



Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee

Annotated Agenda

Thursday, August 16, 2018

2:00 p.m.

Teleconference # 800-747-5150, Access Code 3868691

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

- 1.0 Call to Order** **2:00 p.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – June 14, 2018**
ACTION REQUESTED: Approval
- 4.0 Program Monitoring**
- 4.1 Project Programming Status Sheets**
The recurring reports on the programming status of active and deferred projects and the line item changes since the last meeting of the Project Selection Committee are attached.
ACTION REQUESTED: Information
- 4.2 Programming Summary and Obligation Goal**
An update on CMAQ obligations for federal fiscal year (FFY) 2018 will be provided.
ACTION REQUESTED: Discussion
- 5.0 Project Changes**
- 5.1 Olympia Fields – Metra Station and Pace Route Access Improvements (07-18-0003)**
The sponsor requested to withdraw the project due to constituent concerns and CMAP staff removed the project from the program.
ACTION REQUESTED: Information

5.2 Streamwood – US 20 Pedestrian Access to Hanover Park Metra Station (03-18-0001)

The sponsor is requesting to transfer \$24,000 CMAQ (\$30,000 total) from construction to design engineering and \$16,000 CMAQ (\$20,000 total) from construction to construction engineering. The sponsor is also requesting a schedule change to move design engineering from FFY 2021 to FFY 2018 and construction and construction engineering from FFY 2022 to FFY 2019.

ACTION REQUESTED: Approval of the requested transfers and schedule changes

5.3 Richton Park – Metra Electric Station Area Access (07-16-0005)

The sponsor is requesting cost increases of \$16,208 CMAQ (\$20,260 total) for design engineering, \$81,667 CMAQ (\$111,218 total) for construction and \$6,801 CMAQ (\$8,502 total) for construction engineering in FFY 2018.

ACTION REQUESTED: Approval of the requested cost increases

5.4 Crystal Lake – US 14 at Virginia Rd (11-18-0001)

The sponsor is requesting a schedule change to move construction from FFY 2021 to FFY 2019.

ACTION REQUESTED: Approval of the requested schedule change

5.5 IDOT – US Route 52 & I-55 Southbound Ramps (12-18-0004)

The sponsor is requesting a schedule change to move design engineering from FFY 2021 to FFY 2019.

ACTION REQUESTED: Approval of the requested schedule change

5.6 Joliet – Black Road Traffic Signal Interconnection (12-18-0005)

The sponsor is requesting a schedule change to move construction from FFY 2021 to FFY 2019.

ACTION REQUESTED: Approval of the requested schedule change

6.0 CMAQ Performance Plan

Presentation from staff on the federally required CMAQ Performance Plan.

ACTION REQUESTED: Information

7.0 FFY 2020-2024 Program Development

Presentation from staff on proposed evaluation and criteria changes for the next call for projects.

ACTION REQUESTED: Discussion

8.0 Other Business

9.0 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.

10.0 Next Meeting

The committee's next meeting is scheduled for November 1, 2018 at 2:00
p.m.

11.0 Adjournment

CMAQ Project Selection Committee Members:

_____ Darwin Burkhart

_____ Mark Pitstick

_____ Chris Schmidt

_____ Luann Hamilton

_____ Jeffery Schielke

_____ Chris Snyder

_____ Douglas Ferguson, Chair



CMAQ Project Selection Committee
DRAFT Minutes – Thursday June 14, 2018

Committee Members: Doug Ferguson, Chair (CMAP), John Donovan (FHWA), Tony Greep (FTA), Luann Hamilton (CDOT), Mark Pitstick (RTA), Chris Snyder (Counties), Christopher Schmidt (IDOT)

Staff Present: Jesse Elam, Jen Maddux, Jeff Schnobrich, Liz Schuh

Others Present: John Ambrose, Jen Becker, Ryan Chapman, William Cleveland, Brian Fairwood, Emily Karry, Steven Mannella, Kristin Mehl, Mehul Patel, Kevin Peralta, Andrianna Peterson, Brian Pigeon, Tom Rickert, Mike Sullivan (via phone), David Tomzik, Mike Walczak, Michael Weiser

1.0 Call to Order

Mr. Ferguson called the meeting to order at 2:05 p.m.

2.0 Agenda Changes and Announcements

Mr. Ferguson announced that there were no agenda changes and stated that CMAP's ON TO 2050 plan launch event is October 10, 2018 with details on postcards at the sign-in table.

3.0 Approval of Minutes – April 12, 2018

On a motion by Mr. Schmidt and seconded by Mr. Pitstick, the minutes of the April 12, 2018 were approved.

4.0 Program Monitoring

4.1 Project Programming Status Sheets

Ms. Maddux presented the program status summary sheets for active and deferred CMAQ and TAP-L funded projects.

4.2 Programming Summary and Obligation Goal

Ms. Maddux reported that CMAQ obligation tracking will no longer include Advanced Construction obligations to better align with the way the emissions reductions performance measure is calculated. She reported that current obligations stand at \$64 million, with \$32 million of that being in local highway project, and the other \$32 million in FTA transit grants, \$25 million of that being for the Red and Purple Line Modernization project. Ms. Maddux also announced that CMAP does semiannual status updates, and they were all but guaranteed another \$30 million

would be obligated this year, albeit most projects first going to Advanced Construction.

4.3 Buy America Act

Mr. Ferguson stated that a few projects were being held up by the Buy America waiver process, including CDOT's Alternative Fuels project, IDOT's Railserve project, and IEPA's Green Fleet Program. The projects being held back are programmed with \$45 million in CMAQ funds over the next three years. Mr. Schmidt stated that the current administration recently issued an executive order to hold off on issuing waivers until a full review of the program can be done. The committee discussed when the executive order was issued and its implications. It was resolved that there is not enough information at this time to make any programming decisions. As new information emerges, staff and committee members will discuss and make informed decisions.

5.0 Project Changes

Mr. Pitstick questioned if the CMAQ program would be over programmed if all proposed project changes are approved. Ms. Maddux stated that CMAQ projects in Advanced Construction is not counted against fiscal constraint, and staff do not expect all projects in Advanced Construction to be converted in the current federal fiscal year.

5.1 CDOT – Navy Pier Flyover (01-01-0009)

Ms. Maddux reported that the sponsor is requesting a cost increase of \$16,000,000 CMAQ for construction in FFY 2018 and staff recommends approval.

Ms. Hamilton stated that the project costs increased because engineers on the project found issues with the structure itself. The committee discussed how the project would be built and resulting complications. Mr. Pitstick asked how much money was going to be coming from CMAQ, and Ms. Hamilton answered that half would be coming from CMAQ and other funding sources are being utilized. Mr. Pitstick stated that in the previous meeting he had raised some issues with cost increases, and suggested a threshold at which projects costs can increase. Mr. Ferguson stated that every CMAQ project requesting a cost increase is re-ranked against the other projects in the same application cycle. Mr. Pitstick stated that since the Navy Pier flyover project ranked low and fell in the project rankings, then the project isn't being done solely for improving air quality. Mr. Ferguson then stated that while the evaluation for the project was limited to the project area, the project would have more benefits than just in the small area around it. Mr. Donovan stated that the committee has always valued different approaches to improving air quality. The committee then discussed whether or not more questions should be raised over the increased cost of certain projects, and whether more information should be evaluated. Mr. Ferguson stated that many projects have seen increases in funds needed and the committee has approved.

On a motion made by Mr. Schmidt, and seconded by Mr. Snyder, the requested cost increase was approved.

5.2 Schaumburg – Algonquin Rd (IL 62) at Meacham Rd (03-03-0102)

Ms. Maddux reported that the sponsor is requesting a cost increase of \$560,000 CMAQ (\$700,000 total) for right of way in FFY 2018 due to the acquisition of additional parcels not thought to be needed in the original scope.

On a motion made by Mr. Snyder, and seconded by Mr. Schmidt, the requested cost increase was approved.

5.3 IDOT – Irving Park Rd (IL 19) at Wise Rd (03-18-0007)

Ms. Maddux reported that the sponsor is requesting a schedule change to move \$240,000 (CMAQ) for right of way funding from FFY 2021 to FFY 2019 to accommodate the current targeted letting.

On a motion made by Mr. Pitstick, and seconded by Mr. Snyder, the requested schedule change was approved.

5.4 IDOT – Irving Park Rd (IL 19) at Barrington Rd (03-18-0008)

Ms. Maddux reported that the sponsor is requesting a schedule change to move \$552,000 (CMAQ) right of way funding from FFY 2021 to FFY 2019 to accommodate the current targeted letting.

On a motion made by Ms. Hamilton and seconded by Mr. Snyder, the requested schedule change was approved.

5.5 La Grange – Stone Ave Metra Station (05-14-0001)

Ms. Maddux reported that the sponsor is requesting a cost increase of \$270,400 CMAQ (\$338,000 total) for construction in FFY 2018. The project has already been let for bid, and the bids exceeded the expected budget.

Mr. Pitstick asked representatives from La Grange where the local match increase is coming from, and Ms. Peterson responded it would be coming from the Village of La Grange or Metra.

On a motion made by Mr. Snyder, and seconded by Mr. Schmidt, the requested cost increase was approved.

5.6 DuPage County DOT – 55th St from Dunham Rd to Clarendon Hills Rd (08-12-0004)

Ms. Maddux reported that the sponsor is requesting to reinstate \$3,090,000 CMAQ (3,868,000 total) for construction in FFY 2019. Pre final plans have been submitted, and right of way access has been finalized. The project is targeting the November 2018 letting.

On a motion made by Mr. Schmidt, and seconded by Mr. Snyder, the requested reinstatement was approved.

5.7 Bensenville – Railroad Ave/Metra Station Access Improvements (08-17-0026)

Ms. Maddux reported that the sponsor is requesting a cost increase of \$160,000 CMAQ (\$200,000 total) for construction in FFY 2018 due to the low bid being higher than expected.

On a motion made by Mr. Pitstick, and seconded by Mr. Snyder, the requested cost measures were approved.

5.8 IDOT – IL 47 at Plato Rd (09-10-0016)

Ms. Maddux reported that the sponsor is requesting a cost increase of \$40,000 CMAQ (\$50,000 total) for right of way in FFY 2018 and to reinstate \$2,400,000 CMAQ (\$3,000,000 total) for construction in FFY 2019 due to higher than expected costs based on pre-final plans. The project is targeting a November letting.

On a motion made by Mr. Snyder, and seconded by Ms. Hamilton, the requested cost increase and reinstatement were approved.

5.9 Kane County DOT – Randall Rd Adaptive Signal Control (09-14-0004)

Ms. Maddux reported that the sponsor is requesting a cost increase of \$162,000 CMAQ (\$202,000 total) for construction in FFY 2018. The project is targeting a September letting, and the increase is due to increased cost estimates based on pre-final plans.

Mr. Pitstick asked what the limits of the project would be, and was informed that the area would only involve a few miles of road.

On a motion made by Mr. Rickert and seconded by Mr. Seglin, the requested cost increase was approved.

5.10 Bensenville – Church Rd from Irving Park Rd to Grove Ave (08-11-0017)

Ms. Maddux reported that the sponsor is requesting a cost increase of \$119,000 TAP-L (\$149,000 total) for construction in FFY 2018. The project is targeting a September letting, and the costs are higher than originally anticipated due to electrical work on Metra's pedestrian gates.

Mr. Pitstick asked if this project was similar or close to the other project from Bensenville, and was informed that the two projects were close, but were different projects.

On a motion made by Mr. Schmidt, and seconded by Mr. Snyder, the requested cost measures were approved.

5.11 Carol Stream – Southeast Carol Stream Bike Path (08-17-0021)

Ms. Maddux reported that the sponsor is requesting a cost increase of \$203,200 TAP-L for right of way in FFY 2019. The Village applied for the funds through the ITEP program, but was not selected. Their request is to fund right of way with 80% federal.

On a motion made by Mr. Snyder and seconded by Ms. Hamilton, the requested cost measures were approved.

6.0 FFY 2020-2024 Program Development

Mr. Ferguson reported on a memo regarding proposed changes to the evaluation of CMAQ projects in the next cycle of program development, noting that changes are expected to be finalized at the August Project Selection Committee meeting. He began by discussing the changes in the Regional Priority Criteria in an attempt to be able to answer questions, as the experts on that topic had to leave early. The new Regional Priority Criteria would drop the parking management category because it has not been used in the past two evaluation cycles. The new criteria will focus on inclusive growth, a priority in ON TO 2050, and award points to projects that benefit populations in economically disconnected communities. Mr. Ferguson noted that proposed evaluation criteria for TAP-L projects would also change in a similar way, by reducing the population-employment density and the safety & attractiveness scoring to accommodate the addition of inclusive growth points.

The committee discussed how these factors would be measured, and many members wanted clarification on how these populations are identified and how the project scoring would be calculated. Mr. Ferguson responded that the projects will be evaluated using CMAP's regional travel model, indicating how many people from economically disconnected areas would benefit from using the project. Committee members discussed how project locations can be identified to ensure high scoring in this area and requested that CMAP staff make available the analysis and maps used to determine the criteria. It was further resolved that there needs to be more clarity in differentiating terms such as "disadvantaged communities," "economically disconnected areas," and "community need" and how they are defined and will be defined in the future as the region changes.

Mr. Ferguson continued by discussing changes to the project evaluation criteria regarding Air Quality Cost Effectiveness. He stated that CMAP staff must report performance on Ozone reduction, which has two emissions precursors - VOCs and NO_x, and staff proposes to incorporate NO_x into the cost effectiveness score with VOCs and PM_{2.5}. PM_{2.5} is currently used for the evaluation of the Direct Emission Reduction projects. Mr. Ferguson then brought up how the implementation would affect projects. Ms. Hamilton asked what projects perform strongly in terms of NO_x, and Mr. Ferguson responded that while no one project type performs strongly, there is some correlation between VOCs and NO_x. Ms. Hamilton then asked how NO_x would be measured for transit projects, and Mr. Ferguson stated that they would be measured the same way VOCs are currently measured. The committee discussed NO_x being measured in the past but that not all projects were showing NO_x improvements so the cost effectiveness score started to be based solely on VOCs. Committee members requested that staff analyze whether a certain type of project may be penalized by not producing NO_x benefits. Mr. Schmidt asked that staff provide an analysis of a few projects of every type based on the proposed changed criteria. Mr. Ferguson agreed to share NO_x analyses of project types but would not like to share how specific projects score.

Mr. Ferguson continued by discussing changes in the Transportation Impact Criteria. He stated that the main focus of the changes are in the Highway Transportation Impact Criteria, which is currently scored on reliability, safety, the CMP network, and transit benefits. The proposed changes would reduce the reliability point value, but the biggest change is in the safety and need improvement. Mr. Ferguson reported that the proposed criteria be the potential safety improvement score in addition to a safety improvement factor, such as crash reductions. Mr. Schmidt asked whether a project at an intersection that doesn't have a positive PSI score would be considered. Mr. Ferguson responded that it will not receive points under the safety improvement score. The committee discussed the safety aspects of projects, with a heavy emphasis on pedestrian safety, and Mr. Ferguson noted that the data used to evaluate safety includes pedestrian crashes and staff will provide clarity on how pedestrian safety is factored into scoring.

Mr. Snyder commented that he likes the concept of corridor improvements included in the proposed changes, where projects earn points if they demonstrate they are a part of a corridor improvement or have a transit component as part of a highway project. Mr. Snyder asked whether making connections in a corridor that allow for transit access would score points. Mr. Ferguson replied that the project would need to make a direct connection to transit service. Mr. Pitstick stated his concern that an all or nothing point value in this category could lead to all projects being considered corridors with the chance of the transit benefit score leading to a "wash out" in the evaluation, and suggested there be a breakdown of score instead of ten points or zero points. Mr. Ferguson responded that the project would have to demonstrate that there has been a corridor study or other investments in the corridor to qualify. Mr. Snyder stated that while he understand safety being a part of evaluation criteria, the CMAQ program is for improved air quality and the safety category should not have as many points since every project has a safety benefit. Ms. Hamilton asked the purpose of measuring safety as an evaluation criteria. Mr. Ferguson responded that all of the Transportation Impact Criteria attempt to look at project factors outside of simply evaluating air quality to see what other benefits the region can see out of projects. The committee continued to dissect the safety and corridor criteria and Mr. Ferguson agreed to do some more analysis.

Finally, in regard to TAP-L scoring, Mr. Ferguson reported that the only proposed change to evaluation criteria is to include benefits to economically disconnected communities. In the past, projects awarded TAP-L funds were often in wealthier areas that could afford to construct large regional bike paths and staff wants to ensure the program aligns with the region's goal of inclusive growth.

7.0 FAST Act

Mr. Donovan stated that the greenhouse gas component of the PM3 performance measure was removed from the requirements. Mr. Ferguson stated that while CMAP staff doesn't evaluate CMAQ projects for greenhouse gas emissions, it will be addressed in the ON TO 2050 plan.

8.0 Other Business

Mr. Schmidt stated for clarification that the aforementioned memo on the Buy America Act was from 2017, not 2018.

9.0 Public Comment

There were no comments from the public.

10.0 Next Meeting

Mr. Ferguson stated that the next meeting is scheduled for August 16, 2018 at 2:00 p.m.

11.0 Adjournment

On a motion made by Mr. Schmidt, and seconded by Mr. Snyder, the meeting was adjourned at 3:43 p.m.

CMAQ Project Selection Committee Members:

____ Darwin Burkhart

____ Mark Pitstick


____ Chris Schmidt

____ Luann Hamilton

____ Jeffery Schielke

____ Chris Snyder

____ Douglas Ferguson, Chair

 **Chicago Metropolitan Agency for Planning**
FFY 2018-2022 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		
Intersection Improvement	05-16-0001	Central	Berwyn	16st St from Harlem Av to Ridgeland Av	2018	\$ 60,000					\$ 60,000	\$ 400
Access to Transit	05-18-0001	Central	Berwyn	Depot District Streetscape Project					2021	\$ 523,200	\$ 523,200	\$ 523,200
Access to Transit	05-18-0002	Central	Brookfield	Brookfield Metra Station Bicycle Parking	2021	\$ 44,344			2022	\$ 177,376	\$ 221,720	\$ 221,720
Access to Transit	05-16-0003	Central	Cicero	Cicero Access to Transit Improvements					2018	\$ 186,080	\$ 186,080	\$ 186,080
Access to Transit	05-14-0001	Central	LaGrange	LaGrange Stone Av Metra Station Area Pedestrian Access Improvements					2018	\$ 1,282,400	\$ 1,282,400	\$ 270,400
Other	05-16-0002	Central	Riverside	Central Business District Bike Parking					2018	\$ 49,000	\$ 49,000	\$ 49,000
Bicycle & Pedestrian	01-01-0009	City of Chicago	CDOT	Navy Pier Flyover - Phase 3					2018	\$ 16,000,000	\$ 16,000,000	\$ -
Demonstration	01-02-0027	City of Chicago	CDOT	Cicero Ave Smart Corridor					2018	\$ 2,187,000	\$ 2,187,000	\$ 2,187,000
Transit Facility Improvement	01-02-0030	City of Chicago	CDOT	State/Lake (Loop Elevated) Station					2022	\$ 59,930,000	\$ 59,930,000	\$ 59,930,000
Bicycle & Pedestrian	01-06-0004	City of Chicago	CDOT	Walk to Transit - Series 2					2018	\$ 2,163,000	\$ 2,163,000	\$ 163,000
Bottleneck Elimination	01-06-0058	City of Chicago	CDOT	71st St and CSX Grade Separation (GS19)	2019	\$ 900,000					\$ 900,000	\$ 900,000
Direct Emissions Reduction	01-12-0004	City of Chicago	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 3					2018	\$ 10,400,000	\$ 10,400,000	\$ 10,400,000
Direct Emissions Reduction	01-12-0004	City of Chicago	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 3					2019	\$ 10,400,000	\$ 10,400,000	\$ 10,400,000
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
Demonstration	01-18-0006	City of Chicago	CDOT	Chicago Advisory Systems: Truck Route, Arterial Congestion, and Detour Event					2018	\$ 1,072,000	\$ 1,072,000	\$ 1,072,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase V-2	2018	\$ 1,200,000					\$ 1,200,000	\$ 1,200,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - Phase V-3	2019	\$ 1,000,000					\$ 1,000,000	\$ 1,000,000
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - 2014-2016 Series					2019	\$ 13,782,600	\$ 13,782,600	\$ 13,782,600
Bicycle & Pedestrian	01-94-0092	City of Chicago	CDOT	Streets for Cycling - 2016-2017 Series	2020	\$ 2,066,000			2021	\$ 5,106,000	\$ 7,172,000	\$ 7,172,000
Transit Facility Improvement	16-10-9001	City of Chicago	CTA	Red and Purple Line Modernization	2018	\$ 25,000,000			2020	\$ 100,000,000	\$ 125,000,000	\$ 100,000,000
Transit Service	16-13-0005	City of Chicago	CTA	Ashland Av Transit Signal Priority and Signal Modernization-Irving Park Rd to Cermak Rd					2019	\$ 8,891,000	\$ 8,891,000	\$ 8,891,000
Direct Emissions Reduction	16-18-0001	City of Chicago	CTA	Purchase of Up to 10 Electric Buses and two En-route Charging Stations					2021	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000
Intersection Improvement	08-12-0004	DuPage	DuPage County DOT	55th St at Main St					2019	\$ 3,090,000	\$ 3,090,000	\$ 3,090,000
Bicycle & Pedestrian	08-16-0001	DuPage	Bensenville	IL 83 from Bryn Mawr Av to Foster Av					2019	\$ 300,000	\$ 300,000	\$ 300,000
Access to Transit	08-17-0026	DuPage	Bensenville	Railroad Avenue Enhancement Project/Bensenville Metra Station Access Improvements					2018	\$ 560,000	\$ 560,000	\$ 160,000
Access to Transit	08-16-0002	DuPage	Clarendon Hills	Burlington Av Metra Station Bicycle Parking Shelter	2019	\$ 4,400			2019	\$ 39,760	\$ 44,160	\$ 44,160
Signal Interconnect	08-18-0003	DuPage	DuPage County DOT	Central Signal System Expansion 1					2019	\$ 2,503,056	\$ 2,503,056	\$ 2,503,056
Signal Interconnect	08-18-0003	DuPage	DuPage County DOT	Central Signal System Expansion 2					2019	\$ 1,052,343	\$ 1,052,343	\$ 1,052,343
Transit Facility Improvement	08-18-0005	DuPage	Elmhurst	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements					2021	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Intersection Improvement	09-10-0016	Kane Kendall	IDOT D1	IL 47 at Plato Rd			2018	\$ 40,000	2019	\$ 2,400,000	\$ 2,440,000	\$ 2,440,000
Signal Interconnect	09-16-0001	Kane Kendall	Aurora	Indian Trail Rd from IL25/Aurora Av to Pensbury Ln					2019	\$ 906,000	\$ 906,000	\$ 906,000
Bicycle & Pedestrian	09-16-0002	Kane Kendall	Aurora	Edgelawn Dr Bikeway Project	2018	\$ 27,000			2018	\$ 296,000	\$ 323,000	\$ 323,000
Bicycle & Pedestrian	09-16-0003	Kane Kendall	Aurora	Montgomery Rd Multi-use Path					2018	\$ 616,000	\$ 616,000	\$ 616,000
Access to Transit	09-16-0004	Kane Kendall	Aurora	Aurora Transportation Center (ATC) Enhancements					2018	\$ 11,482,924	\$ 11,482,924	\$ -

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds							
					ENG		ROW		CON/IMP		Project Total	Unobligated Balance
					FFY	Amount	FFY	Amount	FFY	Amount		
Intersection Improvement	09-08-0005	Kane Kendall	Carpentersville	IL 31 at Huntley Rd					2018	\$ 5,501,000	\$ 5,501,000	\$ -
Intersection Improvement	09-10-0024	Kane Kendall	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd			2018	\$2,400,000	2021	\$ 4,272,000	\$ 6,672,000	\$ 6,672,000
Intersection Improvement	09-09-0010	Kane Kendall	Kane County	Huntley Rd at Galligan Rd					2018	\$ 1,059,000	\$ 1,059,000	\$ -
Intersection Improvement	09-12-0011	Kane Kendall	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77					2018	\$ 7,158,000	\$ 7,158,000	\$ 7,158,000
Signal Interconnect	09-14-0004	Kane Kendall	Kane County DOT	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd					2018	\$ 992,700	\$ 992,700	\$ 992,700
Bottleneck Elimination	09-18-0003	Kane Kendall	Kane County DOT	Randall Road at Weld Road/US 20					2022	\$ 4,956,245	\$ 4,956,245	\$ 4,956,245
Bicycle & Pedestrian	09-96-0017	Kane Kendall	Kane County	Longmeadow Road Bike Path Extensions					2018	\$ 1,400,000	\$ 1,400,000	\$ -
Intersection Improvement	10-14-0021	Lake	IDOT D1	IL 176 at Roberts Rd					2018	\$ 835,000	\$ 835,000	\$ 835,000
Intersection Improvement	10-00-0117	Lake	Lake County DOT	Fairfield Rd at IL 134					2021	\$ 699,000	\$ 699,000	\$ 699,000
Intersection Improvement	10-00-0129	Lake	Lake County DOT	Hart Rd at US 14/W Northwest Hwy					2019	\$ 2,064,000	\$ 2,064,000	\$ 2,064,000
Bottleneck Elimination	10-08-0031	Lake	Lake County DOT	Washington St/CH A22 at CN/Metra Crossing					2018	\$ 2,098,900	\$ 2,098,900	\$ 2,098,900
Signal Interconnect	10-16-0002	Lake	Lake County DOT	Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd					2019	\$ 740,000	\$ 740,000	\$ 740,000
Signal Interconnect	10-16-0004	Lake	Lake County DOT	US 12/Rand Rd from IL 176 Ramps to Miller Rd					2018	\$ 1,836,960	\$ 1,836,960	\$ 1,067,148
Signal Interconnect	10-16-0005	Lake	Lake County DOT	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd			2018	\$ 80,000	2019	\$ 1,428,000	\$ 1,508,000	\$ 1,508,000
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	10-16-0013	Lake	Lake Villa	Lake Villa TOD Sidewalk and Multi-use Path Connections to Metra	2018	\$ 16,000			2019	\$ 248,000	\$ 264,000	\$ 248,000
Bicycle & Pedestrian	10-16-0001	Lake	Mundelein	Maple Av Bike Path					2018	\$ 1,584,000	\$ 1,584,000	\$ -
Access to Transit	10-16-0006	Lake	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station	2018	\$ 320,000			2019	\$ 1,360,000	\$ 1,680,000	\$ 1,360,000
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
Intersection Improvement	11-18-0001	McHenry	Crystal Lake	Intersection Improvements at US 14 and Virginia Rd					2021	\$ 1,450,505	\$ 1,450,505	\$ 1,450,505
Intersection Improvement	11-03-0018	McHenry	McHenry County DOT	Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect and Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd (11-12-0006)					2018	\$ 16,438,000	\$ 16,438,000	\$ 3,344,600
Access to Transit	04-16-0003	North Central	Bellwood	St. Charles Road Access to Transit	2018	\$ 40,000			2019	\$ 560,000	\$ 600,000	\$ 600,000
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
Intersection Improvement	03-96-0021	North Central	Cook County DOTH	I-294 at IL 64/North Av			2019	\$3,352,800	2019	\$ 26,117,074	\$ 29,469,874	\$ 29,469,874
Access to Transit	04-18-0002	North Central	Melrose Park	Melrose Park Metra Station and Pace Route Access Improvements	2021	\$ 39,040			2022	\$ 332,800	\$ 371,840	\$ 371,840
Access to Transit	04-18-0001	North Central	Northlake	Northlake Pace Route Access Improvements	2021	\$ 30,656			2022	\$ 153,280	\$ 183,936	\$ 183,936
Intersection Improvement	02-97-0006	North Shore	Cook County DOTH	Old Orchard Rd from Edens Expressway to Skokie Blvd					2020	\$ 5,636,000	\$ 5,636,000	\$ 5,636,000
Intersection Improvement	02-14-0004	North Shore	IDOT D1	Willow Rd at Pfingsten Rd			2018	\$ 204,000	2019	\$ 800,400	\$ 1,004,400	\$ 1,004,400
Intersection Improvement	02-16-0006	North Shore	IDOT D1	Golf Rd at Harms Rd					2019	\$ 660,000	\$ 660,000	\$ 660,000
Bicycle & Pedestrian	02-14-0003	North Shore	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	2018	\$ 32,000			2019	\$ 440,000	\$ 472,000	\$ 472,000
Access to Transit	02-16-0013	North Shore	Skokie	Skokie Bicycle Parking at Dempster and Oakton	2018	\$ 20,984			2019	\$ 230,824	\$ 251,808	\$ 251,808
Intersection Improvement	03-11-0020	Northwest	Cook County DOTH	Lake Cook Rd at IL 83/McHenry Rd					2018	\$ 2,974,000	\$ 2,974,000	\$ 2,974,000
Intersection Improvement	03-11-0020	Northwest	Cook County DOTH	Lake Cook Rd at Weiland Rd					2018	\$ 4,185,000	\$ 4,185,000	\$ 4,185,000
Intersection Improvement	03-11-0020	Northwest	Cook County DOTH	Lake Cook Rd at Buffalo Grove Rd					2018	\$ 5,113,000	\$ 5,113,000	\$ 5,113,000

Project Type	TIP ID	Regional Council	Sponsor	Facility to be Improved	CMAQ Funds							
					ENG		ROW		CON/IMP		Project Total	Unobligated Balance
					FFY	Amount	FFY	Amount	FFY	Amount		
Bottleneck Elimination	03-96-0021	Northwest	Cook County DOTH	Touhy Av and UPRR					2018	\$ 23,289,000	\$ 23,289,000	\$ 23,289,000
Intersection Improvement	03-96-0021	Northwest	Cook County DOTH	Elmhurst Rd and Touhy Av/IL 72					2018	\$ 11,450,000	\$ 11,450,000	\$ 11,450,000
Bicycle & Pedestrian	03-12-0005	Northwest	Des Plaines	Ballard Rd from Bender Rd to Good Av					2018	\$ 453,400	\$ 453,400	\$ 24,858
Access to Transit	03-18-0001	Northwest	Streamwood	US 20 Pedestrian Access to Hanover Park Metra Station	2021	\$ 24,000			2022	\$ 372,000	\$ 396,000	\$ 396,000
Intersection Improvement	03-12-0002	Northwest	IDOT D1	IL 59 at W Bartlett Rd			2018	\$ 888,000	MYB	\$ 2,184,000	\$ 3,072,000	\$ 2,976,000
Intersection Improvement	03-14-0004	Northwest	IDOT D1	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St					2018	\$ 3,730,000	\$ 3,730,000	\$ (337,845)
Bottleneck Elimination	03-18-0006	Northwest	IDOT D1	I-90 WB Improvements from IL 43 to I-190					2018	\$ 26,146,400	\$ 26,146,400	\$ (813,600)
Intersection Improvement	03-18-0007	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Wise Rd			2019	\$ 240,000	2021	\$ 1,106,000	\$ 1,346,000	\$ 1,346,000
Intersection Improvement	03-18-0008	Northwest	IDOT D1	IL 19 (Irving Park Rd) at Barrington Rd			2019	\$ 552,000	2021	\$ 1,625,000	\$ 2,177,000	\$ 2,177,000
Bicycle & Pedestrian	03-18-0004	Northwest	Palatine	Roselle Road/Euclid Avenue Multi-Use Path					2021	\$ 400,000	\$ 400,000	\$ 400,000
Intersection Improvement	03-03-0102	Northwest	Schaumburg	IL 62/Algonquin Rd at Meacham Rd			2018	\$ 920,000	2019	\$ 2,320,000	\$ 3,240,000	\$ 3,240,000
Intersection Improvement	03-14-0017	Northwest	Schaumburg	Woodfield Rd at IL 53					2019	\$ 2,106,000	\$ 2,106,000	\$ 2,106,000
Other	13-18-0001	Regionwide	IDOT D1	IDOT Central Traffic Management System					2022	\$ 6,386,000	\$ 6,386,000	\$ 6,386,000
Direct Emissions Reduction	13-14-0001	Regionwide	IEPA	Chicago Area Green Fleet Grant Program					2019	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Direct Emissions Reduction	13-14-0001	Regionwide	IEPA	Chicago Area Green Fleet Grant Program					2020	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Direct Emissions Reduction	13-14-0001	Regionwide	IEPA	Chicago Area Green Fleet Grant Program					2021	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Direct Emissions Reduction	13-14-0001	Regionwide	IEPA	Chicago Area Green Fleet Grant Program					2022	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Direct Emissions Reduction	13-14-0002	Regionwide	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion					2019	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
Direct Emissions Reduction	13-14-0002	Regionwide	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion					2020	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
Direct Emissions Reduction	13-16-0001	Regionwide	IEPA	Railserv\Ingredion Switcher Locomotive Engine Replacement					2018	\$ 2,692,300	\$ 2,692,300	\$ 2,692,300
Access to Transit	18-18-0001	Regionwide	Metra	Metra Bike Parking Expansion					2021	\$ 306,000	\$ 306,000	\$ 306,000
Direct Emissions Reduction	18-18-0002	Regionwide	Metra	Locomotive Acquisition and Rehabilitation					2021	\$ 44,800,000	\$ 44,800,000	\$ 44,800,000
Transit Facility Improvement	09-14-0005	Regionwide	Pace	Randall Rd Transit Infrastructure Improvements					2018	\$ 1,240,000	\$ 1,240,000	\$ -
Transit Service	17-12-0001	Regionwide	Pace	I-90 Corridor Transit Access Improvement Project					2018	\$ 9,390,000	\$ 9,390,000	\$ 9,390,000
Transit Service	17-12-0001	Regionwide	Pace	I-90 Corridor Transit Access Improvement Project					2019	\$ 10,330,000	\$ 10,330,000	\$ 10,330,000
Transit Facility Improvement	17-18-0001	Regionwide	Pace	Pulse Dempster Line					2021	\$ 10,040,512	\$ 10,040,512	\$ 10,040,512
Other	17-94-0002	Regionwide	Pace	Vanpool Program					2018	\$ 4,096,000	\$ 4,096,000	\$ 4,096,000
Other	17-94-0002	Regionwide	Pace	Vanpool Program					2019	\$ 7,520,000	\$ 7,520,000	\$ 7,520,000
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
Access to Transit	07-16-0003	South	Midlothian	Midlothian Metra Station Area Access Improvements					2018	\$ 736,000	\$ 736,000	\$ 50,195
Access to Transit	07-16-0004	South	Oak Forest	Oak Forest TOD Area Access to Transit Improvements	2018	\$ 36,000			2019	\$ 415,910	\$ 451,910	\$ 419,002
Direct Emissions Reduction	07-14-0010	South	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers					2018	\$ 851,000	\$ 851,000	\$ 415,000
Access to Transit	07-16-0005	South	Richton Park	Richton Park Metra Electric Station Area Access	2018	\$ 32,554			2018	\$ 375,053	\$ 407,607	\$ 142,764
Bicycle & Pedestrian	07-16-0001	South	Sauk Village	Sauk Trail/Cottage Grove Av Bike Path Improvements	2018	\$ 124,800					\$ 124,800	\$ 124,800
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
Access to Transit	06-16-0010	Southwest	Chicago Ridge	Chicago Ridge Metra Station Area Access Improvements					2019	\$ 1,316,850	\$ 1,316,850	\$ 1,316,850

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		
Bicycle & Pedestrian	06-06-0061	Southwest	Palos Heights	Re-Alignment Design Eng Cal-Sag Trail Stage 1 to Burnham Greenway Bike Trail	2018	\$ 280,000					\$ 280,000	\$ 280,000
Bicycle & Pedestrian	06-06-0061	Southwest	Palos Heights	Blue Island: Cal-Sag Trail East-West Blue Island Segment (Kedzie to Ashland)					2019	\$ 1,823,000	\$ 1,823,000	\$ 1,823,000
Bicycle & Pedestrian	12-12-0004	Will	Frankfort	St. Francis Rd Multi-Use Trail					2018	\$ 188,000	\$ 188,000	\$ 22,439
Intersection Improvement	12-12-0005	Will	IDOT D1	US 6/Southwest Hwy at Gougar Rd					2018	\$ 2,820,000	\$ 2,820,000	\$ 2,820,000
Intersection Improvement	12-18-0003	Will	Joliet	Jefferson Street US 52 & Houbolt Road	2021	\$ 32,000	2022	\$ 200,000	2022	\$ 425,416	\$ 657,416	\$ 657,416
Intersection Improvement	12-18-0004	Will	Joliet	Jefferson Street US 52 & I-55 Southbound Ramps	2021	\$ 160,000			2022	\$ 1,908,560	\$ 2,068,560	\$ 2,068,560
Signal Interconnect	12-18-0005	Will	Joliet	Black Road Traffic Signal Interconnection Project					2021	\$ 904,800	\$ 904,800	\$ 904,800
Intersection Improvement	12-08-0003	Will	Will County Department of Highways	Laraway Rd at Cedar Rd					2018	\$ 3,154,000	\$ 3,154,000	\$ 3,154,000



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
Signal Interconnect	01-03-0002	City of Chicago	CDOT	Stony Island Ave from Midway Plaisance to US 12/US 20/95th St					MYB	\$ 4,032,000	\$ 4,032,000	\$ 4,032,000
Signal Interconnect	01-03-0004	City of Chicago	CDOT	Roosevelt Rd from Western Ave to US 41/Lake Shore Dr					MYB	\$ 3,929,600	\$ 3,929,600	\$ 3,929,600
Bicycle & Pedestrian	01-06-0005	City of Chicago	CDOT	Walk to Transit - Series 3	2018	\$ 560,000			MYB	\$ 1,860,000	\$ 2,420,000	\$ 2,420,000
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	\$ 1,141,200	\$ 1,313,200	\$ 1,313,200
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/Waldrone 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
Signal Interconnect	01-17-0014	City of Chicago	CDOT	Wireless Signal Interconnects	2018	\$ 1,600,000			MYB	\$ 28,757,000	\$ 30,357,000	\$ 30,357,000
Intersection Improvement	08-12-0003	DuPage	Elmhurst	IL 56/Butterfield Rd at York St	2018	\$ 240,000	MYB	\$ 349,920	MYB	\$ 1,025,920	\$ 1,615,840	\$ 1,615,840
Transit Service	08-05-0005	DuPage	Oak Brook	Oak Brook Employment Area Distributor Service					MYB	\$ 910,000	\$ 910,000	\$ 910,000
Bicycle & Pedestrian	09-09-0007	Kane Kendall	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	MYB	\$ 143,801			MYB	\$ 2,397,000	\$ 2,540,801	\$ 2,540,801
Bicycle & Pedestrian	09-12-0009	Kane Kendall	Elgin	Elgin CBD Bike Racks Program	2018	\$ 12,000			MYB	\$ 64,800	\$ 76,800	\$ 76,800
Bicycle & Pedestrian	10-13-0015	Lake	North Chicago	North Chicago Lakefront Bike Path	MYB	\$ 28,320			MYB	\$ 249,040	\$ 277,360	\$ 277,360
Bottleneck Elimination	11-09-0006	McHenry	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings					MYB	\$ 938,000	\$ 938,000	\$ 938,000
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	\$ 57,200			MYB	\$ 629,600	\$ 686,800	\$ 686,800
Bottleneck Elimination	02-97-0006	North Shore	Cook County DOTD	Old Orchard Rd from Edens Expressway to Skokie Blvd					MYB	\$ 800,000	\$ 800,000	\$ 800,000
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	03-12-0011	Northwest	Des Plaines	Des Plaines - Pedestrian Refuge Medians					MYB	\$ 144,800	\$ 144,800	\$ 144,800
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	03-12-0012	Northwest	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av					MYB	\$ 94,000	\$ 94,000	\$ 94,000
Other	01-16-0003	Regionwide	IDOT D1	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	MYB	\$ 281,600			MYB	\$ 2,816,000	\$ 3,097,600	\$ 3,097,600
Direct Emissions Reduction	13-14-0002	Regionwide	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion					MYB	\$ 25,192,000	\$ 25,192,000	\$ 25,192,000
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
Access to Transit	07-09-0003	South	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	MYB	\$ 32,000			MYB	\$ 190,000	\$ 222,000	\$ 222,000
Intersection Improvement	12-12-0003	Will	Will County Department of Highways	Bell Rd/CH 16 at 143rd St/CH 37					MYB	\$ 10,384,000	\$ 10,384,000	\$ 10,384,000

 **Chicago Metropolitan Agency for Planning**
FFY 2018-2020 TAP-L Program Summary

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		
Bicycle & Pedestrian	01-06-0002	City of Chicago	CDOT	43rd St Access Bridge to the Lakefront Trail					2018	\$ 23,800,000	\$ 23,800,000	\$ 23,800,000
Bicycle & Pedestrian	01-14-0010	City of Chicago	CDOT	Columbia Bridge over Jackson Park Lagoon/59th St Bike Path	2018	\$ 578,000			2020	\$ 4,520,000	\$ 5,098,000	\$ 5,098,000
Bicycle & Pedestrian	08-11-0017	DuPage	Bensenville	Church Rd from Irving Park Rd to Grove Av					2018	\$ 661,000	\$ 661,000	\$ 661,000
Bicycle & Pedestrian	08-17-0021	DuPage	Carol Stream	Southeast Carol Stream Bike Paths	2019	\$ 128,000	2019	\$ 455,200			\$ 583,200	\$ 583,200
Bicycle & Pedestrian	08-04-0011	DuPage	DuPage County DOT	East Branch DuPage River Trail - Benedictine Connector from Burlington Av to College Av			2018	\$ 712,000	2019	\$ 280,000	\$ 992,000	\$ 992,000
Bicycle & Pedestrian	08-12-0040	DuPage	DuPage County DOT	Gary Av Trail from Great Western Trail to Army Trail Rd					2019	\$ 260,000	\$ 260,000	\$ 260,000
Bicycle & Pedestrian	08-16-0017	DuPage	Forest Preserve District of DuPage County	North Central DuPage Regional Trail	2019	\$ 152,000					\$ 152,000	\$ 152,000
Bicycle & Pedestrian	08-16-0019	DuPage	Forest Preserve District of DuPage County	West Branch DuPage River Trail Extension	2019	\$ 240,000	2019	\$ 80,000	2020	\$ 2,410,134	\$ 2,730,134	\$ 2,730,134
Bicycle & Pedestrian	08-16-0003	DuPage	Hanover Park	Hawk Hollow Forest Preserve Trail Connection from Lawrence Av/County Farm Rd to Lawrence Av/Morton Rd					2018	\$ 103,700	\$ 103,700	\$ -
Bicycle & Pedestrian	09-18-0001	Kane Kendall	Aurora	East New York Street Bike Path					2019	\$ 428,680	\$ 428,680	\$ 428,680
Bicycle & Pedestrian	09-18-0002	Kane Kendall	Forest Preserve District of Kane County	Great Western Trail Extension	2018	\$ 38,400	2018	\$ 500,000	2019	\$ 141,634	\$ 680,034	\$ 680,034
Bicycle & Pedestrian	09-16-0005	Kane Kendall	Forest Preserve District of Kane County	Fox River Trail under UPRR from Raymond Dt/Riverview Dr to Poplar Creek					2018	\$ 2,085,267	\$ 2,085,267	\$ 2,085,267
Bicycle & Pedestrian	02-18-0002	North Shore	Cook County DOT	Skokie Valley Trail Extension-Northbrook					2018	\$ 2,780,936	\$ 2,780,936	\$ 2,780,936
Bicycle & Pedestrian	02-16-0008	North Shore	Glenview	Milwaukee Av/Lake Av/Sanders Rd (IL-21) multi-use path					2018	\$ 524,000	\$ 524,000	\$ 524,000
Bicycle & Pedestrian	02-18-0001	North Shore	Skokie	Skokie Valley Trail-Golf Rd to Dempster St	2019	\$ 176,000	2019	\$ 608,000	2020	\$ 2,096,000	\$ 2,880,000	\$ 2,880,000
Bicycle & Pedestrian	03-18-0005	Northwest	Elk Grove	Oakton St and Busse Rd Multi-Use Path					2019	\$ 162,545	\$ 162,545	\$ 162,545
Bicycle & Pedestrian	03-13-0010	Northwest	Niles	Howard St Bicycle Path	2018	\$ 73,200	2018	\$ 65,000	2020	\$ 1,006,800	\$ 1,145,000	\$ 1,145,000
Bicycle & Pedestrian	03-18-0002	Northwest	Schaumburg	Higgins Rd Bike Path	2018	\$ 33,600			2019	\$ 482,160	\$ 515,760	\$ 515,760
Bicycle & Pedestrian	07-18-0001	South	Country Club Hills	BP Pipeline Shared Use Path	2018	\$ 134,408					\$ 134,408	\$ 134,408
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					2018	\$ 2,694,000	\$ 2,694,000	\$ 2,694,000
Bicycle & Pedestrian	06-06-0061	Southwest	Dolton	Cal-Sag Trail East - Dolton Leg from Indiana Ave and 137th St to Burnham Greenway Trail					2018	\$ 3,542,000	\$ 3,542,000	\$ 3,542,000
Bicycle & Pedestrian	06-16-0005	Southwest	Palos Heights	Ridgeland Av from IL 83 College Dr to 135th St					2018	\$ 686,400	\$ 686,400	\$ (98,971)
Bicycle & Pedestrian	12-15-0011	Will	Romeoville	Multi-Use Path through ComEd ROW from Airport Rd/Butler Rd & I-55 and Weber Rd	2018	\$ 89,600			2019	\$ 1,228,800	\$ 1,318,400	\$ 1,318,400
Bicycle & Pedestrian	12-18-0002	Will	Romeoville	NGPL Multi-Use Trail	2018	\$ 56,000			2019	\$ 757,600	\$ 813,600	\$ 813,600



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
2018	\$ 69,382,779	\$ 91,474,992	\$ (22,092,213)	\$ 100,134,800	\$ (122,227,013)	\$ 128,175,633	\$ 87,265,258	\$ 40,910,375
2019	\$ 111,412,281	\$ 111,575,373	\$ (163,092)	\$ -	\$ (163,092)	\$ 106,075,633		
2020	\$ 111,412,281	\$ 111,702,000	\$ (289,719)	\$ -	\$ (289,719)	\$ 106,075,633		
2021	\$ 111,412,281	\$ 100,960,456	\$ 10,451,825	\$ -	\$ 10,451,825	\$ 106,075,633		
2022	\$ 111,412,281	\$ 112,325,966	\$ (913,685)	\$ -	\$ (913,685)	\$ 106,075,633		
	\$ 515,031,903	\$ 528,038,787	\$ (13,006,884)	\$ 100,134,800	\$ (113,141,684)	\$ 552,478,164		

Current as of 8/1/18

- 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 2018 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 2018-2022 apportionments are estimates based upon 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. FFY 2018 is the annual allotment plus one half of the unobligated balance from FFY 2017. Source: November 2, 2017 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 2018 Federal Apportionment	\$ 111,412,281
Prior Years' Unobligated Balance	\$ 140,023,311 (+)
	\$ 251,435,592
FFY 2018 Obligated	\$ 87,265,258 (-)
FFY 2018 Advanced Construction	\$ 61,302,195 (-)
Prior Years' Advanced Construction	\$ 33,485,360 (-)
	\$ 69,382,779



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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: August 9, 2018
Re: CMAQ/TAP-L Project Change Requests for consideration on August 16, 2018

Five CMAQ projects submitted cost and schedule change requests for committee consideration. The sponsors' requests are attached; a re-ranking analysis is available upon request.

A summary of the impacts of the staff recommended changes on the fiscal constraint of the Transportation Improvement Program (TIP) is shown below. The FFY 2018 current program amount included below is the new funding in FFY 2018 and carryover from former years; it does not include programmed funds that have been obligated. Approximately \$95 million is currently in Advanced Construction status and is accounted for in the FFY 2018 unprogrammed balance below, although staff does not expect the full amount of Advanced Construction funding to be converted within the current federal fiscal year.

	CMAQ					Notes
	2018	2019	2020	2021	2022	
Current Program*	\$91,474,992	\$111,575,373	\$111,702,000	\$100,960,456	\$112,325,966	2018 current program does not include obligated funds.
Unprogrammed Balance*	-\$22,092,213	-\$163,092	-\$289,719	\$10,451,825	-\$913,685	
Sponsor requested changes						
03-18-0001 (Streamwood)	\$48,000	\$348,000		-\$24,000	-\$372,000	Transfer CON to E2 and CE; move E2 from 21 to 18; move CON and CE from 22 to 19
07-16-0005 (Richton Park)	\$104,676					Increase for E2 and CON in 18
11-18-0001 (Crystal Lake)		\$1,450,505		-\$1,450,505		Move CON from 21 to 19
12-18-0004 (IDOT)		\$160,000		-\$160,000		Move E2 from 21 to 19
12-18-0005 (Joliet)		\$904,800		-\$904,800		Move CON from 21 to 19
Sum of Changes From Requests	\$152,676	\$2,863,305	\$0	-\$2,539,305	-\$372,000	
Sum of Recommended Changes	\$152,676	\$2,863,305	\$0	-\$2,539,305	-\$372,000	
Recommended Revised Program	\$91,627,668	\$114,438,678	\$111,702,000	\$98,421,151	\$111,953,966	
Rec. Rev. Unprogrammed Balance	-\$22,244,889	-\$3,026,397	-\$289,719	\$12,991,130	-\$541,685	
	TAP-L					
	2018	2019	2020	2021	2022	Notes
Current Program*	\$37,715,643	\$8,636,955	\$10,312,934	\$0	\$0	
Unprogrammed Balance*	\$1,685,461	\$480,149	-\$1,195,830	\$9,117,104	\$9,117,104	
Sponsor requested changes						
Sum of Changes From Requests	\$0	\$0	\$0	\$0	\$0	
Sum of Recommended Changes	\$0	\$0	\$0	\$0	\$0	
Recommended Revised Program	\$37,715,643	\$8,636,955	\$10,312,934	\$0	\$0	
Rec. Rev. Unprogrammed Balance	\$1,685,461	\$480,149	-\$1,195,830	\$9,117,104	\$9,117,104	

* Source: CMAP FY 2014-19 TIP.

For Committee Consideration (CMAQ):

Streamwood – US 20 Pedestrian Access to Hanover Park Metra Station (03-18-0001)

The project was approved for \$24,000 CMAQ (\$30,000 total) for design engineering in FFY 2021, \$340,000 CMAQ (\$425,000 total) for construction, and \$32,000 CMAQ (\$40,000 total) for construction engineering in FFY 2022.

The project was originally sponsored by the Village of Hanover Park. On July 13, 2018, the Villages of Hanover Park and Streamwood submitted a letter requesting to transfer sponsorship of the project to the Village of Streamwood since the majority of the project limits are within Streamwood. CMAP staff approved the change administratively.

The sponsor is requesting to transfer \$24,000 CMAQ (\$30,000 total) from construction to design engineering and \$16,000 CMAQ (\$20,000 total) from construction to construction engineering due to increased engineering costs resulting from additional tasks identified in preliminary engineering. The sponsor is also requesting a schedule change to move \$48,000 CMAQ (\$60,000 total) for design engineering from FFY 2021 to FFY 2018, effectively changing the sunset date from FFY 2023 to FFY 2020, and to move \$300,000 CMAQ (\$375,000 total) for construction and \$48,000 CMAQ (\$60,000 total) for construction engineering from FFY 2022 to FFY 2019, effectively changing the sunset date from FFY 2024 to FFY 2021.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested transfers of \$24,000 CMAQ (\$30,000 total) from construction to design engineering and \$16,000 CMAQ (\$20,000 total) from construction to construction engineering for Streamwood – US 20 Pedestrian Access to Hanover Park Metra Station (03-18-0001).

Staff recommends approval of the requested schedule change to move \$48,000 CMAQ (\$60,000 total) for design engineering from FFY 2021 to FFY 2018 and \$300,000 CMAQ (\$375,000 total) for construction and \$48,000 CMAQ (\$60,000 total) for construction engineering from FFY 2022 to FFY 2019 for Streamwood – US 20 Pedestrian Access to Hanover Park Metra Station (03-18-0001).

Richton Park – Metra Electric Station Area Access (07-16-0005)

The project was approved for \$18,000 CMAQ (\$22,000 total) for design engineering in FFY 2018 and \$264,000 CMAQ (\$330,000 total) for construction in FFY 2019. The project proceeded on advanced schedule with design engineering moving to FFY 2016 and construction moving to FFY 2018. In April 2018, the committee approved cost increases of \$32,500 CMAQ for design engineering and \$110,500 CMAQ for construction and construction engineering.

The sponsor is requesting cost increases of \$16,208 CMAQ (\$20,260 total) for design engineering, \$81,667 CMAQ (\$111,218 total) for construction and \$6,801 CMAQ (\$8,502 total) for construction engineering in FFY 2018. The project was let on June 15, 2018 and the bid documents did not include additional construction and engineering costs based on addendums. Costs have also increased due to project delays, permitting, change orders, and increased coordination among IDOT and Cook County DOT.

The project was originally ranked in a group with the other Regionwide Transit Access Improvements projects. A re-ranking of the group shows that the project ranking was unchanged at 3rd among all 2016-2020 Transit Access projects. Three funded projects rank lower than 3rd.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested cost increases of \$16,208 CMAQ (\$20,260 total) for design engineering, \$81,667 CMAQ (\$111,218 total) for construction and \$6,801 CMAQ (\$8,502 total) for construction engineering in FFY 2018 for Richton Park – Metra Electric Station Area Access (07-16-0005).

Crystal Lake – US 14 at Virginia Rd (11-18-0001)

The project was approved for \$1,450,505 CMAQ (\$1,813,132 total) for construction in FFY 2021.

The sponsor is requesting a schedule change to move construction from FFY 2021 to FFY 2019, effectively changing the sunset date from FFY 2023 to FFY 2021, due to an advanced schedule and the availability of local funds. The project is on schedule for a January 2019 letting.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested schedule change to move \$1,450,505 CMAQ (\$1,813,132 total) for construction from FFY 2021 to FFY 2019 for Crystal Lake – US 14 at Virginia Rd (11-18-0001).

IDOT – US Route 52 & I-55 Southbound Ramps (12-18-0004)

The project was approved for \$160,000 CMAQ (\$200,000 total) for design engineering in FFY 2021 and \$1,908,560 CMAQ (\$2,385,700 total) for construction and construction engineering in FFY 2022.

The project was originally sponsored by the City of Joliet. In spring 2018, the City requested and IDOT agreed to take over sponsorship of the project since it is on state routes and outside the jurisdiction of the City. CMAP staff approved the change administratively.

The sponsor is requesting a schedule change to move \$160,000 CMAQ (\$200,000 total) for design engineering from FFY 2021 to FFY 2019, effectively changing the sunset date from FFY 2023 to FFY 2021, to initiate plans ahead of schedule.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested schedule change to move \$160,000 CMAQ (\$200,000 total) for design engineering from FFY 2021 to FFY 2019 for IDOT – US Route 52 & I-55 Southbound Ramps (12-18-0004).

Joliet – Black Road Traffic Signal Interconnection (12-18-0005)

The project was approved for \$904,800 CMAQ (\$1,131,000 total) for construction and construction engineering in FFY 2021.

The sponsor is requesting a schedule change to move \$904,800 CMAQ (\$1,131,000 total) for construction and construction engineering from FFY 2021 to FFY 2019, effectively changing the phase's sunset date from FFY 2023 to FFY 2021. The project is on schedule for a June 2019 state letting.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested schedule change to move \$904,800 CMAQ (\$1,131,000 total) for construction and construction engineering from FFY 2021 to FFY 2019 for Joliet – Black Road Traffic Signal Interconnection (12-18-0005).



Village of Hanover Park Public Works

Public Works Facility
2041 West Lake Street, Hanover Park, IL 60133
630-823-5700 tel 630-823-5704 fax

hpil.org

Village President
Rodney S. Craig

Village Clerk
Eira Corral Sepúlveda

Trustees
James Kemper
Jon Kunkel
Herb Porter
Bob Prigge
Rick Roberts
Sharmin Shahjahan

Village Manager
Juliana A. Maller

July 13, 2018

Ms. Jen Maddux, CMAQ Program Manager
233 South Wacker Drive, Suite 800 - Willis Tower
Chicago, Illinois 60606

Re: CMAQ Lead Agency Change Request
US 20 Pedestrian Access to Hanover Park Metra Station
TIP ID: 03-18-0001
CMAQ ID: TI03184285

Dear Ms. Maddux,

The Village of Hanover Park is requesting change in Lead Agency from Village of Hanover Park to Village of Streamwood. The Village of Hanover Park received CMAQ funds in the amount of \$396,000 for the US Route 20 Pedestrian Access Improvements between Walnut Avenue and Center Avenue. The proposed pedestrian path will cross the Village boundary between the Village of Hanover Park and the Village of Streamwood to connect industrial work places along US Route 20(Lake Street) with the Hanover Park Metra Station. Majority of the project (over 70%), and also the local non- federal share of the cost will be the responsibility of the Village Streamwood. In addition, the Phase I engineering report for this project was completed by the Village of Streamwood in 2013.

Both the Village of Hanover Park and the Village of Streamwood would be most appreciative of your approval of this request, hence enabling them to move the project forward.

If you need additional information regarding our request, you may contact Andy Sikich at asikich@hpil.org or 630-823-5650, and Matt Mann at mmann@streamwood.org or 630-736-3850.

Sincerely,

Andrew J. Sikich, P.E.
Village Engineer/Asst. Director of Public Works
Village of Hanover Park

Matt Mann, P.E.
Director of Public Works
Village of Streamwood

cc: Mr. Akram Chaudhry – HR Green, Inc.
Mr. Mike Walczak – Northwest Council of Mayors
Mr. Chad Riddle - IDOT Bureau of Local Roads

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-18-0001	Sponsor	Village of Streamwood
Project Location Description	US Route 20 Pedestrian Access to Hanover Park Metra Station (Lake St)		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input checked="" type="checkbox"/>
ENG 2	21	30	24	80	CMAQ	Local	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	Future	425	340	80	CMAQ	Local	<input type="checkbox"/>
CE	Future	40	32	80			
Total		495	396				

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1							
ENG 2	18	60	48	80	CMAQ	Local	January 2019
ROW							
CONST	19	375	300	80	CMAQ	Local	July 2019
CE	19	60	48	80	CMAQ	Local	July 2019
Total		495	396				

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2	18	30	24		from CONST
ROW					
CONST	19	-50	-40		to CE & CONST
CE	19	20	16	80	from CONST
Total		0	0		

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

Reason for Request

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

ENG 2 & CE costs have increased. Upon completion of Phase I Engineering additional tasks were identified such as structural engineering for retaining walls to maintain ADA accessibility slope requirements, and multiple traffic signal modifications to complete the pedestrian traffic signal upgrades to be included within the Phase 2 contract plans and special provisions. Upon approval of this request, the locally executed agreement will be sent to District 1 for submittal to Central Office.

State and Federal Project Information

Select One.

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

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

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	07-16-0005	Sponsor	Village of Richton Park
Project Location Description	FAU 1632/Sauk Trail: Governors Hwy to Richton Square Rd		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	N/A						<input checked="" type="checkbox"/>
ENG 2	2016	62.892	50.314	80	CMAQ	RTA	<input type="checkbox"/>
ROW	N/A						<input type="checkbox"/>
CONST	2018	415.511	339.716	80	CMAQ	RTA	<input type="checkbox"/>
CE	2018	44.171	35.337	80	CMAQ	RTA	
Total		522.574	425.367	80	CMAQ	RTA	

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1							
ENG 2	2016	83.152	50.314	61	CMAQ	RTA	7/27/2016
ROW							
CONST	2018	526.729	339.716	64	CMAQ	RTA	6/15/2016
CE	2018	52.673	35.337	67	CMAQ	RTA	6/15/2016
Total		662.554	425.367	64	CMAQ	RTA	

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2	2016	+20.260	+16.208	80	
ROW					
CONST	2018	+111.218	+81.667	80	
CE	2018	+8.502	+6.801	80	
Total		+139.980	+104.676	80	

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

Reason for Request

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

The total funding request for the increase in programmed construction cost due to the high low-bid and Addenda 2 and 3 is \$111,218 (CONST total increase). The total increase in programmed engineering cost related to Addenda 2 and 3 is \$20,263 (ENG 2 total increase). The total increase in programmed construction engineering cost related to the extended construction duration and the additional processing of change orders and coordination is \$8,502 (CE total increase). A discussion of these cost increases is as follows.

The previous CMAQ/TAP cost change request included a cost increase due to Addenda 1 and 2. Addenda 1 and 2 were for changes that were requested by the owners (IDOT/CCDOH). Over 10 submittals have been made to IDOT and CCDOH to coordinate and appease both agencies. These 10 plus submittals do not include coordination regarding local agency agreements and intergovernmental agreements.

The project was let on June 15, 2018. The low bid was \$72,328 (CONST add) higher than the programmed construction cost. However, the bid documents only included Addendum 1. Due to processing delays, Addendum 2 was not processed in time for the letting. Thus, the low bid only includes the construction cost for Addendum 1.

Addendum 2 is to be added to the project by construction change order. The net increase of Addendum 2 to the programmed construction cost is \$8,260 (CONST add). Also, Addendum 2 required additional engineering effort including a clarification meeting with CCDOH, additional discussions with IDOT and CCDOH, coordination between IDOT and CCDOH to determine a resolution to pay item coding, and additional utility coordination. This engineering effort was not included in the previous CMAQ/TAP cost change request. The additional effort increased the programmed engineering cost by \$16,000 (ENG 2 add).

On the day of letting, CCDOTH issued additional comments. These comments requested changes to vehicle detection, cable routing, and pay item coding. These comments will be added as Addendum 3 to the project by construction change order. The net increase of Addendum 3 to the programmed construction cost is \$30,630 (CONST add). The increased programmed engineering cost due to Addendum 3 is \$3,063 (ENG 2 add). The engineering effort to prepare, process, and coordinate the change order paperwork is anticipated to increase the programmed engineering cost by \$1,200 (ENG 2 add).

The increase in construction items and delays, due to funding and permitting, in the execution of the construction contract has increased the construction duration, added tasks for processing change orders, and increased coordination during construction. These items increase the programmed construction engineering cost by \$8,502 (CE add).

State and Federal Project Information

Select One.

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

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-283-16	4FN5(197)	
ROW	R-		
CONST	C-91-283-16	4FN5(197)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	11-18-0001	Sponsor	Crystal Lake
Project Location Description	US 14 and Virginia Rd Intersection		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	2017
ENG2	2017
ROW	N/A
CONST	2021

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	2017	5/1/18
ENG2	2017	5/1/18
ROW	N/A	N/A
CONST	2019	January 18, 2019

Reason for Request

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

Advancing project due to availability of local funds.

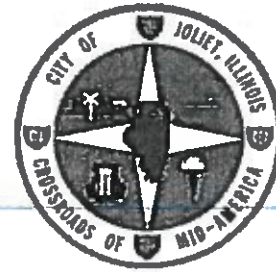
Additional Comments

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**DEPARTMENT OF
PUBLIC WORKS**

815-724-4200 Direct
815-723-7770 Fax

CITY OF



JOLIET

March 26, 2018

150 WEST JEFFERSON STREET
JOLIET, ILLINOIS 60432-4158

Mr. Anthony J. Quigley, P.E.
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

RE: Transfer Sponsorship
Joliet CMAQ Project

Dear Mr. Quigley:

The CMAQ Board and MPO Policy Committee approved three Joliet CMAQ Projects for Fiscal Year 2018-2022. The following is a listing of Joliet CMAQ Project approvals:

<u>Sponsor</u>	<u>Facility to be Improved</u>	<u>CMAQ Funding</u>	<u>Local Funding Share</u>
1. Joliet	Black Road Traffic Signal Interconnection Project	\$ 904,800.00	\$ 295,200.00
2. Joliet	Jefferson Street – U.S. 52 and I-55 S.B.Ramp	\$2,068,560.00	\$ 627,140.00
3. Joliet	Jefferson Street – U.S. 52 and Houbolt Road	\$ 657,416.00	\$ 204,354.00

The Department of Public Works is proceeding with implementation of the Black Road Traffic Signal Interconnection Project. This project shall interconnect traffic signals on Black Road from Bronk Road east to U.S. 30 (Plainfield Road).

Since the other two CMAQ Projects are on the State Highway System, the City of Joliet is requesting to transfer sponsorship of the U.S. 52 and I-55 Southbound Ramp Project and the U.S. 52 and Houbolt Road Project to IDOT for further development and implementation. This potential change in sponsorship would require coordination with the CMAQ Project Selection Committee.

Again, the City of Joliet requests IDOT to consider a transfer of sponsorship for the two U.S. Route 52 CMAQ Projects. Please review the above-mentioned requests and contact me at 815-724-4200 should you have any further questions regarding this matter.

Should you have any questions regarding this matter, please feel free to contact me at (815) 724-4200. Your assistance in this matter is greatly appreciated.

Respectfully Submitted,



James R. Trizna, P.E.
Director of Public Works

JRT:cd

cc: David A. Hales, City Manager
Greg Ruddy, Public Works Administrator
Russ Lubash, Traffic Engineer
Steve Jones, Deputy City Manager
Brian Carlson, Program Development Section Chief – IDOT
John Baczek, Engineer Program Development

Brian Carlson



Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

May 17, 2018

Mr. James R. Trizna, P.E.
Director of Public Works
City of Joliet
150 West Jefferson Street
Joliet, IL 60432

Dear Mr. Trizna:

The Illinois Department of Transportation (Department) has received the City of Joliet's (City) letter dated March 26, 2018, in which the City proposed that the CMAQ project sponsorship for the following projects be transferred from the City to the Department.

US Route 52 (Jefferson Street) at Interstate Route 55

US Route 52 (Jefferson Street) at Houbolt Road

The Department agrees to request through the Chicago Metropolitan Agency for Planning (CMAP) CMAQ Project Selection Committee that the US Route 52 (US 52) at Interstate 55 (I-55) project sponsorship be transferred from the City to the Department. The Department agrees to this transfer in sponsorship since all the facilities included in the project involve state routes and the improvement lies outside the jurisdictional boundaries of the City. Upon approval of by the CMAQ Project Selection Committee, the Department will program the CMAQ funding and required match in a future Multi-Year Highway Improvement Program and will continue to develop the project to advance to contract letting. Based on the outcome of the Phase I study performed for this project, it is likely that a CMAQ cost increase will need to be requested once the Department assumes sponsorship. This will require that additional funds beyond the level currently identified will need to be accommodated in future Multi-Year Highway Improvement Program.


The Department does not agree to take sponsorship of the US Route 52 at Houbolt Road project. For locally initiated projects involving both State and local routes, the Department typically requires that the local jurisdictional agency continue with the project development and that the project of local priority be programmed through the local program and processed through the District's Bureau of Local Roads and Streets. The local highway program and local agency agreement process is better suited to accommodate these types of locally initiated federally funded projects. Per our Department's policies regarding state financial participation in locally initiated federally funded projects involving state routes, the Department will entertain a request by the City for state financial participation in the non-federal portion of the payable construction and pre-construction items associated with the state-owned facilities. Upon receipt of the City official request for state financial

Mr. James R. Trizna, P.E.
May 17, 2018
Page two

participation, the Department will outline the anticipated level of financial participation and document this commitment through a Letter of Intent. The Letter of Intent will be used as a basis for the preparation of the future formal intergovernmental agreement(s).

Thank you for your continued interest in the highway transportation needs of our region. If you have any questions or need additional information, please contact me or Mr. Brian Carlson, Program Development Section Chief, at (847) 705-4080.

Very truly yours,


Anthony J. Quigley, P.E.
Region One Engineer

bcc: Anthony J. Quigley
John Baczek
Christopher Holt Attn: Chad Riddle
Issam Rayyan
Brian Carlson
Programming File Copy Tickle # 5023

Prepared By: Brian Carlson, Ext. 4080
Bureau of Programming

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CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	12-18-0004	Sponsor	IDOT – District 1
Project Location Description	US 52 (Jefferson Street) at I-55 Southbound Ramps		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	2017
ENG2	2021
ROW	
CONST	2022

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2	2019	
ROW		
CONST	2022	

Reason for Request

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

IDOT is taking over responsibility for the implementation of the project improvements and is requesting to move Phase II engineering into FFY2019 to initiate plans.

Additional Comments

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	12-18-0005	Sponsor	City of Joliet
Project Location Description	Joliet's Black Road between IL Route 59 and US Route 30		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	2018
ROW	
CONST	2021

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2	2018	2018
ROW		
CONST	2019	2019

Reason for Request

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

The City of Joliet is requesting the CMAQ funding for this traffic signal interconnect project be moved from FFY 2021 to 2019. With the exception of this CMAQ funding, the project is currently on target to meet the June 14, 2019, IDOT letting. The Phases I/II kickoff meeting was held at D1 on June 28, 2018.

Additional Comments

For any questions, contact Russ Lubash with the City of Joliet or Jack Cruikshank with the Will County Governmental League.

CMAQ Performance Plan

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DRAFT

Background and Overview

The Moving Ahead for Progress in the 21st Century Act (MAP-21),¹ signed into law on July 6, 2012, transformed the policy and programmatic framework for making investments that guide the growth and development of the Nation’s surface transportation program and created a performance-based surface transportation program. The Fixing America’s Surface Transportation Act (FAST Act),² signed into law on December 4, 2015, continued and refined these efforts. To examine the effectiveness of the Federal-aid Highway Program as a means to address surface transportation performance at a national level, the United States Department of Transportation (USDOT) established a set of national measures on which state DOTs must report performance.³

For the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, MAP-21 required USDOT to establish measures for state DOTs to use to assess traffic congestion and on-road mobile source emissions.⁴ To meet this requirement, FHWA finalized three CMAQ performance measures (two congestion measures and one on-road mobile source emission reduction measure), listed in Table 1.

Table 1. Performance Measures for the CMAQ Program

Measure	Description
Traffic Congestion	PHED: Annual hours of peak hour excessive delay (PHED) per capita
	Non-SOV: Percent of non-single occupancy vehicle (SOV) travel
On-Road Mobile Source Emissions	Total Emissions Reduction: 2-year and 4- year total emissions reductions for each applicable criteria pollutant and precursor for all projects funded with CMAQ funds (kg/day)
Source: 82 Fed. Reg. 5970 (Jan. 18, 2017) (codified at 23 CFR Part 490), available at https://www.gpo.gov/fdsys/pkg/FR-2017-01-18/pdf/2017-00681.pdf	

The two traffic congestion performance measures are the PHED measure and the percent of non-SOV travel measure. The PHED measure is the annual hours of peak hour excessive delay per capita that occurs within an applicable urbanized area. The percent of non-SOV travel measure is the percentage of non-SOV trips within an applicable urbanized area. The traffic congestion measures apply to the Chicago, IL-IN urbanized area because it includes National

¹ Pub. L. 112-141

² Pub. L. 114-94

³ 23 U.S.C. 134, 135, and 150

⁴ 23 U.S.C. 150(c)(5)



Highway System (NHS) mileage and has a population over 1 million people.⁵ The on-road mobile source emissions performance measure is the total emissions reduction measure. The total emissions reduction measure is the estimated emission reductions, for all CMAQ funded projects, of particulate matter (PM10) and volatile organic compounds (VOC) and oxides of nitrogen (NOx) because these are the applicable criteria pollutants and precursors for which the Chicago area is designated nonattainment or maintenance.⁶

The target reporting deadline for all measures for the 1st performance period is October 1, 2018.⁷ In establishing targets, Chicago Metropolitan Agency for Planning (CMAP) staff coordinated with the Illinois Department of Transportation (IDOT), Indiana Department of Transportation (INDOT) and the Northwestern Indiana Regional Planning Commission (NIRPC) to ensure consistency to the maximum extent practicable. In addition to the reporting required by the regulation, 23 United States Code (U.S.C.) 149(l) requires each MPO serving a transportation management area (TMA) with a population over 1,000,000 that includes a nonattainment or maintenance area to develop a CMAQ Performance Plan to support the implementation of the CMAQ measures.⁸ In the CMAQ Performance Plan and its biennial updates, CMAP will report 2 and 4 year targets, describe how we plan to meet our targets, and detail our progress toward achieving the targets over the course of the performance period. The performance periods and reporting timeline for CMAQ measures are indicated in Figure 1 below.

This document summarizes requirements, data sources and methodology for each CMAQ performance measure and outlines the baseline performance, targets, and description of projects receiving CMAQ funding that will contribute toward achieving the targets.

⁵ 23 CFR 490.703

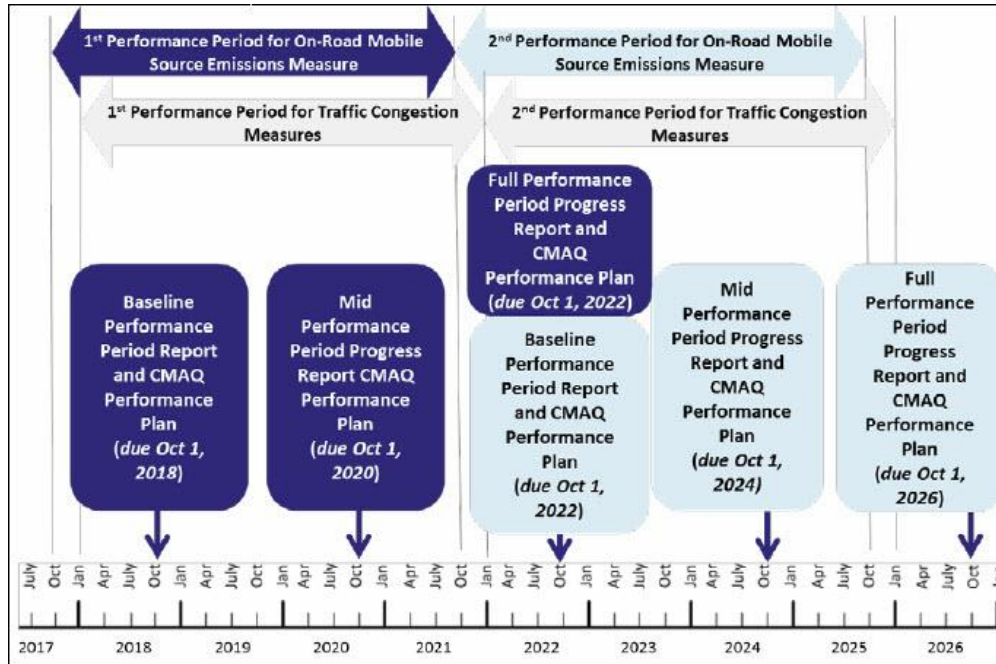
⁶ 23 CFR 490.807

⁷ 23 CFR 490.107(b)(1)(i)

⁸ 23 CFR 490.107(c)(3)



Figure 2. Performance Periods for CMAQ Measures and Reporting Timeline



Source: FHWA CMAQ Performance Plan Guidebook for MPOs

Data Requirements and Sources

CMAQ is required to use certain data sources to calculate condition and performance for the traffic congestion and on-road mobile source emissions measures, described in the tables that follow.

Peak Hour Excessive Delay (PHED)

The Illinois Department of Transportation (IDOT), Indiana Department of Transportation (INDOT), CMAP and NIRPC are required to use the same travel time data set for calculating the PHED measure and must establish and report single, unified targets for the Chicago urbanized area.⁹ The data sets used to calculate the PHED were processed by CMAP staff and the Regional Integrated Transportation Information System (RITIS)¹⁰ MAP-21 PHED tool.

⁹ 23 CFR 490.103(e) and 23 CFR 490.105(f)(5)(iii)(B)

¹⁰ Regional Integrated Transportation Information System www.ritis.org



Table 2. Data Sources for PHED Measure

Data	Data Source
Urbanized Area Boundary	U.S. Decennial Census; FHWA's Highway Performance Monitoring System Filed Manual
Urbanized Area Population	5-year annual estimates of the total population of the urbanized area from the American Community Survey (Table DP05)
Reporting Segments	National Performance Management Research Data Set (NPMRDS)
Travel Times in 15-minute Intervals	National Performance Management Research Data Set (NPMRDS)
Hourly Traffic Volume	National Performance Management Research Data Set (NPMRDS) via Highway Performance Monitoring System (HPMS). Hourly volume estimates follows the method described in "MAP-21 Proposed Measures for Congestion, Reliability, and Freight: Step-by-Step Calculations Procedures" (https://www.apta.com/gap/fedreg/Documents/MAP-21_Proposed_Measures_for_Congestion,_Reliability,_and_Freight.pdf)
Annual Vehicle Classification for Buses, Trucks, and Cars	National Performance Management Research Data Set (NPMRDS) via HPMS.
Annual Vehicle Occupancy for Buses, Trucks, and Cars	Values recommended by FHWA. https://www.fhwa.dot.gov/tpm/guidance/avo_factors.pdf
Speed Limits	Illinois Highway Information System (IHIS)

Non-SOV Travel

For the Chicago urbanized area, IDOT, INDOT, CMAP and NIRPC agreed upon a data source and method to calculate the Non-SOV travel measure.

Table 3. Data Sources for Non-SOV Travel Measure

Data	Data Source
Mode of Commuting to Work	5-year estimate for "Commuting to Work" totaled by mode from the U.S. Census Bureau's American Community Survey dataset, table DP03, for Chicago urbanized area.



Total Emissions Reduction

FHWA's CMAQ Public Access System is the required data source for calculating the Total Emissions Reduction measure.¹¹ IDOT is responsible for submitting project information to the CMAQ Project Tracking System by March 1 of each federal fiscal year (FFY), along with the CMAQ Annual Report, for all projects obligated in the previous FFY.

Table 4. Data Sources for Total Emissions Reduction Measure

Data	Data Source
Emissions reduction estimated for each CMAQ funded project by pollutant and precursor (kg/day)	IDOT extracted data from the CMAQ Public Access System found at https://fhwaapps.dot.gov/cmqa_pub/

Performance Plan

Baseline Performance

As this document is the CMAQ Performance Plan for the beginning of the performance period, CMAP must report baseline performance for each CMAQ measure. For the biennial updates to the plan, submitted at the midpoint and end of the performance period, CMAP will report performance during the two- and four-year periods. For the PHED and Non-SOV measures, baseline performance is reported for calendar year 2017. For the Total Emissions Reduction measure, baseline performance is reported for the applicable pollutants associated with CMAQ funded projects obligated in federal fiscal years 2014 through 2017.

Peak Hour Excessive Delay (PHED)

This measure is calculated using data from the FHWA's National Performance Management Research Data Set (NPMRDS). The NPMRDS provides travel time by road segment for the NHS in 15-minute intervals. Travel times are provided for passenger, freight, and combined values. Along with the travel time information, a geographic file of the road segments is provided through the NPMRDS.

The geographic file includes information for each road segment including length in miles, average annual daily traffic, functional classification, and other roadway attributes. A conflation process was used to assign a speed limit information to the NPMRDS data. The 4:00 p.m. – 8:00 p.m. afternoon peak is used to be consistent with CMAP's travel model time periods.

The PHED is calculated for each 15-minute interval in the peak periods for all segments in the Chicago urban area. The 15 minute interval PHED is calculated in the following steps:

¹¹ 23 CFR 490.809(a)



- Segment length divided by a segments speed threshold (larger of 20 mph, or 60 percent of speed limit) times 3,600 where travel time less than or equal to 900 seconds.
- Segment travel time minus the result from above step
- If result from above step greater than 0, then result divided by 3600
- Result from above step multiplied by the 15-minute volume and the average vehicle occupancy for the segment
- The results from the above steps are summed for the urban area and divided by the urbanized area population

The total PHED is divided by the urbanized area population to calculate the peak hour excessive delay per capita. IDOT provided access to the RITIS¹² tool that was used to calculate this measure.

Table 5. Baseline Performance Period PHED

CY 2017 Performance
14.8 hours

Non-SOV Travel

The baseline for the Non-SOV Travel is calculated using the most recent table DP03 from five-year estimated of the U.S. Census Bureau’s American Community Survey (ACS) dataset. 2016 is the most recent five-year data available. The percentage of commuters that predominantly do not commute by driving along in a car, van or truck is used.

Table 6. Baseline Performance Period Non-SOV Travel

CY 2017 Performance
30.6% (2016)

Total Emissions Reduction

Applicable criteria pollutants for the CMAP non-attainment area include ozone particulate matter 10 microns (PM₁₀) as reported in Environmental Protection Agency’s Green Book.¹³ Primary precursors for ozone are volatile organic compounds (VOC) and nitrogen oxides (NO_x). In the recent past, the region was also in non-attainment for Particulate Matter 2.5 microns (PM_{2.5}) and only entered attainment status do to faulty monitoring data. It is likely that the region will again enter non-attainment status once reliable data is available in the next

¹² Regional Integrated Transportation Information System www.ritis.org

¹³ <https://www.epa.gov/green-book>



couple of years. Because of this, baseline performance and targets are reported for PM_{2.5} but are not required at this time.

The Total Emissions Reduction measure for each of the criteria pollutants or applicable precursors for all projects reported to FHWA’s CMAQ Public Access System are calculated to the nearest one thousandth by using the daily kilograms of emission reductions. CMAP staff calculates the daily kilograms of emission reductions as part of the project evaluation and selection process and provides that information to IDOT staff for entering into the CMAQ Public Access System. Lyons Township in western Cook County is declared a maintenance area for PM₁₀. The maintenance area is not the result of mobile source emissions but a point source problem related to quarry activities within the township. Because these emissions are unrelated to transportation and mobile sources the baseline performance and targets are reported as zero.

Table 7. Baseline Performance Period Total Emissions Reduction

Criteria Pollutants and Applicable Precursors	FFYs 2014-2017 Performance (kg/day)
Volatile Organic Compounds (VOC)	279.242
Nitrogen Oxides (NOx)	1,271.470
Particulate Matter (PM _{2.5})	47.555
Particulate Matter (PM ₁₀)	0.000

Targets

CMAP must establish both 2-year and 4-year targets for the Chicago metropolitan planning area for each CMAQ performance measure.

Peak Hour Excessive Delay (PHED)

The 2017 baseline PHED of 14.8 hours was used to set the 2022 target. This target was set in coordination with CMAP and NIRPC staff using data developed by NIRPC staff for the Indiana portion and RITIS for the Illinois portion of the urban area. Trend data and other factors were considered in setting the target including construction and agency policies and goals of increasing transit ridership, transit supportive land uses, and improving traffic operations.



Table 8. PHED Performance Targets

2-year Target	4-year Target
N/A	15.5

Non-SOV Travel

The targets were set in coordination between CMAP and NIRPC staff based upon ACS trends between 2012 and 2016 and the ON TO 2050 goal of doubling transit ridership in the CMAP region by 2050 and the anticipated effects this would have on the non-SOV travel in the urbanized area.

Table 9. Non-SOV Travel Performance Targets

2-year Target	4-year Target
31.6%	32.1%

Total Emissions Reduction

The combined the total daily emissions for CMAP's FFY 2018-2022 CMAQ program was used to develop an annual estimate to generate the 2-year and 4-year targets.

Table 10. Total Emissions Reduction Performance Targets

Criteria Pollutants and Applicable Precursors	FFY 2018-2022 Program (kg/day)	2-year Target (kg/day)	4-year Target (kg/day)
Volatile Organic Compounds (VOC)	307.587	123.035	246.070
Nitrogen Oxides (NOx)	8,304.398	3,321.759	6,643,518
Particulate Matter (PM _{2.5})	540.220	216.088	432.176
Particulate Matter (PM ₁₀)	0.000	0.000	0.000



Description of Projects

Included in the table below are the project type categories identified for funding in CMAP's FFY 2018-2022 CMAQ program¹⁴ and a description of how they will contribute to achieving the 2-year and 4-year targets for the traffic congestion and on-road mobile source emissions reduction measures.

Table 11. Description of Projects in FFY 2018-2022 CMAQ Program

Project Category	Programmed FFY	Total Emissions Reduction (kg/day)				PHED Benefit	Non- SOV Travel Benefit
		VOC	NO _x	PM _{2.5}	PM ₁₀		
Access to Transit	2018	4.835	0.721	0.000	0.000	No	Yes
	2019	1.295	0.490	0.000	0.000		
	2020	0.000	0.000	0.000	0.000		
	2021	0.303	0.089	0.000	0.000		
	2022	0.326	0.092	0.000	0.000		
Bicycle & Pedestrian	2018	2.077	1.507	0.000	0.000	No	Yes
	2019	5.688	4.029	0.000	0.000		
	2020	0.047	0.035	0.000	0.000		
	2021	0.001	0.000	0.000	0.000		
	2022	0.000	0.000	0.000	0.000		
Bottleneck Elimination	2018	5.809	2.492	0.000	0.000	Yes	No
	2019	0.687	0.831	0.000	0.000		
	2020	1.679	0.000	0.000	0.000		
	2021	0.000	0.000	0.000	0.000		
	2022	1.274	0.292	0.000	0.000		
Direct Emissions Reduction	2018	41.046	456.799	26.425	0.000	N/A	N/A
	2019	13.219	296.448	3.570	0.000		
	2020	0.000	0.000	0.000	0.000		
	2021	67.805	7368.582	510.225	0.000		
	2022	0.000	0.000	0.000	0.000		
Intersection Improvement	2018	4.912	5.758	0.000	0.000	Yes	No
	2019	1.901	1.663	0.000	0.000		
	2020	0.274	0.207	0.000	0.000		
	2021	0.592	0.219	0.000	0.000		
	2022	0.341	0.085	0.000	0.000		
Signal Interconnect	2018	1.701	1.899	0.000	0.000	Yes	No
	2019	51.689	44.827	0.000	0.000		
	2020	0.000	0.000	0.000	0.000		

¹⁴ Program current as of June 14, 2018 – the date targets were released for public comment by MPO Policy Committee



	2021	2.951	3.832	0.000	0.000		
	2022	0.000	0.000	0.000	0.000		
Transit Facility Improvement	2018	0.046	0.034	0.000	0.000	No	Yes
	2019	0.000	0.000	0.000	0.000		
	2020	4.968	1.304	0.000	0.000		
	2021	1.534	0.422	0.000	0.000		
	2022	1.788	0.302	0.000	0.000		
Transit Service	2018	28.546	44.660	0.000	0.000	No	Yes
	2019	0.678	0.431	0.000	0.000		
	2020	0.000	0.000	0.000	0.000		
	2021	0.000	0.000	0.000	0.000		
	2022	0.000	0.000	0.000	0.000		
Other	2018	13.274	12.860	0.000	0.000	No	Yes
	2019	45.270	52.570	0.000	0.000		
	2020	0.000	0.000	0.000	0.000		
	2021	0.000	0.000	0.000	0.000		
	2022	0.724	0.000	0.000	0.000		
FFY Totals	2018	102.554	527.649	26.425	0.000	N/A	
	2019	120.427	401.288	3.570	0.000		
	2020	6.968	1.546	0.000	0.000		
	2021	73.186	7373.144	510.225	0.000		
	2022	4.453	0.771	0.000	0.000		
Total	2018-2022	307.587	8304.398	540.220	0.000		





MEMORANDUM

To: Project Selection Committee

From: CMAP Staff

Date: August 14, 2018

Re: Follow-up to Proposed Changes for the FFY 2020-24 CMAQ and FFY 2020-22 TAP-L Call for Projects

At your June meeting¹ staff proposed several changes for the next CMAQ and TAP-L call for projects which is scheduled to open in January 2019 for the Federal Fiscal Years 2020 through 2024 and 2020-2022 respectively. This memo is intended as response to the comments and questions received from committee members. Additionally, staff presented the highway Transportation Impact Criteria (TIC) changes to the Regional Transportation Operations Coalition (RTOC) at their June 21st meeting and included changes based upon that conversation as well.

Changes to CMAQ Air Quality Cost-Effectiveness

Staff has proposed including NOx emission reduction estimates in the cost effectiveness scoring. NOx is one of the ozone precursor that the region must report on as part of the CMAQ performance measurement requirements. Members of the committee had concerns over the effects that this scoring change would have on certain projects types. Attached is a spreadsheet which shows projects from the last call only identified by their project type.

1. The cost effectiveness score and rank shown in blue is from the last call for projects.
 - a. Uses a 60 point scale for the cost effectiveness score.
 - b. Direct emissions reduction projects use the PM_{2.5} \$ per kilogram for scoring purposes.
 - c. "Other" projects are normally scored on a 90 point scale because they don't have any Transportation Impact Criteria. For this comparison their score has been reduced to a 60 point scale.
2. Only projects which had an original cost effectiveness score of 1 or greater were included in this analysis.

¹ CMAP Staff, "Proposed Changes for the FFY 2020-24 CMAQ and FFY 2020-22 TAP-L Call for Projects" memo to CMAQ Project Selection Committee, June 6, 2018

3. The proposed cost effectiveness score is based upon 45 points for VOC (or PM_{2.5} for DER) and 15 points for NOx.
4. The projects have been sorted by the rank of the proposed cost effectiveness score.
5. The change in the projects score and rank are shown in the last two columns.

On average most project types saw a score reduction between 1 and 4 points per project when using the NOx emissions. The direct emissions projects showed an increased project score of 3 points per project.

Project Type	Score Change per Project
Access to Transit	-3
Bicycle Facilities	-3
Bottleneck Elimination	-1
Direct Emissions Reduction	3
Intersection Improvement	-4
Other	-1
Signal Interconnect	-1
Transit Facility Improvement	-3
Transit Service and Equipment	-1

Changes to CMAQ Transportation Impact Criteria

See the table below for current highway project criteria with scoring weights and new or revised criteria and scoring weights.

	Criteria and Weights			
Current Highway TIC	Reliability 15	Safety 5	On CMP Network 5	Transit Benefit 5
Proposed Highway TIC	Reliability 10	Safety Need/Improvement 10	Corridor/Transit Improvement 10	

Safety

A few Project Selection Committee members and RTOC members had comments on the changes to the safety criteria. Staff is recommending a 5 point scale for safety need and a 5 point scale for safety improvement. Should safety be included as a criteria in the CMAQ process was one of the questions from the committee. As safety is a performance measurement which both the state and the region must set targets, staff feels that being able to select a highway project that not only have a congestion and air quality benefit but can help move the needle on our

safety targets would be beneficial. The criteria is only 10 percent of a highway projects overall score would not significantly diminish the 60 percent given to the air quality cost effectiveness score.

Some concerns were specific on the safety improvement measurement and the ability to access the proposed project for potential safety improvements. Staff have prepared an updated proposed to help clarify how we wish to proceed. This proposal is the same method proposed for the STP share fund project evaluation.

Proposed Safety Scoring

The proposed project will consist of a need score and planning level improvement score. The safety scoring method is outlined below. In order for implementers to have an idea of how the proposed project will score, CMAP plans to develop an online mapping application to allow project sponsors to estimate the safety need score. In addition, CMAP will include a table/list of common improvement types (countermeasures) and the accompanying planning level crash reduction factors (CRF). Using the map and planning level CRFs, the implementer will be able to estimate the safety score for the proposed project. The final safety score used in project evaluation will be determined by CMAP staff using project description and location.

Safety need score – 5 pts

The safety need score is calculated using IDOT’s safety road index (SRI) for roadway segments and intersections. The SRI score is based on the locations [Potential for Safety Improvement](#) (PSI) score. IDOT developed SRI scores for local and state routes and categorized them by peer group into critical, high, medium, low, or minimal. Within each peer group, locations categorized as critical have the highest PSIs, and locations categorized as minimal is less likely to have safety benefits from treatments. The proposed projects safety need score will be the highest SRI category along the project location. This will include both segment and intersection locations.

The safety need score point assignment

SRI	Points
Critical	5
High	3
Medium	2
Low	1
Minimal	0

Planning level safety improvement score – 5 pts

This score is based on the improvement of the project and the planning level expected safety benefit (reduction of crashes) after implementing the improvement. The planning level safety improvement score is modeled after the [SMART SCALE Safety Factor Evaluation](#) method developed by the Virginia Department of Transportation (VDOT). Similar to VDOT’s method, CMAP staff will develop a list of common improvement types (countermeasures) and the accompanying planning level CRFs. The planning level CRFs will be developed using information from IDOT, Crash Modification Clearinghouse, and Highway Safety Manual. CMAP staff will

review project details to determine the relevant countermeasure and the assigned planning level CRF for that countermeasure. If multiple countermeasures are part of the project, CMAP staff will take the maximum planning level CRF for the project.

Planning level crash reduction factor (CRF) point assignment

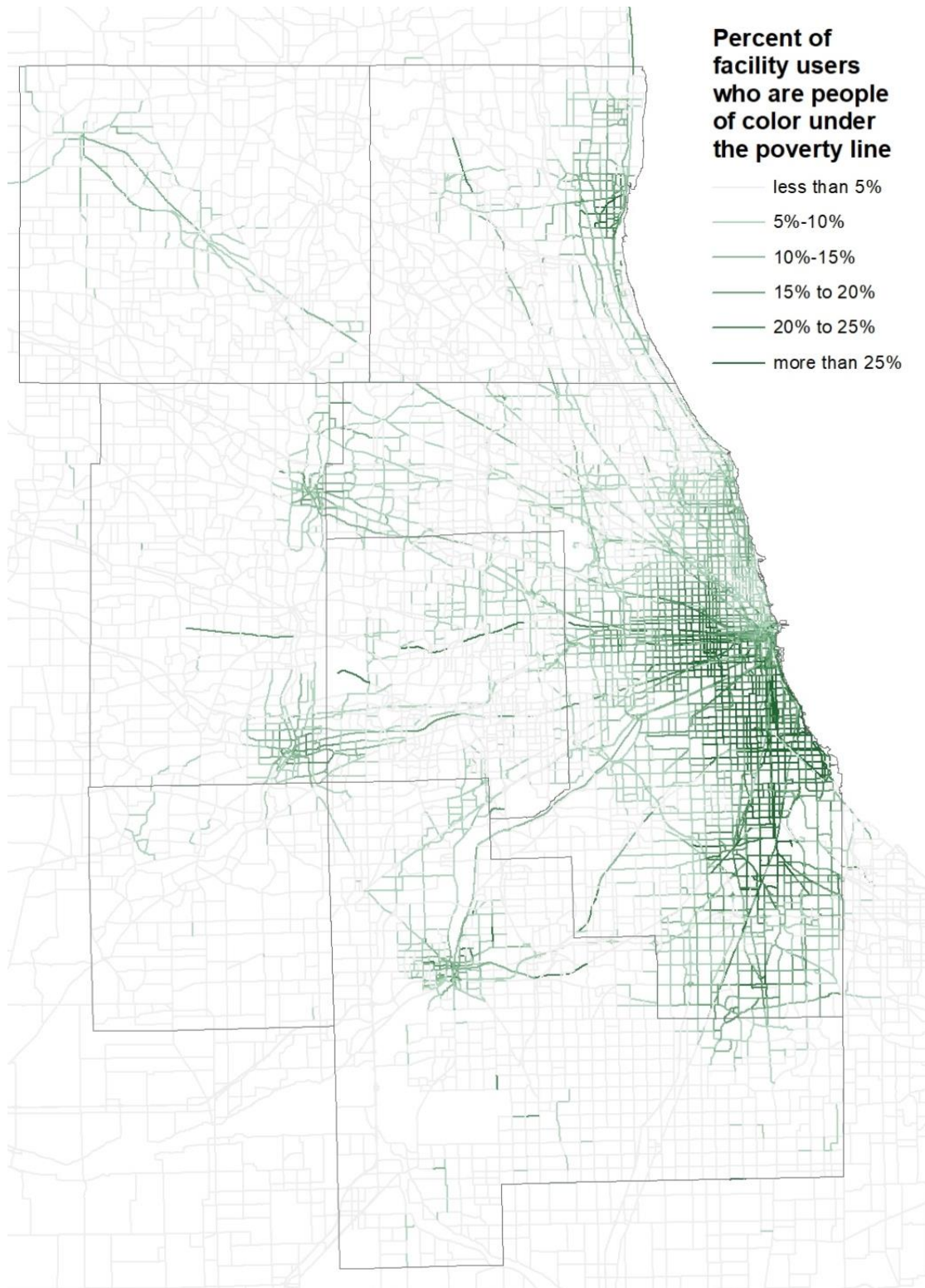
CRF	Points
Above 50%	5
> 35% - 50%	3
> 25% - 35%	2
>15% - 25%	1
15% and below	0

Changes to CMAQ Regional Priority Criteria

Staff has proposed an inclusive growth scoring priority for the regional priority criteria. The description of this new regional priority was not clearly defined and therefor caused confusion on what was being proposed. To support inclusive growth staff is proposing a criteria that will give up to 10 points to projects that serve transportation users from disadvantage communities. To measure this the regional transportation model was used to calculate the percentage of roadway and transit users on a roadway or transit network segment that are people of color under the poverty line.

Below is how points will be scored and a map including both transit and highways network segments.

Percent of facility users who are people of color under the poverty line	Points
Less than 5%	0
>5%-10%	2
>10%-15%	4
>15%-20%	6
>20%-25%	8
>25%	10



Conclusion

Following the discussion with the Project Selection Committee, staff will adjust criteria accordingly and then will draft the application materials for the January 2019 call for projects.

Action requested: Discussion



Chicago Metropolitan Agency for Planning

CMAQ Cost Effectiveness Scoring Test (45/15 Split)

SubType	Air Quality Cost Effectiveness							Score Change	Ranking Change
	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Annualized \$ Per Kg NOx Eliminated	Cost Effectiveness Score	Rank Cost Effectiveness Score	Proposed Cost Effectiveness Score, VOC (PM) + Nox	Rank Proposed Cost Effectiveness Score, VOC(PM) + Nox		
Direct Emissions Reduction		\$36	\$1	59.8	1	59.9	1	0	0
Signal Interconnect	\$272		\$1,050	57.8	2	56.6	2	-1	0
Direct Emissions Reduction		\$1,050	\$21	55.0	3	56.2	3	1	0
Direct Emissions Reduction		\$1,168	\$61	54.5	5	55.8	4	1	1
Signal Interconnect	\$778		\$1,936	54.0	6	52.5	5	-2	1
Bicycle Facilities	\$905		\$1,757	53.1	9	52.0	6	-1	3
Signal Interconnect	\$706		\$2,942	54.6	4	51.5	7	-3	-3
Access to Transit	\$854		\$2,884	53.5	8	50.8	8	-3	0
Bicycle Facilities	\$1,222		\$1,979	50.9	11	50.1	9	-1	2
Access to Transit	\$1,037		\$3,507	52.2	10	49.1	10	-3	0
Bottleneck Elimination	\$1,471		\$2,895	49.2	14	47.6	11	-2	3
Access to Transit	\$1,234		\$4,168	50.8	12	47.3	12	-4	0
Direct Emissions Reduction		\$3,737	\$826	44.1	18	46.7	13	3	5
Access to Transit	\$1,423		\$4,921	49.5	13	45.6	14	-4	-1
Intersection Improvement	\$1,944		\$6,771	46.2	15	41.4	15	-5	0
Access to Transit	\$1,982		\$7,115	45.9	16	41.0	16	-5	0
Access to Transit	\$2,061		\$7,079	45.5	17	40.6	17	-5	0
Other	\$821		\$61,539	53.7	7	40.3	18	-13	-11
Bicycle Facilities	\$2,650		\$5,235	42.0	20	39.6	19	-2	1
Bicycle Facilities	\$3,015		\$5,800	40.0	22	37.6	20	-2	2
Transit Facility Improvement	\$2,644		\$15,613	42.0	19	33.9	21	-8	-2
Bicycle Facilities	\$3,870		\$7,739	35.6	23	32.8	22	-3	1
Bottleneck Elimination	\$3,952		\$8,573	35.2	24	31.9	23	-3	1
Other	\$5,889		\$2,884	27.1	32	31.1	24	4	8
Other	\$2,907		\$76,662	40.6	21	30.4	25	-10	-4
Transit Facility Improvement	\$4,289		\$14,928	33.7	26	27.9	26	-6	0
Intersection Improvement	\$4,078		\$19,531	34.6	25	27.5	27	-7	-2
Bicycle Facilities	\$5,398		\$9,877	29.0	29	26.5	28	-3	1
Access to Transit	\$4,735		\$16,067	31.7	27	26.1	29	-6	-2
Direct Emissions Reduction		\$17,615	\$6	14.0	46	25.5	30	11	16
Intersection Improvement	\$4,785		\$19,265	31.5	28	25.2	31	-6	-3
Bottleneck Elimination	\$6,219		\$8,305	26.0	35	25.1	32	-1	3

Air Quality Cost Effectiveness

SubType	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Annualized \$ Per Kg NOx Eliminated	Cost Effectiveness Score	Rank Cost Effectiveness Score	Proposed Cost Effectiveness Score, VOC (PM) + Nox	Rank Proposed Cost Effectiveness Score, VOC(PM) + Nox	Score Change	Ranking Change
Bicycle Facilities	\$5,841		\$11,969	27.3	31	24.2	33	-3	-2
Intersection Improvement	\$5,717		\$17,089	27.8	30	22.9	34	-5	-4
Intersection Improvement	\$6,151		\$13,594	26.2	34	22.7	35	-4	-1
Intersection Improvement	\$6,526		\$11,674	24.9	36	22.5	36	-2	0
Transit Facility Improvement	\$5,965		\$22,360	26.9	33	21.2	37	-6	-4
Signal Interconnect	\$6,702		\$15,737	24.3	38	20.6	38	-4	0
Bicycle Facilities	\$6,896		\$14,267	23.7	39	20.6	39	-3	0
Intersection Improvement	\$6,619		\$22,034	24.6	37	19.6	40	-5	-3
Direct Emissions Reduction		\$28,655	\$112	5.6	56	19.0	41	13	15
Bicycle Facilities	\$7,497		\$16,072	21.9	41	18.7	42	-3	-1
Bicycle Facilities	\$8,113		\$14,419	20.1	43	17.9	43	-2	0
Transit Service and Equipment	\$7,304		\$31,097	22.4	40	17.2	44	-5	-4
Transit Facility Improvement	\$7,782		\$46,050	21.0	42	15.8	45	-5	-3
Intersection Improvement	\$9,260		\$14,938	17.2	44	15.5	46	-2	-2
Transit Facility Improvement	\$10,292		\$61,539	15.0	45	11.3	47	-4	-2
Other	\$23,711		\$4,168	2.5	64	11.0	48	9	16
Bicycle Facilities	\$11,693		\$24,507	12.4	47	10.2	49	-2	-2
Transit Facility Improvement	\$11,730		\$70,328	12.4	48	9.3	50	-3	-2
Bicycle Facilities	\$13,291		\$24,173	10.0	49	8.4	51	-2	-2
Intersection Improvement	\$14,173		\$24,162	8.9	51	7.6	52	-1	-1
Intersection Improvement	\$13,707		\$31,543	9.5	50	7.5	53	-2	-3
Access to Transit	\$14,185		\$48,771	8.9	52	6.7	54	-2	-2
Bicycle Facilities	\$15,131		\$37,541	7.8	53	6.0	55	-2	-2
Bicycle Facilities	\$16,166		\$28,611	6.8	54	5.6	56	-1	-2
Intersection Improvement	\$17,477		\$56,125	5.7	55	4.3	57	-1	-2
Access to Transit	\$17,595		\$60,172	5.6	57	4.2	58	-1	-1
Bicycle Facilities	\$18,327		\$43,859	5.1	58	3.9	59	-1	-1
Bicycle Facilities	\$19,352		\$31,266	4.4	59	3.7	60	-1	-1
Access to Transit	\$20,633		\$76,662	3.7	60	2.8	61	-1	-1
Bicycle Facilities	\$20,835		\$45,344	3.6	61	2.8	62	-1	-1
Bicycle Facilities	\$22,961		\$56,355	2.7	62	2.1	63	-1	-1
Intersection Improvement	\$23,440		No Benefit	2.6	63	1.9	64	-1	-1
Bicycle Facilities	\$24,622		\$47,500	2.2	65	1.7	65	0	0
Intersection Improvement	\$29,813		\$186,847	1.1	66	0.8	66	0	0