



Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

CMAQ Project Selection Committee Annotated Agenda Thursday, September 3, 2020

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United States: +1 (571) 317-3112
Access Code: 634-796-341

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

- 2.0 Agenda Changes and Announcements**

- 3.0 Approval of Minutes—July 16, 2020**
ACTION REQUESTED: Approval

- 4.0 Program Monitoring**
 - 4.1 Project Programming Status Sheets
Recurring reports on the programming status of active and deferred CMAQ and TAP-L projects
 - 4.2 Programming Summary and Obligation Goal
Update on CMAQ obligations for federal fiscal year (FFY) 2020
ACTION REQUESTED: Information

- 5.0 CMAQ Midpoint Performance Plan**
An updated Performance Plan that meets the FHWA requirements for a 2-year mid-point progress assessment for achieve program performance targets.
ACTION REQUESTED: Discussion

- 6.0 Project Changes**
 - 6.1 **Skokie – Church St (02-14-0003)**
Scope change and cost increase of \$101,700 CMAQ for Phase II engineering in FFY 2020.
 - 6.2 **Schaumburg – IL 72/Higgins Rd (03-18-0002)**
Cost increase of \$20,000 TAP-L for Construction/CE in FFY 2020.
 - 6.3 **Elgin – Elgin SW Bike Route (09-09-0007)**

Reinstate funding from deferral for Phase II engineering in the amount of \$144,000 CMAQ.

6.4 Aurora – Montgomery Rd (09-19-0007)

Schedule change for phase II engineering from 2021 to 2020.

6.5 Will Co Forest Preserve District – Black Rd Bike Trail Bridge (12-14-0016)

Cost increase of \$154,700 TAP-L for Construction/CE in 2020.

ACTION REQUESTED: Approval

7.0 FFY 2022-2026 Program Development

Changes for the next Call for Projects that is slated for January 2021 will be presented to the committee for concurrence.

ACTION REQUESTED: Approval

8.0 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.

9.0 Next Meeting

The committee’s next meeting is Thursday, October 29, 2020 at 11:00 a.m.

10.0 Other Business

11.0 Adjournment

CMAQ Project Selection Committee Members:

<input type="checkbox"/> Douglas Ferguson, Chair	<input type="checkbox"/> Jeffery Schielke	<input type="checkbox"/> Jeffrey Sriver
<input type="checkbox"/> Darwin Burkhart	<input type="checkbox"/> Chris Schmidt	<input type="checkbox"/>
<input type="checkbox"/> Mark Pitstick	<input type="checkbox"/> Chris Snyder	<input type="checkbox"/>



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Chicago Metropolitan Agency for Planning (CMAQ)
DRAFT
CMAQ Project Selection Committee Minutes

Minutes – July 16, 2020

Via GoToMeeting

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

Staff Present: Teri Dixon, Kama Dobbs, Austen Edwards, Jesse Elam, James Gross, Stephanie Levine, Elizabeth Scott, Tina Smith, Ryan Thompto, Simone Weil

Others Present: David Block, Elaine Bottomley, Brian Carlson, Daniel Coumeaux, Emily Daucher, John Donovan, Cliff Ganek, Jacque Henrikson, Kendra Johnson, Scott Kasper, Anna Kesler, Mike Klemens, Daniel Knickelbein, Timothy McMahon, Matt Pasquini, Kelsey Passi, Mehul Patel, Leslie Phemister, Keith Privett, Thomas Rickert, Troy Simpson, Brian Stepp, Joe Surdam

1.0 Call to Order

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

2.0 Agenda Changes and Announcements

Mr. Ferguson reminded the committee that all votes would be taken via role call in compliance with the Open Meetings Act. He also notified the committee that James Gross will be leaving his position at CMAP, so all future CMAQ correspondence should be with Mr. Ferguson.

3.0 Approval of Minutes—April 30, 2020

A motion was made by Mr. Pitstick, seconded by Mr. Sriver, to approve the minutes of the April 30, 2020 meeting as presented. A roll call vote was conducted:

_____ Darwin Burkhart
 Aye Douglas Ferguson
 Aye Mark Pitstick
_____ Jeffery Schielke

Aye Chris Schmidt
 Aye Chris Snyder
 Aye Jeffrey Sriver

With all in favor, the motion carried.

4.0 Program Monitoring

4.1 Project Programming Status Sheets

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

4.2 Programming Summary and Obligation Goal

Mr. Ferguson presented the CMAQ programming summary and obligation goal for 2020. The region's cumulative CMAQ obligations stand at approximately \$47.3 million in the current year. It was shared that there is a possibility that the region will fall short of obligation goals for the current year, but there is also \$81 million in advanced construction.

5.0 Project Changes

Mr. Gross presented the project change requests for 18 segments of 15 projects which can be found in the project change request memo.

In response to a question from Mr. Pitstick, Mr. Ferguson confirmed that the committee attempts to avoid considering cost change requests for out years, instead preferring to wait until closer to the intended fiscal year.

In response to a question by Mr. Pitstick about the Mundelein project, Mr. Ferguson responded that there were no further cost increases anticipated for construction.

Mr. Ferguson noted that the Schaumburg project was recommended by CMAP staff for consideration only. While the project would drop below two projects which were not funded in the same programming cycle, those projects were funded by other sources in later years. Mr. Carlson noted that IDOT has been supportive of the project and has committed to the non-federal match, as well as increasing the non-federal match should the project receive cost increase approval. Mr. Carlson also noted that the cost increase came in response to received bids rather than estimates. Mr. Ferguson stated that there would be sufficient funds to cover Schaumburg's requested increase due to the large amounts in advanced construction. In response to a question from Mr. Snyder, Mr. Kasper and Mr. Block explained that the cost changes for the Schaumburg were in response to bids 15% over the original estimate, but there were several other factors that also necessitated the cost increase.

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

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

With all in favor, the motion carried.

6.0 FY 2022-2026 Program Development

Mr. Ferguson presented potential changes that staff is recommending for the next call for projects for information as detailed in the memo included in the packet.

In response to Mr. Pitstick, Mr. Ferguson discussed the Inclusive Growth scoring of project applications. The inclusive growth scoring used the regional transportation model to estimate the percentage of transportation facility users that are people of color below the poverty line.

In response to Mr. Tomzik, Mr. Ferguson indicated that transit service applications may not score well under the transit supportive land-use Transportation Impact Criteria. While transit service projects may not score well under the transit supportive land use criteria, they should score well with the ridership criteria. The transit supportive land-use criteria takes into account both the existing land use around a facility and the zoning potential.

In response to questions from Mr. Snyder and Mr. Sriver, Mr. Ferguson provided additional details on the Level of Traffic Stress (LTS) being proposed for inclusion in the bicycle connectivity score. LTS uses lane width, number of lanes, speed, traffic volumes to score roadway links. The purpose of the LTS scoring is to evaluate the road networks at the termini of bicycle facilities applications. The LTS score will be used in conjuncture with the connection to existing bikeways score to score bicycle facility projects. Project applications will receive whichever metric scores higher for them.

Mr. Ferguson clarified that attached memo did have a typo for the Direct Emissions Reduction projects and the Benefits to Sensitive Population scoring which read 15 points and should have been 25.

Mr. Snyder asked if the local match for high need communities would change the phase I engineering funding exemption. Mr. Ferguson stated that cohort 4 communities that qualify for the phase I exemption and apply for phase I engineering funding would only be eligible for that project phase. Applicants would still need to apply for future phases, phase II engineering, ROW, and construction, in a later application cycle.

Mr. Schmidt appreciated the inclusion of the greenhouse gas emissions (GHG) benefits in the reporting of project benefits as GHG is likely to become a federal performance target in the future.

Additional feedback on these proposed changes is requested between this meeting and the September meeting. At the September meeting, the committee will be asked to vote on the project evaluation changes.

7.0 Other Business

There were no comments or other business.

8.0 Public Comment

There were no comments from the public.

9.0 Next Meeting

The next meeting is scheduled for September 3, 2020 at 11:00 a.m.

10.0 Adjournment

The meeting was adjourned at 12:07 p.m.

Respectfully submitted,
James Gross



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
2020	\$ (21,401,675)	\$ 38,119,517	\$ (59,521,192)	\$ 184,265,028	\$ (243,786,220)	\$ 115,724,415	\$ 57,856,622	\$ 57,867,793
2021	\$ 115,700,468	\$ 82,436,858	\$ 33,263,610	\$ -	\$ 33,263,610	\$ 115,700,468		
2022	\$ 115,700,468	\$ 119,665,054	\$ (3,964,586)	\$ -	\$ (3,964,586)	\$ 115,700,468		
2023	\$ 115,700,468	\$ 104,070,358	\$ 11,630,110	\$ -	\$ 11,630,110	\$ 115,700,468		
2024	\$ 115,700,468	\$ 83,344,684	\$ 32,355,784	\$ -	\$ 32,355,784	\$ 115,700,468		
	\$ 441,400,197	\$ 427,636,471	\$ 13,763,726	\$ 184,265,028	\$ (170,501,302)	\$ 578,526,287		

Current as of 8/27/20

- 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 2020 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 2020-2024 apportionments are estimates based on the current apportionment. See calculation below. Source: FHWA FMIS database
- Currently Programmed:** Net amounts programmed on active project phases, not including obligated funds in the current FFY.
Source: eTIP database
- Deferred Funds Not Programmed:** Funds for project phases that have been deferred and have not demonstrated readiness for reinstatement.
Source: eTIP database
- Unprogrammed Balance:** For current FFY, unobligated less currently programmed, excluding deferred line items; for future years, apportionment less currently programmed.
This balance represents the funds that are available to program as of the current date.
- Unprogrammed Balance Minus Deferrals:** For current FFY, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed.
- Obligation Goal:** Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years. Future goals will be determined at the start of each FFY. FFY 2020 is the annual allotment plus the unobligated balance from FFY 2019 as of 9/30/2019. Source: October 31, 2019 CMAQ Project Selection
- 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 2020 Federal Apportionment	\$ 115,700,468
Prior Years' Unobligated Balance	\$ 23,947 (+)
	<u>\$ 115,724,415</u>
FFY 2020 Obligated	\$ 57,856,622 (-)
FFY 2020 Advanced Construction	\$ 18,089,833 (-)
Prior Years' Advanced Construction	\$ 61,179,635 (-)
	<u>\$ (21,401,675)</u>

CMAQ Mid-Point Performance Plan

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CMAQ Program Performance

This report summarizes the federal requirements for the Chicago Metropolitan Agency for Planning (CMAP) in the establishment and monitoring of performance measure targets associated with the Congestion Mitigation and Air Quality Improvement (CMAQ) program. On October 10, 2018 the 2-year and 4-year targets contained in this report were approved by the MPO Policy Committee along with the adoption of ON TO 2050¹. The performance measure targets include unified urbanized targets for the performance measures of Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (SOV) travel in the area of traffic congestion, and a quantifiable target for Emissions Reduction for applicable pollutants and precursors for the nonattainment/maintenance areas within the CMAP planning area boundary. The targets describe in this report meet the Moving Ahead for Progress in the 21st Century Act (MAP-21)/ Fixing America's Surface Transportation Act (FAST Act) performance-based planning and programming requirements and are consistent with the target setting approaches of Illinois and Indiana. This report contains a 2-year progress assessment in achieving those performance targets.

See Appendix A for a background and overview of the federal performance measure targets for CMAQ and Appendix B for data requirements and sources.

Performance Plan

Baseline Performance

The CMAQ Performance Plan is required to report baseline performance for each CMAQ measure. For the PHED and Non-SOV measures, baseline performance is reported for calendar years 2017 and 2016 respectively. 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 Federal Highway Administration's (FHWA) National Performance Management Research Data Set (NPMRDS). The NPMRDS provides travel time by road segment for the National Highway System (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

¹ <https://www.cmap.illinois.gov/2050>



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:

- Segment length divided by a segment’s speed threshold (larger of 20 miles per hour, 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. Illinois Department of Transportation (IDOT) provided access to the Regional Integrated Transportation Information System (RITIS)² tool that was used to calculate this measure.

Table 1. 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 alone in a car, van or truck is used.

Table 2. 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 and particulate matter 10 microns (PM₁₀) as reported in Environmental Protection Agency’s Green Book.³

² Regional Integrated Transportation Information System www.ritis.org

³ <https://www.epa.gov/green-book>



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 due to faulty monitoring data. It is likely that the region will again enter non-attainment status once reliable data is available in the next 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 inclusion in 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 3. 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 (NO _x)	1,271.470
Particulate Matter (PM _{2.5})	47.555
Particulate Matter (PM ₁₀)	0.000

Targets and Assessment of Progress

CMAP must establish both 2-year and 4-year targets for the Chicago metropolitan planning area for each CMAQ performance measure and assess the progress of those targets with each biannual update of this report.

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 Northwestern Indiana Regional Planning Commission (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.

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Table 4. PHED Performance Targets

2-year Target	2-year Progress Assessment	4-year Target
N/A	14.5*	15.5

* 2019 PHED from RITIS is a preliminary number and CMAP is working to verify it.

While the PHED is a 4-year target, a 2-year progress assessment was done using RITIS numbers from 2018 and 2019. RITIS showed a PHED of 14.5 hours for 2019. This is below the baseline of 14.8 hours set in 2017 but the 2019 numbers may be an anomaly as RITIS had the PHED for 2018 at 17 hours. No adjustment to the 4-year target is recommended at this time.

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 5. Non-SOV Travel Performance Targets

2-year Target	2-year Progress Assessment	4-year Target
31.4%	31.2% (2018)	32.1%

The 2-year progress assessment shows a non-SOV travel percentage of 31.2% which is just below the 2-year target of 31.4%. Because of the delay in ACS data the assessment data is for 2018 and the 2-year target is set for 2019. The non-SOV travel percentage is moving in the right direction for the 4-year target and an adjustment of that target is not proposed.

Total Emissions Reduction

The combined 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 6. Total Emissions Reduction Performance Targets

Criteria Pollutants and Applicable Precursors	FFY 2018-2022 Program (kg/day)	2-year Target (kg/day)	2-year Progress Assessment (kg/day)	4-year Target (kg/day)
Volatile Organic Compounds (VOC)	307.587	123.035	106.143	246.070
Nitrogen Oxides (NOx)	8,304.398	3,321.759	7,247.636	6,643,518

Particulate Matter (PM _{2.5})	540.220	216.088	505.023	432.176
Particulate Matter (PM ₁₀)	0.000	0.000	0.000	0.000

The progress assessment for the emissions reduction shows that both the 2-year targets for NO_x and PM_{2.5} have been met as well as the 4-year year targets for those criteria pollutants. The VOC assessment shows a 16,892 kilograms per day short fall which is 14% of the 2-year target. Looking at the description of projects in Table 7 below shows that 5 out of the 9 project types underperformed based upon the program of projects in 2018. Those projects that did not move to construction or implementation are still in the program and the region is still able to meet the VOC 4-year target. No adjustment to the 4-year target is recommended at this time.

Description of Projects

Included in the table below are the project type categories identified for funding in CMAP's FFY 2018-2022 CMAQ program⁴ 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 7. Description of Projects in FFY 2018-2022 CMAQ Program and 2-year Progress Assessment

Project Category	Programmed FFY	Programmed Total Emissions Reduction (kg/day)			2-year Progress Assessment of Total Emissions Reduction (kg/day)			PHED Benefit	Non-SOV Travel Benefit
		VOC	NO _x	PM _{2.5}	VOC	NO _x	PM _{2.5}		
Access to Transit	2018	4.835	0.721	0.000	4.778	0.994	0.000	No	Yes
	2019	1.295	0.490	0.000	0.875	0.600	0.000		
	2020	0.000	0.000	0.000					
	2021	0.303	0.089	0.000					
	2022	0.326	0.092	0.000					
Bicycle & Pedestrian	2018	2.077	1.507	0.000	0.401	0.281	0.000	No	Yes
	2019	5.688	4.029	0.000	1.972	1.340	0.000		
	2020	0.047	0.035	0.000					
	2021	0.001	0.000	0.000					
	2022	0.000	0.000	0.000					
Bottleneck Elimination	2018	5.809	2.492	0.000	4.330	1.0115	0.000	Yes	No
	2019	0.687	0.831	0.000	0.698	0.698	0.000		
	2020	1.679	0.000	0.000					

⁴ Programmed projects as of June 14, 2018



	2021	0.000	0.000	0.000					
	2022	1.274	0.292	0.000					
Direct Emissions Reduction	2018	41.046	456.799	26.425	0.000	0.000	0.000	N/A	N/A
	2019	13.219	296.448	3.570	56.802	7222.29	505.023		
	2020	0.000	0.000	0.000					
	2021	67.805	7368.582	510.225					
	2022	0.000	0.000	0.000					
Intersection Improvement	2018	4.912	5.758	0.000	1.895	2.570	0.000	Yes	No
	2019	1.901	1.663	0.000	0.496	0.333	0.000		
	2020	0.274	0.207	0.000					
	2021	0.592	0.219	0.000					
	2022	0.341	0.085	0.000					
Signal Interconnect	2018	1.701	1.899	0.000	0.494	0.144	0.000	Yes	No
	2019	51.689	44.827	0.000	7.827	9.258	0.000		
	2020	0.000	0.000	0.000					
	2021	2.951	3.832	0.000					
	2022	0.000	0.000	0.000					
Transit Facility Improvement	2018	0.046	0.034	0.000	5.584	1.698	0.000	No	Yes
	2019	0.000	0.000	0.000	0.000	0.000	0.000		
	2020	4.968	1.304	0.000					
	2021	1.534	0.422	0.000					
	2022	1.788	0.302	0.000					
Transit Service	2018	28.546	44.660	0.000	5.821	2.370	0.000	No	Yes
	2019	0.678	0.431	0.000	14.170	13.100	0.000		
	2020	0.000	0.000	0.000					
	2021	0.000	0.000	0.000					
	2022	0.000	0.000	0.000					
Other	2018	13.274	12.860	0.000	0.000	0.000	0.000	No	Yes
	2019	45.270	52.570	0.000	0.000	0.000	0.000		
	2020	0.000	0.000	0.000					
	2021	0.000	0.000	0.000					
	2022	0.724	0.000	0.000					
FFY Totals	2018	102.554	527.649	26.425	23.303	9.022	0.000	N/A	
	2019	120.427	401.288	3.570	82.840	7247.61	505.023		
	2020	6.968	1.546	0.000					
	2021	73.186	7373.144	510.225					
	2022	4.453	0.771	0.000					
Total	2018-2022	307.587	8304.398	540.220	123.04	7,247.6	216.088		



Appendix A: Background and Overview

The Moving Ahead for Progress in the 21st Century Act (MAP-21),⁵ 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),⁶ 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.⁷

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.⁸ 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 8.

Table 8. 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 NHS mileage and has a population over 1 million people.⁹ The on-road mobile source emissions

⁵ Pub. L. 112-141

⁶ Pub. L. 114-94

⁷ 23 U.S.C. 134, 135, and 150

⁸ 23 U.S.C. 150(c)(5)

⁹ 23 CFR 490.703



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 (NO_x) because these are the applicable criteria pollutants and precursors for which the Chicago area is designated nonattainment or maintenance.¹⁰

The target reporting deadline for all measures for the 1st performance period is October 1, 2018.¹¹ In establishing targets, CMAP staff coordinated with the IDOT, INDOT and 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.¹² 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.

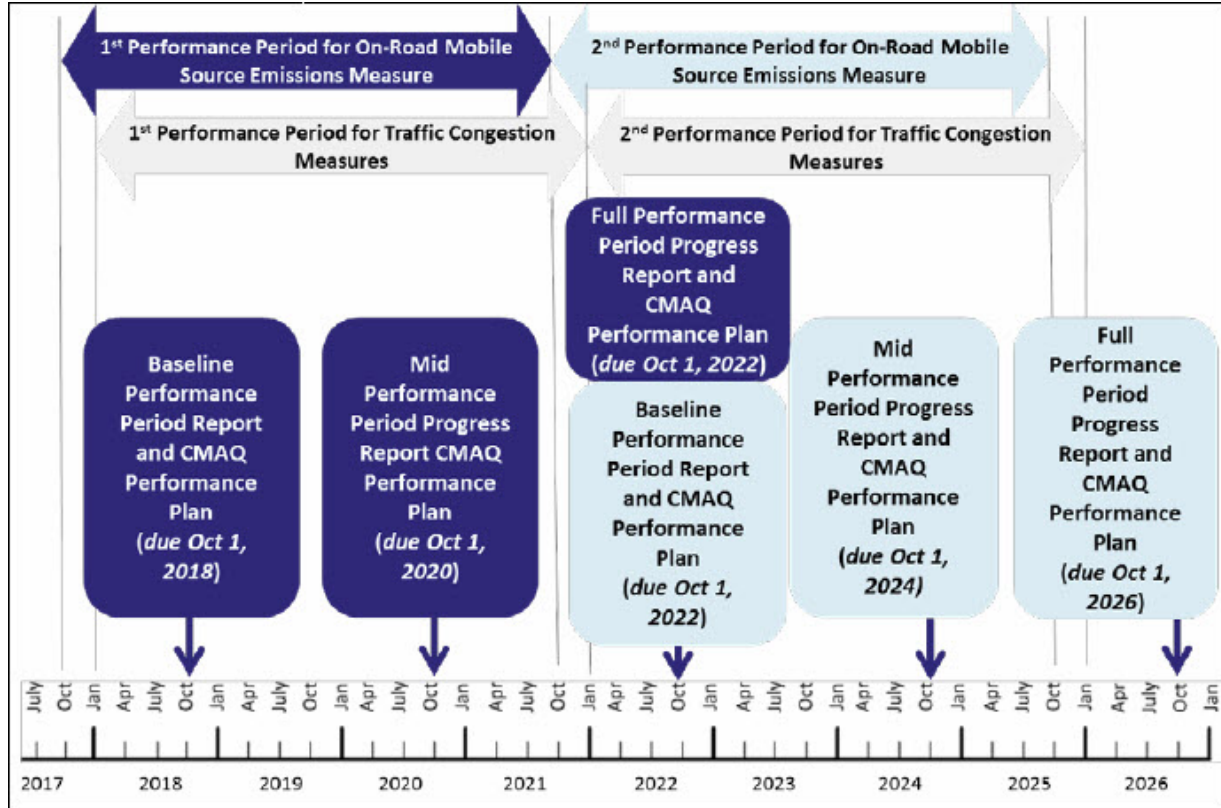
¹⁰ 23 CFR 490.807

¹¹ 23 CFR 490.107(b)(1)(i)

¹² 23 CFR 490.107(c)(3)



Figure 1. Performance Periods for CMAQ Measures and Reporting Timeline



Source: FHWA CMAQ Performance Plan Guidebook for MPOs

Appendix B: Data Requirements and Sources

Certain data sources are required by USDOT to calculate condition and performance for the traffic congestion and on-road mobile source emissions measures, as follows.

Peak Hour Excessive Delay (PHED)

IDOT, 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.¹³ The data sets used to calculate the PHED were processed by CMAP staff and the RITIS¹⁴ MAP-21 PHED tool.

Table 9. Data Sources for PHED Measure

Data	Data Source
Urbanized Area Boundary	U.S. Decennial Census; FHWA’s Highway Performance Monitoring System (HPMS) Filed Manual

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

¹⁴ Regional Integrated Transportation Information System www.ritis.org

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	NPMRDS
Hourly Traffic Volume	NPMRDS via 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	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)

DRAFT



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 10. 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.¹⁵ 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 11. 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/

¹⁵ 23 CFR 490.809(a)





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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: August 27, 2020
Re: CMAQ/TAP Project Change Requests for consideration on September 3, 2020

Project sponsors requested committee consideration of changes to five (5) projects/segments. The sponsors' requests are included in the meeting packet. Staff recommends approval of all changes.

Following is a summary of the impacts of the staff-recommended changes on the fiscal constraint of the Transportation Improvement Program (TIP). The FFY 2020 current program amount does not include programmed funds that have been obligated in the current year. Approximately \$79.3 million in CMAQ and \$31.4 million in TAP is currently in Advanced Construction status and accounted for in the FFY 2020 unprogrammed balances.

	CMAQ					
	2020	2021	2022	2023	2024	Request
Current Program*	\$51,956,673	\$79,082,938	\$119,665,054	\$104,070,358	\$83,344,684	
Unprogrammed Balance*	-\$62,875,112	\$36,617,530	-\$3,964,586	\$11,630,110	\$32,355,784	
Sponsor requested changes						
Skokie (02-14-0003)	\$101,070					Scope change, transfer from C/CE to E2
Aurora (09-19-0007)	\$371,196	-\$371,196				Schedule change for E2
Elgin (09-09-0007)	\$144,000					Reinstate E2 from deferral
Sum of Recommended Changes	\$616,266	-\$372,196	\$0	\$0	\$0	
Recommended Revised Program	\$43,811,767	\$82,065,662	\$119,665,054	\$104,070,358	\$83,344,684	
Rec. Rev. Unprogrammed Balance	-\$60,187,458	\$33,634,806	-\$3,964,586	\$11,630,110	\$32,355,784	
	TAP-L					
	2020	2021	2022	2023	2024	Request
Current Program*	\$11,741,248	\$12,038,247	\$0	\$3,616,608	\$0	
Unprogrammed Balance*	-\$7,506,385	-\$2,921,143	\$9,117,104	\$5,500,496	\$9,117,104	
Sponsor requested changes						
Schaumburg (03-18-0002)	\$20,000					Cost increase for C/CE
Will County FPD (12-14-0016)	\$154,700					Cost increase for C/CE
Sum of Recommended Changes	\$174,700	\$0	\$0	\$0	\$0	
Recommended Revised Program	\$11,915,948	\$12,038,247	\$0	\$3,616,608	\$0	
Rec. Rev. Unprogrammed Balance	-\$7,681,085	-\$2,921,143	\$9,117,104	\$5,500,496	\$9,117,104	

*Source: CMAP FFY 2020-25 TIP

For Committee Consideration:

Project	Request	Recommendation
<p>Skokie – Church Street from Linder Avenue to McCormick Boulevard (02-14-0003) This project is approved for \$32,000 CMAQ (\$42,848 total) for Phase-II Engineering in 2020 and \$440,000 CMAQ (\$550,000 total) in Construction and Construction Engineering in MYB.</p>	<p>The sponsor is requesting a transfer of \$101,700 CMAQ from Construction and Construction Engineering in 2021 to Phase-II Engineering in 2020 and a scope change to perform a road diet and install traffic signals at three intersections to accommodate standard-width, buffered bike lanes.</p>	<p>Approval of the requested transfer of \$101,700 CMAQ from Construction and Construction Engineering in MYB to Phase-II Engineering in 2020 and a scope change for Skokie – Church Street from Linder Avenue to McCormick Boulevard (02-14-0003).</p>
<p>Aurora – Montgomery Road and Hill Avenue Intersection Improvements (09-19-0007) This project is approved for \$371,196 CMAQ (\$463,995 total) for Phase-II Engineering in 2021, \$714,000 CMAQ (\$892,500 total) for Right-of-Way in 2022, and \$3,906,393 CMAQ (\$4,882,991 total) for Construction and Construction Engineering in 2023.</p>	<p>The sponsor is requesting a schedule change of Phase-II Engineering from 2021 to 2020 per IDOT request.</p>	<p>Approval of the requested schedule change of Phase-II Engineering from 2021 to 2020 for Montgomery Road and Hill Avenue Intersection Improvements (09-19-0007).</p>
<p>Schaumburg – Higgins Road Bike Path (03-18-0002) This project is approved for \$611,800 TAP-L (\$765,500 total) for Construction and Construction Engineering in 2020.</p>	<p>The sponsor is requesting a cost increase of \$20,000 TAP-L (\$25,000 total) of Construction and Construction Engineering due to costs higher than initially programmed following receipt of lowest bid.</p>	<p>Approval of the requested cost increase of \$20,000 TAP-L (\$25,000 total) of Construction and Construction Engineering for Schaumburg – Higgins Road Bike Path (03-18-0002).</p>
<p>Will County FPD – Black Road from DuPage River Trail to Rock Run Trail (12-14-0016) – Bike Trail Bridge Over DuPage River and Interstate 55 This project is approved for \$1,607,030 TAP-L (\$2,268,288 total) for Construction and Construction Engineering in 2018 and \$76,540 (\$95,675 total) TAP-L for Construction in 2020.</p>	<p>The sponsor is requesting a cost increase of \$154,700 TAP-L (\$193,400 total) of Construction and Construction Engineering due to IDOT requiring a rebuild of the Interstate 55 HMA Shoulder to accommodate traffic staging not included in the original contract.</p>	<p>Approval of the requested cost increase of \$154,700 TAP-L (\$193,400 total) of Construction and Construction Engineering for Will County FP – Black Road from DuPage River Trail to Rock Run Trail (12-14-0016) – Bike Trail Bridge Over DuPage River and Interstate 55.</p>

Project	Request	Recommendation
<p>Elgin – Elgin Bikeway Plan Rt 4 SW Quadrant (09-09-0007) This project was original approved for \$110,000 CMAQ (\$225,000) for phase I engineering, \$144,000 CMAQ (\$180,000 total) for phase II engineering and \$2,397,000 (\$2,996,250 total) for construction in 2010. Due to delays accomplishing phase I engineering the project entered deferred status for the remaining phases.</p>	<p>The sponsor is requesting reinstatement of phase II engineering funding. The project has received design approval from IDOT.</p>	<p>Approval of reinstatement of \$144,000 CMAQ (\$225,000 total) for phase II engineering.</p>

ACTION REQUESTED: Approval

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	02-14-0003	Sponsor	Village of Skokie
Project Location Description	Church Street from Linder Avenue to McCormick Blvd		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input checked="" type="checkbox"/>
ENG 2	2020	42.848	32	80	CMAQ	Village	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2021	550	440	80	CMAQ	Village	<input type="checkbox"/>
CE							
Total							

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

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

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1							
ENG 2	2020	166.342	133.07	80	CMAQ	Village	01/2020
ROW							
CONST	2021	1,100	338.93	31	CMAQ	Village	01/2020
CE							
Total							

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

Requested Cost Changes (+/-)

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

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2	2020	123.49	101.07	80	CONST
ROW					
CONST	2021	550	-101.07	31	ENG 2
CE					
Total					

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

Reason for Request

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

Additional scope includes road diet and new traffic signals at 3 intersections to accommodate bike lanes.

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 Scope Change Request Form

Project Identification

TIP ID	02-14-0003	Sponsor	Village of Skokie
Project Location Description	Church Street from Linder Avenue to McCormick Blvd		

Revised Project Scope

Adding road diets and new traffic signals at Gross Point Road, Skokie Blvd and Niles Center Road to accommodate proposed bike lanes. This will allow standard width bike lanes with buffers in lieu of shared lanes.

Changes to Location/Limits (if applicable) N/A

Map Attached

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

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

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

Cost/Schedule Changes

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

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-18-0002	Sponsor	Village of Schaumburg
Project Location Description	North Side of IL 72/Higgins Rd. from 0.25 mi west of Plum Grove Rd. to 0.13 mi east of Plum Grove 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		57.088	0	0		Local	<input checked="" type="checkbox"/>
ENG 2	2019	59.89	33.6	56	TAP-L	Local	<input checked="" type="checkbox"/>
ROW	N/A	N/A	N/A	N/A	N/A	N/A	<input type="checkbox"/>
CONST	2020	665	532	80	TAP-L	Local	<input type="checkbox"/>
CE	2020	100.5	79.8	80	TAP-L	Local	
Total		882.478	645.4	73			

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		57.088	0	0		Local	
ENG 2	2019	59.89	33.6	56	TAP-L	Local	3/11/2019
ROW	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CONST	2020	690	552	80	TAP-L	Local	6/12/2020
CE	2020	100.5	79.8	80	TAP-L	Local	6/12/2020
Total		907.478	665.4				

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					
ROW					
CONST	2020	25	20	80	
CE					
Total		25	20	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.

Lowest responsible bidder from June 12, 2020 letting was approximately \$25,000.00 higher than programmed cost.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-91-201-19	IU2G(914)	
ENG			
IMP			

Additional Comments

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	09-19-0007	Sponsor	City of Aurora
Project Location Description		Montgomery Rd and Hill Avenue Intersection	

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	N/A
ENG2	2021
ROW	2022

CONST	2023
-------	------

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	N/A	
ENG2	2020	Q3 2020
ROW	2022	Q2 2022

CONST	2023	Q2 2023
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Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

Reason for Request

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

Additional Comments

This change is ready to go in the eTIP. (Currently denied until the next CMAQ PSC) Request was made by IDOT to move ENG2 up to FY20.

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	12-14-0016	Sponsor	Will County Forest Preserve
Project Location Description	Black Rd from DuPage River Trail to Rock Run Trail (Bike Trail Bridge Over DuPage River and Interstate 55)		

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	2015	100.6	80.5	80	STP	LOCAL	<input checked="" type="checkbox"/>
ENG 2	2017	208.6	166.5	80	STP	LOCAL	<input checked="" type="checkbox"/>
ROW	N/A	N/A	N/A	N/A	N/A	N/A	<input checked="" type="checkbox"/>
CONST	2019	2010.1	1607.0	80	TAP	LOCAL	<input type="checkbox"/>
CONST	2020	935.2	748.2	80	TAP	LOCAL	<input type="checkbox"/>
CE	2019	259.5	207.6	80	TAP	LOCAL	<input type="checkbox"/>
CE	2020	55.8	44.7	80	TAP	LOCAL	<input type="checkbox"/>
Total		3569.8	2854.5	80			

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	2015	100.6	80.5	80	STP	LOCAL	
ENG 2	2017	208.6	166.5	80	STP	LOCAL	
ROW	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CONST	2019	2010.1	1607.0	80	TAP	LOCAL	
CONST	2020	1128.6	902.9	80	TAP	LOCAL	
CE	2019	259.5	207.6	80	TAP	LOCAL	
CE	2020	55.8	44.7	80	TAP	LOCAL	
Total		3763.2	3009.2	80			

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					
ROW					
CONST	2020	193.4	154.7	80	
CE	2020	0	0		
Total		193.4	154.7		

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.

IDOT is requiring a rebuild of the I-55 HMA Shoulder in order to stage traffic as shown in the Maintenance of Traffic Plans; this traffic shift is required due to heavy equipment staging in the center median. This work was not a part of the original contract and will be completed in 2020.

State and Federal Project Information

Select One.

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

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-91-457-14	TE-00D1(973)	
ENG 2	D-91-457-14	CMM-TE-00D1(974)	
ROW	R-		
CONST	C-91-457-14	31H8(352)	
ENG			
IMP			



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee

From: CMAP Staff

Date: September 2, 2020

Re: Changes to the FFY 2022-2026 CMAQ/TAP-L Call for Projects

At the July 16, 2020 CMAQ Project Selection Committee, several changes to the scoring criteria and the program development were presented to the committee in a [memo](#) and discussed during the meeting. No additional comments were received post meeting and CMAP staff requests committee consideration of the changes outlined below for approval.

Scoring Criteria Changes

1. Removal of the Regional Priorities scoring category but keeping the Inclusive Growth scoring as standalone category weighted at 10 points. Scoring of project would now be weighted as follows:
 - a. Emissions Reduction Cost Benefit (60 points)
 - b. Transportation Impact Criteria (30 points)
 - c. Inclusive Growth (10 points)
2. Moving the Transportive Land Use Scoring to the Transit Transportation Impact Criteria (TIC).
3. Change the Transit Transportation Impact Criteria so that 10 points are available for each of the following for a total of 30 points.
 - a. Ridership (10 points)
 - b. Reliability or Asset Condition (10 points)
 - c. Transit Supportive Land Use (10 points)
4. Change measures used in the scoring for the Bicycle TIC Facility Connectivity criteria. Replace the pedestrian environment factor (PEF) with the Level of Traffic Stress (LTS) for the roads connecting to the new bicycle facility at the project termini.
5. Removing the Annual Health Benefit criteria from the Direct Emissions Reduction TIC and assigning those 5 points to the Benefits Sensitive Population scoring for a total of 25 points.

Transportation Impact Criteria with Changes

Project Type	Criteria and Weights		
Highway	Reliability 15	Safety 5	Corridor/Transit Improvement 10
Transit	Ridership 10	Reliability (service) or Asset Condition (facilities) 10	Transit Supportive Land Use 10
Bicycle	Safety & Attractiveness 10	Transit Accessibility 10	Facility Connectivity 10
Direct Emissions Reduction	Benefits Sensitive Population 25	Improves Public Fleets 5	

Program Development Changes

Allow the use of Transportation Development Credits for Highways (TDCH) as local match for projects sponsored by high need communities. Language will be added to the application booklet similar to that which is used by the STP-Shared Fund. The language from the FFY 2020-2024 STP-Shared Fund is show below.

Local Match

The sponsor must have already committed matching funds when the project is submitted. Proposals which indicate that the sponsor will pay more than the minimum local match will receive points as part of the project readiness portion of the scoring process (see below). Local match is a minimum of 20 percent of the total funds being requested. The local match does not necessarily have to be provided directly by the sponsor but it must be a non-federal source to qualify as match. Local match may not be a possibility for some high need communities. In an effort to help these communities secure local match, CMAP, with the help of IDOT, established a policy for the use of Transportation Development Credits for Highways (TDCH) which can act as the local match. See the Policy for the use of TDCH for STP funded projects for the program requirements. A list of municipalities eligible for the January 2019 call for shared fund projects are those included in Cohort 4 starting on page 12 of the CMAP FY19 Community Cohorts document.

For more details on the changes, see the [Committee memo from July 16, 2020](#).

ACTION REQUESTED: Approval

###