



MEMORANDUM

To: Project Selection Committee
From: CMAP Staff
Date: June 18, 2015
Re: Review of staff-recommended FFY 2016-20 CMAQ Program

As part of the FFY 2016-2020 Congestion Mitigation and Air Quality Improvement program development process, CMAP staff is presenting its recommended program to the Project Selection Committee (PSC) for discussion and potential adjustment. The staff-recommended program can be found in the attachment to this memo as well as in a spreadsheet on the [CMAQ/TAP Program Development](#) webpage. Following the PSC meeting, the recommended program and any adjustments will be presented to the Transportation Committee on July 17, where staff will request that it be released for public comment.

Table 1. Summary of recommended FFY 2016-20 CMAQ program

Project Type	Funding recommendation	Amount (\$) funded / requested	Number funded / requested**
Bicycle Facilities*	\$4,793,719	8%	15%
Bottleneck Elimination	\$10,000,000	16%	50%
Direct Emissions Reduction	\$9,692,300	31%	33%
Intersection Improvement	\$48,783,942	49%	53%
Other	\$14,762,000	38%	43%
Signal Interconnect	\$7,107,377	100%	100%
Transit Facility Imprvmnt	\$125,000,000	55%	17%
Transit Service and Equip	\$38,603,356	50%	60%
Transit Access	\$15,140,740	61%	50%
Grand Total	\$273,883,434	43%	36%

* Additional funding will be recommended under the Transportation Alternatives program, mostly for municipal and county projects. ** Includes partial funding.

In the recommended program, projects are shown ranked by the cost-effectiveness of their emissions reductions, but they take into account transportation impact criteria and regional priorities. A brief rationale is also provided for the funding recommendation. The recommended program is informed by discussions with the Regional Transportation

Operations Coalition in May and the Bicycle and Pedestrian Task Force earlier in June – see meeting minutes on the [CMAQ/TAP Program Development](#) webpage – as well as meetings with sponsors. A summary of the funding recommended by category can be found in Table 1.

Several items are worth mentioning. First, seven sponsors requested hardship funding for phase I engineering. Requests for phase I engineering funding were evaluated on the expected benefits of the project, as with all other applications. Two projects ranked high enough to be recommended for funding (an intersection improvement in the City of Berwyn and a bikeway in Sauk Village). Second, some bicycle facility proposals will be recommended for funding under the Transportation Alternatives program. Where this is the case, it is noted in the program, but it is not reflected in the funding totals in Table 1.

The mark for this cycle was based on a number of factors. First, the annual apportionment to the state is assumed to be \$105.5 million in each of the years of the program, the same as it was in FFY 15, and it is furthermore assumed that northeastern Illinois can program against the entire state's apportionment. Second, a carryover balance of \$209.2 million was added to the expected FFY 2016 apportionment, which is the amount that is currently unobligated. Third, since the CMAQ program as a whole has \$127.7 million programmed in advance construction (AC) status that could be obligated at any time, this amount was accounted for by subtracting it from the FFY 16 amount ($\$105.5 \text{ apportioned} + \$209.2 \text{ unobligated carryover} - \$127.7 \text{ in AC} = \$187.0 \text{ million}$). Lastly, the amount currently programmed was subtracted in each federal fiscal year to give the unprogrammed balance. Altogether this yields \$274 million, which is slightly higher than the \$260 million estimate from the grant application materials because of updated information on obligations.

Action requested: Recommendation for Transportation Committee to release for public comment



Chicago Metropolitan Agency for Planning
Staff-Recommended FFY 2016-2020 CMAQ program

SubType	Sponsor	Facility to be Improved	Federal request	2016-2020 Recommended Total	Air Quality			Transportation Impact	Regional Priority		Composite Priority Index ¹	Notes
					Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Cost Effectiveness Score	Sum of All Criteria Scores	Major Capital Project	Transit Supportive Land Use		
Bicycle Facilities	Orland Park	108th Av Trail Connection	\$150,800	\$0	\$293		57.7	22			79.8	Recommend for TAP funding.
Bicycle Facilities	Bensenville	IL 83 from Bryn Mawr Av to Foster Av	\$299,738	\$299,738	\$783		54.0	15			69.2	Project will significantly improve bike friendliness on a suburban arterial and contribute to subregional bicycle network in Bensenville and beyond, thus encouraging bicycle use.
Bicycle Facilities	Bensenville	EOWA Corridor Bike Trail	\$693,760	\$0	\$1,059		52.0	14			66.1	An LTA funded planning study for bicycle accomodation in the EOWA corridor got approval to start in May 2015, suggesting that this project is not ripe. The sponsor also did not indicate that other jurisdictions would be participating, and the trail is most appropriate as a regional facility. Not clear that phase I study included proposed bike trail.
Bicycle Facilities	Highland Park	Walker Av from St. Johns Av to Oak St	\$132,000	\$0	\$1,988		45.9	24			69.8	Sponsor did not submit a draft PDR to IDOT prior to June 15, 2015 as required by screening criteria.
Bicycle Facilities	Homer Glen	Homer Glen Heroes Bike Trail-Goodings Grove Extension	\$249,600	\$0	\$1,993		45.9	17			62.6	Recommend for TAP funding.
Bicycle Facilities	Glenview	Milwaukee and Lake Av Multi-use Path	\$523,808	\$0	\$2,009		45.8	19			64.7	Recommend for TAP funding.
Bicycle Facilities	Aurora	Edgelawn Dr Bikeway Project	\$322,440	\$322,440	\$2,610		42.2	18			60.1	The proposed project would connect two regional trail systems to promote bicycle over auto travel.
Bicycle Facilities	DuPage County DOT	Gary Av Trail	\$729,840	\$0	\$2,631		42.1	19			60.9	Recommend for TAP funding.
Bicycle Facilities	Bensenville	Church Rd from Irving Park Rd to Grove Av	\$477,620	\$0	\$3,285		38.5	17			55.2	Recommend for TAP funding.
Bicycle Facilities	Hanover Park	Hawks Hollow Forest Preserve Trail Connection	\$80,000	\$0	\$3,307		38.4	14			52.7	Recommend for TAP funding.
Bicycle Facilities	Aurora	Montgomery Rd Multi-use Path	\$430,068	\$430,068	\$3,438		37.8	19			56.9	This off-street trail connects to the Waubonsie Creek Trail, and a future trail by the Fox Valley Park District at the eastern terminus is expected to make a connection to the Southern DuPage Trail, thus providing an expanded trail network to promote bicycling rather than driving.
Bicycle Facilities	Bensenville	Church Rd from Jefferson St to Grand Av	\$789,600	\$789,600	\$3,697		36.5	18			54.3	This off-street shared-use path is part of a larger facility extending north and tying in with numerous proposed bikeways to form a network.
Bicycle Facilities	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	\$452,550	\$452,550	\$4,199		34.1	19			53.3	This project provides a bike connection between downtown Geneva and the regional Fox River Trail, promoting bicycle use.
Bicycle Facilities	Western Springs	Flag Creek Bicycle Corridor	\$2,316,000	\$0	\$6,693		24.4	16			40.3	Sponsor did not submit a draft PDR to IDOT prior to June 15, 2015 as required by screening criteria.
Bicycle Facilities	Mundelein	Maple Av Bike Path	\$974,500	\$974,500	\$7,201		22.8	19			41.5	Provides a direct connection to the Millenium Trail Bike Path, promoting regional bicycle travel.
Bicycle Facilities	DuPage County DOT	Benedictine Connector	\$992,000	\$0	\$7,677		21.3	20			41.5	Recommend for TAP funding.
Bicycle Facilities	Skokie	Old Orchard Rd from Harms Rd to Woods Dr	\$376,000	\$0	\$7,681		21.3	24			45.0	Recommend for TAP funding.
Bicycle Facilities	Sauk Village	Sauk Trail/Cottage Grove Av Bike Path Improvements	\$124,800	\$124,800	\$7,698		21.3	13			34.8	Project would play an important role in improving bicycle infrastructure in Sauk Village.
Bicycle Facilities	FPD of Kane County	Fox River Trail UPRR Underpass	\$1,774,896	\$0	\$7,867		20.8	23			43.7	Recommend for TAP funding.



Chicago Metropolitan Agency for Planning
Staff-Recommended FFY 2016-2020 CMAQ program

SubType	Sponsor	Facility to be Improved	Federal request	2016-2020 Recommended Total	Air Quality			Transportation Impact	Regional Priority		Composite Priority Index ¹	Notes
					Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Cost Effectiveness Score	Sum of All Criteria Scores	Major Capital Project	Transit Supportive Land Use		
Bicycle Facilities	Hanover Park	Sycamore Av, Walnut Av and Unmarked Street Bike Lanes	\$99,200	\$0	\$7,919		20.7	14			34.5	Below CMAQ funding cutpoint.
Bicycle Facilities	Highland Park	Clavey Rd from Barberry Rd to Skokie Valley Bike Path	\$78,400	\$0	\$9,193		17.4	17			34.4	Below CMAQ funding cutpoint.
Bicycle Facilities	Kane County DOT	Longmeadow Parkway Bike Path Extensions	\$1,400,023	\$1,400,023	\$9,644		16.4	20			36.3	This project depends on the construction of a larger roadway project. However, the 2016-2021 IDOT MYP largely would fund the non-bridge portions of the Longmeadow Parkway, so that the bicycle element could proceed in a timely way.
Bicycle Facilities	Romeoville	Multi-Use Path from Weber Rd to Airport Rd and I-55	\$1,318,400	\$0	\$11,192		13.3	17			30.0	Recommend for TAP funding.
Bicycle Facilities	DuPage County DOT	I-88 Central DuPage Regional Bikeway	\$2,080,700	\$0	\$13,108		10.3	20			29.9	Below CMAQ funding cutpoint.
Bicycle Facilities	Lake County Forest Preserves	Lyons Woods Bike Path	\$2,000,000	\$0	\$15,283		7.7	18			26.1	Recommend for TAP funding.
Bicycle Facilities	Palos Heights	Ridgeland Av from College Dr to 135th St	\$788,000	\$0	\$16,162		6.8	19			25.5	Recommend for TAP funding.
Bicycle Facilities	Algonquin	Highland Ave Multi-use Trail from Tanglewood Dr to Haegers Bend Rd	\$211,042	\$0	\$18,760		4.8	11			15.8	Below CMAQ funding cutpoint.
Bicycle Facilities	Clarendon Hills	Prospect Av Bicycle Route Improvements	\$63,500	\$0	\$21,582		3.3	19			22.5	Below CMAQ funding cutpoint.
Bicycle Facilities	Park Forest	Western Av from Old Plank Rd Trail to Thorn Creek Trail	\$190,900	\$0	\$22,297		3.0	18			21.5	Below CMAQ funding cutpoint.
Bicycle Facilities	Oak Forest	Bike to Metra	\$371,200	\$0	\$27,182		1.5	13			14.1	Below CMAQ funding cutpoint.
Bicycle Facilities	Lake in the Hills	Lakewood Rd from Miller Rd to Algonquin Rd	\$60,000	\$0	\$28,165		1.4	12			13.5	Below CMAQ funding cutpoint.
Bicycle Facilities	Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Park Blv	\$960,000	\$0	\$29,509		1.1	20			21.0	This project involves replacing a multi-use trail that will be eliminated to accommodate road widening to provide more single-occupancy vehicle capacity.
Bicycle Facilities	Mundelein	McKinley Av Commuter Bridge over CN at Metra	\$1,680,000	\$0	\$33,081		0.7	13			13.5	Below CMAQ funding cutpoint.
Bicycle Facilities	Glenview	Chestnut Av Multi-Use Path	\$478,304	\$0	\$42,216		0.2	21			21.1	Below CMAQ funding cutpoint.
Bicycle Facilities	Schaumburg	Golf Rd Path from Roosevelt Blv to Ring Rd	\$1,306,432	\$0	\$42,580		0.2	22			22.5	Below CMAQ funding cutpoint.
Bicycle Facilities	Barrington	US 14/Northwest Hwy from Hough St to Lake Zurich Rd	\$1,409,000	\$0	\$61,097		0.0	21			21.3	Below CMAQ funding cutpoint. While this project ranks well under TAP, it depends on the construction of the US 14 / CN railroad grade separation, which makes the expenditure of TAP funds contingent on funding a larger project.
Bicycle Facilities	Lake County Forest Preserves	Middlefork Savanna Forest Preserve Trail	\$2,066,320	\$0	\$63,088		0.0	14			14.3	Recommend for TAP funding.
Bicycle Facilities	Frankfort	Harlem Av Trail from Old Plank Rd Trail to Laraway Rd	\$262,000	\$0	\$77,827		0.0	14			14.2	Below CMAQ funding cutpoint.
Bicycle Facilities	Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	\$1,301,600	\$0	\$83,695		0.0	14			14.3	Below CMAQ funding cutpoint.
Bicycle Facilities	FPD of Will County	Black Rd Trail from DuPage River Trail to Rock Run Trail	\$1,644,630	\$0	\$112,799		0.0	20			20.0	Recommend for TAP funding.



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Bicycle Facilities	CDOT	43rd St Access Bridge to Lakefront Trail	\$17,320,000	\$0	\$128,481		0.0	26			26.2	Recommend for TAP funding.
Bicycle Facilities	Bensenville	Jefferson St from Church Rd to York Rd	\$417,600	\$0	\$145,160		0.0	17			17.3	Application indicates that design approval is not expected until June 2016. This is within Federal Aid flowchart timeline, but just barely can be considered ready.
Bicycle Facilities	Frankfort	Hickory Creek Multi-Use Trail	\$426,000	\$0	\$162,352		0.0	15			14.9	Sponsor did not submit a draft PDR to IDOT prior to June 15, 2015 as required by screening criteria.
Bicycle Facilities	Frankfort	Pfeiffer Rd from Old Plank Road Trail to Sauk Trail Rd and Sauk Trail from Pfeiffer Rd to IL 43/Harlem Av	\$1,008,000	\$0	\$175,432		0.0	12			12.2	Below CMAQ funding cutpoint.
Bicycle Facilities	Naperville	North Aurora Rd Underpass at CN/EJ&E	\$7,111,000	\$0	\$377,005		0.0	12			12.0	Below CMAQ funding cutpoint.
Bicycle Facilities	Mundelein	Midlothian Rd Multi-Use Path	\$562,395	\$0	\$389,910		0.0	17			16.6	Below CMAQ funding cutpoint.
Bicycle Facilities	Frankfort	Sauk Trail Rd from Larch Rd to 88th Av	\$800,000	\$0	\$425,156		0.0	10			10.0	Below CMAQ funding cutpoint.
Bicycle Facilities	Crystal Lake	Prairie Path Re-Route	\$109,356	\$0	\$430,384		0.0	22			21.6	Recommend for TAP funding.
Bicycle Facilities	Frankfort	Sauk Trail Rd from 80th Av to Harlem Av	\$560,000	\$0	\$470,857			6			6.1	Below CMAQ funding cutpoint.
Bicycle Facilities	Glen Ellyn	Taylor Av Underpass	\$300,000	\$0	-			0			0.0	The Project did not meet the screening criteria for project readiness and was not evaluated.
Bicycle Facilities	Spring Grove	Winn Rd from Martin Dr to Elk Dr	\$224,410	\$0	-			0			0.0	This project does not meet the screening criteria of being included in an adopted plan.
Bicycle Facilities	Frankfort	LaGrange Rd from Pleasant Hill Rd to Nebraska St	\$124,800	\$0	-			0			0.0	This is a sidewalk project, which is not eligible.
Bottleneck Elimination	IDOT	I-90 from Cumberland Av to Harlem Av (EB Improvement)	\$9,100,000	\$9,100,000	\$209		58.3	25	10		93.3	This project will reduce congestion at the convergence of eastbound I-90 and I-190. The project includes numerous ITS improvements fully integrated into the regional ITS system. This project is part of a GO TO 2040 major capital project.
Bottleneck Elimination	CDOT	71st St and CSX Grade Separation (GS19)	\$13,808,000	\$900,000	\$5,589		28.3	9	10		47.3	Construction of this project depends on CREATE P3 being built in conjunction, at a cost of that is \$303 million. It is currently not fully funded. Both P3 and GS19 primarily benefit the public, and the sponsor indicated that engineering funding would be enough to keep project moving.
Bottleneck Elimination	Barrington	US14 Grade Separation at CN/WCL Railway	\$39,687,000	\$0	\$66,356		0.0	17			17.0	While the project has local and regional merit, and the purchase of the EJ&E by the Canadian National Railway has increased train volumes on this rail line, its cost means it does not rank well for CMAQ. The separate FY 2016-20 CMAQ/TAP request for a bike trail also depends on this project being funded.
Bottleneck Elimination	Monee	Egyptian Trail from Monee-Manhattan Rd to Governors Hwy	\$1,420,000	\$0	\$74,402			9			9.0	Below CMAQ funding cutpoint.
Direct Emissions Reduction	IEPA	Railservice Ingredient Switcher Locomotive Engine Replacement	\$2,692,300	\$2,692,300		\$36	59.8	19			78.8	Replaces 4 pre-1973 switcher locomotives which have no emissions controls with Tier IV certified LEAF genset locomotives. This project helps the region meet its obligation requirements for addressing fine particulate matter.



Chicago Metropolitan Agency for Planning
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Direct Emissions Reduction	CDOT	Chicago Water Taxi Fleet	\$1,120,000	\$0		\$320	58.4	12			70.4	While adding emissions controls to this boat would certainly reduce particulate matter emissions, the project is a better fit for one of the Clean Diesel grants that CMAQ funds separately. See http://www.illinoisgreenfleets.org/clean-diesel/current-funding .
Direct Emissions Reduction	IEPA	Chicago Area Green Fleet Grant Program	\$7,000,000	\$7,000,000		\$1,286	54.0	10			64.0	This project helps the region meet its obligation requirements for addressing fine particulate matter.
Direct Emissions Reduction	CTA	Purchase of Up To 25 Electric Buses and Charging Stations	\$20,000,000	\$0		\$3,009	46.8	19			65.8	This project expands a pilot that is meant to help CTA determine if it should begin larger scale conversion of its fleet to electric. Because of fund availability, it does not appear that the timing of the pilot would correspond well to when CTA would like to make a larger bus purchase on the basis of the results. Staff has concerns that this alternative fuel project may lose traction as did a previous CMAQ-funded CTA pilot using hydrogen fuel cells.
Direct Emissions Reduction	Berwyn	Public Works 2.5 Ton Fleet Vehicle Replacement 1990	\$92,000	\$0	-			0			0.0	Direct vehicle replacements are not eligible as direct emissions projects, per FHWA.
Direct Emissions Reduction	Berwyn	Public Works 1 Ton Fleet Vehicle Replacement 1999	\$68,448	\$0	-			0			0.0	Direct vehicle replacements are not eligible as direct emissions projects, per FHWA.
Intersection Improvement	IDOT	Golf Rd at Harms Rd	\$660,000	\$660,000	\$1,348		50.0	10			60.0	This project will provide improved intersection capacity and signal modernization at a congested location. Benefits Pace Route 208.
Intersection Improvement	IDOT	Willow Rd at Pflingsten Rd	\$1,004,400	\$1,004,400	\$2,492		42.9	18			60.9	This project will improve intersection capacity at a congested location. Benefits Pace Rts. 620, 623, 270.
Intersection Improvement	Lake County DOT	Fairfield Rd at IL 134	\$699,000	\$699,000	\$2,549		42.6	6			48.6	This project will provide improved intersection capacity, channelization, and non-motorized facilities at a congested location.
Intersection Improvement	IDOT	IL 176 at Roberts Rd	\$860,000	\$860,000	\$2,895		40.6	19			59.6	This project will improve intersection capacity at a congested location.
Intersection Improvement	Berwyn	16st St from Harlem Av to Ridgeland Av	\$59,600	\$59,600	\$4,630		32.2	15			47.2	This project would provide signal modernization, a signal interconnect, and bike-ped improvements along a suburban corridor. No transit impact.
Intersection Improvement	Schaumburg	Woodfield Rd at IL 53	\$2,106,000	\$2,106,000	\$4,706		31.8	8			39.8	This project would provide improved intersection capacity at a congested location.
Intersection Improvement	Schaumburg	IL 62/Algonquin Rd at Meacham Rd	\$2,680,000	\$2,680,000	\$6,234		25.9	16			41.9	This project would provide improved intersection capacity, signal modernization, and non-motorized facilities at a congested location. Benefits Pace routes 895, 696.
Intersection Improvement	Cook County DOTH	I-294 at IL 64/North Av	\$29,469,874	\$29,469,874	\$8,053		20.3	30	10		60.3	This project will significantly reduce substantial out of direction travel which includes a high percentage of trucks and therefore diesel emissions. It is part of a GO TO 2040 major capital project. Several RTOC members spoke in support of the project. Also benefits Pace route 309.
Intersection Improvement	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	\$4,083,068	\$4,083,068	\$9,862		15.9	21			36.9	This project would provide improved intersection capacity as well as improved traffic flow and safety benefits from the two-way left-hand turn lane.
Intersection Improvement	Skokie	Old Orchard Rd from Edens Ewy to Skokie Blv	\$7,162,000	\$7,162,000	\$11,432		12.9	24			36.9	Project will address extremely poor travel time reliability along Old Orchard Road and at the Edens ramps as well as provide multi-modal travel benefits.
Intersection Improvement	Cook County DOTH	I-294 Ramps to Franklin Av/Green St	\$40,768,334	\$0	\$14,594		8.4	19	10		37.4	While it is part of a GO TO 2040 major capital project and several RTOC members spoke in support of it, initial consultation with FHWA suggests this project is unlikely to be considered eligible.



Chicago Metropolitan Agency for Planning
Staff-Recommended FFY 2016-2020 CMAQ program

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Intersection Improvement	Lake in the Hills	Lakewood Rd at Miller Rd	\$80,000	\$0	\$17,456			0			5.7	Below CMAQ funding cutpoint.
Intersection Improvement	Lake Forest	IL43/Waukegan Rd at Everett Rd	\$1,903,200	\$0	\$27,477		1.5	17			18.5	While an RTOC member suggested that this project would have significant benefits, it is not recommended because it is very low scoring.
Intersection Improvement	Algonquin Township	Crystal Lake Rd and Silver Lake Roundabout	\$2,000,000	\$0	\$38,309			0			0.3	Below CMAQ funding cutpoint.
Intersection Improvement	Streamwood	IL19/Irving Park Rd from Schaumburg Rd to Bartlett Rd	\$2,524,800	\$0	\$43,845			8			8.2	Below CMAQ funding cutpoint.
Intersection Improvement	Warrenville	Old Town Roundabout (Batavia Rd/Warrenville Rd/River Rd)	\$2,521,888	\$0	\$51,443			0			0.1	Below CMAQ funding cutpoint.
Intersection Improvement	Bedford Park	Harlem Av at 71st St	\$256,000	\$0	-			0			0.0	The project did not meet the screening criteria for project readiness and was not evaluated.
Intersection Improvement	Orland Park	151st St and Regent Dr	\$169,600	\$0	-			0			0.0	Shows no benefit for emissions reduction. No speed improvement from analysis.
Intersection Improvement	Bedford Park	71st St at Sayre Av	\$96,000	\$0	-			0			0.0	The project did not meet the screening criteria for project readiness and was not evaluated.
Other	IDOT	Ramp metering	\$3,097,600	\$3,097,600	\$224		87.3	0			87.3	The metering will space vehicles entering the I-55 and I 94 (Dan Ryan Exwy) to minimize ramp platooning and weaves on the mainline. Will lead to improvements in travel time reliability from crashes and pavement blockage.
Other	Pace	Dynamic Rideshare	\$877,000	\$0	\$510		84.0	0			84.0	Cost-effectiveness is based on sponsor's estimate of benefits, but this appears speculative. It is not likely that a great deal of ridership would be generated through occasional, spur-of-the-moment ridesharing. The sponsor has not offered match and is not shouldering any risk that the project will not succeed.
Other	Pace	Vanpools	\$26,016,000	\$11,616,000	\$924		79.5	0			79.5	CMAQ staff remains concerned about the funding of replacement vehicles and the true effectiveness of the program, but Pace did indicate that many of its vehicles are past useful life, per FTA guidance. Participation would likely drop as vehicle condition degrades. No funding is recommended for the Advantage program since it is not clear that Advantage really displaces SOV trips. More broadly it is not clear additional vanpools are the best value for TDM. Sponsor indicated that its program "supported regional TDM efforts led by IDOT" but provided no evidence to that effect. What is needed is instead a regional TDM vision that would show the vanpool program to be worth doing.
Other	Riverside	Bike Parking	\$48,400	\$48,400	\$1,971		69.0	0			69.0	This project fulfills an LTA recommendation. The small size of the project makes it preferable that local rather than federal funds be used. However, since it is only for implementation rather than engineering or construction, federal standards and process should not raise the cost of the project unduly.
Other	CDOT	Divvy 2016 Expansion	\$4,800,000	\$0	\$9,977		23.5	0			23.5	While it is a successful and popular program, its cost-effectiveness at reducing air emissions is not especially high, it has already received significant CMAQ support in the past, and it is past the funding cutpoint for this cycle.
Other	CDOT	Chicago Water Taxi Fleet	\$1,120,000	\$0	\$19,294			0			6.7	Below CMAQ funding cutpoint.



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Other	IEPA	Partners for Clean Air	\$2,400,000	\$0	-			0			0.0	Staff was not able to use information provided to calculate benefits in a reasonable fashion. Sponsor also has approximately two years of previous funding for the same project unobligated.
Signal Interconnect	Lake County	Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd	\$739,690	\$739,690	\$537		55.8	18			73.8	This project will provide adaptive traffic signal control, communications infrastructure, and ITS program elements to smooth traffic flow. Analysis suggests it will cost-effectively reduce air emissions. Benefits Pace route 574.
Signal Interconnect	IDOT	US45/Lake St from Rollins Rd to Dada Dr/Grant Av	\$85,600	\$85,600	\$594		55.4	20			75.4	This project will extend existing signal interconnects along US 45 to smooth traffic flow. Analysis suggests it will cost-effectively reduce air emissions. Benefits Pace route 575.
Signal Interconnect	IDOT	Wolf Rd from 153rd St to 159th St	\$111,200	\$111,200	\$731		54.4	12			66.4	This project will extend an existing signal interconnect along Wolf Road to smooth traffic flow. Benefits Pace route 832.
Signal Interconnect	Aurora	Indian Trail Rd from IL25/Aurora Av to Pensbury Ln	\$905,607	\$905,607	\$885		53.3	19			72.3	This project will extend an existing signal interconnect along Indian Trail to smooth traffic flow. Analysis suggests it will cost-effectively reduce air emissions. Benefits Pace route 533.
Signal Interconnect	Lake County	US 12/Rand Rd from IL 176/Liberty St to Miller Rd	\$1,836,960	\$1,836,960	\$1,283		50.5	26			76.5	This project will provide a signal interconnect, signal modernization, and ITS program elements to smooth traffic flow. Analysis suggests it will cost-effectively reduce air emissions.
Signal Interconnect	Lake County	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd	\$1,508,320	\$1,508,320	\$3,818		35.9	30			65.9	This project will provide a signal interconnect and ITS program elements to smooth traffic flow.
Signal Interconnect	Evanston	Green Bay Rd Corridor Improvements	\$1,920,000	\$1,920,000	\$7,566		21.7	15			36.7	Although a bit costly, this project would provide important congestion relief benefits along a corridor with travel time reliability problems and address a 5% safety location as well.
Transit Access	Rosemont	Rosemont CTA Station Pedestrian Crossing	\$527,206	\$527,206	\$510		56.0	3		4	63.0	This is a significant pedestrian improvement for the area around a major transit hub, although unfortunately the project is more costly than it might otherwise be because the request is for an entirely new signal. Improvements to the signal equipment will have additional benefits to bus service to and from the station, as noted by Pace.
Transit Access	Aurora	Aurora Transportation Center (ATC) Enhancements	\$8,625,982	\$8,625,982	\$858		53.4	9		5	67.4	Project has a number of benefits, both in increasing bicycle usage and in transit usage. It is proposed in an area where parking utilization is already high, as on other nearby stations on the BNSF. The population in this area is expected to continue to grow, putting additional pressure on these facilities. The project is intended to support transit oriented development in downtown Aurora.
Transit Access	RTA	Access to Transit Group	\$4,221,392	\$4,221,392	\$1,545		48.7	9		6	63.7	These projects have a high ROI and are critical implementation actions for local, transit-focused plans.
Transit Access	Clarendon Hills	Burlington Av Metra Station Bicycle Parking Shelter	\$44,160	\$44,160	\$1,991		45.9	3		4	52.9	Although the small size of the project makes it inefficient to federalize, it still will help provide an alternative means to access transit besides driving to the station.
Transit Access	Streamwood	US20 Sidewalk to Hanover Park Metra Station	\$324,000	\$0	\$3,433		37.8	3		0	40.8	Not clear why this project is needed. There is a sidewalk on the north side of US 20 from Walnut to Scott Ln, then it becomes a multi-use path to Center. Pedestrian signals also exist along US 20.



Chicago Metropolitan Agency for Planning
Staff-Recommended FFY 2016-2020 CMAQ program

SubType	Sponsor	Facility to be Improved	Federal request	2016-2020 Recommended Total	Air Quality			Transportation Impact	Regional Priority		Composite Priority Index ¹	Notes
					Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Cost Effectiveness Score	Sum of All Criteria Scores	Major Capital Project	Transit Supportive Land Use		
Transit Access	Schaumburg	Schaumburg Metra Station Bike Racks and Lockers	\$42,000	\$42,000	\$3,900		35.5	3		7	45.0	The small size of the project makes it preferable that local rather than federal funds be used. However, since it is only for implementation rather than engineering or construction, federal standards and process should not raise the cost of the project unduly.
Transit Access	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station	\$1,680,000	\$1,680,000	\$5,087		30.2	3		8	40.7	This project doubles the walkshed of the Metra station and is a critical piece of an active TOD redevelopment of the town center. In addition, it serves as a connection in the regional bike trail network. The project was also analyzed as a bicycle facility, but is more appropriately thought of as access to transit.
Transit Access	Wheeling	Milwaukee Ave at Hintz Rd Sidewalks	\$325,576	\$0	\$8,192		19.9	3		3	25.9	Below CMAQ funding cutpoint.
Transit Access	Park Forest	211th St Metra Station Area Access Improvements	\$113,520	\$0	\$15,658		7.3	3		1	11.3	Below CMAQ funding cutpoint.
Transit Access	Richton Park	Richton Park Station Commuter Parking Deck	\$7,320,000	\$0	\$39,494			3		6	8.8	Below CMAQ funding cutpoint.
Transit Access	Niles	Access to Milwaukee Av and Oakton St Bus Service	\$848,000	\$0	\$45,074			3		3	6.1	Below CMAQ funding cutpoint.
Transit Access	Villa Park	North Side Sidewalk Improvements	\$861,140	\$0	-			0			0.0	This is a residential sidewalk project, which is not eligible.
Transit Facility Improvement	CDOT	Washington Station Reconstruction - CTA Blue Line	\$4,900,000	\$0	\$8,432		19.3	9		10	38.3	Has not begun any engineering yet.
Transit Facility Improvement	CDOT	Monroe Station Reconstruction CTA Red Line	\$5,000,000	\$0	\$8,967		17.9	13		10	40.9	Sponsor indicated that RPM is a higher priority than engineering funding for the Monroe station.
Transit Facility Improvement	Clarendon Hills	Prospect Ave Access to Metra Improvements	\$578,080	\$0	\$9,102		17.6	3		4	24.6	Below CMAQ funding cutpoint.
Transit Facility Improvement	Clarendon Hills	Burlington Av Metra Warming Station	\$671,400	\$0	\$10,362		14.9	3		4	21.9	Below CMAQ funding cutpoint.
Transit Facility Improvement	CDOT	State/Lake Reconstruction - CTA Loop Elevated	\$92,000,000	\$0	\$12,239		11.5	24		10	45.5	CTA and CDOT indicated that the Red/Purple Line Modernization (RPM) is the priority for funding. Thus full funding for the RPM request is recommended over partial funding for State/Lake.
Transit Facility Improvement	CTA	Red and Purple Line Modernization-Phase One	\$125,000,000	\$125,000,000	\$12,709		10.8	29	10		49.3	This is a GO TO 2040 major capital project. It would help relieve crowding and better serve demand on the Red Line. Project improves both reliability and asset condition; reliability improvement is a better measure of its impact. Sponsor is seeking FTA Core Capacity funding for the project and has indicated that commitment of part of the expected non-Core Capacity funding is needed to help advance through FTA's process. The intention is to provide part of that funding through CMAQ.
Transit Service and Equipment	CTA	Bus Slow Zone Elimination Program	\$20,000,000	\$0	\$2,857		40.8	29		9	78.3	While this project ranks well and holds promise as a cost-effective way to improve bus travel times and enhance the customer experience, it does not appear that the sponsor has coordinated sufficiently with CDOT on the project. It may require significantly more engineering than contemplated in the application. Staff's recommendation is to return in the 2018 - 22 cycle with more engineering complete or potentially with one or two routes as a test.

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Transit Service and Equipment	IDOT	Edens Expressway/I-94 Bus on Shoulder	\$9,992,195	\$9,992,195	\$3,389		38.0	22		1	61.0	This project should have a high ROI and builds on the success of the pilot I-55 bus on shoulder.
Transit Service and Equipment	Pace	Pulse Dempster Line	\$19,152,000	\$0	\$5,738		27.7	21		6	54.5	While it is salutary that the sponsor is continuing to implement its ART plan, staff recommends that the sponsor first focus its efforts on getting the Milwaukee ART through engineering and start operations. A clearer picture of the benefits should then emerge and the sponsor should have an increased bank of experience in developing its ART projects.
Transit Service and Equipment	CTA	Ashland Av Transit Signal Priority and Signal Modernization-Irving Park Rd to Cermak Rd	\$8,890,857	\$8,890,857	\$6,479		25.1	15		9	49.1	This project has benefits for riders of the highest ridership route in Chicago and supports TSP undertaken by the RTA. Modernizing the signals and interconnecting them is anticipated to benefit auto drivers as well.
Transit Service and Equipment	Pace	I-90 Corridor Transit Access Improvement Project	\$19,720,304	\$19,720,304	\$8,679		18.6	29	10		57.1	This project provides the transit element of a GO TO 2040 major capital project with significant benefits across the region. Yet it is concerning that the sponsor has not even transferred the previously awarded CMAQ funds from 2012 into an FTA grant. However, the project is obviously moving forward, in partnership with the Tollway, and staff expects the project to ultimately be completed.