Southland Logistics Center, and parks, churches, schools, and other amenities.	7	14,551 \$ 7	75,419		\$ 75,419	9 \$29,260)		1.2						10	8	10			10	38	Pass	Pass	39.2 Requesting Phase I Engineering as Cohort 4; TDCH Match; TAP-L
Transit Facility Improvement	Chicago	CTA	16-21-0006	СТА	CTA Red Line Extension (RLE) Project	Project will extend the Red Line south from the 95th Street Terminal to 130th Street in the City of Chicago in Cook County, Illinois. The proposed 56-mile heavy rall extension will include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street.	o \$ 2,506,7	47,000 \$ 135,00	000,000 \$	30,000,000	\$ 30,000,000	0 \$16,477	7		6.5			10	;	3 9						10	32	N/A	Pass	38.9
Bicycle Facilities	Northwest	Mayors/Other Loc	al 03-21-0007	Mt Prospect	Algonquin Road Bike Path - Dearborn Cot to Elmhurst Road	urt New sidewalk on the south side of Algonquin Road and provide an off- road bike path on the north side of Algonquin Road. Add pedestrian an bicycle crossings of Algonquin Road at signalized intersections, including the addition of pedestrian signals. Existing roadway lighting will be upgraded and new roadway lighting will be installed on the eastern portion.	nd	33,460 \$ 2,35	54,768 \$	2,354,768	\$ 2,354,76	8 \$10,453	3		14.7						8	8	6			2	24	Pass	Pass	38.7
Intersection Improvement	DuPage	Counties	08-21-0016	DuPage Co DOT	Illinois Route 38 at County Farm Road Intersection Improvements	Intersection reconstruction and improvement that includes widening fo eastbound dual left turn lanes and a westbound single right turn lane of LR 13 8d County Farm Road, raised median along LR 138, new westbound single left turn lanes to both Shafner Road and the St. Francis High Schoto elrance, new 10' wide multi-use path on the sou side of IL Rt 38, culvert replacement, new storm sewer system, and traffic signal modernization.	uth	76,073 \$ 6,57	70,400 \$	6,570,400	\$ 6,570,401	0 \$9,621	1		16.4	9 5	5									2	21	N/A	Pass	37.4
Transit Facility Improvement		Chicago	01-21-0012		31st St Station (Metra Electric)	Construction of a New Metra Electric District Station at 31st St (with auxiliary entrance at 29th), relocating service from 27th Street Station which would be removed. This will provide better access to the station and serve the redevelopment of the former site of Michael Reese Hospital.	1					\$12,012			11.9			2	:	3 9						10	24	N/A	Pass	36.3 TDC Match
Signal Interconnect Bicycle Facilities		Mayors/Other Loc		•	16th Street Traffic Improvements Park Forest Cut Through Improvements	Signal modernization along 16th Street, resurfacing, ADA improvements Phase One Engineering to upgrade Village Cut Throughs to shared						\$28,334 \$39,924			0.3	10 4	5				2	F	10			10	27	N/A Pass	Pass Pass	28.3 Requesting Phase I Engineering as Cohort 4;
Bicycle Facilities Bicycle Facilities			04-21-0004		Park Forest Cut I hrough Improvements Des Plaines River Trail Reconstruction	Phase One Engineering to upgrade Vilage Cut I Inroughs to shared paths with improved lighting. Reconstruct the Des Plaines River Trail from Bryn Mawr Avenue to Inving Park Road, correct geometric deficiencies and upgrade trail to meet ADA requirements, construct new pedestrian overpass at Lawrence Avenue, construct new boardwalks within the floodplain to provide 100-year floodplain protection, provide trail connections at Irvin Park Road, Lawrence Avenue and Bryn Mawr Avenue.	\$ 13,1				\$ 9,157,200				0.3						8	8	6			4	26	Pass	Pass Pass	28.3 Requesting Phase I Engineering as Cohort 4; TDCH Match 26.2 TAP-L
Intersection Improvement	DuPage	Counties	08-21-0013	DuPage Co DOT	Illinois Route 38 at Winfield Road Intersection Improvement	Intersection reconstruction and improvement that includes widening for westbound dual left turn lanes on IL Rt 38, lengthening both the northbound left and right turn lanes on Winfield Road, raised median along IL Rt 38, imber retaining wall removal and replacement on south leg of Winfield Road, new storm sewer system, and traffic signal modernization.		08,000 \$ 6,28	86,400			\$13,469	9		9.8	6 5	5									0	16	N/A	Pass	25.8

							\$	215,047,050	\$ 237,112,193		Air Quality	Highway	: Transportation In Criteria	npact Tra	ınsit: Transporta	ation Impact Criteria	a Bicycle F	acilities: Transı Criteria	ortation Impact	Direct Emissi	ons: Transportation act Criteria			s	creening	
SubType Council	Group	CFP ID	Sponsor	Facility to be Improved	Project Summary	Adjusted Project Fede Total		2022-2026 CMAQ ecommended Total	Recommendation CMAQ 2022-26 (Orange) TAP-L 2022-26 (Green)	\$ per Kg VOC	Annualized \$ Annualized \$ Cos Per Kg Per Kg NOx Effective PM2.5 Eliminated Scor Eliminated	ness Score	Safety Corr Score Tra Impro	ansit Scor		Asset Trans Condition Support Score Land-	ortive Attractiver		ty Connectivit Score	Sensitivity	Health Public Benefit Fleet Score Score		Transportati Impact Crite		Phase I Requiremen	Composite t Priority Index Notes
Bicycle Facilities South	Mayors/Other Loc	cal 18-21-0026	University Par	k University Park Sidepath Project: Governor State University to Kedzie Ave	r Construction of a new shared use sidepath from the intersection of University Parkway and Crawford Ave to Town Center at Kedzie Ave	\$ 2,706,278 \$	107,392		\$ 107,932	\$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 McClory 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
Sicycle Facilities North Shore	Mayors/Other Loc	cal 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 crossinos.	\$ 1,562,303 \$	1,225,720			\$28,021	1.4						8	6	8			0	22	Pass	Pass	23.4
Bicycle Facilities Kane	Mayors/Other Loc	al 09-21-0010	Geneva	Kautz Road Reconstruction & Widening	Addition of a multi-use path along Kautz Rd as part of a roadway	\$ 1,117,651 \$	693,255			\$29,975	1.1						6	2	10			4	22	Pass	Pass	23.1
Sicycle Facilities South	Mayors/Other Loc	cal 07-21-0014	University Par	rk University Park Sidepath Project: Cicero Ave to Metra Station	reconstruction and widening project. Construction of a 10' wide concrete shared use sidepath 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 TDCH Match; TAP-L
ransit Facility Chicago mprovement	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 \$ 1	10,060,000			\$92,848	0.0			2	5	9						6	22	N/A	Pass	22.0 TDC Match;
	Mayors/Other Loc	cal 03-21-0003	Streamwood	IL 59 Bicycle and Pedestrian Overpass	entrances, and increase in passenger throughput New bicycle/pedestrian bridge over IL 59 north of IL 19, multi-use trail and boardwalks	\$ 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
Sicycle Facilities Northwest	Mayors/Other Loc	al 03-21-0004	Niles	Milwaukee Avenue Pedestrian Improvements - Main Street to Dempster Avenue	Excavation and construction of a 8-feet wide mixed-use path between Main Street and Dempster Street on the west side of Milwaukee Avenue. Sideval/Mixed-use plant will also connect existing PACE Pulse Transit Stations and connect to the existing Niles' Robert Amling's Memoral Bike Route.					\$141,536	0.0						8	8	6			0	22	Pass	Pass	22.0
ntersection Kane mprovement	Counties			Randall Rd at Hopps Rd with Sidepath	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 Gyorr 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).			;	\$ 629,248	\$59,802	0.0	11	5	5								0	21	N/A	Pass	21.0 TAP-L
Bottleneck Kane Elimination	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 bein completed as part of the realignment of the Randall Rd and Hopps Rd intersection.	g \$ 26,521,313 \$	10,343,312			\$60,903	0.0	11	5	5								0	21	N/A	Pass	21.0
ntersection Kane mprovement	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
Gicycle Facilities Kane				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.					\$143,711	0.0						10	2	6			0	18	Pass	Pass	18.0 ITEP
ntersection Chicago mprovement	IDOT	01-21-0020		55 (Stevenson Expwy)	Intersection Reconstruction, Ramp Repair, Bridge Repair	\$ 7,714,200 \$				\$31,687	0.8	10	1	0								6	17	N/A	Pass	17.8
ntersection Kane mprovement	Counties			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 \$				No Benefi	0.0	7	5	5								0	17	N/A	Pass	17.0
Bicycle Facilities DuPage	Mayors/Other Loc	al 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 Lies Rd in Carol Stream.	\$ 653,262 \$	85,600			\$118,388	0.0						6	4	6			0	16	Pass	Pass	16.0 ITEP
ntersection Northwest mprovement	IDOT	03-21-0009	IDOT D1 Hwy	s 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
ntersection Lake mprovement	IDOT	10-21-0014	IDOT D1 Hwy	vs US 12/59 SB to III 176	Turning Lanes	\$ 516,840 \$	350,000			\$68,183	0.0	11	4	0								0	15	N/A	Pass	15.0
ntersection Kane mprovement	IDOT	09-21-0017	IDOT D1 Hwy	s III 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
ntersection Central	IDOT	05-21-0004	IDOT D1 Hwy	s 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
Improvement Access to Transit North Centra	al Mayors/Other Loc	cal 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	Pass	Pass	Not Analyzer Submitted TAP-L only; TAP-L
Sicycle 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.					No Benefi	N/A												N/A	Pass	Pass	No Benefit Emissions analysis did not show any reduction
Bicycle Facilities Will	Mayors/Other Loc	cal 12-21-0017	Minooka	McEvilly Road Multi-Use Trail extension	The proposed trail would connect the recently completed McEvilly Roac 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 Benefi	N/A												N/A	Pass	Pass	No Benefit Emissions analysis did not show any reduction
ntersection Kane	IDOT	09-21-0018	IDOT D1 Hwy	s Illinois 72 at Brier Hill Road	Intersection Improvement, Traffic Signal Installation, Drainage, Channelization	\$ 2,410,000 \$	1,600,000			No Benefi	N/A												N/A	N/A	Pass	No Benefit Emissions analysis did not show any reduction
Bottleneck Central Elimination				k Elmwood Park Grand Avenue Grade Separation	Proposed improvements required to grade separate West Grand Avenue (FAU 1376) from Metral/Canadian Pacific Railroad. The project study ESR limits along Grand Avenue extend from Haymond Street to 73rd Avenue.						N/A												N/A	N/A	Fail	Ineligible Phase 1 Engineering (or equivalent) not substantially complete.
Access to Transit Chicago	Counties	01-21-0018	Cook Co DOTH	606 Bike Trail Extension - Ashland to Elsto	n 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 \$ 3	26,865,000				N/A	`											N/A	N/A	Fail	Ineligible Phase 1 Engineering (or equivalent) not substantially complete.

Chicago Metropolitan Agency for Planning

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

	-			R	anking Criteria S	cores]	\$ 22,065,143	
CFP ID	Sponsor	Facility to be Improved	Completion of RGTP ¹	Population & Employment Density	Safety & Attractiveness	Inclusive Growth	Bonus	Total Points	Requested Funds	Proposed Funding	Notes
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

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