

NORTHWEST MUNICIPAL CONFERENCE

1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
www.nwmc-cog.org



*A Regional Association of Illinois
Municipalities and Townships
Representing a Population of Over One Million*

- MEMBERS**
- Antioch
 - Arlington Heights
 - Bannockburn
 - Barrington
 - Bartlett
 - Buffalo Grove
 - Deer Park
 - Deerfield
 - Des Plaines
 - Elk Grove Village
 - Evanston
 - Fox Lake
 - Glencoe
 - Glenview
 - Grayslake
 - Hanover Park
 - Highland Park
 - Hoffman Estates
 - Kenilworth
 - Lake Bluff
 - Lake Forest
 - Lake Zurich
 - Libertyville
 - Lincolnshire
 - Lincolnwood
 - Morton Grove
 - Mount Prospect
 - Niles
 - Northbrook
 - Northfield
 - Northfield Township
 - Palatine
 - Park Ridge
 - Prospect Heights
 - Rolling Meadows
 - Schaumburg
 - Skokie
 - Streamwood
 - Vernon Hills
 - West Dundee
 - Wheeling
 - Wilmette
 - Winnetka
- President*
Kathleen O'Hara
Lake Bluff
- Vice-President*
Joan Frazier
Northfield
- Secretary*
Dan Shapiro
Deerfield
- Treasurer*
Ray Keller
Lake Zurich
- Executive Director*
Mark L. Fowler

**North Shore Council of Mayors
Technical Committee Meeting
Thursday, January 21, 2021
8:30 a.m.**

Via Zoom Video Conference

<https://us02web.zoom.us/j/83981646993?pwd=MUOrakl4d0d2VzBaQ0ZBQ0UyUDMrUT09>

AGENDA

- I. Call to Order/Introductions**
- II. Approval of Meeting Minutes – October 15, 2020 (Attachment A)**
Action Requested: Approval
- III. Agency Reports**
 - a. Chicago Metropolitan Agency for Planning (Attachment B)
 - b. IDOT Local Roads Update (Attachment C)
 - c. IDOT Highways Report
 - d. Illinois Tollway (Attachment D)
 - e. Metra
 - f. Pace (Attachment E)
 - g. Cook County Department of Transportation and Highways (Attachment F)*Action Requested:* Informational
- IV. North Shore Council of Mayors Surface Transportation Program (STP)**
 - a. **Local Surface Transportation Program (STP-L) Update (Attachment G)**
Staff will present an updated status sheet for the FFY 2021-2025 program and highlight the changes that were made.
Action Requested: Informational
- V. STP- Shared Fund Regional Priority Points (Attachment H)**
Staff will provide an overview of the new rules for allocating sub-regional priority points, formerly known as bonus points, and ways the Council can choose to prioritize qualified projects. Staff requests feedback from the Committee as to how they would like to consider prioritizing projects within the North Shore Council of Mayors area.
- VI. Locally Sponsored Projects Relationship between TIP and NEPA Process (Attachment I)**
CMAP staff will provide an overview of new guidance issued by CMAP and IDOT that outlines FAQ's for locally sponsored projects participating in the NEPA process and considering being entered into CMAP's Transportation Improvement Program (TIP).
Action Requested: Informational
- VII. Other Business**

VIII. Next Meeting

The next meeting of the North Shore Council of Mayors Technical Committee is tentatively scheduled for Thursday, April 15, 2021 at 8:30 a.m. via Zoom video conference.

IX. Adjourn

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**NORTH SHORE COUNCIL OF MAYORS
TECHNICAL COMMITTEE MEETING MINUTES**

**Thursday, October 15, 2020
8:30 a.m.**

VIA ZOOM VIDEO CONFERENCE

MEMBERS

Antioch
Arlington Heights
Bannockburn
Barrington
Bartlett
Buffalo Grove
Deer Park
Deerfield
Des Plaines
Elk Grove Village
Evanston
Fox Lake
Glencoe
Glenview
Grayslake
Hanover Park
Highland Park
Hoffman Estates
Kenilworth
Lake Bluff
Lake Forest
Lake Zurich
Libertyville
Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
Northfield Township
Palatine
Park Ridge
Prospect Heights
Rolling Meadows
Schaumburg
Skokie
Streamwood
Vernon Hills
West Dundee
Wheeling
Wilmette
Winnetka

President
Kathleen O'Hara
Lake Bluff

Vice-President
Joan Frazier
Northfield

Secretary
Dan Shapiro
Deerfield

Treasurer
Ray Keller
Lake Zurich

Attendance

Erik Cook, Village of Skokie, *Chair*
Sat Nagar, City of Evanston
Adriana Webb, Village of Glenview
Patrick Brennan, Village of Kenilworth
Nadim Badran, Village of Lincolnwood
Chris Tomich, Morton Grove
Russ Jensen, Village of Northfield
Matt Farmer, Village of Northbrook
Dan Manis, Village of Wilmette
Mary Weber, Chicago Metropolitan Agency of Planning
Sam Wright, Cook County Department of Transportation
Steve Andrews, Pace
Gerardo Fierro, Illinois Department of Transportation
John Mick, Baxter & Woodman
Salvatore Di Bernardo, Ciorba Group
Mark Buwen, Horner & Shifrin
Sagar Sonar, Kimley-Horn
John Beissel, Robinson Engineering
Tom Gill, Thomas Engineering Group
Dave Block, TranSystems
Matthew Pasquini, NWMC
Kendra Johnson, NWMC
Larry Bury, NWMC
Mark Fowler, NWMC

I. Call to Order

Mr. Cook called the meeting to order at 8:39 a.m. and a roll call was taken for attendance.

II. Approval of Meeting Minutes – August 20, 2020

Mr. Nagar moved approval of the August 20, 2020 meeting minutes. Ms. Webb seconded the motion, which was unanimously approved.

Executive Director
Mark L. Fowler

III. Agency Reports

a. Chicago Metropolitan Agency for Planning (CMAP)

Ms. Weber noted the update that was included in the agenda packet. She also reported on a recently published report put out by CMAP on how unemployment has been fluctuating throughout the COVID-19 pandemic and the potential for lasting damage to the region's job market. The report can be found on CMAP's website.

b. IDOT Local Roads

Mr. Fierro noted the status project sheets included in the agenda packet and requested local agencies send updated target letting dates, if possible. He also reported that IDOT staff continues to work from home but can access the office when necessary.

c. IDOT Highways

No report.

d. Pace

Mr. Andrews reported Pace has begun developing their budget for the next fiscal year and will have a draft document ready for release on October 21. He reported Pace will be holding 6 virtual budget hearings, one in each county and the Cook County hearing will take place on October 26 at 3:00 p.m. Mr. Andrews reiterated the challenges COVID-19 has caused for mass transit and that a series of route changes and discontinuations are accounted for in the budget due to declining revenues. He finally noted that the North Shore Coordination Plan has been temporarily placed on hold.

e. Cook County Department of Transportation and Highways

Mr. Wright reported that Invest in Cook awards were announced and that the City of Evanston, Village of Lincolnwood and Village of Morton Grove were all recipients. He also reported that Invest in Cook funds were included in the Cook County budget for the next fiscal year and anticipates the next call cycle to open in early 2021.

f. Metra

No report.

IV. Active Program Management

Mr. Pasquini provided an overview of the Active Program Management policies for the Surface Transportation Program. He discussed the importance of ensuring project readiness, the importance of meeting obligation deadlines and the mechanics of active reprogramming.

V. North Shore Council of Mayors Surface Transportation Program (STP)

a. Local Surface Transportation Program (STP-L) Update

Mr. Pasquini reported on a series of updates to the North Shore Program. He noted that three phases from FFY 2020 were carried over to FFY 2021, most notable being Phase II of the Village of Lincolnwood's Devon Ave project, which

ultimately resulted in \$2,931,586 of their Phase III funds being removed from FFY 2021 into the out years.

b. Program Modification Requests

Mr. Brennan reported that due to a number of changes between Phase I and final engineering, outlined in the memo attached to the agenda packet, the Village of Kenilworth is requesting an increase in Phase III funding worth \$235,000. *Following discussion Mr. Badran moved to approve the request. Mr. Nagar seconded the motion, which was unanimously approved.*

c. Feedback and Lessons Learned

Mr. Pasquini requested the committee provides feedback on the Call for Projects process. Discussion was limited on the topic, but Mr. Brennan and Mr. Tomich expressed concern regarding the large amount of money to be expended this fiscal year and expressed hope for further explanation in major program changes that occur between meetings.

VI. North Shore Council of Mayors Technical Committee Meeting Dates

Mr. Pasquini presented the new quarterly meeting dates for 2021, to be held on the third Thursday of the month. *Mr. Nagar moved approval of the meeting dates. Mr. Tomich seconded the motion, which was unanimously approved.*

VII. Next Meeting

Mr. Cook noted the next meeting would be held on Thursday, January 21, 2021 at 8:30 a.m. via Zoom teleconference.

VIII. Adjourn

Mr. Nagar moved to adjourn the meeting at 8:56 a.m. Mr. Brennan seconded the motion, which was unanimously approved.

CMAP News

In accordance with the stay at home order, the CMAP office remains closed for the foreseeable future, but [staff](#) are working remotely and are available via email and telephone. [CMAP committee meetings](#) continue to be conducted virtually.

For general questions, you can send an email through our [contact form](#) and remember to stay up-to-date by subscribing to CMAP's Weekly Update emails or [viewing online](#).

Meeting recordings available

Did you miss a CMAP committee meeting? You can now watch recordings of public meetings since June. CMAP will continue to post the recordings for all public committee meetings going forward. You can find them linked on each [committee page](#).

CMAP Board Meeting

The CMAP Board meets this on Wednesday, January 13, from 9:30 to 11:00 a.m. via Zoom. Find the agenda and link on the [meeting materials page](#).

COVID-19 Response and Resources

CMAP wants to keep you updated on COVID-19 impacts to the region. Each week, we will bring you more information and analysis to help shape decision making. You can find previous analyses on our [COVID-19 Response](#) page, as well as a [list of resources](#) to aid our partners in this uncertain time.

Since the start of the coronavirus response and stay-at-home order, transit and transportation use has significantly changed. We've [updated our transportation system analysis](#) — covering roads, trips, safety, transit, and freight rail — with the latest data.

Program Status Updates

Regional Transportation Call for Projects

CMAP is accepting funding applications for surface transportation projects from January 8, 2021, through March 5, 2021. Visit cmap.is/2021callforprojects for more information, including links to register for the second informational webinar:

Friday, January 15, 2021, at 10:00 a.m. for a webinar on how to submit an application via the eTIP website.

CMAP programs funding for these projects through three federal sources, including: the regional [Surface Transportation Program](#) (STP) Shared Fund, [Congestion Mitigation and Air Quality Improvement Program](#) (CMAQ), and the locally programmed [Transportation Alternatives Program](#) (TAP-L). Projects may address safety, transit, bicycle, or pedestrian improvements, as well as traffic and freight movement, bridge and road reconstruction, and vehicles and equipment that use alternative fuel sources. To learn about the transportation funding CMAP programs see our [latest video](#).

Surface Transportation Program

The next STP Project Selection Committee (PSC) meeting will be April 1, 2021. A full calendar of 2021 meetings is available on the [committee web page](#). Program status reports for the STP Shared Fund, based on quarterly updates submitted by project sponsors and an accounting of available, programmed, and obligated funds is for the region are available on CMAP's [STP web page](#). Questions regarding

specific projects, subregional status reports, and subregional accounting should be discussed with your planning liaison.

Staff Contact: [Kama Dobbs](#) (312-386-8710)

Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TAP)

The next CMAQ Project Selection Committee (PSC) meeting will be held virtually on January 21, 2021. The PSC will consider project change requests for the April state letting at this meeting. Change requests for projects targeting the June state letting must be submitted by March 25, 2021 for considerations by the PSC on April 1, 2021.

Staff Contact: [Doug Ferguson](#) (312-386-8824)

Calls for Projects

Highway safety grant opportunities

The Illinois Department of Transportation's Bureau of Safety Programs and Engineering posted notice of funding opportunities for five highway safety programs: Pedestrian and Bicycle Safety Program, Motorcycle Awareness Program, Non-Enforcement Program, Traffic Records Local Agency Program, and Sustained Traffic Enforcement Program. Applications close on **Wednesday, February 3, at 4:00 p.m.** Find the applications and other materials on the [Illinois Traffic Safety Grants webpage](#).

Five Star and Urban Waters Restoration program

Public and private groups interested in restoring habitats, enhancing water quality, and making other ecological improvements can apply now for the Five Star and Urban Waters Restoration program. This program will award about \$1.5 million in grants to public and private community partners throughout the country. Proposals are due by **Thursday, January 28, 2021**. For eligibility information, visit the National Fish and Wildlife Foundation's [website](#).

Flood Mitigation Assistance Program

The FEMA [Flood Mitigation Assistance Program](#) provides funding for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program. The application period closes **Friday, January 29, 2021**.

Building Resilient Infrastructure and Communities

FEMA's [Building Resilient Infrastructure and Communities](#) grants support states, local communities, tribes, and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards. The application period closes **Friday, January 29, 2021**.

CMAP Products and Data

Sidewalk Inventories

ON TO 2050, the region's long-range plan, encourages the development of compact, walkable communities. To support this recommendation, CMAP created the [Sidewalk Inventory](#). This publicly available tool provides data that identifies gaps or opportunities for connections in a community's sidewalk network. Watch our new [video](#) to learn how communities can use the database to prioritize sidewalk improvements in the future.

Improving local development incentives

Local governments in northeastern Illinois commonly use incentives to recruit and retain businesses. However, incentives can have higher costs and lower public benefits than intended. ON TO 2050, the region's comprehensive plan, calls for local governments to reform their use of incentives. CMAP has created a new guide, [Improving local development incentives](#), with clear strategies and practices for more effective incentive use, tailored specifically to northeastern Illinois.

CMAP's Cohorts tool can help groups apply equity lens to funding decisions

As the pandemic continues to expose long-standing disinvestment in communities of color and low-income communities, CMAP's partners have begun using our data-driven Community Cohorts evaluation tool to create their own equitable funding formulas. Cook County recently adapted the tool when deciding how to distribute \$51 million in federal coronavirus relief funding to suburban communities. [Read more](#) on how Community Cohorts can help ensure equitable decision-making.

Community Data Snapshots

[Community Data Snapshots](#) are available for all municipalities, counties, and Chicago Community Areas in the CMAP region. The Community Data Snapshots are a series of data profiles that feature demographic, housing, transportation, employment, land use, and water data from multiple sources. The data used in the snapshots are publicly available on the [CMAP Data Hub](#).

ON TO 2050 indicators dashboard and data

Since the adoption of ON TO 2050, CMAP has continued to track the many indicators chosen to measure progress toward the implementation of the plan's recommendations. Now, CMAP's new [dashboard website](#) provides an up-to-date snapshot of the trends for each indicator. Additionally, anyone interested in viewing or using the raw data can find it on our [GitHub page](#), which we will update continually over the life of the plan.

Public Input Opportunities

Fox River Corridor Plan Visioning Workshop

McHenry County and the City of McHenry, in partnership with CMAP will host two virtual visioning workshops via Zoom for the Fox River Corridor Plan:

January 19 at 2:00 pm - [Register](#)

January 21 at 6:30 pm - [Register](#)

Attend a workshop to share your vision and goals for the future of the Fox River and its communities, from Burtons Bridge to Johnsbury. This is a great opportunity to share your ideas with your family, friends, and neighbors. Everyone is welcome!

From our partners

RTA highlights communities' work to improve transit

The Regional Transportation Authority (RTA) is spotlighting communities throughout northeastern Illinois and their efforts to implement improvements identified in RTA's Community Planning Program, which encourages transit-oriented development. RTA's recently released [story map](#) amplifies the work happening locally to create greater access to affordable transportation options in the region.

NACTO Releases *Streets for Pandemic Response and Recovery Guide*

[Streets for Pandemic Response and Recovery](#) compiles emerging practices from around the world and includes implementation resources for cities and their partners. Recognizing the rapidly changing nature of this pandemic, Streets for Pandemic Response and Recovery will be revised and expanded to include new strategies, address changing conditions, and provide the best possible information on each design practice.

Training Opportunities

IDOT Announces January dates for Disadvantaged Business Enterprise program workshops

The Illinois Department of Transportation is hosting free virtual workshops in January as part of its Building Blocks of Success series for firms interested in participating in the Disadvantaged Business Enterprise program strengthening their skills and bidding on state projects. The workshops are open to all, but some are tailored to specific districts/regions of the state.

Workshop information, including dates and times, will be made available through Eventbrite at bit.ly/DBEworkshops. Advance registration is required.

Administered by IDOT, the DBE program provides minorities, women and other eligible small businesses an opportunity to participate in highway, transit and airport contracts that are federal and state funded. For more information on becoming a certified DBE and learning more about IDOT resources that are available, visit www.idot.illinois.gov/dbe.

TC3 Free Online Training Modules

Transportation Curriculum Coordination Council (TC3) is offering free online training modules when using the below promotional code. Courses are developed using a Core Curriculum Matrix model that focuses on six technical categories: construction, employee development, maintenance, materials, pavement preservation, and traffic and safety. Each category is divided into four skill levels that define a career progression, from entry level (Level I) through management and administrative (Level IV). Additionally, more than 90 percent of the courses also qualify for professional development hours (PDHs) that can contribute to continuing education and licensure renewal. A certificate will be earned for any completed course.

To get started:

- Create an AASHTO account login at <https://register.transportation.org>
- Select Register. Then you must enter your agency email address.
- After registration is complete, you will have unlimited access to the curriculum.
- To browse and gain access to the TC3 course offerings, go to <https://tc3.transportation.org/>
- Use promotion code: D5X3-B3D9-52CB-4XCX
- For additional help, watch this YouTube video: <https://youtu.be/NcFONY2R78s>

National Highway Institute (NHI) Web-based Training

The NHI has no-cost trainings available that are recommended for engineers and construction workers. These includes topics such as such as Introduction to Safety Inspection of In-Service Bridges, Chip Seal Best Practices, Pipe Installation, Inspection, and Quality, Introduction to a Transportation Asset Management Plan and Hot In-Place Recycling. To browse courses and register visit <http://bit.ly/nhitraining> and enter your government email.

*1/8/2021

Selections: RCO: 02	Engineer
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS

LOCATED IN THE CMAP **NORTH SHORE REGIONAL COUNCIL**

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environmental Approval	Public Hearing Status	Design Appv Requested C DT Est/Act CD DT	ROW Req Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * * *	NIPC * * *
1 COOK HIGHWAY 08SVTEX00BT 2914	- Skokie Vly Tr Lake Cook Rd to Voltz Rd BIKEWAYS PEDESTRIAN OVERPASS	3,280,169	02-18-0002 E1: / / / / E2: / / / / RW: FFY19 / STER / 196,000 / 156,800 / C: FFY20 / STE / 3,280,169 / 2,624,136 /		NR		Yes		2/15/2021	ZH CR Primera	E Yes	NR * * * * * * * * * *	NR * * * * * * * * * *
				REMARKS: PE1 by Lake and Northbrook. PE2 kick-off mtg held 11-2-18.LOCAL LETTING.									
2 KENILWORTH 170003400RS 2983	FAU1669 - Kenilworth Av Green Bay Rd to Sheridan Rd RESURFACING	734,372	02-16-0003 E1: / / / / E2: FFY20 / STPL / 56,498 / 39,549 / A RW: / / / / C: FFY21 / STPL / 734,372 / 514,060 /	CE 2 8 /27/2019	NR		Yes		1/15/2021	AH CR GHA	E No	NR * * * * * * * * * *	NR * * * * * * * * * *
				REMARKS: Item No. 159.									
3 LINCOLNWOOD 160006100LS 2799	FAU1349 - Devon Av Lincoln Av to McCormick Blvd WIDENING & RESURFACING/SW LIGHTING/LANDSCAPING	4,066,000	02-16-0004 E1: / / / / E2: FFY20 / STPL / 303,952 / 106,383 / RW: / / / / C: MYB / STPL / 4,066,000 / 2,749,500 /	CE 1 9 /18/2018	NR		Yes		3/11/2022	AH CR CBBEL	NR No	NR * * * * * * * * * *	NR * * * * * * * * * *
				REMARKS:									
4 MORTON GROVE 120010600PV 2607	FAU2791 - Austin Av Oakton St to Lincoln Av RECON; INTERSECTION IMPR. RESURFACING; SEWER	3,081,263	02-13-0002 E1: / / / / E2: FFY16 / STPL / 168,968 / 118,278 / A RW: / / / / C: FFY22 / STPL / 3,081,263 / 1,881,747 / / TARP / 98,544 /	CE 1 2 /16/2016	NR		Yes		9/17/2021	AH CR Ciorba	NR No	NR * * * * * * * * * *	NR * * * * * * * * * *
				REMARKS: PE2 kick-off meeting held 3-31-16. FFY22 per PL (5-18-20). 9/17/2021 per LPA (9-16-20).									

Selections: RCO: 02	Engineer
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS

02

LOCATED IN THE CMAP **NORTH SHORE REGIONAL COUNCIL**

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested C DT Est/Act CD DT	ROW Req Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
5 SKOKIE 080027900FP 1415	FAU3520 - Gross Point Rd Old Orchard Rd to E of IL 58 (Golf Rd) RECONSTRUCTION MODERNIZE TRAFFIC SIGNALS	4,598,000	02-06-0035 E1: / / / / E2: FFY17 / STPL / 265,714 / 186,000 / A / CMAQ / 40,000 / 32,000 / A RW: FFY18 / STPL / 150,000 / 105,000 / / ILL / 22,500 / C: FFY22 / STPL / 3,543,714 / 2,480,600 / / ILL / 1,560,000 / / CMAQ / 557,000 / 446,000 /	CE 1 1/26/2012	E		Yes		11/5/2021	AH CR Transyste		* * * * * * * * * * *
6 SKOKIE 080028000FP 1312	- Old Orchard Rd Harms Rd/(1-94) to Skokie Blvd RECONSTRUCTION SIGNAL TIMING/PROGRESSION	16,400,000	02-97-0006 E1: / / / / E2: / / / / RW: FFY17 / CMAQ / 1,907,500 / 1,526,000 / A C: FFY20 / HPP / 1,000,000 / 800,000 / / CMAQ / 10,000,000 / 7,800,000 / / / / /	CE 2 12/10/2014	NR		Yes		1/1/2022	AH CR Transyste		* * * * * * * * * * *
7 SKOKIE 130029500BT 3023	FAU1313 - Church St Linder Av to McCormick Blvd Bike Lanes	550,000	02-14-0003 E1: / / / / E2: FFY19 / CMAQ / 43,000 / 32,000 / A RW: / / / / C: FFY21 / CMAQ / 550,000 / 440,000 / / / / /	CE 1 5/13/2013	NR		No		1/1/2022	AH CR CBBEL	NR	* * * * * * * * * * *
8 SKOKIE 150030300MS 3007	Var - CTA Stations Dempster to Oakton LANDSCAPING BIKE RACKS	289,000	02-16-0013 E1: / / / / E2: FFY19 / CMAQ / 25,963 / 20,770 / A RW: / / / / C: FFY22 / CMAQ / 289,000 / 231,000 / / / / /	CE 1 6/9/2015	NR		Yes		1/21/2022	AH CR CBBEL	NR	* * * * * * * * * * *

*1/8/2021

Selections: RCO: 02 Engineer
Fund: Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS

02

LOCATED IN THE CMAP **NORTH SHORE REGIONAL COUNCIL**

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested C DT CD DT	ROW Req Certified DT CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
9 WILMETTE 190020300CH	FAU1292 - Lake Ave Skokie Blvd INTERSECTION IMPROVEMENT	1,362,032	02-16-0005 E1: / ILL / 54,425 / / LO / 63,890 / 0 / E2: FFY22 / STPL / 75,783 / 53,048 / / ILL / 11,367 / RW: / / / / / / C: FFY22 / STPL / 1,362,032 / 729,422 / / ILL / 156,305 / / / /	CE 1	NR		Yes		9/23/2022	AH CR Civiltech	NR No	* NR * * * * * * * * *
2984							REMARKS:					

IL Tollway January 2021 Update
North Shore Council of Mayors
Technical Committee
Contact: Kelsey Passi kpassi@getipass.com

Budget

In December 2020, the Illinois Tollway Board of Directors approved a balanced 2021 Budget with \$1.42 billion in revenue allocated to fund maintenance and operations, debt service transfers and capital investments for the 294-mile system. The 2021 Budget allocates nearly \$1.04 billion for direct funding and debt service on capital investments, as well as \$380 million for maintenance and operations – the same as budgeted in 2020. The 2021 Budget will allow the Tollway to commit \$1.53 billion in capital spending, including funding for the 10th year of the agency's 15-year, \$14 billion *Move Illinois* capital program.

Operations during COVID-19

Since March 2020, extensive protocols have been in place to protect employees, keep our essential and front-line workers safe and the entire agency working. The Illinois Tollway Board of Directors has continued to meet virtually each month to keep all business and construction activity moving and, as well as to advance significant tolling reforms reflecting their efforts to modernize our approach to unpaid tolls.

The agency is continuing to work closely with contractors to ensure the proper safety precautions are taken to protect workers engaged in outdoor construction activities along our system. Tollway contractors and consultants continuing their work are always required to have comprehensive safety plans in place, and those plans have been updated to account for the safety precautions during the COVID-19 pandemic.

In addition, we've done all we can to keep our customers safe and we continue to prevent the thousands of potential exposures from person to person and person to surface caused by cash toll collection.

In an effort to mitigate the spread of the coronavirus in the region, the Illinois Tollway continues to implement all-electronic tolling as a precaution to limit the potential spread of coronavirus to customers, as well as Tollway employees.

Mainline toll plazas, automatic toll payment machines and in-person customer service centers are currently offline. Toll collection is currently handled via I-PASS, E-ZPass and through the Tollway's website. The Tollway Customer Service Call Center is operational and assisting customers.

Reform and Relief

In June 2020, thanks to the Illinois Tollway Board's actions, we launched our Tolling 2020 initiative which not only reduced the initial cost of missed tolls from \$20 per toll to \$3 per toll, but also reduced all outstanding \$20 and \$50 fines to three dollars through the end of the year.

Since then, the Tollway has seen unprecedented success with more than 17 percent of all outstanding notices – more than 160,000 – cleared, saving customers an estimated \$100 million in fines.

And with a recognition that there are many at this difficult time who would still benefit from these savings, the Tollway Board granted a six-month extension, doubling the length and providing an additional six months for customers with existing tolls to participate in the Violation Relief Program.

More information and assistance for customers is available on the Tollway's website www.illinoistollway.com.

Construction

In 2020, the Tollway moved forward with all scheduled construction projects, as well as roadway maintenance and repair work systemwide.

In 2020, the Tollway awarded 31 contracts that provided opportunities for small, diverse and veteran-owned firms to take on roles as prime contractors and consultants. In all, 75 construction and professional engineering services contracts totaling more than \$1.5 billion were approved by the Tollway Board in 2020.

- Edens Spur Tollway (I-94) reconstruction has been completed and wrap-up work for local road improvements will be completed in early 2021.
- I-490 Tollway Project includes interchange construction for ramps to westbound I-90, the I-490 bridge that will carry traffic over the Touhy Avenue Reservoir and collector-distributor roads along I-90.
- Central Tri-State Tollway (I-294) Project mainline roadway construction and widening continues between the O'Hare Oasis and North Avenue. Additional bridge, sewer and ramp work is underway throughout the rest of the corridor to prepare for mainline work.

Cook County and Partners Launch Metra Fare Reduction and Improved Pace Service

Fair Transit South Cook is taking first steps toward more equitable transit service in south Cook and north Will counties.

Cook County Board President Toni Preckwinkle and Metra, Pace and Regional Transportation Authority (RTA) leaders today officially launched a pilot project to improve public transportation in south Cook County, starting with reduced Metra fares on the Metra Electric and Rock Island lines and extended service on Pace's 352 Halsted route.

Fair Transit South Cook, a three-year pilot project, aims to reduce costs and make transit more convenient for residents and essential workers in south Cook and north Will counties. Ultimately, the pilot seeks to provide seamless transfers between all transit operators in subsequent phases.

"Making transit an easier choice for our south Cook communities is a top priority and I am thrilled we have finally arrived at the point where we can put our vision of a regional transit partnership into action," said President Preckwinkle "This is an important component of my administration's overall focus on equitable policies and programs to ensure that our whole community has the opportunity to prosper."

Under the pilot, all riders on the Metra Electric and Rock Island lines will pay Metra's reduced fare rates – which are normally for seniors, K-12 students and other eligible groups – for all tickets. The reduced fare tickets are available now from ticket agents, ticket machines and the Ventra app. The paper and mobile tickets will be marked for use on the Metra Electric and Rock Island lines only.

Updated timetables for Pace's Halsted 352 service can be viewed from their website. Information about both pilot initiatives can be found on the County's website at: www.cookcountyil.gov/FAIRTRANSIT.

"I would like to thank President Preckwinkle for her leadership and financial backing for this pilot," said Metra Board Chair Romayne Brown. "With this effort, we are promoting transit equity and supporting essential workers and those most in need. We are making transit an easier choice and a better choice. It's truly a win-win situation for everyone."

Pace's Board Chair Richard A. Kwasneski said, "Pace appreciates working together with Metra and the County on this important initiative. The Halsted route is carrying more than 2,300 people each day during the pandemic and we're looking forward to serving even more people with increased frequency and extended hours."

For years, many stakeholders have helped advance the goals of Fair Transit South Cook to maximize the positive impact. The County will foster momentum through a robust public engagement campaign to raise awareness and participation in the program.

“Fair Transit South Cook is an exciting example of collaboration between agencies to improve service, lower costs and achieve real impact for residents with critical transit needs by investing in the current system,” said RTA Board Chairman Kirk Dillard. “This partnership will also provide us with invaluable lessons as we look to our transit system’s post-pandemic recovery and beyond. I commend President Preckwinkle on her and the County on their leadership on this important step forward.”

The County recently launched a Fair Transit public survey which garnered nearly 500 responses from residents and transit riders. The results and comments are being analyzed to better understand how the pandemic has shaped transit ridership and how the pilot can be most effective.

One survey respondent highlighted, “Metra Electric is an amazing and strategic infrastructure resource that unfortunately is underutilized. Lowering the fare will go a long way to helping those in need and revitalizing communities that have suffered too long under systemic disinvestment.”

Cook County DOTH, North Shore Council of Mayors Report						1/21/2021
COUNTY BOARD DIST.	LOCATION	PROJECT SCOPE	ROAD NAME AND PROJECT LIMITS	PROJECT TYPE	ESTIMATED COMPLETION	STATUS
Construction Projects						
9	Northbrook	Lake Cook Road over Middle Fork North Branch Chicago River	Lake Cook Road over Middle Fork North Branch Chicago River	Construction	2020	Construction complete
14,15	Glenview, Mt. Prospect	Pavement Preservation and Rehabilitation Program	West Lake Avenue, Wolf Road to Landwehr Road	Construction	2020	Construction complete
Engineering Projects						
14	Northbrook	Skokie Valley Trail Bridge and Extension	Skokie Valley Trail Extension & Bridge Lake Cook Road to Voltz Road	Design Engineering	Q1 2021	Construction anticipated in Q4 2021
13	Skokie	Old Orchard Road Reconstruction	Old Orchard Road; Edens Expwy NB Ramp to Skokie Boulevard	Design Engineering	2021	Land Acquisition ongoing; Letting anticipated in September 2021
13	Skokie	Old Orchard Road Reconstruction w/Bridge over I-94	Old Orchard Road; Woods Drive to Edens Expressway	Design Engineering	2021	Land Acquisition ongoing; Letting anticipated in September 2021
13	Northfield	Happ Road Reconstruction	Happ Road; Winnetka Road to Willow Road	Preliminary Engineering	Q1 2021	Awaiting IDOT comments and PDR approval; Design Engineering to be led by Northfield
14	Glenview	Landwehr Road Reconstruction	Landwehr Road; West Lake Avenue to Hampton Court	Preliminary Engineering	TBD	Project awaiting procurement of consultant
14	Deer Park, Palatine	Roadway Reconstruction	Quentin Road; Dundee Road to Lake Cook Road	Preliminary Engineering	2021	
9	Northbrook	Sanders Road Reconstruction	Sanders Road; Milwaukee Avenue to Willow Avenue	Preliminary Engineering	2021	Planning public outreach in January & February 2021
Planning Projects						
Countywide	Countywide	Cook County Transit Plan		Planning	2022	Existing Conditions Analysis ongoing
Countywide	Countywide	Cook County Bike Plan		Planning	2022	Project Start in February
Invest in Cook 2021						
The Invest in Cook 2021 call for projects opened on January 13th and applications are due at 5:00pm on March 12, 2021. An online workshop will be hosted on January 27, 2021.						

STP-L: North Shore Council of Mayors
FFY 2021-2025

Active Program

FFY 21 - Active Year **FFY 21 Estimated Mark** **\$ 4,365,411**

October 1, 2020 - September 30, 2021

<u>Rank</u>	<u>FFY 21 Projects</u>	<u>Sponsor</u>	<u>TIP ID</u>	<u>Phase</u>	<u>Let/Auth</u>	<u>STP Requested</u>	<u>In TIP</u>	<u>Notes</u>	
*	Austin/Oakton Intersection	Morton Grove	02-13-0002	ENG II	2021		\$ 14,002		
*	Gross Point Road	Skokie	02-06-0035	ROW	2021		\$ 105,000		
*	Skokie/Lake Intersection	Wilmette	02-16-0005	ENG II	2021		\$ 53,048		
*	Kenilworth Ave	Kenilworth	02-16-0003	CON	Jan-21		\$ 749,060	PS&E and draft agreements submitted 10/6/20, Cost Increase on 10/14	
*	Devon Avenue	Lincolnwood	02-16-0004	ENG II	Mar-21		\$ 103,600	Carried over fom FY 20	
1	Green Bay Road Corridor Improvements	Evanston	02-20-0014	ENG II	Apr-21	\$ 286,120	\$ 286,120		
2	Happ Road Corridor Improvements	Northfield	02-20-0015	ENG II	Nov-20	\$ 455,000	\$ 455,000		
3	Chestnut Ave	Glenview	02-18-0007	CON	Nov-21	\$ 2,482,180	\$ 2,482,180		
12	Beckwith Road Resurfacing	Morton Grove	02-20-0019	ENG II	Aug-21	\$ 49,000	\$ 49,000		
13	Gross Point Road Resurfacing	Morton Grove	02-20-0020	ENG II	Aug-21	\$ 28,000	\$ 28,000		
<i>Total FFY 21 Program</i>							\$	4,325,010	
<i>FFY 21 Remaining Balance</i>							\$	40,401	

FFY 22 - Out Year **FFY 22 Estimated Mark** **\$ 4,355,692**

October 1, 2021 - September 30, 2022

<u>Rank</u>	<u>FFY 22 Projects</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Target</u>	<u>STP Requested</u>	<u>In TIP</u>	<u>Notes</u>	
*	Willow Road	Winnetka	02-06-0021	ENG II	2022		\$ 393,927	
*	Gross Point Road	Skokie	02-06-0035	CON	2022		\$ 2,852,000	
*	Skokie/Lake Intersection	Wilmette	02-16-0005	CON	2022		\$ 729,422	
5	Lawndale Ave, Central Park Ave, Northeast Pkwy	Lincolnwood	02-20-0018	CON	Feb-21	\$ 596,000	\$ 380,343	
<i>Total FFY 22 Program</i>							\$	4,355,692
<i>FFY 22 Remaining Balance</i>							\$	-

FFY 23 - Out Year **FFY 23 Estimated Mark** **\$ 4,147,282**

October 1, 2022 - September 30, 2023

<u>Rank</u>	<u>FFY 23 Projects</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Target</u>	<u>STP Requested</u>	<u>In TIP</u>	<u>Notes</u>	
2	Happ Road Corridor Improvements	Northfield	02-20-0015	CON	Sep-22	\$ 4,545,000	\$ 1,833,000	
*	Austin/Oakton Intersection	Morton Grove	02-13-0002	CON	2022		\$ 2,314,282	
<i>Total FFY 23 Program</i>							\$	4,147,282
<i>FFY 23 Remaining Balance</i>							\$	-

* Indicates project was carried over from previous program

FFY: Federal Fiscal Year

ENG II: Phase 2 Engineering

CON: Construction

FFY 24 - Out Year		FFY 24 Estimated Mark		\$ 4,147,282			
October 1, 2023 - September 30, 2024							
Rank	FFY 24 Projects	Sponsor	Phase	Target	STP Requested	In TIP	Notes
*	Willow Road	Winnetka	02-06-0021	CON	2022	\$ 2,469,214	
*	Devon Avenue	Lincolnwood	02-16-0004	CON	Jun-22	\$ 1,678,068	
<i>Total FFY 24 Program</i>						\$ 4,147,282	
<i>FFY 24 Remaining Balance</i>						\$ -	

FFY 25 - Out Year		FFY 25 Estimated Mark		\$ 4,147,282			
October 1, 2024 - September 30, 2025							
Rank	FFY 25 Projects	Sponsor	Phase	Target	STP Requested	In TIP	Notes
1	Green Bay Road Corridor Improvements	Evanston	02-20-0014	CON	Jan-24	\$ 3,204,543	
4	Howard Street Resurfacing	Skokie	02-20-0017	CON	Nov-21	\$ 942,739	
<i>Total FFY 25 Program</i>						\$ 4,147,282	
<i>FFY 25 Remaining Balance</i>						\$ -	

Contingency Program							
Rank	Project	Sponsor	Phase	Target	STP Requested		
6	Skokie Boulevard Road Resurfacing	Northbrook	CON	Nov-21	\$ 1,827,120		
7	Glenview Rd and Lehigh Ave Roadway & Ped Improvemen	Glenview	CON	Sep-22	\$ 3,225,760		
8	Shermer Road Resurfacing	Northbrook	CON	Nov-21	\$ 966,760		
9	Walters Ave Resurfacing	Northbrook	CON	Nov-21	\$ 780,160		
10	Wilmette Ave	Wilmette	CON	Jan-22	\$ 883,440		
11	Shermer Road STP Improvements	Glenview	CON	Nov-21	\$ 2,386,840		
12	Beckwith Road Resurfacing	Morton Grove	CON	Mar-22	\$ 622,000		
13	Gross Point Road Resurfacing	Morton Grove	CON	Mar-22	\$ 770,000		
14	Harlem Avenue Resurfacing	Morton Grove	ENG II	Aug-21	\$ 42,000		
14	Harlem Avenue Resurfacing	Morton Grove	CON	Mar-22	\$ 1,078,000		
15	Shermer Road Resurfacing	Morton Grove	ENG II	Aug-21	\$ 42,000		
15	Shermer Road Resurfacing	Morton Grove	CON	Mar-22	\$ 980,000		
16	Central Avenue Resurfacing	Morton Grove	ENG II	Aug-21	\$ 21,000		
16	Central Avenue Resurfacing	Morton Grove	CON	Mar-22	\$ 511,000		

* Indicates project was carried over from previous program
FFY: Federal Fiscal Year

ENG II: Phase 2 Engineering
CON: Construction

**Surface Transportation Program (STP) Shared Fund
Voting Process for Allocating North Shore Council Priority Points - 2021**

Point Allocation: The North Shore Technical Committee will award points on a priority based scale to shared fund applications located within North Shore Council of Mayors communities. Priority points will be allocated after a vote from Technical Committee members. In order to give consideration to subregional priorities, the North Shore Council of Mayors is being asked to identify their five highest priority projects from the eligible applications received during the call for projects. These projects will be assigned subregional priority points as follows:

Priority	Points
Highest priority	5
2 nd highest priority	4
3 rd highest priority	3
4 th highest priority	2
5 th highest priority	1

Voting Eligibility: Only Transportation Technical Committee members are eligible to vote. Only one Committee member per municipality is allowed to vote.

Presentation Process: Each project sponsor requesting North Shore Council of Mayors priority points shall be given five minutes during the April 15 Technical Committee meeting to explain their project to the Committee and discuss benefits of the project. PowerPoint presentations, videos or other technology may be utilized.

Vote: Once all project sponsors have presented to the Committee, ballots will be distributed to each Committee member via email (only one per municipality) following the meeting. Each member will rank their top 5 priority projects in order of highest priority to 5th priority. Ballots are due by close of business the following day, Friday, April 16. NWMC staff will tally the votes. Point allocations will be announced on Monday, April 19.



Chicago Metropolitan
Agency for Planning

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MEMORANDUM

To: TIP Programmers

CC: IDOT District 1 and 3 BLRS

From: CMAP Staff

Date: January 7, 2021

Re: Guidance and FAQs for locally sponsored projects considering being entered into CMAP's Transportation Improvement Program (TIP).

To address discussions that have been taking place between IDOT and local project sponsors CMAP has put together guidance that can be referenced when considering when a project should be entered into the TIP and the associated funding requirements for a project in the TIP. This guidance is specific to locally sponsored projects that are not regionally significant and is intended to address the relationship between the TIP and the NEPA process.

CMAP's TIP must adhere to several planning requirements. One of the requirements is directly attributable to the status of air quality in the region, specifically ozone. The entire CMAP region is classified as a nonattainment area for Ozone. This classification impacts both the TIP and projects included in the TIP. The associated requirements (which are detailed below) impact fiscal constraint and transportation conformity, which in turn impact when and how a project can be entered into the CMAP's TIP.

Specifically, "...a project or a phase of a project shall be included in the TIP only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project." In nonattainment and maintenance areas, projects included in the first 2 years of the TIP shall be limited to those for which funds are available or committed.

[Title 23 USC 450.326 \(k\)](#)

Below are some frequently asked questions regarding entering projects into CMAP's TIP and the relationship to the federal requirements and processes regarding NEPA, fiscal constraint, and transportation conformity.

NEPA Requirements:

Q. Why does a project need to be in the TIP as it relates to the NEPA process?

A. All projects in the CMAP region requiring Federal action or that are to be implemented with FHWA or FTA funds must be included in the fiscally constrained TIP. An action in a planning context is a step taken to advance projects to implementation whether or not the projects will be receiving Federal funds.

[Supplement to January 28, 2008 "Transportation Planning Requirements and Their Relationship to NEPA Process Completion February 9, 2011 \(Question 6\)](#)

Q. What part of a project must/should be programmed in CMAP's TIP so that a NEPA decision can be approved?

A. At least one subsequent project phase beyond Phase 1 (preliminary engineering), (e.g., final design, right-of-way (ROW) acquisition, or construction) must be included in the TIP before FHWA or FTA can sign a Record of Decision (ROD), issue a Finding of No Significant Impact (FONSI), or approve the Categorical Exclusion (CE).

[Supplement to January 28, 2008 "Transportation Planning Requirements and Their Relationship to NEPA Process Completion" February 9, 2011 \(Question 16\)](#)

Q. Can the NEPA process start and a draft document be prepared without the project being in CMAP's TIP?

A. Yes, but NEPA approval will not be given by FHWA or FTA until at least one subsequent phase beyond Phase I of the project is in CMAP's TIP.

Q. Only local funds are being used for Phase I, does that need to be programmed in the TIP?

A. Once a project is entered into the TIP these funds should be programmed so that the total cost of the project is represented, however, if only local funds are being used during Phase I the project does not need to be in the TIP until NEPA approval is needed.

Q. Is being in the TIP a requirement to receive approval for a Categorical Exclusion (CE).

A. Yes. Approval of a CE is an action by FHWA. As shown in section 17-2.01 of IDOT's Bureau of Local Roads and Streets Manual (BLRS Manual) verification that the project is included in the applicable Transportation Improvement Program (TIP)/State Transportation Improvement Program (STIP) is part of the CE process.

Q. Is being in the TIP a requirement for a project that is not seeking federal action or approval and is only being funded with non-federal funds?

A. Unless the project is regionally significant it is not required to be in the TIP, but sponsors are encouraged to enter projects that are 100% locally funded into the TIP if they may impact regional/state performance measures or that may be seeking federal funds in the future.

Q. Is the Planning and Environmental Linkages (PEL) process required to be in the TIP.

A. No, (unless FHWA funds such as STBG are being used for the PEL process), but consultation with CMAP staff as part of the process is highly recommended.

Fiscal Constraint:

Q. Why is fiscal constraint relevant and how is fiscal constraint demonstrated at the project level in the TIP?

A. Fiscal constraint is demonstrated in the TIP by only including projects that the region has the funding to implement. Fiscal constraint allows the planning process to advance only those projects that a State, MPO, or local agency can afford to implement and are environmentally and/or financially feasible. [FHWA Fiscal Constraint Guidance](#)

Q. What are available or committed funds?

A. For the purpose of being added to the CMAP TIP, available or committed funds can be federal, state, or local funds.

Federal funds are considered committed for locally-sponsored projects when a funding award letter demonstrating that the funds are available both by phase and program year has been issued. The award letter must be attached to the projects when they are being entered into the TIP.

State funds are considered committed for locally-sponsored projects when IDOT has provided a letter of intent, email, or other award notice indicating that state funds are available for the phase, year, and amount to be programmed in the TIP.

Local funds being used to fully fund phases beyond Phase I preliminary engineering are considered available or committed when the sponsor can demonstrate the commitment. This can be accomplished in several ways including but not limited to a resolution from the local agency affirming their commitment to using local funds for the specific amount, phase, and federal fiscal year, a letter to CMAP or the council (STP-L funded project phases only) from the sponsor indicating the commitment to the phase, the amount of local funds and the year the funds are to be used, or inclusion in the project sponsors capital improvement program (by phase, amount, and year).

Private funds are considered committed for locally sponsored projects when the sponsor can provide a letter or agreement from the private entity committing the funds.

If funds are not considered by CMAP to be available or committed they are considered illustrative and if an illustrative project is included in the TIP, no Federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming metropolitan transportation plan and TIP.

[23 CFR Chapter I subchapter E part 450.330 \(e\)](#)

Q. What are the requirements for funding to be programmed in the TIP beyond the first 2 years?

A. In years 3 and 4 the requirement is that funds are reasonably expected to be available. The 5th year and beyond in CMAP's TIP are considered illustrative and anything beyond the 5th year is programmed in MYB. [23 CFR Chapter I subchapter E part 450.326 \(a\)](#)

Other related requirements for programming a project in CMAP's TIP:

Q. Do all phases of a project need to be included in the TIP?

A. Yes, but only at least one subsequent project phase beyond Phase I (preliminary engineering), (e.g., final design, right-of-way (ROW) acquisition, or construction) must be included in the first 4 years of the TIP. As an example, ENG2 could be included in year 1 of the TIP, ROW in year 2 and construction in year 5 or MYB.

Q. Are there other requirements for a project to be programmed in the TIP?

A. Yes, the work type and completion year for example must be provided even if construction is in MYB. Sponsors should work with their planning liaisons (PL), who enter nearly all local projects into the TIP. The PLs know the requirements associated with entering a project into the TIP.

Transportation Conformity:

Q. How does transportation conformity impact NEPA approval?

A. As a nonattainment area CMAP's TIP must demonstrate that it is a conforming TIP. Projects in the TIP that have a not exempt [work type](#) are classified as projects that are not exempt from conformity requirements and therefore are required to go through the conformity process so that a project level conformity determination can be made. This is required for all not exempt FHWA/FTA projects that are subject to transportation conformity. In the CMAP region conformity for a not exempt FHWA/FTA project can be demonstrated if the project is part of a conforming TIP and meets all the project level conformity requirements (40 CFR § 93.104(d) and § 93.109).

Q. Are there different requirements for entering a not exempt project into the TIP?

A. Yes, new projects that have a not exempt work type have 2 opportunities per year to be added (See Schedules and Due Dates on the [TIP Programmer Resources web page](#) or contact your PL). The process can take 3-4 months from when the project is submitted for inclusion in the TIP as a conformity amendment to when it is approved by the MPO Policy Committee (which only meets 4 times a year). Additionally, other information is required for travel demand and air quality modeling (see [Conformity FAQs](#) and the [eTIP User Guide](#) for more information).

Applying for STP, CMAQ, or TAP-L funding:

Q. Can a local agency apply for STP, CMAP, or TAP funding through CMAP or individual councils if NEPA approvals or other federal actions required during Phase I preliminary engineering are not complete?

A. Yes. For the purposes of meeting "Phase I substantially complete" requirements, if all Phase I work has been completed, but federal signoffs, and thus design approval, have not been obtained due to requirements for conformity or subsequent funding, the requirement is considered to be met.