To: CMAQ Project Selection Committee
Re: Chicago Pedway Reconstruction + System Wayfinding Replacement Project

July 31, 2019

We write in support of the above-referenced application submitted by CDOT on March 15, 2019. We are very grateful to your committee for placing the proposal on the list of FFY 2020-2024 Staff Recommended Programs for a recommended total cost of $13,500,000.

As you know, we have been instrumental in gaining support from a diverse array of businesses, governmental agencies and civic organizations to convert this underutilized civic asset into an indispensable element of our transportation grid. We now have their enthusiastic cooperation, including offers from several private businesses to participate in the non-federal cost share.

This application is the culmination of a multi-year effort to respond to public demand for a safe and workable Pedway system, with reliable connections between underground walkways in the downtown area to public transit stations. A crucial element of the new Pedway would be a modern wayfinding system guiding pedestrians from ground level down to the Pedway; along and through the Pedway; and up and out to various destinations.

Providing above-ground signage that directs users to the Pedway, as well as maps and signage for users as they move through the Pedway, will greatly enhance its value in Chicago's transportation system. Commuters arriving from the South Side to Metra Millennium Park station can use the Pedway to access County Buildings, City Hall, and the State of Illinois (Thompson) Center. Access to all eight CTA downtown lines is available through the Pedway via Thompson Center's Clark/Lake Station, the Red Line's Lake Station or the Blue Line's Washington Station.

We believe that dollars spent to reconstruct the Chicago Pedway will be put to very good use, transforming a series of connected basements into an all-weather public pedestrian space that will facilitate access to Chicago's transit, civic, cultural and business centers. Such efforts will also increase retail business activities and revenues in Pedway-adjacent spaces. Both Chicago residents and tourists will come to rely on the Pedway as a safe, comfortable and convenient way to access public transportation for commuting, tourist activities and travel to locations such as the airports and ballparks.

Thank you for your commitment to this project.

Respectfully submitted,
Howard Learner, President and Executive Director, Environmental Law & Policy Center
Michael Edwards, President and CEO, Chicago Loop Alliance
Lou Raizin, President, Broadway in Chicago

City of Prospect Heights

Department of Engineering
8 North Elmhurst Road, Prospect Heights Illinois, 60070-6070
Office:847/398-6070 x 210-FAX: 847/590-1854
www.prospect-heights.il.us

July 29, 2019

Mr. Doug Ferguson
Chairman of Project Selection Committee
Chicago Metropolitan Agency for Planning
233 S. Wacker Dr., Suite 800
Chicago, IL 60606

sent via email only: transportation@cmap.illinois.gov

Re: Wolf Road Sidewalk from Old Willow Road to Metra Station
Public Comment for CMAP Staff Recommended FY 2020-2024 CMAQ Program

Dear Mr. Ferguson and Committee Members:

The City of Prospect Heights respectfully requests consideration by the Project Selection Committee to add the Wolf Road Sidewalk project, which was one of nine projects included in the Regional Transit Authority Access to Transit application, into the FY 2020-24 CMAQ Program. Per CMAP staff memorandum dated July 11, 2019, this project was removed from the CMAQ Program due to not meeting the Phase I engineering requirement.

The City agrees that the Phase I PDR was not submitted to IDOT by June 1, 2019. However, the Phase I PDR is in progress and is anticipated to be submitted to IDOT by the end of August 2019. Based on recent IDOT review times, the City expects the PDR report (Design Approval) will be approved by IDOT by the end of 2019. Prospect Heights believes this timeline meets the overall expectations of the CMAQ program.

The City has expended over $100,000 to date for the Phase I work along the Wolf Road corridor, and authorized the Phase I design to move forward right after RTA announced this project was selected as part of the Access to Transit application. The RTA announcement was made the first week of December 2018. The City's consulting engineer for the project, Gewalt Hamilton Associates (GHA) has worked diligently on the Phase I PDR since this time.

Without CMAQ funding, the City will not be able to continue into the Phase II portion of the project. If this project is reinstated in the 2020-24 CMAQ Program, the City will be able to continue with the Phase II design of this project. If this occurs and IDOT's review times are reasonable, the City would submit the engineering agreements for Phase II design services in November of 2019 for IDOT's review/approval. Recently it has taken IDOT / Springfield about 6 to 8 months to approve engineering agreements for Phase II contracts. Assuming this timeframe, Prospect Heights would then be able to start Phase II design in July 2020.

The Phase II project could be designed in the fall of 2020, and IDOT's review could occur late in 2020. It is anticipated that this project would then be on an April/May 2021 IDOT letting and be constructed in the summer/fall of 2021. Without securing CMAQ funding at this time, the City anticipates at least a two-year delay in this project, and possibly the project not moving forward at all, as priorities, funding and leadership changes.

The City and their design consultant, Gewalt Hamilton Associates, Inc., are fully committed to this project and are confident in the schedule stated above. This sidewalk link is critical as it provides connectivity between residential areas and the train station South of Old Willow Road. It also addresses a safety hazard of pedestrians on Wolf Road.

Patrick Glenn, of Gewalt Hamilton Associates, and I will attend the September 5th to discuss the project in detail. We believe that the schedule outlined above fully meets the overall spirt of the program and that this needed improvement will likely be constructed earlier than many other projects on the current recommended CMAQ program.

Thank you for your consideration.

Sincerely,
City of Prospect Heights

Joe Wade
City Administrator

cc: Mayor Helmer and Members of the City Council
Ms. Lorri Newson, Director of Capital Programming, Regional Transit Authority
Pat Glenn, City Engineer

Council Chair:
Mayor Rockingham
North Chicago

Council Vice-Chair:
Mayor Ryback
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Hawthorn Woods
Highland Park
Highwood
Indian Creek
Island Lake
Kildeer
Lake Barrington
Lake Bluff
Lake Forest
Lake Villa
Lake Zurich
Libertyville
Lincolnshire
Lindenhurst
Long Grove
Mettawa
Mundelein
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Round Lake
Round Lake Beach
Round Lake Heights
Round Lake Park
Third Lake
Tower Lakes
Vernon Hills
Volo
Wadsworth
Wauconda
Waukegan
Winthrop Harbor
Zion
County of Lake

LAKE COUNTY COUNCIL OF MAYORS

STP-Shared Fund, CMAQ and TAP-L Staff Recommended Programs

August 1, 2019

Ms. Erin Aleman
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Ms. Aleman:

The Lake County Council of Mayors (LCCOM) thanks you for the opportunity to provide comment on the recently released staff recommended programs for the STP-Shared Fund, CMAQ and TAP-L programs. On behalf of our 47 member communities, the LCCOM believes that the staff recommended programs for the STP-Shared Fund, CMAQ and TAP-L programs should all be adopted as released for public comment.

The LCCOM wishes to applaud CMAP staff for all their hard work and long hours in development of the new STP-Shared Fund Program in particular. Creating a new regional funding program and changing the long-held way of programming critical transportation funds in the region is no small task. CMAP made stakeholder outreach a top priority in both the development and now the implementation of this new regional program, and we commend staff for their efforts. The LCCOM wishes to specifically commend Kama Dobbs and Elizabeth Irvin for their efforts in development of the new STP Regional Fund and the policies that guide its implementation. Their leadership and technical support have allowed CMAP to develop the STP-Shared Fund in a way that should work for all parts of this very diverse region.

The development of the STP-Shared Fund has been nearly two years in the making. From the beginning of the development process, CMAP staff, with stakeholder agreement, stated that the purpose of this new program is to fund larger regional projects that can't be funded with the local Councils' allotments. Also stated from the outset of the program development was the need to have a fund source that closes funding gaps and does not create funding shortfalls. The need to ensure projects are fully funded and implemented is made even more critical with unobligated STP funding now being subject to rescission by the FHWA.

The LCCOM is concerned by the discussion at the July 18, 2019 STP Project Selection Committee meeting regarding the staff recommended program. The discussion amongst some members of the committee seemed to imply that project sponsors were not adequately informed of how CMAP staff would be creating the recommended program. The LCCOM believes that project sponsors were given ample information about the amount of available funds, the fiscal constraint of the program and the Active Program Management rules. The STP Project Selection Committee spent a year developing the Active Program Management rules that set the framework for building a staff recommended STP-Shared Fund program of projects.

The April 11, 2019 meeting of the STP Project Selection Committee was dedicated to CMAP staff discussing the programming decisions that would be used to build the recommended STP-Shared Fund program. There were no objections from the members of the STP Project Selection Committee

Council Chair:
Mayor Rockingham
North Chicago

Council Vice-Chair:
Mayor Ryback
Wadsworth

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Bannockburn
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Lake Barrington
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Lindenhurst
Long Grove
Mettawa
Mundelein
North Barrington
North Chicago
Old Mill Creek
Park City
Riverwoods
Round Lake
Round Lake Beach
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Round Lake Park
Third Lake
Tower Lakes
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when presented with how the program would be created. The opportunity existed for all sponsors to raise objections at that time, none did so.

The LCCOM also has concerns with the awarding of partial STP-Shared funding towards projects. The region just spent two years of effort to develop new Active Program Management rules specifically to ensure projects are delivered in a timely manner and that the region will not risk future federal funds as projects are delayed. The LCCOM believes that awarding large projects partial funding from the STP-Shared Fund unnecessarily risks the limited federal transportation funds that come to our region. These regional projects are already inherently complex and introducing another source of potential delay to the projects while sponsors try to assemble additional funding puts the region's program and federal funding at risk. At a minimum, any changes to the methodology for the programming of STP-Shared Fund projects and the potential to include partial funding of projects should more appropriately be discussed by the Project Selection Committee ahead of the next call for projects cycle.

The LCCOM wishes to again commend CMAP staff for the extensive stakeholder outreach throughout this process and the STP-Shared Fund program was shaped and refined with the input of those that will be most affected. The LCCOM firmly believes that the rules that were developed for the STP-Shared Fund should be followed through to the approval of the staff recommended program of projects.

Any changes to the rules at this stage would do the entire region a disservice, and undermine the enormous effort of CMAP staff, stakeholders and the Project Selection Committee have made so far. Therefore, the LCCOM encourages the STP Project Selection Committee to approve the staff recommended program of STP-Shared Fund projects as presented.

Sincerely,

Leon Rockingham, Jr.

Leon Rockingham, Jr.
Chair, Lake County Council of Mayors
Mayor, City of North Chicago

cc: Jesse Elam, CMAP
Council Staff, LCCOM

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
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Phone: 847.377.7400
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STP-Shared Fund, CMAQ and TAP-L Staff Recommended Programs

August 6, 2019

Ms. Erin Aleman
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Ms. Aleman:

The Lake County Division of Transportation (LCDOT) appreciates the opportunity to provide comment on the staff recommended programs for the STP-Shared Fund, CMAQ and TAP-L Programs. After review, we offer the following comments for CMAP's consideration:

STP-Shared Fund Program

- LCDOT would like to commend CMAP staff for the development of the new STP-Shared Fund. CMAP made stakeholder involvement a top priority. This led to development of a set of policies that were shaped by the stakeholders and designed to work for all parts of our region. While we are disappointed that a LCDOT project(s) was not funded, we are encouraged by the geographic mix of the recommended program.
- LCDOT does not support the awarding of partial STP-Shared funding towards projects during this call for projects. Changes to the rules at this stage would undermine the enormous effort that CMAP staff, stakeholders and the Project Selection Committee have made. Proposed changes to the methodology, including allowances for partial funding of projects, should be considered by the Project Selection Committee ahead of the next call for projects cycle.

CMAQ/TAP-L Program

- The LCDOT would like to echo concerns heard from other counties regarding the scoring of roundabouts. Roundabouts are a cost-effective way to provide congestion relief and significant safety benefits. While we recognize that CMAQ is an air quality program, we request that the model be re-evaluated before the next project call to ensure roundabouts are being modeled appropriately.

The Lake County Division of Transportation encourages the STP and CMAQ Project Selection Committees to approve the staff recommended programs as presented.

Sincerely,

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

cc: Jesse Elam, CMAP
Mayor Leon Rockingham, LCCOM

KANE COUNTY
DIVISION OF TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

August 15, 2019

Ms. Erin Aleman
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Ms. Aleman,

The Kane County Division of Transportation would like to congratulate CMAP on completing the first STP-Shared Fund call for projects. This new funding source is beneficial to the entire region, allowing all agencies to receive federal funding to complete projects that may have had a funding shortfall. Creating a new methodology from scratch and programming the proposed projects is no small task and Kane County appreciates all of the work completed by CMAP staff to ensure this process went smoothly.

Thank you for the opportunity to provide comments on the proposed program of projects for STP-Shared Fund, CMAQ, and TAP-L. We have comments on the STP-Shared Fund process and the recent CMAQ call for projects.

STP-Shared Fund

Kane County Division of Transportation requests no changes to the proposed program of projects brought forth by CMAP at the July 18th STP Project Selection Committee. Projects were programmed using the approved methodology and any changes to the programming procedure would be unfair to the region. As part of a future analysis of the call for projects, there should be a consideration for partial funding. Applicants are awarded points for providing a higher local match than is required and perhaps agencies would be willing to contribute even more if partial funding was an option. In addition, the Council bonus points system should be evaluated with consideration of fewer bonus points allowed or a maximum point sharing between Councils in alignment with Council maximums. The Project Selection Committee and CMAP staff should also examine how Councils can allocate points to other Councils, possibly restricting it to projects that truly benefit residents in the Council's geographic area or are for an adjacent Council.

CMAQ/TAP

Projects that include roundabouts continually appear to score low using the CMAQ model, but are known to alleviate congestion. These projects improve air quality but that benefit is not captured in the model or scoring. KDOT requests that the CMAQ Project Selection Committee and CMAP staff work together to ensure roundabout applications are fairly scored in the next call for projects in 2021.

Please do not hesitate to contact our Deputy Director of Transportation, Tom Rickert, if you would like to discuss this further. He can be reached at 630-584-1170 or via email at rickerttom@co.kane.il.us.

Sincerely,

Carl Schoedel, P.E.
Director of Transportation, County Engineer