



# Chicago Metropolitan Agency for Planning

433 West Van Buren Street  
Suite 450  
Chicago, IL 60607

312-454-0400  
cmap.illinois.gov

## **CMAQ Project Selection Committee Annotated Agenda Thursday, September 9, 2021**

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Access Code: 834-521-957

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

**2.0 Agenda Changes and Announcements**

**3.0 Approval of Minutes—July 1, 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

ACTION REQUESTED: Information

**5.0 Project Changes**

5.1 **Committee Consideration**

5.1.1 **Skokie – Gross Point Rd from Old Orchard Rd to Golf Rd (02-06-0035)**

Reinstatement of \$446,000 CMAQ for Construction and Construction Engineering in FFY 2022.

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

Schedule change to advance \$4,640,240 CMAQ for Construction and Construction Engineering from FFY 2023 to FFY 2022.

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

Cost increase of \$1,519,760 CMAQ for Construction and Construction Engineering in FFY 2022.

**5.1.4 Niles – Pace Bus Stop Access and Golf/Greenwood Intersection Improvements (03-19-0040)**

Scope change to include multiple project components and fund sources under one contract and a schedule change to delay \$636,577 CMAQ for Construction and Construction Engineering from FFY 2022 to FFY 2023.

**5.1.5 Lake County DOT – Wadsworth Rd at Lewis Ave Intersection Improvement (10-18-0002)**

Scope change to remove eastbound to southbound right turn lane from federally-funded scope during Construction in FFY 2022. Revised cost reflects a decrease of \$280,720 CMAQ for Construction and Construction Engineering in FFY 2022.

**5.1.6 Forest Preserve District of Will County – Veterans Memorial Trail – 135<sup>th</sup> Street Corridor from New Avenue to I-355 and parallel to I-355 (12-11-0033)**

Cost decrease of \$18,516 TAP-L for Right-of-Way in FFY 2021 and cost increase of \$669,306 TAP-L for Construction in FFY 2021 (net increase of \$650,790 TAP-L).

ACTION REQUESTED: Approval

**5.2 Administrative Modifications**

**5.2.1 Skokie – Oakton Street Multi-use Path (02-19-0015)**

Schedule change to delay \$3,031,200 CMAQ for Construction and Construction Engineering from FFY 2021 to FFY 2022.

**5.2.2 Glenview – E. Lake Avenue / Waukegan Road Intersection Improvement (02-19-0016)**

Schedule change to delay \$184,000 CMAQ for Phase II Engineering from FFY 2021 to FFY 2022, delay \$240,000 CMAQ for Right-of-Way from FFY 2021 to FFY 2023, and delay \$2,024,000 CMAQ for Construction and Construction Engineering from FFY 2022 to FFY 2024.

**5.2.3 Schaumburg – Golf Road and Meacham Road Multiuse Path (03-19-0022)**

Schedule change to delay \$80,000 CMAQ for Right-of-Way from FFY 2021 to FFY 2022 and to delay \$1,120,000 CMAQ for Construction and Construction Engineering from FFY 2022 to FFY 2023.

**5.2.4 Forest Preserve District of DuPage County – West Branch DuPage River Trail Connection from West DuPage Woods Forest Preserve to Blackwell Forest Preserve (08-16-0019)**

Cost increase of \$39,000 TAP-L for Phase II Engineering in FFY 2021.

ACTION REQUESTED: Information

**6.0 FFY 2022-2026 Program Development**

Staff will present a summary of public comments received in July regarding the draft program of projects. The recommended draft program of projects will then be presented for committee consideration and approval. An Excel version 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, October 28, 2021 at 11:00 a.m.

**9.0 Other Business**

**10.0 Adjournment**

**CMAQ Project Selection Committee Members:**

___ Doug Ferguson, Chair	___ Mark Pitstick	___ Jeffrey Sriver
___ Darwin Burkhart	___ Chris Schmidt	___
___ Gary Grasso	___ Chris Snyder	___



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## Chicago Metropolitan Agency for Planning (CMAQ) DRAFT CMAQ Project Selection Committee Minutes Minutes – July 1, 2021

Via GoToMeeting

**Members Present:** Doug Ferguson (Chair, CMAP), Darwin Burkhart (IEPA), Mark Pitstick (RTA), Jackie Forbes for Chris Snyder (Counties), Jeff Sriver (CDOT)

**Staff Present:** Alison Case, Michael Collins, Teri Dixon, Kama Dobbs, Jonathan Haadsma, Jaemi Jackson, Elliott Lewis, Amy McEwan, Martin Menninger, Thomas Murtha, Cole Neder, Yousef Salama, Elizabeth Scott

**Others Present:** Bridgitte Berger-Raish, Elaine Bottomley, Lenny Cannata, Brian Carlson, John Donovan, Earl Dunn, Harry Gilmore, Benet Haller, Melissa Jewett, Kendra Johnson, Mike Klemens, David Louridas, Dan Manis, Leah Mooney, Matt Pasquini, Leslie Phemister, Keith Privett, Tom Rickert, Troy Simpson, Kevin Staniel, Brian Stepp, Joe Surdam, Sonali Tandon, David Tomzik, Jon Vana

### 1.0 Call to Order

Mr. Ferguson called the meeting to order at 11:09 a.m.

### 2.0 Agenda Changes and Announcements

Mr. Ferguson welcomed and introduced Yousef Salama, who recently joined CMAP as the Deputy Executive Director for Research, Analysis, and Programming.

### 3.0 Approval of Minutes— May 13, 2021

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

<u>    </u> Aye	Darwin Burkhart	<u>    </u>	Chris Schmidt
<u>    </u> Aye	Doug Ferguson	<u>    </u> Aye	Jackie Forbes
<u>    </u> Aye	Mark Pitstick	<u>    </u> Aye	Jeffrey Sriver
<u>    </u>	Jeffery Schielke		

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, de-obligated funds, and a lack of projects being converted from Advance Construction status.

### 4.3 2017-2021 RTA Interagency Signage Program

Mr. Pitstick provided an overview of the RTA's accomplishments with its Interagency Signage Program over the past several years and plans for its continuation. The RTA submitted a change request to expand the scope of the project to design and install signage in additional locations with leftover CMAQ funds.

Mr. Ferguson asked if the additional locations have been identified. Mr. Pitstick replied that they have a list of potential installation areas, but final locations will be determined through consultation with the service boards and municipalities.

Mr. Sriver, on behalf of CDOT, complimented RTA for the signage program. CDOT has worked with RTA and the transit boards to develop standards for updated interim and permanent Pedway signage, which has drawn from this program.

## 5.0 Project Changes

### 5.1 Committee Consideration

Mr. Lewis presented project change requests for six (6) projects which can be found in the project change request memo.

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

<u>    </u> Aye	Darwin Burkhart	<u>    </u>	Chris Schmidt
<u>    </u> Aye	Doug Ferguson	<u>    </u> Aye	Jackie Forbes
<u>    </u> Aye	Mark Pitstick	<u>    </u> Aye	Jeffrey Sriver
<u>    </u>	Jeffery Schielke		

With all in favor, the motion carried.

### 5.2 Administrative Modifications

Mr. Lewis presented project change requests for three (3) additional projects, which can also be found in the project change request memo. These requests were reviewed

and administratively approved by CMAP staff per procedures adopted at the May 13, 2021 Committee meeting.

**6.0 FY 2022-2026 Program Development**

Mr. Ferguson summarized the 2022-2026 program development process and presented the staff-recommended draft program. One change was made to what was originally posted to increase the proposed TAP-L funding for 03-21-0003 from \$1.8 million to \$2.1 million to account for changes to the STP-SF proposed program.

Mr. Ferguson responded to a question from Mr. Sriver that CMAP staff would be willing to offer a debrief to City of Chicago staff on how projects were evaluated and scored at some point in the near future to help better understand the process.

Mr. Tomzik from Pace provided background on the Pulse 95<sup>th</sup> St Line on questions from Mr. Sriver regarding engineering status for the project.

A motion was made by Mr. Pitstick, and seconded by Mr. Sriver, to approve advancing the draft program to a 30-day public comment period through July 30, 2021. A roll call vote was conducted:

<u>    </u> Aye	Darwin Burkhart	<u>    </u>	Chris Schmidt
<u>    </u> Aye	Doug Ferguson	<u>    </u> Aye	Jackie Forbes
<u>    </u> Aye	Mark Pitstick	<u>    </u> Aye	Jeffrey Sriver
<u>    </u>	Jeffery Schielke		

With all in favor, the motion carried.

**7.0 Public Comment**

There were no comments from the public.

**8.0 Next Meeting**

The next meeting is scheduled for Thursday, September 9, 2021 at 11:00 a.m.

**9.0 Other Business**

Mr. Sriver commended CMAP staff for their hard work in developing the 2022-2026 program.

**10.0 Adjournment**

The meeting was adjourned at 12:01 p.m.

Respectfully submitted,  
Elliott Lewis

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

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds							Project Total	Unobligated Balance
					ENG		ROW		CON/IMP				
					FFY	Amount	FFY	Amount	FFY	Amount			
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station	2021	\$ 3,000,000			2022	\$ 59,930,000	\$ 62,930,000	\$ 62,930,000	
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station					2024	\$ 59,430,000	\$ 59,430,000	\$ 59,430,000	
Signal Interconnect	01-17-0014	City of Chicago	CDOT	Wireless Signal Interconnects	2021	\$ 1,600,000					\$ 1,600,000	\$ 1,600,000	
Direct Emissions Reduction	01-18-0005	City of Chicago	CDOT	Drive Electric Chicago - EV Fleet Program					2021	\$ 15,507,000	\$ 15,507,000	\$ 15,507,000	
Access to Transit	01-20-0006	City of Chicago	CDOT	Chicago Pedway Reconstruction + System Wayfinding Replacement	2021	\$ 510,705			2024	\$ 4,255,878	\$ 4,766,583	\$ 4,766,583	
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase VIII	2021	\$ 800,000					\$ 800,000	\$ 800,000	
Bicycle & Pedestrian	02-06-0035	North Shore	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	2021	\$ 32,000					\$ 32,000	\$ 4,687	
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	\$ 840,000	2021	\$ 3,345,553	\$ 4,185,553	\$ 3,345,553	
Intersection Improvement	03-12-0002	Northwest	IDOT D1	IL 59 at W Bartlett Rd			2021	\$ 456,000	2021	\$ 3,816,000	\$ 4,272,000	\$ 3,816,000	
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	\$ 190,000	2021	\$ 1,504,000	\$ 1,694,000	\$ 1,504,000	
Intersection Improvement	03-18-0008	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Barrington Rd			2021	\$ 552,000	2021	\$ 2,387,000	\$ 2,939,000	\$ -	
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	\$ 720,000	2023	\$ 4,640,240	\$ 5,782,080	\$ 5,360,240	
Signal Interconnect	03-19-0021	Northwest	IDOT D1	US 14 from Mt Prospect Rd to Broadway St					2021	\$ 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	\$ 1,200,000	
Access to Transit	03-19-0040	Northwest	Niles	Niles Pace Bus Stop Access Improvements					2022	\$ 636,577	\$ 636,577	\$ 636,577	
Bicycle & Pedestrian	03-19-0041	Northwest	Rolling Meadows	Quentin Rd Bike Path	2021	\$ 56,000	2021	\$ 40,000	2022	\$ 762,400	\$ 858,400	\$ 802,400	
Bicycle & Pedestrian	03-19-0042	Northwest	Cook County FPD	Des Plaines River Trail at UPRR					2022	\$ 3,104,000	\$ 3,104,000	\$ 3,104,000	
Intersection Improvement	03-96-0021	North Central	Cook County DOTH	I-294 at IL 64/North Av - Stage 2					2021	\$ 7,903,000	\$ 7,903,000	\$ 7,903,000	
Bottleneck Elimination	03-96-0021	North Central	Cook County DOTH	I-294 to and from Franklin Avenue/Green Street					2022	\$ 19,838,971	\$ 19,838,971	\$ 19,838,971	
Bicycle & Pedestrian	04-11-0009	North Central	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	2021	\$ 640,000					\$ 640,000	\$ -	

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Unobligated Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Access to Transit	04-16-0003	North Central	Bellwood	St. Charles Road Access to Transit	2021	\$ 40,000			2021	\$ 1,020,000	\$ 1,060,000	\$ -
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	\$ 216,464	\$ 238,064	\$ -
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	\$ 256,877	\$ 256,877	\$ -
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	\$ -
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			\$ 423,200	\$ -
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	\$ 226,756	\$ 226,756	\$ -
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 DOT	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	\$ 71,712	\$ 71,712	\$ -
Access to Transit	07-19-0031	South	Calumet Park	Calumet Park Metra Station Access Improvements	2021	\$ 41,378			2021	\$ 222,055	\$ 263,433	\$ 263,433
Access to Transit	07-19-0032	South	Midlothian	Midlothian Metra Station Access Improvements	2021	\$ 91,200			2021	\$ 461,600	\$ 552,800	\$ 552,800
Access to Transit	07-19-0033	South	Park Forest	Park Forest Metra Station and Pace Bus Stop Access Improvements	2021	\$ 38,400			2021	\$ 227,867	\$ 266,267	\$ -
Intersection Improvement	08-12-0003	DuPage	DuPage County DOT	IL 56 Butterfield Rd at York St	2021	\$ 28,252					\$ 28,252	\$ 28,252
Intersection Improvement	08-12-0004	DuPage	DuPage County DOT	55th St from Dunham Road to Clarendon Hills Road					2021	\$ 192,000	\$ 192,000	\$ 192,000
Bicycle & Pedestrian	08-16-0001	DuPage	Bensenville	IL 83 from Bryn Mawr Av to Foster Av					2021	\$ 511,855	\$ 511,855	\$ 511,855
Access to Transit	08-17-0026	DuPage	Bensenville	Railroad Avenue Enhancement Project/Bensenville Metra Station Access Improvements					2021	\$ 160,000	\$ 160,000	\$ 160,000
Transit Facility Improvement	08-18-0005	DuPage	Elmhurst	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements					2022	\$ 14,005,484	\$ 14,005,484	\$ 14,005,484
Transit Facility Improvement	08-19-0018	DuPage	Glen Ellyn	Glen Ellyn Metra Station and Multimodal Access Improvements					2024	\$ 14,408,806	\$ 14,408,806	\$ 14,408,806
Signal Interconnect	08-19-0022	DuPage	DuPage County DOT	Central Signal System Expansion 3					2021	\$ 6,600,560	\$ 6,600,560	\$ 6,600,560



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					FFY	Amount	FFY	Amount	FFY	Amount		
Signal Interconnect	08-19-0025	DuPage	DuPage County DOT	Central Signal System Expansion 4					2022	\$ 6,035,152	\$ 6,035,152	\$ 6,035,152
Signal Interconnect	08-19-0034	DuPage	IDOT D1	York Rd from US 20 to I-290					2021	\$ 92,000	\$ 92,000	\$ -
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	\$ 417,239	\$ 417,239	\$ -
Signal Interconnect	08-19-0039	DuPage	IDOT D1	IL 53 from 22nd St to Sheehan Ave					2021	\$ 96,000	\$ 96,000	\$ -
Intersection Improvement	09-08-0005	Kane Kendall	Carpentersville	IL 31 at Huntley Rd					2021	\$ 500,000	\$ 500,000	\$ 500,000
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Rt 4 SW Quadrant	2021	\$ 232,440					\$ 232,440	\$ 232,440
Intersection Improvement	09-10-0024	Kane Kendall	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd			2021	\$ 2,400,000	2021	\$ 4,271,618	\$ 6,671,618	\$ 6,671,618
Bicycle & Pedestrian	09-12-0009	Kane Kendall	Elgin	Elgin CBD Bike Racks Program					2021	\$ 77,000	\$ 77,000	\$ 77,000
Bicycle & Pedestrian	09-16-0002	Kane Kendall	Aurora	Edgelawn Dr Bikeway Project					2021	\$ 507,850	\$ 507,850	\$ -
Access to Transit	09-16-0004	Kane Kendall	Aurora	Aurora Transportation Center Enhancements					2021	\$ 2,672,000	\$ 2,672,000	\$ 2,672,000
Intersection Improvement	09-19-0007	Kane Kendall	Aurora	Montgomery Rd at Hill Ave	2021	\$ 371,196	2022	\$ 714,000	2023	\$ 3,906,393	\$ 4,991,589	\$ 4,620,393
Intersection Improvement	09-19-0020	Kane Kendall	Kane County DOT	Orchard Rd at US 30					2022	\$ 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			2022	\$ 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	\$ 383,870	\$ 422,270	\$ 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	2021	\$ 294,728			2021	\$ 3,803,000	\$ 4,097,728	\$ 3,803,000
Other	13-18-0001	Regionwide	IDOT D1	IDOT Central Traffic Management System					2022	\$ 6,386,000	\$ 6,386,000	\$ 6,386,000

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Unobligated Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Signal Interconnect	13-19-0005	Regionwide	IDOT D1	IL 64 SMART Corridor (Smith/Kautz Rd to IL 50)	2021	\$ 896,800	2021	\$ 80,000	2023	\$ 12,328,000	\$ 13,304,800	\$ 13,304,800
Transit Vehicles	16-14-0001	City of Chicago	CTA	Purchase Electric Buses					2021	\$ 15,595,230	\$ 15,595,230	\$ 15,595,230
Transit Vehicles	16-14-0001	City of Chicago	CTA	Purchase Electric Buses					2023	\$ 23,493,631	\$ 23,493,631	\$ 23,493,631
Other Transit	16-19-0036	City of Chicago	CTA	Bus Slow Zones Elimination Program	2021	\$ 1,675,000			2023	\$ 15,200,000	\$ 16,875,000	\$ 16,875,000
Transit Service	17-18-0001	Regionwide	Pace	Pulse Dempster Line					2023	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000
Transit Service	17-18-0001	Regionwide	Pace	Pulse Dempster Line					2024	\$ 5,250,000	\$ 5,250,000	\$ 5,250,000
Transit Vehicles	17-94-0002	Regionwide	Pace	Purchase Vanpool Vehicles					2021	\$ 7,528,953	\$ 7,528,953	\$ 7,528,953
Access to Transit	18-18-0001	Regionwide	Metra	Metra Bike Parking Expansion					2022	\$ 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**    \$ 489,004,629    \$ 466,809,283



**Chicago Metropolitan Agency for Planning**  
CMAQ Deferred Program Summary

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Deferred Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Bicycle & Pedestrian	01-01-0011	City of Chicago	CDOT	Chicago Bikes Marketing Campaign-Phase IV-TravelSmart					MYB	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Bicycle & Pedestrian	01-06-0005	City of Chicago	CDOT	Walk to Transit - Series 3					MYB	\$ 1,980,000	\$ 1,980,000	\$ 1,980,000
Other	01-09-0005	City of Chicago	CDOT	Traffic Management Center Integrated Corridor Management					MYB	\$ 1,520,000	\$ 1,520,000	\$ 1,520,000
Other	01-12-0002	City of Chicago	CDOT	Arterial VMS Traveler Information System, Phase I	MYB	\$ 172,000			MYB	\$ 1,141,000	\$ 1,313,000	\$ 1,313,000
Direct Emissions Reduction	01-12-0004	City of Chicago	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 3					MYB	\$ 17,800,000	\$ 17,800,000	\$ 17,800,000
Other	01-12-0005	City of Chicago	CDOT	Arterial Detection System Improvements					MYB	\$ 975,200	\$ 975,200	\$ 975,200
Signal Interconnect	01-12-0006	City of Chicago	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr	MYB	\$ 124,000			MYB	\$ 820,000	\$ 944,000	\$ 944,000
Signal Interconnect	01-12-0007	City of Chicago	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	MYB	\$ 122,000			MYB	\$ 806,000	\$ 928,000	\$ 928,000
Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path					MYB	\$ 578,000	\$ 578,000	\$ 578,000
Other	01-16-0003	Regionwide	IDOT D1	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	MYB	\$ 282,000			MYB	\$ 2,816,000	\$ 3,098,000	\$ 3,098,000
Signal Interconnect	01-17-0014	City of Chicago	CDOT	Wireless Signal Interconnects					MYB	\$ 28,757,000	\$ 28,757,000	\$ 28,757,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Deferred Implementation					MYB	\$ 18,755,000	\$ 18,755,000	\$ 18,755,000
Bicycle & Pedestrian	02-06-0035	North Shore	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd					MYB	\$ 446,000	\$ 446,000	\$ 446,000
Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St Bike Lane from Linder Av to McCormick Blv					MYB	\$ 440,000	\$ 440,000	\$ 440,000
Bottleneck Elimination	02-97-0006	North Shore	Cook County DOTH	Old Orchard Rd from Edens Expressway to Skokie Blvd					MYB	\$ 800,000	\$ 800,000	\$ 800,000
Bicycle & Pedestrian	03-12-0010	Northwest	Mount Prospect	Bike/Ped Crossing at Mount Prospect Road and Northwest Highway	MYB	\$ 20,000			MYB	\$ 272,000	\$ 292,000	\$ 292,000
Bicycle & Pedestrian	03-12-0011	Northwest	Des Plaines	Des Plaines - Pedestrian Refuge Medians					MYB	\$ 71,000	\$ 71,000	\$ 71,000
Bicycle & Pedestrian	03-12-0012	Northwest	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av					MYB	\$ 94,000	\$ 94,000	\$ 94,000
Bottleneck Elimination	03-96-0021	Northwest	Cook County DOTH	Touhy Av and UPRR					MYB	\$ 23,289,000	\$ 23,289,000	\$ 23,289,000
Intersection Improvement	03-96-0021	Northwest	Cook County DOTH	Touhy Av and Elmhurst Rd					MYB	\$ 11,450,000	\$ 11,450,000	\$ 11,450,000
Bicycle & Pedestrian	04-11-0009	North Central	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd					MYB	\$ 452,000	\$ 452,000	\$ 452,000
Bicycle & Pedestrian	04-12-0007	North Central	Northlake	Northwest Av from Grand Av to North Av	MYB	\$ 57,000			MYB	\$ 630,000	\$ 687,000	\$ 687,000
Access to Transit	05-16-0003	Central	Cicero	Cicero Access to Transit Improvements					MYB	\$ 186,080	\$ 186,080	\$ 186,080
Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	MYB	\$ 11,000			MYB	\$ 190,000	\$ 201,000	\$ 201,000
Bicycle & Pedestrian	07-12-0004	South	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham					MYB	\$ 3,162,000	\$ 3,162,000	\$ 3,162,000
Transit Service	08-05-0005	DuPage	Oak Brook	Oak Brook Employment Area Distributor Service					MYB	\$ 910,000	\$ 910,000	\$ 910,000
Intersection Improvement	08-12-0003	DuPage	Elmhurst	IL 56/Butterfield Rd at York St	MYB	\$ 128,000	MYB	\$ 350,000	MYB	\$ 997,748	\$ 1,475,748	\$ 1,475,748
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant					MYB	\$ 2,397,000	\$ 2,397,000	\$ 2,397,000
Intersection Improvement	10-00-0117	Lake	Lake County DOT	Fairfield Rd at IL 134					MYB	\$ 699,000	\$ 699,000	\$ 699,000
Bicycle & Pedestrian	10-13-0015	Lake	North Chicago	North Chicago Lakefront Bike Path	MYB	\$ 28,000			MYB	\$ 249,000	\$ 277,000	\$ 277,000

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds						Project Total	Deferred Balance
					ENG		ROW		CON/IMP			
					FFY	Amount	FFY	Amount	FFY	Amount		
Intersection Improvement	12-12-0003	Will	Will County DOH	Bell Rd/CH 16 at 143rd St/CH 37					MYB	\$ 10,384,000	\$ 10,384,000	\$ 10,384,000
Direct Emissions Reduction	13-14-0001	Regionwide	IEPA	Chicago Area Green Fleet Grant Program					MYB	\$ 6,000,000	\$ 6,000,000	\$ 6,000,000
Direct Emissions Reduction	13-14-0002	Regionwide	IDOT	Indiana Harbor Belt Railroad Locomotive Fuel Conversion					MYB	\$ 28,005,314	\$ 28,005,314	\$ 28,005,314
Direct Emissions Reduction	13-16-0001	Regionwide	IDOT	Railserv\Ingredion Switcher Locomotive Engine Replacement					MYB	\$ 2,692,000	\$ 2,692,000	\$ 2,692,000
<b>TOTAL CMAQ Deferred</b>											<b>\$ 173,058,342</b>	

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

ITEP #	Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	TAP-L Funds						Project Total	Unobligated Balance
						ENG		ROW		CON/IMP			
						FFY	Amount	FFY	Amount	FFY	Amount		
1T1401	Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path	2021	\$ 578,000			2021	\$ 4,520,000	\$ 5,098,000	\$ 5,098,000
1T1312	Bicycle & Pedestrian	02-16-0008	North Shore	Glenview	Milwaukee Av/Lake Av/Sanders Rd (IL-21) multi-use path					MYB	\$ 524,000	\$ 524,000	\$ 524,000
1T1402	Bicycle & Pedestrian	02-18-0001	North Shore	Skokie	Skokie Valley Trail-Golf Rd to Dempster St			2021	\$ 448,000	2021	\$ 2,096,000	\$ 2,544,000	\$ 2,544,000
1T1403	Bicycle & Pedestrian	02-18-0002	North Shore	Cook County DOTH	Skokie Valley Trail Extension-Northbrook					2021	\$ 2,780,936	\$ 2,780,936	\$ 2,780,936
	Bicycle & Pedestrian	02-19-0006	North Shore	Northfield	Skokie Valley Trail Improvements	2022	\$ 619,707					\$ 619,707	\$ 619,707
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
1T1302	Bicycle & Pedestrian	06-06-0061	South	Dolton	Cal-Sag Multi-Use Greenway					2021	\$ 3,118,800	\$ 3,118,800	\$ 3,118,800
1T1407	Bicycle & Pedestrian	07-18-0001	South	Country Club Hills	BP Pipeline Shared Use Path	2021	\$ 134,408					\$ 134,408	\$ -
1T1327	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
1T1410	Bicycle & Pedestrian	08-16-0017	DuPage	DuPage County FPD	North Central DuPage Regional Trail from Forest Preserve Dr to Illinois Prairie Path (Connection through Pratt's Wayne Woods Forest Preserve to the Illinois Prairie Path)	2021	\$ 170,833					\$ 170,833	\$ 20,401
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
IT1417	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
1T1413	Bicycle & Pedestrian	12-18-0002	Will	Romeoville	NGPL Multi-Use Trail					2021	\$ 39,500	\$ 39,500	\$ 39,500
<b>TOTAL TAP-L</b>											<b>\$ 28,762,712</b>	<b>\$ 22,695,401</b>	



**CMAQ Programming Summary and Obligation Goals**

FFY	Federal Unobligated or Apportionment	Currently Programmed	Unprogrammed Balance	Deferred Funds Not Programmed	Unprogrammed Balance Minus Deferrals	Obligation Goal	Current FFY Obligations to Date	Obligations Needed to Meet Goal
2021	\$ 82,828,379	\$ 95,061,860	\$ (12,233,481)	\$ 173,058,342	\$ (185,291,823)	\$ 172,691,880	\$ 15,481,666	\$ 157,210,214
2022	\$ 114,977,186	\$ 130,968,591	\$ (15,991,405)	\$ -	\$ (15,991,405)	\$ 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		
	\$ 542,737,123	\$ 413,445,693	\$ 129,291,430	\$ 173,058,342	\$ (43,766,912)	\$ 632,600,624		

Current as of 8/31/2021

- Federal Unobligated or Apportionment:** Amount apportioned to the state based on CMAQ distribution formula and Congressional appropriation. Northeastern Illinois is allocated 95.21% of the state apportionment; however the full apportionment is used for a programming mark. FFY 2021 includes the unobligated balance from prior years, with funds currently in Advanced Construction not considered to be programmable since they may be converted at any time. FFY 2021-2025 apportionments are estimates based on the current apportionment. See calculation below. Source: FHWA FMIS database
- Currently Programmed:** Net amounts programmed on active project phases, not including obligated funds in the current FFY. Source: eTIP database
- Deferred Funds Not Programmed:** Funds for project phases that have been deferred and have not demonstrated readiness for reinstatement. Source: eTIP database
- Unprogrammed Balance:** For current FFY, unobligated less currently programmed, excluding deferred line items; for future years, apportionment less currently programmed. This balance represents the funds that are available to program as of the current date.
- Unprogrammed Balance Minus Deferrals:** For current FFY, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed.
- Obligation Goal:** Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years. Future goals will be determined at the start of each FFY. FFY 2021 is the annual allotment plus the unobligated balance from FFY 2020 as of 9/30/2020. Source: October 29, 2020 CMAQ Project Selection Committee meeting
- Current FFY Obligations to Date:** Obligations (Federal Authorizations) as of the current date. Projects in Advanced Construction are not included as obligations. Sources: eTIP database and FHWA FMIS database
- Obligations Needed to Meet Goal:** Obligation goal less current FFY obligations as of the current date.

Current Year Unobligated Balance:

FFY 2021 Federal Apportionment	\$ 114,977,186	
Prior Years' Unobligated Balance	\$ 57,714,694	(+)
	<u>\$ 172,691,880</u>	
FFY 2021 Obligated	\$ 15,481,666	(-)
FFY 2021 Advanced Construction	\$ 10,789,696	(-)
Prior Years' Advanced Construction	\$ 63,592,139	(-)
	<u>\$ 82,828,379</u>	



Chicago Metropolitan  
Agency for Planning

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**MEMORANDUM**

**To:** CMAQ Project Selection Committee  
**From:** CMAP Staff  
**Date:** September 2, 2021  
**Re:** CMAQ/TAP-L Project Change Requests for consideration on  
September 9, 2021

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Project sponsors requested consideration of changes to 10 projects/segments. The sponsors' requests are included in the meeting packet.

Four (4) requests were eligible for administrative approval by CMAP staff. 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 \$10.8 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*	\$99,748,345	\$130,968,591	\$104,070,558	\$83,344,684	\$0	
Unprogrammed Balance*	-\$12,233,481	-\$15,991,405	\$10,906,628	\$31,632,502	\$114,977,186	
<b>Sponsor requested changes - for Committee consideration</b>						
Skokie (02-06-0035)		\$446,000				Reinstatement for C/CE in 2022
Mount Prospect (03-19-0011)		\$4,640,240	-\$4,640,240			Advance C/CE to 2022
Mount Prospect (03-19-0011)		\$1,519,760				Cost increase for C/CE
Niles (03-19-0040)		-\$636,577	\$636,577			Scope change; delay C/CE from 2022 to 2023
Lake County DOT (10-18-0002)		-\$280,720				Scope change; cost decrease for C/CE
<b>Sponsor requested changes – administrative modifications</b>						
Skokie (02-19-0015)	-\$3,031,200	\$3,031,200				Delay C/CE to 2022
Glenview (02-19-0016)	-\$424,000	-\$1,840,000	\$240,000	\$2,024,000		Delay ENG2 to 2022, ROW to 2023, C/CE to 2024
Schaumburg (03-19-0022)	-\$80,000	-\$1,040,000	\$1,120,000			Delay ROW to 2022, C/CE to 2023
<b>Sum of Recommended Changes</b>	<b>-\$3,535,200</b>	<b>\$5,839,903</b>	<b>-\$2,643,663</b>	<b>\$2,024,000</b>	<b>\$0</b>	
<b>Recommended Revised Program</b>	<b>\$96,213,145</b>	<b>\$136,808,494</b>	<b>\$101,426,895</b>	<b>\$85,368,684</b>	<b>\$0</b>	
Rec. Rev. Unprogrammed Balance	-\$8,698,281	-\$21,831,308	\$13,550,291	\$29,608,502	\$114,977,186	

\*Source: CMAP FFY 2021-25 TIP



	TAP-L					
	2021	2022	2023	2024	2025	Request
Current Program*	\$15,182,847	\$3,522,378	\$3,616,608	\$0	\$0	
Unprogrammed Balance*	-\$9,974,004	\$5,594,726	\$5,500,496	\$9,117,104	\$9,117,104	
<b>Sponsor requested changes - for Committee consideration</b>						
FPD of Will County (12-11-0033)	\$650,790					Cost decrease for ROW in 2021 and cost increase for CON in 2021
<b>Sponsor requested changes – administrative modifications</b>						
FPD of DuPage County (08-16-0019)	\$39,000					Cost increase for ENG2 in 2021
<b>Sum of Recommended Changes</b>	<b>\$689,790</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Recommended Revised Program</b>	<b>\$15,872,637</b>	<b>\$3,522,378</b>	<b>\$3,616,608</b>	<b>\$0</b>	<b>\$0</b>	
Rec. Rev. Unprogrammed Balance	-\$10,663,794	\$5,594,726	\$5,500,496	\$9,117,104	\$9,117,104	

\*Source: CMAP FFY 2021-25 TIP

**For Committee Consideration:**

<b>Project</b>	<b>Request</b>	<b>Recommendation</b>
<p><b>Skokie – Gross Point Rd from Old Orchard Rd to Golf Rd (02-06-0035)</b>                      This project is approved for \$32,000 CMAQ (\$438,265 total) for Phase II Engineering in 2021, which has been obligated. An additional \$446,000 CMAQ (\$557,500 total) for Construction is currently deferred.</p>	<p>The sponsor is requesting to reinstate \$446,000 CMAQ (\$557,500 total) for Construction and Construction Engineering in 2022.</p> <p>Right-of-Way acquisition is in progress and the project is targeting the January 2022 letting.</p>	<p>Approval of the requested reinstatement of \$446,000 CMAQ (\$557,500 total) for Construction and Construction Engineering in 2022 for Skokie – Gross Point Rd from Old Orchard Rd to Golf Rd (02-06-0035).</p>
<p><b>Mount Prospect – Rand-Central-Mount Prospect Road Intersections (03-19-0011)</b>                      This project is approved for \$421,840 CMAQ (\$576,666 total) for Phase II Engineering in 2021, which is in Advance Construction. It is also approved for \$720,000 CMAQ (\$900,000 total) for Right-of-Way in 2022 and \$4,640,240 CMAQ (\$6,722,990 total) for Construction and Construction Engineering in 2023.</p> <p>The Committee approved a cost increase of \$405,040 CMAQ (\$506,300 total) for Right-of-Way in 2022 at the July 1, 2021 meeting.</p>	<p>The sponsor is requesting a schedule change to advance \$4,640,240 CMAQ (\$6,722,990 total) for Construction and Construction Engineering from 2023 to 2022</p> <p>The project is ahead of schedule and is now targeting the January 2022 letting. The sponsor requests to advance the existing CMAQ funds independent of the cost increase request.</p>	<p>Approval of the requested schedule change to advance \$4,640,240 CMAQ (\$6,722,990 total) for Construction and Construction Engineering from 2023 to 2022 for Mount Prospect – Rand-Central-Mount Prospect Road Intersections (03-19-0011).</p>

Project	Request	Recommendation
<p><b>Mount Prospect – Rand-Central-Mount Prospect Road Intersections (03-19-0011)</b>  This project is approved for \$421,840 CMAQ (\$576,666 total) for Phase II Engineering in 2021, which is in Advance Construction. It is also approved for \$720,000 CMAQ (\$900,000 total) for Right-of-Way in 2022 and \$4,640,240 CMAQ (\$6,722,990 total) for Construction and Construction Engineering in 2023.</p> <p>The Committee approved a cost increase of \$405,040 CMAQ (\$506,300 total) for Right-of-Way in 2022 at the July 1, 2021 meeting.</p>	<p>In addition to the schedule change, the sponsor is separately requesting a cost increase of \$1,519,760 CMAQ (\$2,496,770 total) for Construction and Construction Engineering in 2022.</p> <p>The requested cost increase is intended to account for expenses related to additional waste disposal requirements, new roadway lighting (conforming to IDOT standards), a reconfigured retaining wall, and increased sidewalk and pavement patching quantities.</p> <p>The project was re-ranked among intersection improvement projects included in the 2020-2024 program and remained unchanged at #6.</p>	<p>Consideration of the requested cost increase of \$1,519,760 CMAQ (\$2,496,770 total) for Construction and Construction Engineering in 2022 for Mount Prospect – Rand-Central-Mount Prospect Road Intersections (03-19-0011).</p>

<b>Project</b>	<b>Request</b>	<b>Recommendation</b>
<p data-bbox="105 186 542 327"><b>Niles – Pace Bus Stop Access and Golf/Greenwood Intersection Improvements (03-19-0040)</b></p> <p data-bbox="105 331 550 472">This project is approved for \$636,577 CMAQ (\$1,902,945 total) for Construction and Construction Engineering in 2022.</p>	<p data-bbox="581 186 1036 768">The sponsor is requesting a scope change to include multiple project components under one contract following the receipt of HSIP and ITEP funding. The HSIP award letter for sidewalk safety improvements recommended an upgrade to street lighting along the corridor, and the Village applied for and was awarded ITEP funds in June 2021 to cover this addition. The requested scope change would combine all proposed work under one contract. No additional CMAQ funding is requested nor proposed for the additional work.</p> <p data-bbox="581 804 1029 1094">The sponsor is also requesting a schedule change to delay Construction and Construction Engineering from 2022 to 2023 to accommodate the inclusion of the expanded scope into the preliminary and design engineering for the overall project.</p>	<p data-bbox="1060 186 1511 476">Approval of both the requested scope change and schedule change to move Construction and Construction Engineering from 2022 to 2023 for Niles – Pace Bus Stop Access and Golf/Greenwood Intersection Improvements (03-19-0040).</p>

<b>Project</b>	<b>Request</b>	<b>Recommendation</b>
<p><b>Lake County DOT – Wadsworth Rd at Lewis Ave Intersection Improvement (10-18-0002)</b>  This project is approved for \$2,786,960 CMAQ (\$3,483,700 total) for Construction and Construction Engineering in 2022.</p>	<p>The sponsor is requesting to remove a proposed eastbound to southbound right turn lane from Wadsworth Rd to Lewis Ave. The removal reduces the cost for Construction and Construction Engineering in 2022 to \$2,506,240 CMAQ (\$3,132,800 total).</p> <p>This project is adjacent to the Waukegan National Airport. After consultation with airport officials, the sponsor was informed that the turn lane would impact a runway safety zone. In order to avoid delays, the sponsor intends to continue with the remaining portions of the improvement project on its current schedule and will construct the turn lane with local funds once issues with the airport have been resolved.</p> <p>The removal of the right turn lane results in an annualized cost of emissions benefit of \$10,088/kg VOC eliminated. This drops the project rank to #8, below one unselected intersection improvement project in the original 2018-2022 recommended program.</p>	<p>Consideration of the requested scope change for Lake County DOT – Wadsworth Rd at Lewis Ave Intersection Improvement (10-18-0002).</p>

Project	Request	Recommendation
<p><b>Forest Preserve District of Will County – Veterans Memorial Trail – 135<sup>th</sup> Street Corridor from New Avenue to I-355 and parallel to I-355 (12-11-0033)</b>  This project is approved for \$48,000 TAP-L (\$60,000 total) for Right-of-Way in 2021 and \$5,305,791 TAP-L (\$6,644,239 total) for Construction and Construction Engineering in 2021, both of which are in Advance Construction.</p>	<p>The sponsor is requesting a cost decrease of \$18,516 TAP-L (\$23,145 total) for Right-of-Way in 2021 and a cost increase of \$669,306 TAP-L (\$836,632 total) for Construction in 2021. The net increase is \$650,790 TAP-L (\$813,487 total).</p> <p>The increased construction cost reflects the awarded low bid, which was 2.5% higher than the final engineer’s estimate.</p>	<p>Approval of the requested cost decrease of \$18,516 TAP-L (\$23,145 total) for Right-of-Way in 2021 and cost increase of \$669,306 TAP-L (\$836,632 total) for Construction in 2021 for Forest Preserve District of Will County – Veterans Memorial Trail – 135th Street Corridor from New Avenue to I-355 and parallel to I-355 (12-11-0033).</p>

ACTION REQUESTED: Approval

**Administrative Modifications:**

<b>Project</b>	<b>Request</b>	<b>Action</b>
<p><b>Skokie – Oakton Street Multi-use Path (02-19-0015)</b> This project is approved for \$3,031,200 CMAQ (\$3,789,000 total) for Construction and Construction Engineering in 2021.</p>	<p>The sponsor is requesting a schedule change to delay Construction and Construction Engineering from 2021 to 2022 following delays from agency coordination.</p>	<p>Approval of the requested schedule change to delay Construction and Construction Engineering from 2021 to 2022 for Skokie – Oakton Street Multi-use Path (02-19-0015).</p>
<p><b>Glenview – E. Lake Avenue / Waukegan Road Intersection Improvement (02-19-0016)</b> This project is approved for \$184,000 CMAQ (\$230,000 total) for Phase II Engineering in 2021, \$240,000 CMAQ (\$300,000 total) for Right-of-Way in 2021, and \$2,024,000 CMAQ (\$2,530,000 total) for Construction and Construction Engineering in 2022.</p>	<p>The sponsor is requesting a schedule change to delay Phase II Engineering from 2021 to 2022, Right-of-Way from 2021 to 2023, and Construction and Construction Engineering from 2022 to 2024.</p> <p>The request stems from delays and reprioritization of local projects by the Village.</p>	<p>Approval of the requested schedule change to move \$184,000 CMAQ (\$230,000 total) for Phase II Engineering from 2021 to 2022, \$240,000 CMAQ (\$300,000 total) for Right-of-Way from 2021 to 2023, and \$2,024,000 CMAQ (\$2,530,000 total) for Construction and Construction Engineering from 2022 to 2024 for Glenview – E. Lake Avenue / Waukegan Road Intersection Improvement (02-19-0016).</p>
<p><b>Schaumburg – Golf Road and Meacham Road Multiuse Path (03-19-0022)</b> This project is approved for \$191,360 CMAQ (\$239,201 total) for Phase II Engineering in 2021, which is in Advance Construction. It is also approved for \$80,000 CMAQ (\$100,000 total) for Right-of-Way in 2021 and \$1,120,000 CMAQ (\$1,400,000 total) for Construction and Construction Engineering in 2022.</p>	<p>The sponsor is requesting a schedule change to delay Right-of-Way from 2021 to 2022 and Construction and Construction Engineering from 2022 to 2023.</p> <p>The request reflects an updated project schedule following federal authorization of Phase II Engineering.</p>	<p>Approval of the requested schedule change to move \$80,000 CMAQ (\$100,000 total) for Right-of-Way from 2021 to 2022 and \$1,120,000 CMAQ (\$1,400,000 total) for Construction and Construction Engineering from 2022 to 2023 for Schaumburg – Golf Road and Meacham Road Multiuse Path (03-19-0022).</p>

<b>Project</b>	<b>Request</b>	<b>Action</b>
<p><b>Forest Preserve District of DuPage County – West Branch DuPage River Trail Connection from West DuPage Woods Forest Preserve to Blackwell Forest Preserve (08-16-0019)</b></p> <p>This project is approved for \$369,000 TAP-L (\$461,250 total) for Phase II Engineering in 2021 and \$2,410,134 TAP-L (\$4,050,000 total) for Construction and Construction Engineering in 2022.</p>	<p>The sponsor is requesting a cost increase of \$39,000 TAP-L (\$49,000) for Phase II Engineering in 2021 to account for annual salary adjustments and overhead rate revisions.</p>	<p>Approval of the requested cost increase of \$39,000 TAP-L (\$49,000) for Phase II Engineering in 2021 for the Forest Preserve District of DuPage County – West Branch DuPage River Trail Connection from West DuPage Woods Forest Preserve to Blackwell Forest Preserve (08-16-0019).</p>

ACTION REQUESTED: Information



## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	02-06-0035	Sponsor	Village of Skokie
Project Location Description	Gross Point Road from Old Orchard Road to Golf Road		

### 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	\$237.401	0	0	N/A	N/A	<input checked="" type="checkbox"/>
ENG 2	2021	\$438.265	\$247	56%	CMAQ/STP-L	Local Funds, IL Funds	<input checked="" type="checkbox"/>
ROW	2021	\$150	\$105	70%	STP-L	Local Funds, IL Funds	<input checked="" type="checkbox"/>
CONST	2022/MYB	\$5,346	\$2,525.058	47%	STP-L, CMAQ	Local Funds, IL Funds	<input type="checkbox"/>
CE	2022	\$529.942	\$326.942	62%	STP-L	Local Funds, IL Funds	
<b>Total</b>		<b>\$6,701.608</b>	<b>\$3,204</b>	<b>48%</b>	<b>CMAQ /STP-L</b>	<b>Local Funds, IL Funds</b>	

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2017	\$237.401	0	0	N/A	N/A	2017
ENG 2	2017	\$438.265	\$247	56%	CMAQ/STP-L	Local Funds, IL Funds	06/2017

<b>ROW</b>	2021	\$150	\$105	70%	STP-L	Local Funds, IL Funds	07/2021
<b>CONST</b>	2022	\$5,346	\$2,927.058	55%	STP-L, CMAQ	Local Funds, IL Funds	01/2022
<b>CE</b>	2022	\$529.942	\$370.942	70%	STP-L, CMAQ	Local Funds, IL Funds	01/2022
<b>Total</b>		<b>\$6,701.608</b>	<b>\$3,650</b>	<b>54%</b>	<b>CMAQ/STP-L</b>	<b>Local Funds, IL Funds</b>	

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							
<b>Total</b>							

### Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	2022	\$402,000	\$402,000	56%	
CE	2022	\$44,000	\$44,000	62%	From CON
<b>Total</b>					

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

### Reason for Request

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

Requesting reinstatement of \$446,000 CMAQ funds currently in MYB. \$402,000 CMAQ funds for Construction and \$44,000 CMAQ funds for CE.

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### State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-142-10		
ENG 2	D-91-042-10	CMM-M-9003(469)	
ROW	R-91-001-10	9YMA(544)	
CONST	C-91-042-10	V57S(558)	
ENG			
IMP			

### Additional Comments

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## CMAQ/TAP Schedule Change Request Form

### Project Identification

TIP ID	03-19-0011	Sponsor	Village of Mount Prospect
Project Location Description		Rand Rd/Central Rd/Mount Prospect Rd Intersection	

### Currently Programmed Schedule

Phase	Programmed FFY
ENG1	2017
ENG2	2021
ROW	2022
CON	2023

Phase	Programmed FFY
ENG	
IMP	

### Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	2017	06/2020
ENG2	2021	11/2020
ROW	2022	12/2021
CON	2022	01/2022

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

### Reason for Request

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

Project is ahead of schedule and is targeting a Jan. 2022 letting.

### Additional Comments

### Project Identification

## CMAQ/TAP Cost Change Request Form

### Project Identification

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

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

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2018	316.0	0	0	N/A	Local	<input checked="" type="checkbox"/>
ENG 2	2021	576.666	421.84	73	CMAQ	Local/County	<input type="checkbox"/>
ROW	2022	900.0	720.0	80	CMAQ	Local	<input type="checkbox"/>
CONST	2023	6195.69	4218.4	68	CMAQ	Local	<input type="checkbox"/>
CE	2023	527.3	421.84	80	CMAQ	Local	
<b>Total</b>		<b>8515.656</b>	<b>5782.08</b>				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2018	316.0	0	0	N/A	Local	06/25/2020
ENG 2	2021	576.666	421.84	73	CMAQ	Local/County	11/25/2020
ROW	2022	900.0	720.0	80	CMAQ	Local	12/01/2021
CONST	2022	7000.0	5600.0	80	CMAQ	Local	01/21/2022
CE	2022	700.0	560.0	80	CMAQ	Local	01/21/2022
<b>Total</b>		<b>9492.666</b>	<b>7301.84</b>				

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							

<b>Total</b>							
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### Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST		804.31	1381.6	80	
CE		172.7	138.16	80	
<b>Total</b>		<b>977.01</b>	<b>1519.76</b>		

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

### Reason for Request

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

The additional \$1,519,760 in CMAQ funding for construction and construction engineering, combined with the existing \$4,640,240 in CMAQ funding (total of \$6,160,000), will provide 80% of the anticipated \$7,700,000 cost for construction (total cost of \$7,000,000) and construction engineering (total cost of \$700,000). Reasons for an increase to the construction cost include non-special waste quantities higher than anticipated, the need to replace all roadway lighting (as the existing lighting did not meet current IDOT standards), construction of a drilled soldier pile retaining wall (in lieu of a modular block wall) due to right of way constraints, and increased quantities in sidewalk and pavement patching.

### State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-91-383-20	DUBY(034)	
ENG			

IMP			
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**Additional Comments**

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## CMAQ/TAP Scope Change Request Form

### Project Identification

TIP ID	03-19-0040	Sponsor	Village of Niles
Project Location Description	Pedestrian improvements along Golf Road, Greenwood Avenue, and Milwaukee Avenue		

### Revised Project Scope

The Village was awarded Highway Safety Improvement Program (HSIP) funds in the amount of \$909,000 for the sidewalk safety improvements along Golf Road and Greenwood Avenue. The HSIP award letter (HSIP #202001005) also recommended the Village to include street lighting as part of the project, as the application only requested sidewalk and crosswalk improvements. The Village agreed with the recommendation and separately applied for Illinois Transportation Enhancement Program (ITEP) to include lighting and the remaining funding shortfall for the sidewalk improvements. The Village successfully received ITEP funding (ITEP #143053) and will combine all sidewalk and street lighting improvements within this corridor as one complete contract plans.

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

Map Attached

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

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

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

### Cost/Schedule Changes

- The scope change will result in a cost change. A [Cost Change Request](#) form was submitted.  
 The scope change will result in a schedule change. A [Schedule Change Request](#) form was submitted.

### Additional Comments



## Changes to Emissions Benefit Analysis – Bike/Ped and Commuter Parking

<b>BICYCLE AND PEDESTRIAN FACILITIES</b>
Miles of existing bicycle/pedestrian facilities intersecting the proposed facility: _____ Identify intersecting facilities:
Trip attractors linked directly to the proposed facility. For a pedestrian facility, identify transit service to which direct access is provided.
Indicate safety and attractiveness improvements
Off-Street Bicycle Facility - Provide traffic volumes, speeds and percent trucks on adjacent roadway.

<b>BICYCLE PARKING &amp; ENCOURAGEMENT</b>
Number of New Bicycle Spaces Racks: _____ Lockers: _____ Other: _____

<b>COMMUTER PARKING</b>
Project Location: <input type="checkbox"/> City Of Chicago <input type="checkbox"/> Suburban
Net Number Of New Vehicle Spaces: _____ Net Number Of New Bicycle Spaces: _____
Utilization Rate: <input type="checkbox"/> New Lot <input type="checkbox"/> Existing Lot (Indicate Actual Utilization): _____ Percent
Existing Parking Spaces And Price: _____ SPACES at \$_____ PER _____ (hr/day/mo) _____ SPACES at \$_____ PER _____ (hr/day/mo) _____ SPACES at \$_____ PER _____ (hr/day/mo) _____ SPACES at \$_____ PER _____ (hr/day/mo)
Line-Haul Trip Length (One-Way Miles to the Nearest Tenth):
If line haul trip length is not a milepost figure, provide basis for value provided:
<b>COMMUTER PARKING STRUCTURES</b>
NET GAIN IN SPACES AVAILABLE TO TRANSIT USERS – deduct spaces removed within 1,800 feet of project site from gain
PROPOSED DAILY FEE TO BE CHARGED
WALKING DISTANCE TO STATION PLATFORM – distance in feet from center of parking facility site to nearest edge of transit staging area.
BUS SERVICE AVAILABILITY – number of bus routes currently serving the transit facility.
BICYCLE PARKING AVAILABILITY – number of bicycle parking spaces built in conjunction with the parking facility, separated by racks vs. lockers or spaces within the parking structure.

## Changes to Emissions Benefit Analysis – Interconnects, Traffic Flow & Transit

<b>SIGNAL INTERCONNECTS</b>	
Project Length (miles):	
Distance between the last two signals at both ends of the project (miles):	North/West End:
Show the location of all signals on the map	South/East End:
Posted Speed (miles per hour – for each segment):	
Current Traffic Volume (ADT – Indicate year for each segment):	
If project is part of a transit signal priority (TSP) corridor, give name:	

<b>TRAFFIC FLOW IMPROVEMENTS</b>	
Attach updated “After Improvement” <a href="#">Input Module Worksheets</a>	
Type of Project (Check One) <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Bottleneck Elimination	
Project Length (Miles – Bottleneck Elimination and Multiple Intersections Only): _____	
Posted Speeds (Miles Per Hour For Each Street): _____	
Current Traffic Volume For Each Street (ADT – Indicate Year): _____	
Are pedestrian or bicycle facilities to be added as part of this project? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If “Yes” is checked, and the scope change involves these facilities, complete the section on pedestrian/bicycle facilities.	
Do queues currently clear on the major street at signalized intersections in the pm peak period?	
<input type="checkbox"/> Yes <input type="checkbox"/> No	

<b>TRANSIT PROJECTS</b>	
Project Type (Check One): <input type="checkbox"/> System Start-Up <input type="checkbox"/> Transfer <input type="checkbox"/> Service & Equipment <input type="checkbox"/> Facility	
Auto Trips Eliminated Per Day (Round Trips): _____	
Length Of Auto Trips Eliminated (One-Way Miles To The Nearest Tenth): _____	
Auto Trips Diverted Per Day (Round Trips): _____	
Line-Haul Length Of Diverted Trips (One-Way Miles To The Nearest Tenth): _____	
Project Life (Years): _____	
Provide basis for parameters used to estimate benefits (e.g., ridership, auto occupancy, trip length. See <a href="#">instructions</a> ): _____	



## CMAQ/TAP Schedule Change Request Form

### Project Identification

TIP ID	03-19-0040	Sponsor	Village of Niles
Project Location Description	Pedestrian improvements along Golf Road, Greenwood Avenue, and Milwaukee Avenue		

### Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	2021
ROW	
CON	2022

Phase	Programmed FFY
ENG	
IMP	

### Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		
CON	2023	06/2023

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

### Reason for Request

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

The Village was awarded Highway Safety Improvement Program (HSIP) funds in the amount of \$909,000 for the sidewalk safety improvements along Golf Road and Greenwood Avenue. The HSIP award letter (HSIP #202001005) also recommended the Village to include street lighting as part of the project, as the application only requested sidewalk and crosswalk improvements. The Village agreed with the recommendation and separately applied for Illinois Transportation Enhancement Program (ITEP) to include lighting and the remaining funding shortfall for the sidewalk improvements. The Village successfully received ITEP funding (ITEP #143053) and will combine all improvements within this corridor as one complete contract plans and special provisions.

Due to the more recent ITEP funding award in June 2021, the Village is requesting an extension for the HSIP funds to September 27, 2023 so the preliminary and design engineering can be completed for the street lighting and additional sidewalk improvements to combine into one overall improvement project.

### Additional Comments

## CMAQ/TAP Scope Change Request Form

### Project Identification

TIP ID	10-18-0002	Sponsor	Lake County Division of Transportation
Project Location Description	Wadsworth Road at Lewis Avenue		

### Revised Project Scope

**This project will be split into two construction stages. The first stage will consist of the resurfacing and widening of the east leg of Wadsworth Road and all of Lewis Avenue. The second stage will consist of the reconstruction of the west leg of Wadsworth Road.**

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

Map Attached

Name of Street or Facility to be Improved Wadsworth Road	Marked Route # CH 17	
North/West Reference Point/Cross St/Intersection Lewis Avenue	Marked Route # CH 27	Municipality & County Beach Park, Lake County
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information		

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

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

### Cost/Schedule Changes

- The scope change will result in a cost change. A [Cost Change Request](#) form was submitted.  
 The scope change will result in a schedule change. A [Schedule Change Request](#) form was submitted.

### Additional Comments

This project is being separated into two staged packages of work. The scheduled start date for this project will remain the same, FY 2022. Stage 2 of this project's construction will begin after the Stage 1 work is completed to coincide with the airport's renovation.

## Changes to Emissions Benefit Analysis – Bike/Ped and Commuter Parking

<b>BICYCLE AND PEDESTRIAN FACILITIES</b>
Miles of existing bicycle/pedestrian facilities intersecting the proposed facility: _____ Identify intersecting facilities:
Trip attractors linked directly to the proposed facility. For a pedestrian facility, identify transit service to which direct access is provided.
Indicate safety and attractiveness improvements
Off-Street Bicycle Facility - Provide traffic volumes, speeds and percent trucks on adjacent roadway.

<b>BICYCLE PARKING &amp; ENCOURAGEMENT</b>
Number of New Bicycle Spaces Racks: _____ Lockers: _____ Other:

<b>COMMUTER PARKING</b>
Project Location: <input type="checkbox"/> City Of Chicago <input type="checkbox"/> Suburban
Net Number Of New Vehicle Spaces: _____    Net Number Of New Bicycle Spaces: _____
Utilization Rate: <input type="checkbox"/> New Lot <input type="checkbox"/> Existing Lot (Indicate Actual Utilization): _____ Percent
Existing Parking Spaces And Price: _____ SPACES at \$_____ PER _____ (hr/day/mo)    _____ SPACES at \$_____ PER _____ (hr/day/mo) _____ SPACES at \$_____ PER _____ (hr/day/mo)    _____ SPACES at \$_____ PER _____ (hr/day/mo)
Line-Haul Trip Length (One-Way Miles to the Nearest Tenth):
If line haul trip length is not a milepost figure, provide basis for value provided:
<b>COMMUTER PARKING STRUCTURES</b>
NET GAIN IN SPACES AVAILABLE TO TRANSIT USERS – deduct spaces removed within 1,800 feet of project site from gain
PROPOSED DAILY FEE TO BE CHARGED
WALKING DISTANCE TO STATION PLATFORM – distance in feet from center of parking facility site to nearest edge of transit staging area.
BUS SERVICE AVAILABILITY – number of bus routes currently serving the transit facility.
BICYCLE PARKING AVAILABILITY – number of bicycle parking spaces built in conjunction with the parking facility, separated by racks vs. lockers or spaces within the parking structure.

## Changes to Emissions Benefit Analysis – Interconnects, Traffic Flow & Transit

<b>SIGNAL INTERCONNECTS</b>	
Project Length (miles): _____	
Distance between the last two signals at both ends of the project (miles): Show the location of all signals on the map	North/West End: _____ South/East End: _____
Posted Speed (miles per hour – for each segment): _____	
Current Traffic Volume (ADT – Indicate year for each segment): _____	
If project is part of a transit signal priority (TSP) corridor, give name: _____	

<b>TRAFFIC FLOW IMPROVEMENTS</b>	
Attach updated “After Improvement” <a href="#">Input Module Worksheets</a>	
Type of Project (Check One) <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Bottleneck Elimination	
Project Length (Miles – Bottleneck Elimination and Multiple Intersections Only): _____	
Posted Speeds (Miles Per Hour For Each Street): _____	
Current Traffic Volume For Each Street (ADT – Indicate Year): _____	
Are pedestrian or bicycle facilities to be added as part of this project? <input type="checkbox"/> Yes <input type="checkbox"/> No If “Yes” is checked, and the scope change involves these facilities, complete the section on pedestrian/bicycle facilities.	
Do queues currently clear on the major street at signalized intersections in the pm peak period? <input type="checkbox"/> Yes <input type="checkbox"/> No	

<b>TRANSIT PROJECTS</b>	
Project Type (Check One): <input type="checkbox"/> System Start-Up <input type="checkbox"/> Transfer <input type="checkbox"/> Service & Equipment <input type="checkbox"/> Facility	
Auto Trips Eliminated Per Day (Round Trips): _____	
Length Of Auto Trips Eliminated (One-Way Miles To The Nearest Tenth): _____	
Auto Trips Diverted Per Day (Round Trips): _____	
Line-Haul Length Of Diverted Trips (One-Way Miles To The Nearest Tenth): _____	
Project Life (Years): _____	
Provide basis for parameters used to estimate benefits (e.g., ridership, auto occupancy, trip length. See <a href="#">instructions</a> ): _____	





## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	12-11-0033	Sponsor	Forest Preserve District of Will County
Project Location Description	East side of I-355 Veterans Memorial Tollway from Spring Creek to 159 <sup>th</sup> Street (IL Route 7).		

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

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW	2019	60,000	48,000	80	TAP-L	FPD, Local	<input checked="" type="checkbox"/>
CONST	2019	6,023,854	4,819,083	80	TAP-L	FPD, Local	<input type="checkbox"/>
CE	2019	608,385	486,708	80	TAP-L	FPD, Local	
<b>Total</b>		<b>6,692,239</b>	<b>5,353,791</b>				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1							
ENG 2							
ROW	2019	36,855	29,484	80	TAP-L	FPD, Local	8/2021
CONST	2021	6,860,486	5,488,389	80	TAP-L	FPD, Local	7/30/2021
CE	2019	608,385	486,708	80	TAP-L	FPD, Local	8/2021
<b>Total</b>		<b>7,505,726</b>	<b>6,004,581</b>				

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							
<b>Total</b>							

### Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW	2019	-23,145	-18,516	80	
CONST	2021	+836,632	+669,306	80	
CE	2019	0	0	80	
<b>Total</b>			<b>+650,790</b>		

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

### Reason for Request

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

The project is located through multiple property owners (i.e. Illinois Tollway, ComEd, IDOT (State), Will County, and local municipalities who have their respective earthwork management and environmental requirements for handling excavated materials. These requirements resulted in an increase of construction cost as some of the excavated materials could not be re-used and new (off-site) embankment material will need to be purchased for the project.

Please note that the actual construction cost provided from the July 31, 2021 letting is the awarded "As-Accepted" low bid and is 2.5% higher than the Engineer's Estimate reflect in the provided approved PPI. See attached concurrence email awarding the project to the low bidder.

### State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-91-020-20	RA7Y(726)	
CONST	C-91-152-20	K19K(601)	
ENG			
IMP			

**Additional Comments**

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## CMAQ/TAP Schedule Change Request Form

### Project Identification

TIP ID	02-19-0015	Sponsor	Skokie
Project Location Description	Caldwell Avenue from Howard Street to Oakton Street of distance (mile) .5 Oakton Street From Caldwell Ave To I-94 (Edens Expy) of distance (mile) 1.25		

### Currently Programmed Schedule

Phase	Programmed FFY
ENG1	2019
ENG2	2019
ROW	N/A
CON	2021

Phase	Programmed FFY
ENG	
IMP	

### Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	2019	2019
ENG2	2019	2019
ROW	N/A	
CON	2021	2022

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

### Reason for Request

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

Agency coordination resulted in delays and revisions which pushed back the anticipated letting date.

### Additional Comments

## CMAQ/TAP Schedule Change Request Form

### Project Identification

TIP ID	02-19-0016	Sponsor	Village of Glenview
Project Location Description	East Lake and Waukegan Road Intersection		

### Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	2021
ROW	2021
CON	2022

Phase	Programmed FFY
ENG	
IMP	

### Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		12/2019
ENG2	2022	
ROW	2023	
CON	2024	

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

### Reason for Request

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

Mostly due to COVID some of the Village's priorities changed and projects got delayed.

### Additional Comments

## CMAQ/TAP Schedule Change Request Form

### Project Identification

TIP ID	03-19-0022	Sponsor	Village of Schaumburg
Project Location Description	Meacham Road (Higgins Rd to American Ln) and Golf Road (Meacham Rd to Roosevelt Blvd)		

### Currently Programmed Schedule

Phase	Programmed FFY
ENG1	Prior
ENG2	2021
ROW	2021
CON	2022

Phase	Programmed FFY
ENG	
IMP	

### Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2	2021	6/2021
ROW	2022	5/2022
CON	2023	3/2023 Letting

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

### Reason for Request

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

The schedule has been revised upon receiving federal authorization from IDOT for the Phase 2 Engineering agreement at the end of June 2021.
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### Additional Comments

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## CMAQ/TAP Cost Change Request Form

### Project Identification

TIP ID	<b>08-16-0019</b>	Sponsor	<b>Forest Preserve District of DuPage County</b>
Project Location Description	West Branch DuPage River Trail Connection from West DuPage Woods Forest Preserve to Blackwell Forest Preserve		

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

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2016	225	0	0	N/A	LOCAL	<input type="checkbox"/>
ENG 2	2021	461	369	80	TAP-L	LOCAL	<input type="checkbox"/>
ROW	2020	100	0	0	TAP-L	LOCAL	<input type="checkbox"/>
CONST	2022	1037	778	75	STU	LOCAL	<input type="checkbox"/>
CONST	2022	2713	2170	80	TAP-L	LOCAL	<input type="checkbox"/>
CE	2022	300	240	80	TAP-L	LOCAL	<input type="checkbox"/>
<b>Total</b>		<b>4675</b>	<b>3508</b>	<b>75</b>			

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2016	225	0	0	N/A	LOCAL	7/11/2016
ENG 2	2021	510	408	80	TAP-L	LOCAL	9/15/2021
ROW	2021	100	0	0	TAP-L	LOCAL	9/15/2021
CONST	2023	1037	778	75	STU	LOCAL	3/6/2023
CONST	2023	2713	2170	80	TAP-L	LOCAL	3/6/2023
CE	2023	300	240	80	TAP-L	LOCAL	3/6/2023
<b>Total</b>		<b>4885</b>	<b>3696</b>	<b>76</b>			

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							
<b>Total</b>							

## Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2	2021	49	39	80	n/a
ROW					
CONST					
CE					
<b>Total</b>		<b>161</b>	<b>49</b>	<b>80</b>	

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

## Reason for Request

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

Cost change is due to annual salary adjustments and overhead rate revisions to match what has been recently approved by IDOT.

## State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-037-21	5CLB(999)	
ROW	R-91-xxx-xx	CMM-xxxx(xxx)	
CONST	C-91-xxx-xx	CMM-xxxx(xxx)	
ENG			
IMP			

## Additional Comments

## Project Identification

Provide the project identification exactly as it appears in the CMAQ or TAP programs. The current CMAQ Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP





## MEMORANDUM

**To:** CMAQ Project Selection Committee

**From:** CMAP Staff

**Date:** September 2, 2021

**Re:** Summary of comments for the proposed FFY 2022–2026 CMAQ and TAP-L programs

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On July 1, 2021 the draft FFY 2022-2026 CMAQ and TAP-L recommended programs were released for a public comment period that closed on July 30, 2021. Comments were received from fifteen commenters regarding the recommended programs. Copies of the [individual comments](#) are available on the call for projects web page at <https://cmap.is/2021callforprojects>.

### Project-specific comment

#### **01-21-0006 – CDOT – State/Lake (Loop Elevated Station)**

*David May*

Mr. May submitted a comment on the subject project requesting that elevators for the station be added in the median to connect with the Red Line subway station under State Street.

- The subject project application currently indicates that ADA-accessible elevators for the station's northern concourse are included in the elevated station's project scope to provide a new transfer connection to the Lake (Red Line) station

#### **08-21-0018 – IDOT D1 Highways – I-290 Bus in Shoulders (BOS) Lake-Cook Rd to Des Plaines Ave**

*Thomas W. Hayes, Mayor, Village of Arlington Heights*

*Andre F. Harvey, Mayor, Village of Bellwood*

*Craig B. Johnson, Mayor, Village of Elk Grove Village*

*Jim Schwantz, Mayor, Village of Palatine*

*Melissa Gallagher, Temporary City Manager, City of Rolling Meadows*

Mayor Hayes, Mayor Harvey, Mayor Johnson, Mayor Schwantz and Ms. Gallagher submitted letters supporting the inclusion of the subject project in the proposed program.

- The subject project is currently included in the proposed CMAQ program.

#### **16-21-0006 – CTA – Red Line Extension Project**

*David May*

Mr. May submitted a comment requesting the removal of the subject project from the proposed program on the grounds that population served by the project is too small, stations are inconveniently located from homes and the service from 123<sup>rd</sup> St to the Loop will be slow.

- The project was evaluated using the CMAQ criteria and is currently identified in the ON TO 2050 plan as a Regionally Significant Project.

#### **17-21-0001 – Pace – Pulse 95<sup>th</sup> Street Line**

*Charles E. Tokar, President, Village of Chicago Ridge*

*Mike Howley, Mayor, City of Hickory Hills*

*Terry Vorderer, Mayor, Village of Oak Lawn*

*Gerald R. Bennett, Mayor, City of Palos Hills*

*Victoria A. Smith, Executive Director, Southwest Conference of Mayors*

President Tokar, Mayor Howley, Mayor Vorderer, Mayor Bennett, and Ms. Smith submitted letters supporting the inclusion of the subject project in the proposed program.

- The subject project is currently included in the proposed CMAQ program.

#### **17-21-0003 – Pace – Pulse Dempster Line Operating Funds 2025**

*George D. Alpogianis, Mayor, Village of Niles*

Mayor Alpogianis submitted a letter supporting the inclusion of the subject project in the proposed program.

- The subject project is currently included in the proposed CMAQ program.

## **General comments**

### *Ethan Saltzberg*

Mr. Saltzberg submitted general comments that the proposed program should target projects with the highest return on investment, projects that reduce emissions and climate impact, and projects that don't re-construct or widen roadways.

- The main criteria for selecting CMAQ projects is the cost benefit of reduced vehicle emissions.
- All the projects proposed for funding under both the CMAQ and TAP-L programs are estimated to reduce vehicle emissions.
- None of the projects proposed for funding under both the CMAQ and TAP-L programs are widening roadways that will allow for new single occupancy vehicle through lanes. While reconstruction of roadways is included as part of the overall scope of several projects proposed under the CMAQ program, it is not the sole purpose of the projects.

### *Jeffrey Bratko*

Mr. Bratko submitted general comments on the inclusion of Pace projects in the proposed programs. Stating that with the current pandemic ridership numbers, investments should not proceed at this time.

- These proposed projects are the result of long-range planning efforts and in the case of the Pulse lines are identified in ON TO 2050 as Regionally Significant Projects.

## **Staff recommendation**

Based upon the comments received, staff recommends no changes to the proposed FFY 2022 – 2026 CMAQ and TAP-L programs.

###



# Chicago Metropolitan Agency for Planning

FFY 2022-2026 CMAQ Recommended Program Released for a Public Comment Period from July 1-30, 2021

Project Type	CFP ID	Sponsor	Facility to be Improved	Adjusted Project Total	Federal Request	2022-2026 Recommended Total	Air Quality			Transportation Impact		Composite Priority Index <sup>1</sup>	
							Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Annualized \$ Per Kg NOx Eliminated	Cost Effectiveness Score	Sum of All Criteria Scores		Inclusive Growth Score
Demonstration	10-21-0007	Lake Co DOT	Lake County PASSAGE SMART Initiative - Connected Vehicle Demonstration Project	\$ 7,500,000	\$ 6,000,000	\$6,000,000	\$0	\$0	\$0	N/A	N/A	0	Demo
Other	01-21-0010	CDOT	Traffic Management Center - ATMS Added Functions	\$ 5,000,000	\$ 4,000,000	\$4,000,000	\$38	\$0	\$0	89.5	0	0	89.5
Direct Emissions Reduction	18-21-0027	Metra	Metra Alternative Fuel Locomotives	\$ 72,560,344	\$ 58,048,274	\$29,024,137	\$0	\$2,567	\$75	51.4	25	8	84.4
Direct Emissions Reduction	16-21-0005	CTA	CTA Electric Bus Program – Purchase up to 48 Electric Buses and up to 7 Chargers	\$ 81,292,816	\$ 81,292,816	\$44,255,332	\$0	\$1,502	\$78	53.5	20	10	83.5
Bicycle Facilities	10-21-0011	Highland Park	Clavey Road Reconstruction-Green Bay Road to US 41	\$ 227,150	\$ 192,500	\$192,500	\$185	\$0	\$0	58.5	22	0	80.5
Signal Interconnect	04-21-0011	IDOT D1 Hwys	Ill 43 - Ill 64 (North Ave) to Armitage Ave	\$ 223,100	\$ 155,000	\$155,000	\$815	\$0	\$0	53.8	17	4	74.8
Access to Transit	15-21-0014	RTA	RTA Access to Transit	\$ 4,200,790	\$ 3,360,631	\$3,360,631	\$956	\$0	\$0	52.8	13	8	74.1
Signal Interconnect	06-21-0009	IDOT D1 Hwys	79th St From 88th Ave to IL 50	\$ 1,322,500	\$ 920,000	\$920,000	\$675	\$0	\$0	54.8	15	4	73.8
Signal Interconnect	05-21-0002	IDOT D1 Hwys	26th St at Riverside Dr	\$ 88,550	\$ 62,000	\$62,000	\$569	\$0	\$0	55.6	10	8	73.6
Signal Interconnect	04-21-0010	IDOT D1 Hwys	17th Ave - 14th St to I-290 (Eisenhower Expwy)	\$ 231,150	\$ 161,000	\$161,000	\$549	\$0	\$0	55.7	13	4	72.7
Signal Interconnect	06-21-0011	IDOT D1 Hwys	111th St From Oketo Ave to IL 7	\$ 188,600	\$ 131,000	\$131,000	\$1,022	\$0	\$0	52.3	17	2	71.3
Signal Interconnect	04-21-0012	IDOT D1 Hwys	US 20 From I-294 to Wolf Rd	\$ 240,350	\$ 167,000	\$167,000	\$978	\$0	\$0	52.6	12	4	68.6
Signal Interconnect	10-21-0012	IDOT D1 Hwys	IL 131 from IL 137 to Saratoga St	\$ 93,150	\$ 65,000	\$65,000	\$966	\$0	\$0	52.7	11	4	67.7
Access to Transit	01-21-0019	Cook Co DOTH	City County Building Pedway Extension	\$ 3,998,802	\$ 3,199,042	\$3,199,042	\$1,455	\$0	\$0	49.3	14	4	67.3
Transit Facility Improvement	17-21-0001	Pace	Pulse 95th Street Line	\$ 34,720,000	\$ 17,118,000	\$17,118,000	\$4,402	\$0	\$0	33.2	26	8	67.2
Signal Interconnect	12-21-0027	IDOT D1 Hwys	IL 7 From 7th St to Adelman Dr	\$ 606,050	\$ 422,000	\$422,000	\$1,334	\$0	\$0	50.1	15	2	67.1
Signal Interconnect	06-21-0010	IDOT D1 Hwys	111th St From Oak Park Ave to Ridgeland Ave	\$ 195,500	\$ 136,000	\$136,000	\$1,221	\$0	\$0	50.9	14	2	66.9

1 - Composite priority index is the sum of air quality, transportation impact, and inclusive growth scores

Project Type	CFP ID	Sponsor	Facility to be Improved	Adjusted Project Total	Federal Request	2022-2026 Recommended Total	Air Quality			Transportation Impact		Composite Priority Index <sup>1</sup>	
							Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Annualized \$ Per Kg NOx Eliminated	Cost Effectiveness Score	Sum of All Criteria Scores		Inclusive Growth Score
Signal Interconnect	02-21-0004	IDOT D1 Hwys	US 41 at Church St and Church St at Niles Center Rd	\$ 93,150	\$ 65,000	\$65,000	\$1,770	\$0	\$0	47.3	15	2	64.3
Signal Interconnect	02-21-0006	IDOT D1 Hwys	US 41 at Main St	\$ 134,550	\$ 94,000	\$94,000	\$1,696	\$0	\$0	47.7	12	2	61.7
Signal Interconnect	07-21-0016	IDOT D1 Hwys	Dixie Hwy From I-80 to 167th St	\$ 480,700	\$ 334,000	\$334,000	\$2,121	\$0	\$0	45.1	12	4	61.1
Signal Interconnect	02-21-0005	IDOT D1 Hwys	Devon Ave - Ill 50 (Cicero Ave) to Kenton Ave/Lemont Ave	\$ 417,450	\$ 290,000	\$290,000	\$2,392	\$0	\$0	43.5	14	2	59.5
Signal Interconnect	06-21-0012	IDOT D1 Hwys	127th St from Wireton to Sacramento	\$ 644,000	\$ 448,000	\$448,000	\$3,294	\$0	\$0	38.5	14	6	58.5
Signal Interconnect	10-21-0013	IDOT D1 Hwys	IL 131 @ MLK Dr	\$ 209,300	\$ 146,000	\$146,000	\$3,130	\$0	\$0	39.4	11	8	58.4
Transit Service and Equipment	17-21-0003	Pace	Pulse Dempster Line Operating Funds 2025	\$ 5,512,000	\$ 5,512,000	\$5,512,000	\$6,935	\$0	\$0	23.6	28	6	57.6
Bicycle Facilities	02-21-0001	Northfield	Happ Road from Winnetka Road to Willow Road and Happ Road/Orchard Lane Intersection Roundabout	\$ 161,747	\$ 100,320	\$100,320	\$2,616	\$0	\$0	42.2	10	0	52.2
Bicycle Facilities	08-21-0009	Carol Stream	Southeast Bike Path	\$ 2,869,471	\$ 333,920	\$333,920	\$8,259	\$0	\$0	19.7	22	4	45.7
Transit Facility Improvement	08-21-0018	IDOT D1 Hwys	I-290 Bus on Shoulder	\$ 11,738,000	\$ 9,390,000	\$9,390,000	\$9,376	\$0	\$0	17.0	23	4	43.5
Transit Facility Improvement	01-21-0006	CDOT	State/Lake (Loop Elevated) Station	\$ 178,400,000	\$ 48,040,000	\$48,040,000	\$14,205	\$0	\$0	8.9	26	8	42.9
Transit Facility Improvement	16-21-0006	CTA	CTA Red Line Extension (RLE) Project	\$ 2,506,747,000	\$ 135,000,000	\$30,000,000	\$16,477	\$0	\$0	6.5	22	10	38.9
Bicycle Facilities	03-21-0007	Mt Prospect	Algonquin Road Bike Path - Dearborn Court to Elmhurst Road	\$ 3,033,460	\$ 2,354,768	\$2,354,768	\$10,453	\$0	\$0	14.7	22	2	38.7
Intersection Improvement	08-21-0016	DuPage Co DOT	Illinois Route 38 at County Farm Road Intersection Improvements	\$ 11,976,073	\$ 6,570,400	\$6,570,400	\$9,621	\$0	\$0	16.4	19	2	37.4
						\$213,047,050							

1 - Composite priority index is the sum of air quality, transportation impact, and inclusive growth scores

**FFY 2022-2026 Locally Programmed Transportation Alternatives Program (TAP-L) - Recommended Program Released for a Public Comment Period from July 1-30, 2021**

CFP ID	Sponsor	Facility to be Improved	Ranking Criteria Scores						\$22,350,288		Notes
			Completion of RGTP <sup>1</sup>	Population & Employment Density	Safety & Attractiveness	Inclusive Growth	Bonus	Total Points	Requested Funds	Proposed Funding	
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	\$ 2,085,145	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	McEvelly Road Multi-Use Trail extension	0	20	15	0	0	35	\$ 1,718,800	\$ -	ITEP \$1,700,000

**From:** [Dave May](#)  
**To:** [Transportation](#)  
**Subject:** Transportation Program Public Comment  
**Date:** Wednesday, July 14, 2021 10:55:06 AM  
**Attachments:** [image001.png](#)

---

Regarding the replacement of the CTA's State/Lake L station, elevators in the median of State Street from the elevated station to the Red Line subway under State Street should be included:  
See below:



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## Village of Arlington Heights

33 S. Arlington Heights Road  
Arlington Heights, IL 60005-1499  
(847-368-5000)  
Website: [www.vah.com](http://www.vah.com)

Thomas W. Hayes  
Mayor

July 26, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The Village of Arlington Heights supports CMAP's proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.

Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,

Thomas W. Hayes  
Mayor





July 26, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The Village of Bellwood supports CMAP's proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.

Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,



Mayor Andre F. Harvey

**Mayor**  
CRAIG B. JOHNSON

**Village Clerk**  
LORETTA M. MURPHY

**Village Manager**  
RAYMOND R. RUMMEL



**Village Trustees**  
NANCY J. CZARNIK  
PATTON L. FEICHTER  
JEFFREY C. FRANKE  
SAMUEL L. LISSNER  
CHRIS PROCHNO  
STEPHEN F. SCHMIDT

July 27, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The Village of Elk Grove Village supports CMAP's proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.

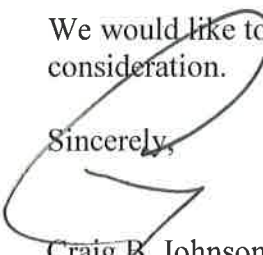
Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,

  
Craig B. Johnson  
Mayor





200 E. Wood Street · Palatine, IL · 60067  
Telephone: (847) 359-9050 · Fax (847) 359-9094  
[www.palatine.il.us](http://www.palatine.il.us)

Jim Schwantz  
Mayor

July 27, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The Village of Palatine supports CMAP's proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.

Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Schwantz".

Jim Schwantz  
Mayor



July 26, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The City of Rolling Meadows supports CMAP's proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.


Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,

  
Melissa Gallagher  
Temporary City Manager

**From:** [Dave May](#)  
**To:** [Transportation](#)  
**Subject:** Transportation Program Public Comment  
**Date:** Thursday, July 15, 2021 10:45:06 AM

---

Regarding the Red Line Extension, the south leg from 115<sup>th</sup> St to 130<sup>th</sup> Street should be deleted and some of the savings used to provide better and more economical transit services for the residents.

The problems with this southern-most section of the project are:

- > considering the small population served, the costs of construction and operation will amount to perhaps \$20.00 per ride.
- > the station location, in the northeast corner of the residential area, is located an inconveniently long walk from most homes.
- > trip times on the Red Line from 123<sup>rd</sup> Street to the Loop will be all slow “local”, no fast “express”.

Instead of building and operating this component of the Red Line Extension, a small portion of the funding should be used to provide:

- > a new South Shore station providing rapid service to Hyde Park and the Loop.
- > bus service circulating through the neighborhood and the new South Shore station with express service (bus on shoulder?) to the CTA 95<sup>th</sup> St station.

- David May

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## VILLAGE OF CHICAGO RIDGE

10455 S. RIDGELAND AVE. • CHICAGO RIDGE, ILLINOIS 60415 • (708) 425-7700

CHARLES E. TOKAR  
PRESIDENT

BARBARA M. HARRISON  
VILLAGE CLERK

TRUSTEES:  
ELAINE C. DAVENPORT  
EDMUND M. KOWALSKI  
JOHN "JACK" LIND  
WILLIAM R. McFARLAND  
ROGER W. MESLAR  
ANDREW L. SIEGEL

July 21, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: Pulse 95<sup>th</sup> Street Line

Dear CMAQ Project Selection Committee:

The Village of Chicago Ridge supports CMAP's proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95<sup>th</sup> Street Line Project (CMAP project 17-21-0001).

Pulse 95th Street Line is anticipated to run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra's Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage with route information and heating within the shelter. Transit Signal Priority (TSP) will also be implemented.

*Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95th Street corridor to employment, retail, recreation, and healthcare access.*

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

Charles E. Tokar, J.D., MPA  
Village President

*City of Hickory Hills*  
8652 WEST 95<sup>th</sup> STREET  
HICKORY HILLS, ILLINOIS 60457  
PHONE 708 598 4800 • FAX (708) 430-6245



OFFICE OF THE MAYOR  
MIKE HOWLEY

CITY HALL  
708 430 4211

July 22, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: Pulse 95<sup>th</sup> Street Line

Dear CMAQ Project Selection Committee:

The City of Hickory Hills supports CMAP's proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95<sup>th</sup> Street Line Project (CMAP project 17-21-0001).

Pulse 95th Street Line is anticipated to run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra's Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage with route information and heating within the shelter. Transit Signal Priority (TSP) will also be implemented.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95th Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Howley".

Mike Howley  
Mayor, City of Hickory Hills



July 21, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: Pulse 95<sup>th</sup> Street Line

Dear CMAQ Project Selection Committee:

The Village of Oak Lawn supports CMAP's proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95<sup>th</sup> Street Line Project (CMAP project 17-21-0001).

Pulse 95th Street Line is anticipated to run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra's Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage with route information and heating within the shelter. Transit Signal Priority (TSP) will also be implemented.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95th Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

Mayor Vorderer  
Village President  
Village of Oak Lawn

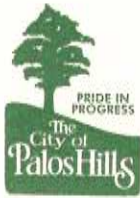
Village President  
Terry Vorderer

Village Clerk  
Claire Henning

Village Manager  
Thomas E. Phelan

Village Trustees  
Tim Desmond  
Paul A. Mallo  
Alex G. Olejniczak  
James Pembroke  
Bud Stalker





# OFFICE OF THE MAYOR

---

GERALD R. BENNETT  
*Mayor*

July 22, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

RE: Pulse 95<sup>th</sup> Street Line

Dear CMAQ Project Selection Committee:

The City of Palos Hills supports CMAP's proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95<sup>th</sup> Street Line Project (CMAP project 17-o21-0001).

Pulse 95<sup>th</sup> Street Line is anticipated to run east-west between the CTA Red Line 95<sup>th</sup>/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra's Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-but signage with route information and heating within the shelter. Transit signal priority (TSP) will also be implemented.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95<sup>th</sup> Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

Gerald R. Bennett  
Mayor  
City of Palos Hills



# Southwest Conference of MAYORS

July 22, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: Pulse 95<sup>th</sup> Street Line

Dear CMAQ Project Selection Committee:

The Southwest Conference of Mayors supports CMAP's proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95<sup>th</sup> Street Line Project (CMAP project 17-21-0001).

The Southwest Conference of Mayors is a body of duly elected officials representing twenty-one communities in southwest suburban Cook County with a population in excess of 350,000.

Pulse 95th Street Line is anticipated to run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra's Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage with route information and heating within the shelter. Transit Signal Priority (TSP) will also be implemented.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95th Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

Victoria A. Smith  
Executive Director

14700 S. Ravinia Avenue, Orland Park, IL 60462  
Phone: 708.403.6132 • Fax: 708.403.6113

Village of Alsip

Village of Bedford Park

City of Blue Island

Village of Bridgeview

City of Burbank

Village of Chicago Ridge

Village of Crestwood

Village of Evergreen Park

City of Hickory Hills

City of Hometown

Village of Justice

Village of Lemont

Village of Merrionette Park

Village of Oak Lawn

Village of Orland Hills

Village of Orland Park

City of Palos Heights

City of Palos Hills

Village of Palos Park

Village of Willow Springs

Village of Worth

Gerald R. Bennett

President

Mayor, City of Palos Hills

James J. Sexton

Vice President

Mayor, Village of Evergreen Park

Robert S. Straz

Vice President

Mayor, City of Palos Heights

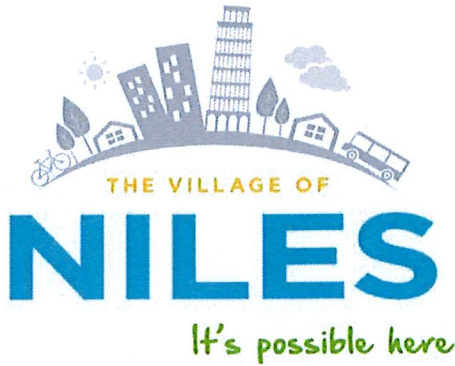
David R. Brady

Treasurer

President, Village of Bedford Park

Victoria A. Smith

Executive Director



## OFFICE OF THE MAYOR

### MAYOR

George D. Alpogianis

### ACTING

### VILLAGE MANAGER

Hadley Skeffington-Vos

### VILLAGE CLERK

Marlene J. Victorine

### TRUSTEES

John C. Jekot

Joe LoVerde

Danette O'Donovan Matyas

Denise M. McCreery

Craig Niedermaier

Dean Strzelecki

July 29, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: Pulse Dempster Operating Funding

Dear CMAQ Project Selection Committee:

The Village of Niles supports CMAP's proposed award of CMAQ funding to Pace Suburban Bus for their Pulse Dempster Line Project (CMAP project 17-21-0003) within their FFY 2022-2026 program.

Pace's second Pulse line will operate on Dempster Street between Evanston and O'Hare International Airport with many connections to other Pace and CTA bus routes, CTA Yellow and Purple lines, Metra's Union Pacific North, Northwest, and North Central Service rail lines.

This 15-mile Arterial Bus Rapid Transit (ART) will provide passengers with a variety of local and regional travel options and this funding will be for its 3rd year of operational funding.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the Dempster Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

  
George D. Alpogianis  
Mayor

**From:** [Ethan Saltzberg](#)  
**To:** [Transportation](#)  
**Subject:** CMAQ, TAP-L and STP Share Fund Feedback  
**Date:** Friday, July 23, 2021 10:26:51 AM

---

Good morning,

Thank you for allowing public comment on these project proposals. Considering our region & nation's current challenges, including environmental crisis, as well as the ON TO 2050 priorities, here are my recommendations for these projects.

First, target the highest return on investment, where the most people will gain the most benefit. Projects that improve public transportation, while some of the most costly, end up improving the daily lives of hundreds of thousands of people, so those costs are more worth it. In contrast, projects to update traffic signals & road widening will only bring modest benefit for drastically fewer people, most of whom are in single-occupancy vehicles (which stands against CMAP's goals of reducing car dependency and increasing climate resiliency).

Secondly, target projects that reduce emissions & climate impact. This means unreservedly prioritizing public transit improvements, bike trails and protected bike lanes, and pedestrian facilities (this includes projects like adding sidewalks, such as in Berkeley (04-21-0005)). CMAP cannot claim to take climate change & air pollution seriously while simultaneously approving road widening and intersection expansions, especially if they are favored over climate-friendly projects that improve public transit, for example.

Lastly, I'm wary of projects that will spend millions of dollars on re-constructing and widening a road or intersection by touting the importance of ADA compliance as a side-benefit. There are many ways to add & improve ADA compliance alone that don't involve millions to widen the road, and in fact many proposals that include ADA and pedestrian safety would create road geometry that encourages speeding and more traffic, which would make it less safe for vulnerable pedestrians or anyone outside of a motor vehicle (plus added air pollution). Perhaps, focus more on projects that narrow roads instead, to decrease vehicle speeds, make pedestrian & bike crossings safer, and discourage traffic through pedestrian areas.

Thank you again for your consideration. I hope to see projects that are truly future-forward, instead of more asphalt & 20th-century planning.

-Ethan Saltzberg

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**From:** [jeffreybratko@aol.com](mailto:jeffreybratko@aol.com)  
**To:** [Transportation](#)  
**Subject:** Comments on CMAP/CMAQ Funding Proposal for Pulse Projects and Bus on Shoulder  
**Date:** Wednesday, July 14, 2021 2:15:41 PM

---

Until post pandemic ridership numbers and patterns have been established, it seems unwise to proceed with such significant spending on these projects. It is possible, if not likely, that the way riders used mass transit before the pandemic will significantly and permanently change as a result of the pandemic. Ignoring the existing and future effects of the pandemic on mass transit use and assuming that the ridership patterns that justified these projects in the past remain the same is not a reasonable assumption. PACE has a fiduciary obligation that requires it reassess these projects in light of the effect of Covid-19 on current and future mass transit use. At a minimum, these project should be delayed until ridership levels in the areas served by these projects has returned to pre-pandemic levels.

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