



Transportation Committee
Annotated Agenda
Friday, July 16, 2021

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- 1.0 Call to Order/Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes— June 4, 2021**
ACTION REQUESTED: Approval
- 4.0 Committee Reports**
CMAP staff will provide updates on recent CMAP Board meetings and other agency activities. A summary of the recent committee activities is available on the [Committee Updates](#) web page.
ACTION REQUESTED: Information
- 5.0 FFY 2019-2024 Transportation Improvement Program (TIP) Amendments and Administrative Modifications**
TIP Amendment [21-07](#) was published to the [eTIP web site](#) on July 9, 2021 for committee review and public comment. A memo summarizing formal TIP amendment 21-07 and administrative amendments [21-07.1](#) and [21-07.2](#) are included in the meeting materials. Staff requests approval of TIP Amendment 21-07.
ACTION REQUESTED: Approval
- 6.0 Recommended CMAQ, TAP-L, and STP Shared Fund Programs Released for Public Comment**
On July 1, 2021, CMAP released for public comment the draft programs of the Surface Transportation Program (STP) Shared Fund, Congestion Mitigation and Air Quality Improvement Program (CMAQ) and locally programmed Transportation Alternatives Program (TAP-L) for Federal Fiscal Years 2022 through 2026. The STP-SF program was developed by STP Project Selection Committee while the CMAQ and TAP-L programs were developed by the

CMAQ Project Selection Committee. The programs are available on the [Call for Projects](#) webpage. Staff will provide an overview of the programs which are out for public comment until July 30, 2021.

ACTION REQUESTED: Information

7.0 Safety Resource Group Update

The Safety Resource Group, which was formed in late 2020 as part of the Safety Action Agenda, had their second meeting on May 14. The meeting was focused on regional speed management strategies in three topic areas, including engineering and design solutions; policies and processes; and education/behavior/enforcement. Staff will share feedback from that meeting and preview some of the work that's been completed to date.

ACTION REQUESTED: Discussion

8.0 Legislative Update

Staff will provide an update on relevant federal and state legislative activities.

ACTION REQUESTED: Information

9.0 Other Business

10.0 Public Comment

This is an opportunity for comments from members of the audience. Since this meeting will be held virtually, members of the public are encouraged to submit comments to transportation@cmap.illinois.gov by July 15, 2021. Comments received prior to the meeting will be read into the record by staff. Additional comments will be accepted during the meeting. The amount of time available to speak will be at the chair's discretion.

11.0 Next meeting

The next Transportation Committee meeting will be August 27, 2021.

12.0 Adjournment

Committee Members

_____ Charles Abraham	_____ Robert Hann	_____ Tom Rickert
_____ Darwin Burkhart	_____ Jessica Hector-Hsu**	_____ Jose Rios
_____ Kevin Carrier	_____ Tom Kelso	_____ Leon Rockingham
_____ Lynnette Ciavarella	_____ Fran Klaas	_____ Joe Schofer
_____ Michael Connelly	_____ Christina Kupkowski	_____ David Seglin
_____ Jon Paul Diipla	_____ Erik Llewellyn	_____ Chris Snyder*
_____ John Donovan***	_____ Kevin Muhs	_____ P.S. Sriraj
_____ Doug Ferguson	_____ Tara Orbon	_____ Scott Weber
_____ Tony Greep***	_____ Jessica Ortega	_____ Audrey Wennink
_____ Adrian Guerrero	_____ Heidi Persaud	_____ Rocco Zucchero

*Chair

**Vice-Chair

***Non-voting



**Chicago Metropolitan Agency for Planning (CMAP)
Transportation Committee Meeting Minutes**

June 4, 2021

Via GoToMeeting

Members Present: Jessica Hector-Hsu, Vice Chair – RTA, Chuck Abraham – IDOT OIPI, Holly Bieneman - IDOT OP&P, Brian Carlson – IDOT District 1, Kevin Carrier – Lake County, Lynnette Ciavarella – Metra, Michael Connelly – CTA, Jon Paul Diipla – McHenry County, Doug Ferguson – CMAP, Jackie Forbes – Kendall County, David Kralik – Metra, Christina Kupkowski – Will County, Aimee Lee – Tollway, Erik Llewellyn – Pace, Tara Orbon – Cook County, Jessica Ortega – Bike/Ped TF, Leon Rockingham – Council of Mayors, Joseph Schofer – Academic and Research, David Seglin – CDOT, P.S. Sriraj – Academic and Research, Audrey Wennink – MPC

Staff Present: Erin Aleman, Lindsay Bayley, Michael Brown, Alison Case, Anthony Cefali, Bingchu Chen, Michael Collins, Stephen Di Benedetto, Teri Dixon, Kama Dobbs, Austen Edwards, Caitlin Goodspeed, Jane Grover, Jon Haadsma, Lindsay Hollander, Victoria Jacobsen, Leroy Kos, Stephanie Levine, Elliott Lewis, Amy McEwan, Tim McMahan, Martin Menninger, Thomas Murtha, Jason Navota, Annie Parker, Jamie Pew, Stephane Phifer, Russell Pietrowiak, Yousef Salama, Todd Schmidt, Gordon Smith, Mary Weber, Simone Weil, Laura Wilkison

Others Present: Joe Alonzo, Doug Beckman, Emily Berendt, Elaine Bottomley, Len Cannata, Emily Daucher, Eva De Laurentiis, Mike Einhorn, Jesse Elam, Monica Elsey, Erika Frable, Michael Fraider, Michael Fricano, Aaron Gatdula, Harry Gilmore, Stephanie Hannon, Daniel Hansen, Scott Hennings, Marc Huber, Aladdin Husain, Clay Johnson, Kendra Johnson, Teresa Kernc, Peter Kersten, Howard Killian, Mike Klemens, Mark Kozlowski, Daniel Maziarz, Elaine McKenzie, Andrew Parker, Matt Pasquini, Kelsey Passi, Leslie Phemister, Robert Phillips, Dan Randolph, Chad Riddle, Karyn Robles, Judy Shanley, Troy Simpson, Tom Slattery, Joe Surdam, Dave Tomzik, Brian Townsend, Michael Vanderhoof, Michael Wegrzyn, Tammy Wierciak, Sally Williams, Joie Ziller

1.0 Call to Order and Introductions

Vice Chair Hector-Hsu called the meeting to order at 9:35 a.m. and asked Ms. Bayley to call the roll.

2.0 Agenda Changes and Announcements

Vice Chair Hector-Hsu reminded members and other attendees of best practices for participating in a virtual format. She stated that as permitted in the Governor's Disaster Declaration from January 8, 2021, the determination has been made that an in-person meeting is not practical or prudent for this committee. To ensure as transparent and open a meeting as possible, staff posted the meeting materials one week in advance, will provide a recording of this meeting linked on the CMAP website, and will take all votes by roll call. There were no agenda changes or additional announcements.

3.0 Approval of Minutes – April 16, 2021

A motion to approve the minutes from the April 16 meeting was made by Mr. Carrier and seconded by Ms. Ciavarella. An administrative change was made to add Darwin Burkhart as an attendee at the April meeting. Additionally, a change was made to correctly identify RTA's Lapsed Rider survey. A roll call vote was conducted, and the motion carried. (Roll call results are shown at the end of the minutes.)

4.0 Committee Reports

Ms. Aleman introduced the new Deputy Executive Director for CMAP's Research, Analysis and Programming Division, Yousef Salama. She then highlighted CMAP's first ever Regional Excellence Awards, which will recognize individuals and projects that prioritize equity, strengthen the resiliency of the region's 284 communities, and make it more economically competitive.

Next, distribution of funds from the American Recovery Act were discussed. As documented in IDOT CL 2021-13, the CMAP region has been allocated approximately \$42.6 M in COVID Relief funds. It is CMAP's intent to distribute these funds throughout the region according to the needs-based STP distribution formula agreed to by the Councils of Mayors and City of Chicago in 2017, including an allocation for regional projects to be selected and programmed by CMAP's STP Project Selection Committee. Ms. Aleman stated that CMAP is currently developing guidance for the selection, programming, and prioritization of projects to be implemented with these funds that will have a meaningful impact on the region's ongoing recovery and goals of innovation, equity, and safety. Funds will become available for use at the beginning of Federal Fiscal Year (FFY) 2022 in October 2021.

Mr. Seglin inquired whether councils should reevaluate their project selection criteria. Ms. Aleman stated that the request is for committees to identify the highest need projects in their program. Ms. Bieneman reminded the committee that these funds must be obligated by September of 2024. Ms. Kupkowski discussed how utilizing funds for projects programmed in out years may help move projects on the contingency list into the active program. In response to a question from Mr. Seglin, Ms. Aleman clarified that the funds will be distributed using the STP allocation formula. Mr. Schofer suggested consideration of projects that support resiliency to natural hazards and climate change. Mr. Carrier commented that active program management should be considered when developing programs. He inquired whether certain types of projects are to be excluded

from funding. Ms. Aleman stated that no projects types are to be excluded, but the region should focus on opportunities to address some of the critical criteria. Ms. Wennink stated that it's important to prioritize regional bicycle and pedestrian gaps as well as safe alternatives to driving. Ms. Forbes stated that the Kane/Kendall Council of Mayors has a contingency list of projects that are ready for funding. She emphasized that the council prioritizes safety as one of the top scoring criteria in their methodology and supports using the STP methodology as a starting point to selecting projects. Mr. Seglin inquired if CMAP staff has ideas on how to program these funds. Ms. Aleman stated that CMAP is happy to help advance opportunities with partners in the region and will take a close look at the projects applying for funding.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

5.1 Amendments and Administrative Modifications

Mr. Pietrowiak presented an overview of the 119 TIP changes contained in formal TIP amendment 21-05 and the 180 TIP changes contained in administrative amendments 21-05.1 and 21-05.2. The formal amendments resulted in an increase of \$364 million in total project cost for all prior, current and future years. The administrative amendments added \$67.3 million to the TIP. The net change for total cost in the TIP from all amendments resulted in \$431 million being added to the TIP in prior, current and future years. Formal changes were comprised mostly of new projects, however administrative changes were more equally dispersed between projects being converted to or from advanced construction, cost changes and schedule changes.

Staff requested approval of formal TIP Amendment 21-05. A motion to approve was made by Ms. Bieneman and seconded by Ms. Orbon. A roll call vote was conducted, and the motion carried. (Roll call results are shown at the end of the minutes.)

Ms. Wennink stated that of the four new projects in the conformity analysis to be considered next on the agenda, three are roadway expansions. She suggested the committee discuss the extent to which projects funded in the TIP are aligned with goals identified in ON TO 2050. She also noted that the roadway expansion of Wood St. in Dixmoor and Harvey negates the priorities in a South Suburban Mayors and Managers (SSMMA) plan that calls for a road diet at this location. Mr. Pietrowiak stated that all projects in the TIP are a compilation of factors that the region strives to implement, such as the long range plan, performance targets and fiscal constraint. This specific project is a long sought after safety improvement by IDOT and the local agencies and has been included in the TIP for over a decade. Mr. Carlson added that improvements to Wood St. are part of the Illinois Jobs Now capital program. While there have been challenges moving forward with this project, it includes many safety improvements for both motorized and non-motorized users. Mr. Seglin stated that all fund sources have project selection criteria that hopefully align with the regional plan. However, it may be wise to review if the criteria match the current needs.

5.2 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment

Mr. Pietrowiak stated that the meeting materials include the ON TO 2050/TIP Conformity Analysis & TIP Amendment 21-06. The CMAP region is a non-attainment area for Ozone, thus is required to demonstrate that projects in the TIP conform to the Motor Vehicle Emissions Budget (MVEB) for the area through a regional emissions analysis of transportation projects in the TIP. Specifically, projects in the TIP subject to air quality analysis requirements demonstrate, when modeled, that the region does not exceed the MVEB. Mr. Pietrowiak added that the memo and list of projects that are new or had changes were released for a 30-day public comment period that ended on May 17. Additionally, McHenry County has been reclassified as part of the non-attainment area.

Addressing an earlier comment from Ms. Wennink, Mr. Pietrowiak explained that most projects in the TIP aren't subject to air quality analysis, which is determined by work type. Road expansions are a work type that are subject to a conformity analysis and therefore show up on today's memo. He stated that some of the projects in question are completing the NEPA process, which requires them to be in the TIP, which in turn requires them to go through the conformity process. The rest are long term existing projects that had changes that affected the modeling but not the project scope. Ms. Wennink thanked Mr. Pietrowiak for the explanation and suggested it would be helpful for the committee to have a review of the processes CMAP uses to determine which projects get into the TIP.

A motion to recommend approval of the ON TO 2050/TIP Conformity Analysis & TIP Amendment 21-06 to the CMAP Board and MPO Policy Committee was made by Mr. Seglin and seconded by Mr. Abraham. A roll call vote was conducted, and the motion carried. (Roll call results are shown at the end of the minutes.)

6.0 ON TO 2050 Update

Ms. Wilkison reviewed the principals of ON TO 2050. Topics to be addressed in the plan update include policy shifts, changing mobility, technical updates, the financial plan, targets and performance measures, and evaluation of Regionally Significant Projects. She then gave an overview of the nine required projects in the plan. Ms. Hollander, focusing on the financial plan, discussed the forecast of transportation revenues and allocation of funds to maintain, operate, enhance and expand the system. In ON TO 2050, funds were primarily allocated towards operating and maintaining the existing system. She then discussed the process for the financial plan development for the update. Staff will update the committee on the other eight required projects at future meetings.

Ms. Lee inquired how the mobility recovery plan will work into the update. Ms. Wilkison replied that it will be a guide for implementation and prioritization.

7.0 Mobility Recovery

Ms. Levine provided an overview of the mobility recovery plan. CMAP has hired a consultant to help the region understand the impacts of the COVID crisis on the mobility

systems and to develop an actionable plan to keep the region on track to meet the goals of ON TO 2050. Staff is working with a Steering Committee, which includes representatives from the region's transportation implementers, the seven counties, federal agencies and more. Together, they will work to mitigate a likely rebound in congestion, sustain the transit system beyond the recovery phase, and increase the overall resilience of the region's multimodal transportation. Ms. Levine reviewed the mobility recovery plan's scope, which will address mobility needs in the short to medium-term future.

Mr. Schofer stated that it's important to consider the impacts of freight. Ms. Orbon inquired how the rebound in traffic levels in the region will be reflected in the travel demand model scenarios. Ms. Levine explained that the travel changes over the last year, such as location of congestion, will be an input in the development of different scenarios.

8.0 Chicago Rails Future II Study

Ms. McKenzie from Cambridge Systematics provided an update on the Chicago Futures II (CFRII) Study. Cambridge Systematics is working with the Chicago Department of Transportation to look broadly at the impacts and needs of freight and passenger rail in Chicago and the CMAP region. This study will build upon existing and ongoing work to create a more comprehensive and current understanding of the impacts of rail on the Chicago region. Ms. McKenzie emphasized that while Chicago's rail network is critical to the national and regional economy, it also has significant local impacts. She then discussed how staff approached investigating freight impacts on equity through interviews, focus groups, and a community equity survey.

Mr. Sriraj stated that there are significant issues related to equity and grade crossing geography. Specifically, he inquired if the study is looking at any of the disadvantages of grade crossings to motorized users as these tend to disproportionately affect certain areas and communities. Mr. Sriraj then noted the importance of including pedestrian and bike safety at grade crossings in the study. He also suggested a product from the American Public Transportation Association which is coming out soon as a framework for return on investment of rail projects.

9.0 ADA Paratransit Service Delivery Innovation Study

Mr. Kersten from the Regional Transit Authority (RTA) provided a review of the Pace ADA Paratransit network and annual ridership by service. He presented the results and recommendations from a study conducted in partnership with Pace that sought to identify potential innovations within ADA paratransit operations that Pace could pilot in the near term to improve the customer experience as well as the financial sustainability of the program. He then discussed the challenges of program sustainability and the potential innovations as identified and prioritized by the planning team. With input from the study Advisory Committee, RTA used three months of anonymous transit data provided by Pace to perform modeling. Mr. Kersten then discussed the top innovations that came out of the analysis. Pilot implementation will be led by Pace with assistance from the RTA.

Mr. Sriraj commented that he would like to follow up with Mr. Kersten to learn more about the approaches taken in the study.

10.0 Legislative Update

There were no legislative updates.

11.0 Other Business

There was no other business.

12.0 Public Comment

Mayor Einhorn commented that most projects in the CREATE program have been central to the City of Chicago. He questioned if the effects of precision scheduled railroading (PSR) on the CREATE program's initial identification of problem areas has been discussed, as today those PSR problems have extended into the surrounding communities in a more significant manner. Regarding issues with the Harvey/Dixmoor project discussed earlier, Mayor Einhorn encouraged Ms. Wennink to contact Leslie Phemister at SSMMA. Finally, Mayor Einhorn inquired whether the region has an agreed upon definition for safety, stressing the importance of understanding how safety data is collected and measured. Vice Chair Hector-Hsu stated that CMAP staff will follow-up with him as there is a structured way safety analysis is approached.

Ms. Robles from the Village of Schaumburg relayed via the message box that the Village of Schaumburg supports the Northwest Municipal Conference and the DuPage Mayors and Managers Conference and requests that the COVID relief funds discussed by Ms. Aleman, be allocated according to the 2017 STP Agreement formula. The Councils should be given the ability to consider the larger goals of safety and congestion mitigation, and to allocate those funds within the Council.

Ms. Bottomley from the Will County Governmental League was glad to hear that the COVID relief funds will be distributed using the STP funding distribution and indicated that adding an extra layer of requirements for the programming of funds seems unnecessary.

Mayor Kernc relayed via the message box that, on behalf of the Will County Governmental League, she requests that the COVID relief funds be distributed through the regular STP program formula. She also noted that the Governmental League's STP local methodology follows both CMAP and IDOT policies for identifying priorities.

13.0 Next Meeting

The next Transportation Committee meeting is scheduled on July 16, 2021.

14.0 Adjournment

The meeting adjourned at 11:48 a.m.

Roll Call Votes

		Meeting Minutes 4.16.2021		TIP Approval 21-05		TIP Approval 21-06	
		Y	N	Y	N	Y	N
Member	Agency						
Jessica Hector-Hsu	RTA	X		X		X	
Chuck Abraham	IDOT OIPI	X		X		X	
Holly Bieneman	IDOT OP&P	X		X		X	
Brian Carlson	IDOT Dist 1	X		X		X	
Kevin Carrier	Lake Co	X		X		X	
Lynnette Ciavarella	Metra	X		X		X	
Michael Connelly	CTA			X		X	
Jon Paul Diipla	McHenry Co	X		X		X	
Doug Ferguson	CMAP	X		X		X	
Jackie Forbes	Kendall Co			X		X	
David Kralik	Metra	X		X		X	
Christina Kupkowski	Will Co	X		X		X	
Aimee Lee	Tollway	X		X		X	
Erik Llewellyn	Pace	X		X		X	
Tara Orbon	Cook County	X		X		X	
Jessica Ortega	Bike/Ped TF	X		X		X	
Leon Rockingham	Council of Mayors						
Joseph Schofer	Academic	X		X		X	
David Seglin	CDOT	X		X		X	
P.S. Sriraj	Academic and Research	X		X		X	
Audrey Wennink	MPC	X		X		X	

Respectfully submitted,

Mary Weber



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: July 9, 2021
Re: Transportation Improvement Program (TIP) Amendments

Since the June 4th committee meeting, project programmers submitted 32 formal amendments for Transportation Committee consideration. Additionally, 143 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 21-07.

Formal Amendment 21-07

A total of 32 formal amendments were submitted for Transportation Committee approval on amendment [21-07](#). Seven (7) new projects totaling \$36.4 million and utilizing \$31.6 million in federal funds were added to the TIP. Cost changes to seventeen (17) existing projects added \$11.3 million in total cost to the TIP. \$38.2 million was removed from the TIP due to project phases moving into or out of the active years (FFY 2021 – 2025) of the TIP on 8 projects. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of nearly \$86 million and the federal participation in projects increased by just over \$34 million, as summarized below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
New Project	7	\$36.4	\$0.0	\$36.4	\$31.6	\$0	\$31.6
Cost change	17	\$11.3	\$786.5	\$797.8	\$4.8	\$585.8	\$590.5
Phase(s) added to or removed from TIP	8	\$38.2	\$294.4	\$332.6	-\$1.7	\$225.6	\$224.0
Grand Total	32	\$85.8	\$1,080.9	\$1,166.8	\$34.6	\$811.4	\$846.1

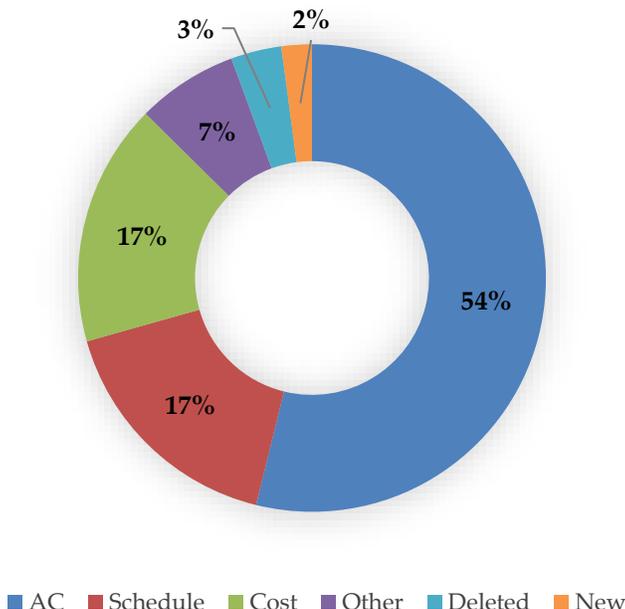
All costs in \$ millions

Administrative Amendments 21-07.1 and 21-07.2

A total of 143 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [21-07.1](#) and [21-07.2](#). Administrative amendments include new projects that are not

federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

21-07.1 & 21-07.2 Administrative Amendments - Type of Change



The majority of administrative changes submitted placed phases into or converted phases from Advance Construction (AC) status. Cost adjustments made with these changes resulted in \$10.5 million in total cost being removed from the TIP. Five (5) deleted projects removed another \$12 million. Cost changes for 24 projects added \$8.8 million to the TIP. Another \$13.8 million, including \$9.8 million in federal funds programmed after federal fiscal year 2025, was added with the addition of three (3) new projects. Thirty-four (34) projects experienced schedule or other changes, such as updating project identifiers, with no net changes to total cost. In total, just under \$100,000 total was added to the TIP administratively. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Phase(s) converted from AC status	59	-\$5.8	\$3,902.7	\$3,896.9	-\$9.0	\$491.5	\$482.5
Phase(s) placed in AC status	18	-\$4.7	\$624.4	\$619.7	-\$2.9	\$409.7	\$406.7
Cost	24	\$8.8	\$584.4	\$593.3	\$10.8	\$402.5	\$413.4
Delete project	5	-\$12.0	\$12.0	\$0.0	\$0.0	\$0.0	\$0.0
New project	3	\$13.8	\$0.0	\$13.8	\$9.8	\$0.0	\$9.8
Schedule	24	\$0.0	\$141.4	\$141.4	\$0.0	\$92.2	\$92.2
Other	10	\$0.0	\$238.3	\$238.3	-\$0.8	\$72.9	\$72.1
Grand Total	143	\$0.1	\$5,503.2	\$5,503.3	\$7.9	\$1,468.8	\$1,476.7

All costs in \$ millions

ACTION REQUESTED: Approval of formal TIP Amendment 21-07



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: July 9, 2021

Re: Recommended CMAQ, TAP-L, and STP Shared Fund Programs Released for Public Comment

A joint call for projects was issued in January 2021 for the FFY 2022 – 2026 Surface Transportation Program (STP) Shared Fund, FFY 2022 - 2026 Congestion Mitigation and Air Quality Improvement (CMAQ) program and FFY 2022 – 2025 Transportation Alternatives Program (TAP-L). A total of 135 applications were received across all three funding programs. Staff evaluated the applications according to the methodologies approved by the respective project selection committees (PSCs) contained in the application booklets published with the [call for projects](#) to determine eligibility for funding and final scores. Staff then developed recommended programs of projects to be funded with each fund source. These programs were reviewed by the PSCs on July 1, 2021 and released for public comment through July 30, 2021.

This memo contains an overview of the recommended programs and links to detailed documentation for the committee's information. Committee members are encouraged to discuss the proposed programs with their agencies and interested constituents and submit comments to staff. Following the public comment period, the PSCs will consider comments and any recommended changes to the programs and are scheduled to consider final approval on September 9, 2021. Following PSC approvals, staff will prepare TIP amendments reflecting the approved programs for consideration by the Transportation Committee on September 24, 2021 for a recommendation that the CMAP Board and MPO Policy Committee approve the TIP amendments containing the approved programs at their joint meeting on October 13, 2021.

Combined Transportation Investments

Within the three funding programs, over \$280 million is recommended to fund more than 50 bicycle and pedestrian, bridge, emissions reduction, highway, and transit projects throughout northeastern Illinois:

Project Type	Proposed Projects	Proposed Funding
Access to Transit	2	\$6,559,673
Bicycle Facilities	15	\$24,702,548
Bike/Ped Barrier Elimination	2	\$761,255
Bridge Repair/Rehab	1	\$17,600,000
Demonstration	1	\$6,000,000
Direct Emissions Reduction	2	\$73,279,469
Intersection Improvement	2	\$7,199,648
Other	1	\$4,000,000
Road Reconstruction	4	\$25,639,929
Safety	2	\$1,932,466
Signal Interconnect	15	\$3,596,000
Transit Facility Improvement	4	\$104,548,000
Transit Service and Equipment	1	\$5,512,000
Grand Total	52	\$281,330,988

These recommended projects are from a variety of project sponsors:

Sponsor Group	Proposed Projects	Proposed Funding
Chicago	5	\$88,976,891
Counties	7	\$31,017,562
IDOT	16	\$12,986,000
Mayors/Other Local	18	\$19,080,435
Service Boards/RTA	6	\$129,270,100
Grand Total	52	\$281,330,988

The recommended programs include nearly \$120 million for projects located in the region's highest need (Cohort 4) communities, with over \$25 million in Transportation Development Credits (TDCs/TDCHs) being utilized to reduce the local match commitments for 8 projects within these communities.

FFY 2022 – 2026 CMAQ Program

Seventy-four (74) unique [applications](#) were submitted for funding consideration under the CMAQ and TAP-L programs. Two (2) applications did not meet eligibility criteria and were eliminated from further consideration.

CMAQ applications were [evaluated](#) for their air quality benefits, transportation impact, and support of inclusive growth to develop a [recommended program](#) that includes \$213 million for 31 projects, of which four (4) are bicycle facilities, nineteen (19) are highway projects, and nine (9) are transit projects. The transit projects account for 80% of the programmed funds (\$190M).

Three (3) of the projects will be funded at 100% using Transportation Development Credits (TDCs).

FFY 2022 – 2025 TAP-L Program

Of the 74 unique [applications](#) that were submitted for funding consideration under the CMAQ and TAP-L programs, 29 were for bicycle facility projects that were [evaluated](#) for funding through the TAP-L program.

The [recommended program](#) includes \$22.4 million for 12 bicycle facility projects that will further completion of the Regional Greenways & Trails Plan. Three (3) of the projects will be funded at 100% using Transportation Development Credits - Highways (TDCHs), including two (2) projects that received funding for phase 1 engineering only. One project is recommended for full funding using a combination of TAP-L and STP funds.

FFY 2022 – 2026 STP Shared Fund Programs

Staff reviewed 61 [applications](#) for compliance with the program's eligibility rules and determined that five (5) [ineligible](#) projects would be eliminated from further consideration. Because shared fund applicants have the option of requesting consideration in more than one of nine (9) project type categories, staff conducted 108 evaluations of the 54 eligible projects. Details of the evaluation process are described in a [memo](#) to the STP PSC.

In addition to the eight (8) projects currently programmed in FFYs 2022 – 2024, the recommended [Active Program](#) contains nine (9) new projects utilizing nearly \$46 million in FFYs 2025 and 2026. Over \$4 million is proposed for communities with the highest need (Cohort 4), including \$386,000 in TDCHs for two (2) projects requesting funding for phase 1 engineering only. One-third of the projects recommended (3 of 9) are located in municipalities with populations of less than 25,000. The facilities selected serve over 7.9 million jobs and households combined. More than half (5 of 9) of the projects improve facilities where more than 20% of the users are minorities below the poverty line.

All eligible projects that applied for the STP Shared Fund that were not recommended for full funding through the Shared Fund, CMAQ, TAP-L and/or ITEP programs are recommended for inclusion in the [Contingency Program](#), where they may be considered for funding that becomes available through September 30, 2023 according to the region's [Active Program Management](#) policies. A more detailed listing of final project scores and recommended funding can be found on the call for projects [web page](#) in both PDF and Excel format.

Next Steps

Following the public comment period (July 1 through July 30, 2021), staff will present a summary of comments and any recommended changes to the programs to the respective PSCs. Upon approval of final programs by those committees, TIP amendments will be prepared for consideration by the Transportation Committee on September 24, 2021 for a recommendation that the CMAP Board and MPO Policy Committee approve the TIP amendments containing the approved programs at their joint meeting on October 13, 2021.

ACTION REQUESTED: Information