

**MEMORANDUM**

To: CMAP Board
MPO Policy Committee

From: CMAP staff

Date: December 31, 2013

Re: Recommended projects for FY 13 – 14 Transportation Alternatives program

Moving Ahead for Progress in the 21st Century (MAP-21) created a new Transportation Alternatives program (TAP) to fund non-motorized transportation. It also gave Metropolitan Planning Organizations (MPOs) with populations over 200,000 the responsibility to program part of each state's apportionment under TAP. At their June 2013 meetings, the CMAP Board and MPO Policy Committee directed staff to program both years of funding with bicycle and pedestrian facilities by holding an abbreviated call for projects in summer 2013. Bicycle and pedestrian facilities that were submitted for the FY 14 – 18 Congestion Mitigation and Air Quality (CMAQ) program but not funded are also being considered under TAP without requiring a separate application.

At its November meeting, the Transportation Committee reviewed the proposed program and released it for a 30-day public comment period. Three public comments were received; the comments and staff's responses are available at the [TAP webpage](#). The recommended program of projects is now being presented for approval.

Overall Process

Staff developed the proposed program by first applying a set of basic screening criteria, then ranking the remaining projects according to evaluation criteria. One-on-one meetings or phone calls were then held with the sponsors of the higher-ranking projects to verify project details and assess complications that might affect project readiness. As MAP-21 contains relatively stringent funding sunsets, staff wanted to minimize the risk that project delays could cause the TAP funds to lapse and become unavailable to the region. In sum, the projects in the recommended program are those that will provide significant benefits to the region and that, in the judgment of staff, are most likely to proceed in a timely way.

Project Scoring

The screening criteria are as follows:

1. Sponsors must have submitted a final Project Development Report (PDR) to the Illinois Department of Transportation (IDOT) by October 15, 2013 or have already received Phase I design approval for their projects.
2. Sponsors must show that their project is featured in at least one formally adopted or approved bike plan, comprehensive plan, or other plan by a local government, subregional council, CMAP, or the State of Illinois.

Following screening, projects were evaluated on a 100-point scale using criteria discussed with several CMAP working committees and the Bicycle and Pedestrian Task Force in September 2013. The criteria are shown in Table 1, and they are explained in more detail in a [staff memo](#).

Table 1. Evaluation criteria for Transportation Alternatives program

Completion of Regional Greenways and Trails Plan (30 points max)	
30 Points	Connects two existing trail sections
25	Extends an existing regional trail
20	Builds a new isolated section of planned regional trail
10	Builds a new facility that intersects an existing regional trail
Population + Employment Density within Buffer Area [proxy for usage] (30 max)	
30	Top quartile of region
24	Second quartile
16	Third quartile
8	Lowest quartile
Facility Design Quality (FDQ) (30 max)	
(Score after less score before) * 6	Safety/attractiveness rating improvement: 0: Impassable barrier for walking and bicycling 1: Arterial road with no bike/ped accommodation 2: Arterial road with some bike/ped accommodation, including marked shared lanes, and collector streets with no accommodation; 3: Low-speed, local streets with no bike/ped accommodation 4: Unprotected bike lane; local and collector streets with full accommodation 5: Trail or arterial sidepath, cycletrack, protected bike lane, or buffered bike lane
Bonus (10 max)	
5	No ROW or easements to obtain
5	Phase II Engineering complete
100	Points total

Figure 1 shows the proposed projects in comparison to the Greenways and Trails Plan and the population/employment density quartiles (facility design quality is not shown because it is more granular). Table 2 shows the scores for each project. Projects that did not meet either of the screening criteria were not ranked.

Figure 1. Proposed Transportation Alternatives projects in comparison to selection criteria.

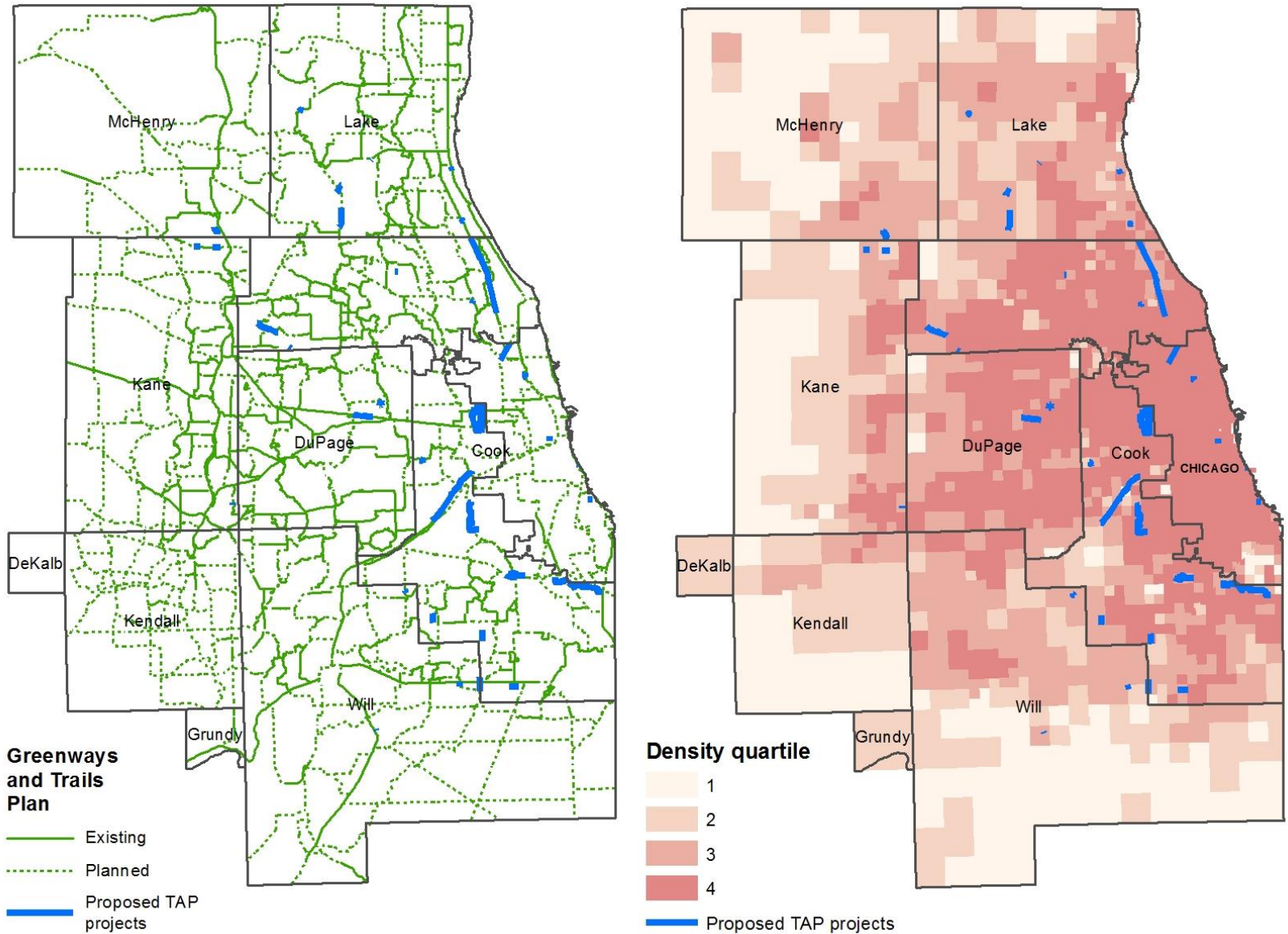


Table 2. Proposed Transportation Alternatives project rankings.

Sponsor	Project Title	Screening Criteria		Ranking Criteria					
		In Plan	PDR by Oct 15	Greenways Plan	Pop + Emp	FDQ × 6		Bonus	Total
						Before	After		
Lake County Forest Preserves	Wilson Rd Underpass from .1 M S of Levi Waite Rd to .3 M North of Litchfield Dr	Yes	Yes	30	24	0	5	5	89
Chicago DOT	43rd St Bike-Ped Access Bridge to Lakefront Trail	Yes	Yes	25	30	0	5	0	85
FPD of Cook County	Centennial Trail Completion	Yes	Yes	30	24	0	5	0	84
Dolton Park District	Cal-Sag Trail East - Dolton Leg	Yes	Yes	25	30	1	5	0	79
Alsip Park District	Cal-Sag Trail East-Alsip Segment	Yes	Yes	30	24	1	5	0	78
Chicago DOT	North Branch Trail/Riverwalk - Addison Underbridge Connection	Yes	Yes	30	30	2	5	0	78
Lake County DOT	Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River	Yes	Yes	30	24	1	5	0	78
Lake Forest	Robert McClory Bike Path	Yes	Yes	30	30	3	5	5	77
Bridgeview	Bridgeview Community Multi-Use Path	Yes	Yes	20	30	1	5	0	74
Frankfort	Pfeiffer Rd Multi-Use Trail	Yes	Yes	25	24	1	5	0	73
Lake County DOT	Quentin Rd from Main St to White Pine Rd	Yes	Yes	20	24	1	5	0	68
Mundelein	Pedestrian Bridge over CNRR at McKinley Av	Yes	Yes	0	30	1	5	5	59
Prospect Heights	Willow Rd Sidewalk Improvements	Yes	Yes	0	30	1	5	5	59
Riverdale	Calumet-Sag Greenway Trail-Riverdale Segment	Yes	Yes	10	24	1	5	0	58
Hawthorn Woods	Hawthorn Woods Midlothian Rd Bike Path	Yes	Yes	0	24	1	5	5	53
Manhattan	Rt 52 Sidewalk	Yes	Yes	0	24	1	5	5	53
Highland Park	Old Deerfield Rd Bike Path from UP Freight Line to Old Skokie Valley Rd Pedestrian Bridge	Yes	Yes	10	24	3	5	5	51

Sponsor	Project Title	Screening Criteria		Ranking Criteria					
		In Plan	PDR by Oct 15	Greenways Plan	Pop + Emp	FDQ × 6		Bonus	Total
						Before	After		
Lombard	Great Western Trail Lighting from W end of Village Limits at I-355 to E end of Village Limits at 3rd Ave	Yes	Yes	0	30	5	5	5	35
Oak Park	Bicycle Detection and Pedestrian Signal Improvements	Yes	Yes	0	30	2	2	5	35
Algonquin	Harper Drive Multi-Use Path	No	No	—	—	—	—	—	—
Aurora Township Highway Department	Ogden Gardens Safe Walk to School	No	Yes	—	—	—	—	—	—
Chicago DOT	Weber Spur Trail	Yes	No	—	—	—	—	—	—
Chicago DOT	71st St Road Diet Bike Lane	Yes	No	—	—	—	—	—	—
Chicago DOT	Sangamon Paseo	No	No	—	—	—	—	—	—
Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	Yes	No	—	—	—	—	—	—
Glenview	Waukegan Rd/Overlook Dr Multi-use Path	Yes	No	—	—	—	—	—	—
Homer Glen	Goodings Grove Extension-Homer Glen Heroes Trail	No	Yes	—	—	—	—	—	—
Kane County DOT	Longmeadow Road Bike Path Extensions	Yes	No	—	—	—	—	—	—
Oak Park	Ridgeland Av from North Av to Roosevelt Rd	Yes	No	—	—	—	—	—	—
Orland Park	108th Av from 159th St to 167 St	Yes	No	—	—	—	—	—	—
Richton Park	Richton Park ComEd Easement Bike Trail	Yes	No	—	—	—	—	—	—
Rosemont	Rosemont CTA Station PedCrossing: River Rd at I-190	No	Yes	—	—	—	—	—	—
Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Bartlett Rd	Yes	No	—	—	—	—	—	—
Streamwood	US 20/Lake St from Walnut Av to Center Av Sidewalk	No	Yes	—	—	—	—	—	—
Villa Park	Villa Park North Side Sidewalks	No	Yes	—	—	—	—	—	—

Sponsor	Project Title	Screening Criteria		Ranking Criteria					
		In Plan	PDR by Oct 15	Greenways Plan	Pop + Emp	FDQ × 6		Bonus	Total
						Before	After		
Western Springs	Wolf Rd from Salt Creek Bicycle Trail to IL 38/Ogden Av	Yes	No	—	—	—	—	—	—
Wilmette	Skokie Valley Trail from Lake Cook Rd to Dempster St	Yes	No	—	—	—	—	—	—

Recommended Program

Staff recommends funding the eight projects in the following list. The projects were selected in order of their score on the evaluation criteria, with two exceptions discussed below.

- **Lake County Forest Preserves, Wilson Road Underpass**
 - Construction phase, \$1,810,000
 - This project completes a gap in the Millennium Trail in Lake County and serves both residential areas and major employers. No ROW is required, utility relocations are relatively minor, and some Phase II Engineering has been completed.

- **Dolton Park District, Cal-Sag Trail East – Dolton Segment**
 - Right of way, \$16,000; Construction, \$3,542,000
 - This interjurisdictional project will help complete the Cal-Sag Trail, a major regional trail with remaining gaps to fill. This stretch of trail has only some relatively minor acquisition required, but it will have some railroad involvement and wetland mitigation requirements. Phase II Engineering is being funded through CMAQ; TAP funds will enable this trail segment to be constructed.

- **Alsip Park District, Cal-Sag Trail East – Alsip Segment.**
 - Right of way, \$16,000; Construction, \$2,694,000
 - This project funds another portion of the Cal-Sag Trail. Alsip Park District is the only agency with a direct role in implementation. This stretch of trail has only one small acquisition required and no utility or railroad involvement. Phase II Engineering is being funded through CMAQ; TAP funds will enable this trail segment to be constructed.

- **Chicago Department of Transportation, North Branch Trail -- Addison Underbridge Connection.**
 - Construction, \$5,888,000
 - This project completes a gap in the North Branch Trail by continuing the trail under Addison Street and building a bridge across the Chicago River to rejoin the trail further north. The project is also using Transportation Enhancement funding from a previous grant cycle; TAP funding will allow the project to proceed to construction.

- **Lake County DOT, Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River.**
 - Right of way, \$112,000; Construction, \$172,000
 - This project completes a gap between the Buffalo Grove path network and the Des Plaines River Trail. The project is also using Transportation Enhancement funding from a previous grant cycle; TAP funding will allow the project to proceed to construction.

- **City of Lake Forest, Robert McClory Bike Path.**
 - Construction, \$764,000

- This project completes a gap caused by a parking lot for the Lake Forest Metra Station which intersects with the path. The Robert McClory Path is part of the Grand Illinois Trail. This project will help make this a more seamless trail. Phase II engineering is already underway, and the project could be under construction as early as the summer of 2014.
- **Village of Bridgeview, Bridgeview Community Multi-Use Path.**
 - Engineering 2, \$120,000; Construction, \$1,480,000
 - This project begins a portion of a bikeway identified in the Greenways and Trails Plan and would connect to a Pace transit center at Toyota Park. Phase I Engineering was completed using local funds. While some alignment decisions may be reconsidered, ROW acquisition is likely to be minor.
- **Village of Frankfort, Pfeiffer Rd Multi-Use Trail.**
 - Engineering 2, \$31,200; Construction, \$356,800
 - This project is an extension of existing path to the north and connects directly to the Old Plank Rd Trail. Eventually this project will connect into the future planned Sauk Rd Trail and continue further south on Pfeifer Rd.

The following projects were ranked second and third, respectively, but were passed over for the following reasons:

- **Chicago Department of Transportation, 43rd Street Access Bridge to the Lakefront Path.**
 - Engineering 2, \$884,000; Construction, \$18,320,000
 - While it is a high-ranking project and provides access to the lakefront in an underserved area, the funding request is more than the total amount available in the TAP program. Providing partial funding would make obligation of the TAP funds contingent on the availability of other funds. The project also has a number of complications, including ROW acquisition and railroad coordination, which could delay project delivery.
- **Forest Preserve District of Cook County (FPDCC), Centennial Trail.**
 - Engineering 2, \$280,000; Right of way, \$288,000; Construction, \$5,590,000
 - This project would complete a significant gap in a major regional trail. However, ROW acquisition issues and railroad involvement make it complex. FPDCC staff indicated that they probably would not be able to construct the trail within the timeframe required by TAP and asked for only funds to obtain easements and complete Phase II Engineering. Rather than provide partial funding, CMAP staff recommends that FPDCC complete these phases and apply for construction funds in a later TAP cycle.

Table 3 shows the federal request for each submitted project in comparison to its ranking as well as the amount of funding recommended to be awarded. The columns FY13 and FY14 refer to the federal fiscal year for which funding is authorized. The FY 13 mark for northeastern Illinois is \$8,650,889. The FY 14 mark is expected to be about 1.5% higher (\$8,780,652), bringing

the total for both years to about \$17.4 million. By comparison, funding requests come to \$82.7 million. A small portion of the TAP funding (2.5%) was reserved to help accommodate the possibility for scope changes and unforeseen events.

Funding Sunsets and Project Accomplishment Goals

Funds for the Transportation Alternatives program will only be available for three years from the end of each federal fiscal year (for example, FY 13 funds will be available until the end of September 2016). In the application package, CMAP asked sponsors to meet the interim milestones described below. Monitoring sponsors' progress toward interim milestones should help keep projects on track and also give time for CMAP to reprogram the funds to other projects that are proceeding. Without this active program management, funding could lapse and become unavailable to the region.

Regardless of the fiscal year for which funding is programmed, the following milestones should be met. For projects not requiring easements or right-of-way (ROW) acquisition:

- By the end of February 2014, project sponsors must submit locally-executed agreements for Phase II Engineering to IDOT (if Phase II Engineering will be federally funded).
- By the end of April 2014, a Phase II Engineering kickoff meeting between the sponsor and IDOT's Bureau of Local Roads and Streets must have taken place.
- By the end of June 2015, pre-final plans must have been submitted to IDOT.
- By the end of September 2015, federal authorization of construction must have occurred.

For projects requiring easements or ROW acquisition, the following milestones should be met:

- By the end of February 2014, project sponsors must submit locally-executed agreements for Phase II Engineering to IDOT (if Phase II Engineering will be federally funded)
- By the end of April 2014, a Phase II Engineering kickoff meeting between the project sponsor and IDOT's Bureau of Local Roads and Streets must have taken place.
- By the end of June 2014, plats and legal documentation must have been prepared.
- By the end of September 2014, appraisals must have been prepared.
- By the end of March 2015, ROW negotiations must be concluded.
- By the end of June, 2016, pre-final plans must have been submitted to IDOT.
- By the end of September 2016, ROW must be certified by the IDOT Bureau of Land Acquisition.
- By the end of September 2016, federal authorization of construction must have occurred.

Following project selection, CMAP staff will monitor progress toward completing projects. Staff will inform the Transportation Committee of sponsors' progress and make any recommended action to reprogram funds.

ACTION REQUESTED: Approve program

Table 3. Scores, funding requests, and recommended funding for proposed Transportation Alternatives projects

Sponsor	Project	Score	Requested (federal share)				Recommended	
			Eng 2	ROW	Construction	Total	FY13	FY14
Lake County Forest Preserves	Wilson Rd Underpass from .1 M S of Levi Waite Rd to .3 M N of Litchfield Dr	89			\$1,810,000	\$1,810,000	\$1,810,000	
Chicago DOT	43rd St Bike-Ped Access Bridge to Lakefront Trail	85	\$884,000		\$18,320,000	\$19,204,000		
FPD of Cook County	Centennial Trail Completion	84	\$280,000	\$288,000	\$5,590,000	\$6,158,000		
Dolton Park District	Cal-Sag Trail East - Dolton Leg	79		\$16,000	\$3,542,000	\$3,558,000		\$3,558,000
Alsip Park District	Cal-Sag Trail East-Alsip Segment	78		\$16,000	\$2,694,000	\$2,710,000	\$2,710,000	
Chicago DOT	North Branch Trail/Riverwalk - Addison Underbridge Connection	78			\$5,888,000	\$5,888,000		\$5,888,000
Lake County DOT	Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River	78		\$112,000	\$172,000	\$284,000	\$284,000	
Lake Forest	Robert McClory Bike Path	77			\$764,000	\$764,000	\$764,000	
Bridgeview	Bridgeview Community Multi-Use Path	74	\$120,000		\$1,480,000	\$1,600,000	\$1,600,000	
Frankfort	Pfeiffer Rd Multi-Use Trail	73	\$31,200		\$356,800	\$388,000	\$388,000	
Lake County DOT	Quentin Rd from Main St to White Pine Rd	68			\$2,583,000	\$2,583,000		
Mundelein	Pedestrian Bridge over CNRR at McKinley Av	59	\$320,000		\$3,120,000	\$3,440,000		
Prospect Heights	Willow Rd Sidewalk Improvements	59			\$284,000	\$284,000		
Riverdale	Calumet-Sag Greenway Trail-Riverdale Segment	58			\$2,183,000	\$2,183,000		
Hawthorn Woods	Hawthorn Woods Midlothian Rd Bike Path	53	\$34,024		\$534,656	\$568,680		
Manhattan	Rt 52 Sidewalk	53			\$76,000	\$76,000		
Highland Park	Old Deerfield Rd Bike Path from UP	51	\$6,400		\$72,200	\$78,600		

Sponsor	Project	Score	Requested (federal share)				Recommended	
			Eng 2	ROW	Construction	Total	FY13	FY14
	Freight Line to Old Skokie Valley Rd Pedestrian Bridge							
Lombard	Great Western Trail Lighting	35			\$880,000	\$880,000		
Oak Park	Bicycle Detection and Pedestrian Signal Improvements	35	\$24,096		\$425,696	\$449,792		
Algonquin	Harper Drive Multi-Use Path	—	\$40,530		\$636,990	\$677,520		
Aurora Township Highway Department	Ogden Gardens Safe Walk to School	—	\$0		\$55,000	\$55,000		
Chicago DOT	Weber Spur Trail	—			\$17,996,000	\$17,996,000		
Chicago DOT	71st St Road Diet Bike Lane	—			\$2,784,000	\$2,784,000		
Chicago DOT	Sangamon Paseo	—	\$282,240	\$120,000	\$1,756,160	\$2,158,400		
Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	—	\$144,000	\$80,000	\$1,077,600	\$1,301,600		
Glenview	Waukegan Rd/Overlook Dr Multi-use Path	—	\$16,000		\$278,000	\$294,000		
Homer Glen	Goodings Grove Extension-Homer Glen Heroes Trail System	—	\$20,000		\$203,200	\$223,200		
Kane County DOT	Longmeadow Road Bike Path Extensions	—			\$381,700	\$381,700		
Oak Park	Ridgeland Av from North Av to Roosevelt Rd	—	\$16,000		\$220,000	\$236,000		
Orland Park	108th Av from 159th St to 167 St	—			\$590,000	\$590,000		
Richton Park	Richton Park ComEd Easement Bike Trail	—	\$6,400		\$181,600	\$188,000		
Rosemont	Rosemont CTA Station Pedestrian Crossing: River Rd at I-190	—			\$497,000	\$497,000		
Streamwood	US 20/Lake St from Walnut Av to Center Av Sidewalk Project	—			\$348,000	\$348,000		

Sponsor	Project	Score	Requested (federal share)				Recommended	
			Eng 2	ROW	Construction	Total	FY13	FY14
Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Bartlett Rd	—			\$960,000	\$960,000		
Villa Park	Villa Park North Side Sidewalks	—	\$65,000		\$65,000	\$130,000		
Western Springs	Wolf Rd from Salt Creek Bicycle Trail to IL 38/Ogden Av	—	\$123,000	\$24,000	\$900,000	\$1,047,000		
Wilmette*	Skokie Valley Trail from Lake Cook Rd to Dempster St	—						

* Funds requested only for Phase I Engineering, which is not eligible.

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