

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*

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**NORTH SHORE COUNCIL OF MAYORS
TECHNICAL COMMITTEE MEETING
Wednesday, November 13, 2019
8:30 A.M.
Skokie Village Hall
5127 Oakton Street, Skokie, IL 60077**

AGENDA

- I. Call to Order/Introductions**

- II. Approval of Meeting Minutes – August 29, 2019 (Attachment A)**
Action Requested: Approval

- III. Agency Reports**
 - A. Pace (Attachment B)**
 - B. IDOT Highway Report**
 - C. Cook County Department of Transportation and Highways (Attachment C)**
 - D. Illinois Tollway**
 - E. IDOT Local Roads**
 - F. Chicago Metropolitan Agency for Planning (CMAP)**

- IV. North Shore Council of Mayors Surface Transportation Program (STP) (Attachments D & E)**
Staff will provide an overview of the North Shore Council's STP Program, noting changes that have been made since the last meeting. Staff will also present the Council's programming marks for FFY 2021-2025, and requests the Committee's feedback on grandfathering projects into FFY 2021.
Action Requested: Discussion

- V. North Shore Council of Mayors STP-L Application (Attachment F)**
Staff will provide an overview of the preliminary options for the Council's new STP-L application to be developed as a result of the changes in the project selection methodology, including the scoring mechanisms provided by CMAP. A workshop is intended to be held for the North Shore and Northwest Councils in early January. Staff requests feedback from the Committee on the proposed changes and date for workshop.
Action Requested: Discussion

- VI. North Shore Council of Mayors Technical Committee Meeting Dates (Attachments G & H)**
Staff proposes a schedule of five meeting dates for FFY 2020. The schedule is meant to coincide with the 2020 STP-L Call for Projects timeline. Staff requests any revisions from the Committee and their approval.
Action Requested: Approval

- VII. Other Business**

- VIII. Next Meeting**
To be determined (TBD)

- IX. Adjourn**

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**NORTH SHORE COUNCIL OF MAYORS
TECHNICAL COMMITTEE MEETING MINUTES
Thursday, August 29, 2019
8:30 a.m.
Skokie Village Hall
5127 Oakton St, Skokie, IL 60077**

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

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Attendance

Erik Cook, Director of Engineering, Village of Skokie, *Chair*
Sat Nagar, Senior Project Manager, City of Evanston
Adriana Webb, Engineering Division Manager, Village of Glenview
Patrick Brennan, Village Manager, Village of Kenilworth
Jeff Koza, Capital Projects Manager, Village of Northbrook
Russ Jensen, Village Engineer, Village of Northfield
Dan Manis, Village Engineer, Village of Wilmette
Jim Bernahl, Assistant Director of Public Works, Village of Winnetka
Doug Ferguson, Senior Analyst, CMAP
Joel Christell, Project Manager, CivilTech Engineering
Todd Hoffman, Transportation Department Manager, Baxter & Woodman
Dave Block, Project Manager, TranSystems
John Beissel, Senior Project Manager, Robinson Engineering
Sagar Sonar, Senior Project Manager, Kimley-Horn
Salvatore DiBernardo, President, Ciorba Group, Inc.
Gerardo Fierro, Civil Engineer, IDOT Bureau of Local Roads
Steve Andrews, Community Relations Representative, Pace
Sam Wright, Transportation Planner, Cook County Dept. of Transportation and Highways
Larry Bury, Deputy Director, NWMC
Josh Klingenstein, Program Associate for Transportation, NWMC
Kendra Johnson, Program Associate for Transportation, NWMC

I. Call to Order

Mr. Cook called the meeting to order at 8:32 a.m. and those present provided introductions.

II. Approval of Meeting Minutes – June 27, 2019

Mr. Nagar moved approval the August 29, 2019 meeting minutes. Mr. Brennan seconded the motion, which was unanimously approved.

III. Agency Reports

A. Pace

Mr. Andrews reported on the launch of Pace's Pulse service along Milwaukee Avenue. The service started on August 11 and features stations running from the Jefferson Park Transit Center in Chicago and ending to the Golf Mill Mall in Niles. Mr. Andrews reported that the next planned Pulse line will be along Dempster Street, beginning in Evanston and ending at O'Hare Airport.

B. IDOT Highways

No report.

C. Cook County Department of Transportation and Highways

Mr. Wright reviewed changes to County-led projects in the North Shore. He announced that the Invest in Cook program of projects was approved by the Cook County Board in July. He noted that the Skokie Valley Trail project received CMAQ/TAP funding and Phase II is underway. Ms. Sigman asked if the recommended program of projects had been made public. Mr. Wright responded that it had not been made public yet, and likely would not be made public until after the board approved the project.

D. Illinois Tollway

No report.

E. IDOT Local Roads

Mr. Fierro noted that Kenilworth Avenue project received Design Approval. He also asked for schedule updates on several projects included in the report.

F. Chicago Metropolitan Agency for Planning (CMAP)

Mr. Ferguson noted that the STP and CMAQ/TAP-L Project Selection committees will meet on September 5 to discuss public comments received regarding the program. Their final recommendation will go the Transportation Committee, which meets on September 20.

Mr. Ferguson also reported that CMAP has recently completed a sidewalk inventory, which is available to all communities through their online Data Hub. CMAP is also hosting a series of upcoming events which will highlight the goals of ON TO 2050 in light of local planning efforts. Mr. Manis asked where he could find the recommended CMAQ and TAP-L programs. Mr. Ferguson informed him that information is available online on the CMAQ/TAP-L page on CMAP's website.

IV. North Shore Council of Mayors Surface Transportation Program

Ms. Johnson reviewed the Council's Surface Transportation Program, noting project phases that have been moved to a later year due to fiscal constraint or as a result of various project delays.

V. STP Project Selection Methodology Discussion

Ms. Johnson reported that she made a number of minor changes to the methodology based on the discussions held at the previous Technical Committee meeting. She first noted that scores for Level of Service were assigned in descending order, with F receiving five points, E receiving four, and so on. The weighting of the categories had been changed, with project readiness now accounting for 15% of the total score and local need accounting for 10%. She then reviewed a change made to the safety score, which stipulated that points would be assigned based on the maximum planning-level CRF.

Ms. Johnson noted changes to the Complete Streets/Multimodal improvements category, which included changing the text to differentiate between maintenance and improvement. She addressed this differentiation in the scoring criteria by giving ten points to new facilities that were connected to the larger bicycle and pedestrian network, as well as to significant enhancements to existing facilities. New facilities that were isolated from the bicycle or pedestrian network and projects that involved routine maintenance of existing facilities are now eligible for five points. She noted that these were all changes that were agreed upon at the last meeting.

Ms. Johnson also highlighted new language regarding the Council's grandfathering policy that had been agreed upon via email since the last meeting.

Mr. Cook noted that the Village of Northbrook had submitted written comments, and asked the Committee if there was any further discussion regarding the comments. Both Mr. Nagar and Mr. Brennan agreed that the comments could be addressed before the next Call for Projects in 2022.

Mr. Nagar moved approval of the methodology. Mr. Bernahl seconded the motion, which was unanimously approved.

VI. Other Business

There was no other business.

VII. Next Meeting

The committee agreed to hold their next meeting on November 13, 2019 at 8:30 a.m. at the Skokie Village Hall.

VIII. Adjourn

The committee voted to adjourn at 8:48 am on a motion by Mr. Nagar, seconded by Mr. Bernahl.

PULSE

FALL 2019



FIRST PULSE LINE IS ON A ROLL

The first Pulse bus has officially left the station. That is—on August 11, the Pulse Milwaukee Line began operating along Milwaukee Avenue between Golf Mill Shopping Center in Niles and Jefferson Park Transit Center in Chicago. The new Pulse Line is one of 24 planned rapid transit lines that will improve access to jobs, education, medical care, shopping and entertainment.





PULSE ON THE MOVE

The good times keep rolling! Pace is diving into other Pulse projects to bring you a faster, more reliable ride to a variety of destinations.

Dempster Line

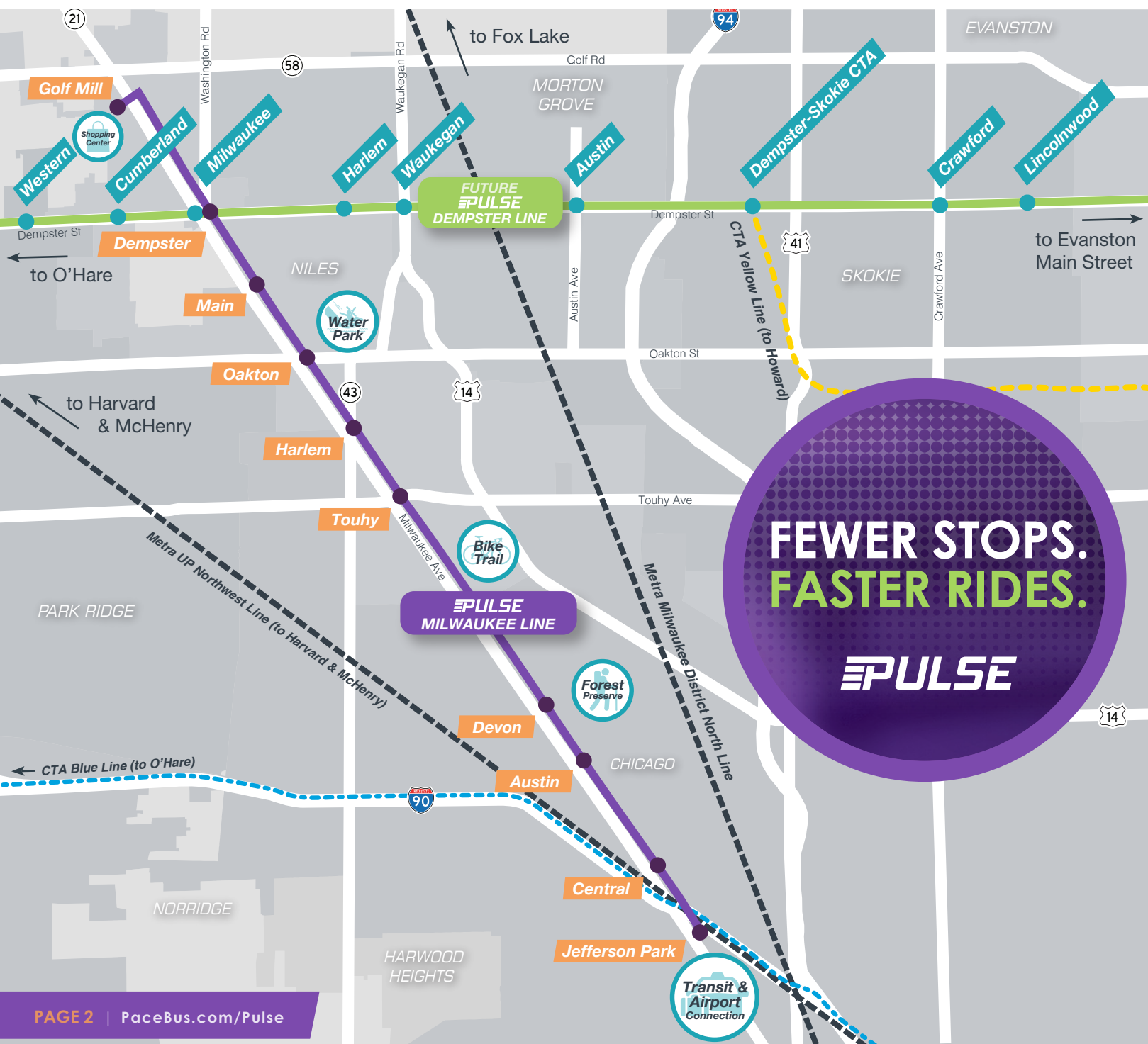
We're working with our partners to complete the design of the new Dempster Line by late 2020. Serving the communities between Evanston, Des Plaines, and O'Hare, Pulse Dempster Line will connect riders with business districts, doctors' offices, and even their next flight out of town. Construction is anticipated to begin in 2021.

Halsted Line

Pace and CTA joined forces on the South Halsted Bus Corridor Enhancement Project to improve transit along South Halsted Street between the CTA Red Line 95th/Dan Ryan Station and Pace Harvey Transportation Center, including segments of 79th and 95th Streets. The study will evaluate and determine potential transit improvements, including a Pulse Line. The new Pulse Halsted Line is anticipated to have 16 new stations and would complement the existing Pace Routes 352 and 359. An environmental review will begin in Fall 2019 and Pace is planning public meetings to gather insight on station locations. Funded by an Invest in Cook grant, the environmental analysis will help Pace develop a design that minimizes impacts on the built, natural and human environments.

95th Street Line

The Corridor Advisory Group providing input on the 95th Street Line met on May 9, 2019, and discussed the findings of the Project Definition Report. The completed report outlines the preliminary station locations, operating plans, and capital costs and can be viewed at PaceBus.com/Pulse. The environmental review will begin in late 2020 and public meetings will be used to gather feedback on the proposed Pulse Line.



Convenient Connections

Experience the new Milwaukee Line yourself! Hop on board at any of the Pulse stations along Milwaukee Avenue and check out the route map on the vertical marker. Real-time bus arrival information at the station will let you know when the next Pulse bus will arrive. From Golf Mill Shopping Center to Jefferson Park Transit Center, you'll be able to reach dozens of great destinations and connect to other transit options.

Providing more travel options and speeding up your journey to major destinations in Chicagoland!

Station Status: Not all Milwaukee Line stations were fully constructed at launch. You can visit PaceBus.com/Pulse for temporary stop locations. All stations should be complete by the end of 2019.

17 Milwaukee Line Stations

USB PORTS
On Every Bus

BIKE RACKS
On All Buses

WI-FI
On Board

MILWAUKEE LINE SCHEDULE

Peak Hours	10 Minute Wait Time
Off-Peak Hours	15 Minute Wait Time
Late Night	20 Minute Wait Time
Weekend	≤ 30 Minute Wait Time

Share your thoughts about Pulse!
To create a Pulse Line that best serves your community, we need your input. Send us your questions, comments, and suggestions at PaceBus.com/Pulse.

Visit PaceBus.com/Pulse and sign up to receive news about upcoming meetings and other updates.



Get the latest on your Pulse Line!

Want to know more about Pulse, including the cool new bus features, modern stations, and when and where you'll get to try it all out? Visit our website and sign up for project updates at PaceBus.com/Pulse.

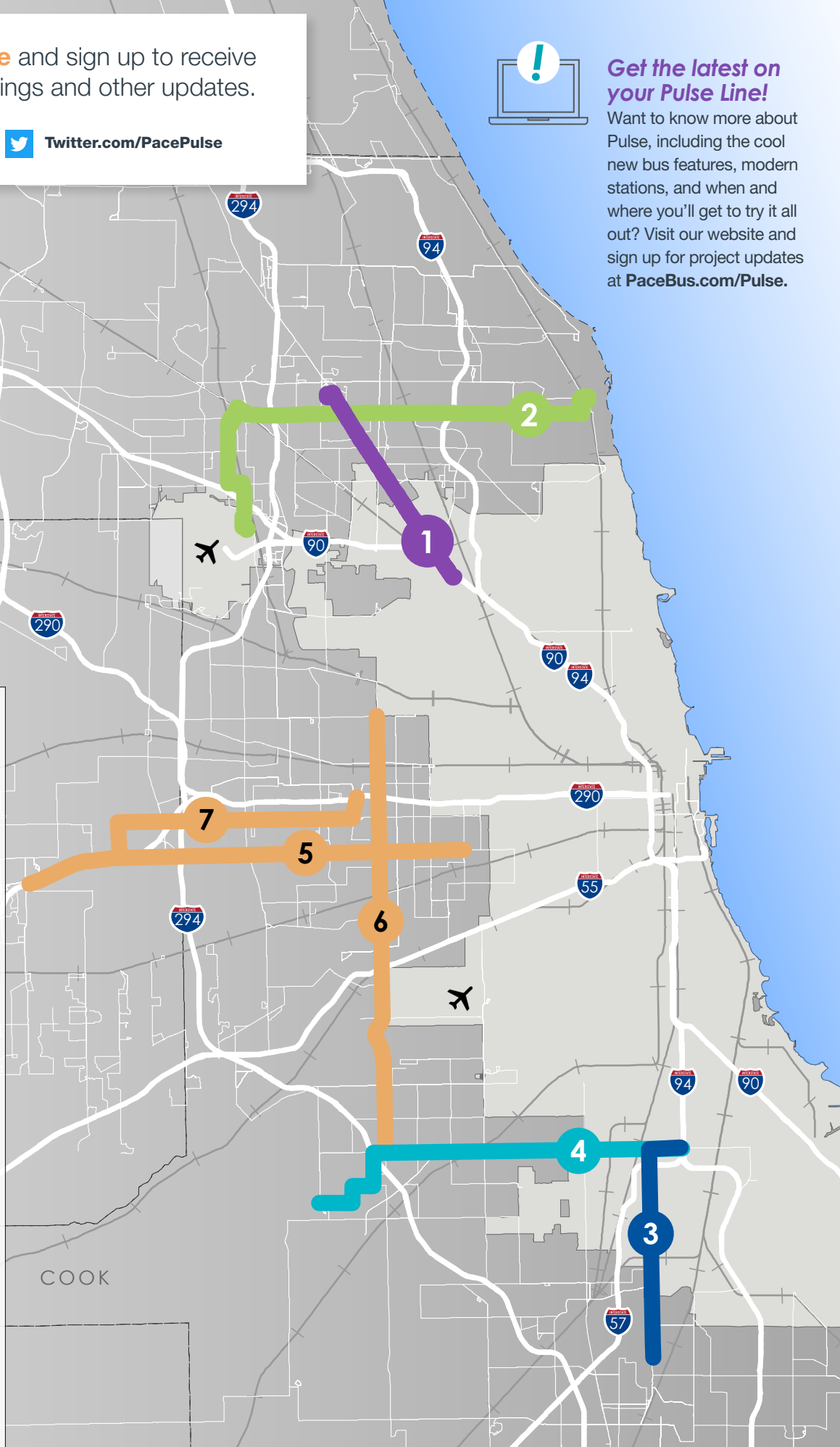
Facebook.com/PacePulse Twitter.com/PacePulse

Near-Term Priority Corridor Projects

- 1 Milwaukee Avenue** *IN OPERATION!*
Golf Mill Mall to Jefferson Park Transit Center
- 2 Dempster Street**
CTA Purple Line Davis Station to Chicago-O'Hare Multi-Modal Facility
- 3 Halsted Street**
CTA Red Line 95th/Dan Ryan Station to Harvey Transportation Center
- 4 95th Street**
CTA Red Line 95th/Dan Ryan Station to Moraine Valley Community College
- 5 Cermak Road**
CTA Pink Line 54th/Cermak Station to Yorktown Center *
- 6 Harlem Avenue**
North Avenue to 95th Street *
- 7 Roosevelt Road**
CTA Blue Line Forest Park Station to Oakbrook Center *

* Final service alignment to be determined pending project definition study.

- Pulse in Service
- In Design
- Environmental Review
- Project Definition
- Corridor Study Complete
- Interstate Expressway System
- Major Airport
- Pace Fixed-route Bus Network
- Metra Rail Network



**COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS (CCDOH)
NORTH SHORE COUNCIL OF MAYORS REPORT
2019-2024**

PHASE III - CONSTRUCTION

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
EAST LAKE AVENUE Over North Branch of Chicago River	Job order contract	\$ 1,155,513.50	2018		8/9/2018	9/10/2018	1/11/2019
Municipalities: Glenview, Wilmette							

Project Status: Final payment made to contractor. Completion Resolution approved by the County Board on July 25, 2019. Contract is closed.

PAVEMENT PRESERVATION AND REHABILITATION PROGRAM NORTH 2019

Euclid Avenue/West Lake Avenue (Wolf Rd to Landwehr Rd)	Construction	\$ 4,600,000.00	2019	8/14/19			
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Municipalities: Glenview, Mt Prospect

Project Status: Design is complete. Design plans and contract documents were submitted on May 24, 2019. The project was let on August 14, 2019 and the letter of recommendation was provided to the buyer in order to proceed with the submittal to contract compliance. A response from contract compliance is still pending before moving forward with preparing the board letter.

PHASE II - DESIGN ENGINEERING

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
LAKE COOK ROAD Over Middle Fork North Branch Chicago River	Design Engineering	In-House	2017				
Municipalities: Northbrook		\$ 400,000.00	2019	TBD			
	Construction - Remove and replace the existing expansion joint and deck slab and approach slab repairs as needed.						
	Construction Engineering	In-House	2019				

Project Status: Plans at 100% completion. Project was initially let on March 29, 2019, but procurement was delayed. Next let date is TBD.

SKOKIE VALLEY TRAIL

Lake Cook Road to Voltz Road	Design Engineering	\$ 300,000.00	2017				
Municipalities: Northbrook		\$ 196,000.00	2019				
	Construction - New pedestrian/bike bridge and trail extension	\$ 3,280,170.00	2021	Est. Dec. 2020			
	Construction Engineering	\$ 350,000.00	2021				

Project Status: Cook County has partnered with the Village of Northbrook and Lake County to construct a prefabricated pedestrian bridge over Lake Cook Road and an extension of Skokie Valley trail into Northbrook of approximately 2.5 miles. Both portions of the Project have received official PH I approval from IDOT. PH II work for both the bridge and trail extension is led by Cook County and is currently underway. Cook County secured \$2,780,936 in CMAQ/TAP funds.

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
OLD ORCHARD ROAD							
Woods Drive to Skokie Boulevard (US-41)	Design Engineering County-led	\$ 1,152,846.11	2017				
Municipalities: Skokie	R.O.W. Acquisition	\$ 3,454,314.00	2018				
	Construction - This project includes pavement widening and reconstruction with composite pavement - HMA over PCC base course over aggregate subgrade, intersection improvements including additional turn lanes, drainage improvements, extending lanes to accommodate heavy turning, modifying the vertical alignment, adding pedestrian crosswalks and pedestrian-actuated signals, constructing 10-foot wide path/sidewalk, traffic modernization, segmental block retaining wall along the southbound exit ramp and replacing bridge over I-94.	\$ 11,877,907.33	2022	Est. Q2 2020			
	Construction Engineering	\$ 1,187,791.00	2022				

Project Status: Continuing to finalize the design. Three parcels are going through the condemnation process.

PHASE I - PRELIMINARY ENGINEERING

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
HAPP ROAD							
Winnetka Road to Willow Road	Preliminary Engineering (Village-led)	\$ 485,177.43	2016				
Municipalities: Northfield	Design Engineering	\$ 500,000.00	2021				
	Construction - Roadway reconstruction and widening, add turn lanes, improve drainage system, add traffic control and add pedestrian/bike facility.	\$ 5,000,000.00	2024				
	Construction Engineering	\$ 500,000.00	2024				

Project Status: Draft PDR in review by CCDOTH and IDOT BLR. Final Public Meeting anticipated for early 2020.

SANDERS ROAD							
Milwaukee Avenue to Willow Road	Preliminary Engineering	\$ 539,844.61	2017				
Municipalities: Glenview, Prospect Heights, Unincorporated	Design Engineering	\$ 700,000.00	2019				
	ROW Acquisition	\$ 100,000.00	2021				
	Construction - Pavement reconstruction	\$ 7,000,000.00	2022				
	Construction Engineering	\$ 700,000.00	2022				

Project Status: Additional tasks for the preliminary engineering study are currently being negotiated. Proposed drainage plans are forthcoming. Interim repairs along Sanders Road between Milwaukee Avenue and Techny Road have begun and are to be completed in November 2019. The roadway repairs include milling off the concrete corrugated median and pavement surface, patching of the pavement, adjustment of drainage/utility structures, replacement of deteriorated curb & gutter, asphalt overlay and placement of new pavement markings/stripping.

INVEST IN COOK - 2017 AWARDS

Project Name - Project Type	Project Phase	Grant Award
Waukegan Road Sidewalk Gap Bicycle/Pedestrian project Applicant/Municipality: Northfield	Construction	\$201,000
Touhy Avenue & Cicero Avenue Geometry Improvements Roadway project Applicant/Municipality: Lincolnwood	Preliminary Engineering	\$175,000
Skokie Valley Trail Improvements Bicycle/Pedestrian project Applicant/Municipality: Glenview	Preliminary Engineering	\$188,000

INVEST IN COOK - 2018 AWARDS

Project Name - Project Type	Project Phase	Grant Award
Howard Street Streetscape Roadway project Applicant/Municipality: Chicago	Construction	\$380,000
North Branch Trail Connection Bicycle/Pedestrian project Applicant/Municipality: Niles	Design Engineering	\$30,000
Oakton Street/Caldwell Avenue Sidewalk Connectivity Bicycle/Pedestrian project Applicant/Municipality: Morton Grove	Design Engineering	\$90,000
South Deerfield Commuting Study Transit project Applicant/Municipality: TMA of Lake Cook	Planning Study	\$40,000

INVEST IN COOK - 2019

Project Name - Project Type	Project Phase	Grant Award
Skokie Valley Trail Improvements Bicycle/Pedestrian project Applicant/Municipality: Wilmette	Design Engineering	\$150,000

PLANNING STUDIES**COOK COUNTY TRANSIT PLAN**

The Transit Plan RFP was advertised in mid-September and proposals were due November 1, 2019. The plan will define the County's role in the transit arena, including the types of policies and improvements where the County can add the most value. The Department is initially focusing on studying the transit needs in south Cook County, where the loss of jobs and population over the course of decades has significantly reduced transit ridership.

Attachment D

Fiscal Year 18 PROJECTS	Sponsor	TIP Number	Phase	Let	Correct Amount	In Tip	Notes
Locust Rd.	Wilmette	02-13-0003	ENG II	Already Let	\$ 1,813,482	\$ 1,813,482	Project Complete
Northfield Rd.	Northfield	02-16-0014	ENG II	Already Let	\$ 103,172	\$ 103,172	Project Complete
Skokie Blvd.	Wilmette	02-07-0013	ENG II	Already Let	\$ 63,888	\$ 63,888	Project Complete
TOTAL					\$ 1,980,542	\$ 1,980,542	

Fiscal Year 19 PROJECTS	Sponsor	TIP Number	Phase	Let	Correct Amount	In Tip	Notes
Locust Rd	Wilmette	02-13-0003	Construction	Nov. 2018	\$ 2,256,389	\$ 1,674,983	Cost increase not yet authorized, \$545,086 in 2020 in TIP
Northfield Rd.	Northfield	02-16-0014	Construction	March 2019	\$ 1,222,900	\$ 1,222,900	
Howard Street	Evanston	02-16-0002	ENG II	Feb. 2019	\$ 167,516	\$ 162,637	Reflects Evanston's Portion though project is split with Chicago.
Central Ave.	Wilmette	02-13-0004	ENG II	Authorized Apr. 2019	\$ 462,812	\$ 462,812	Cost increase processed 4/19/2019
TOTAL					\$ 4,109,617	\$ 3,523,332	

Fiscal Year 20 Projects	Sponsor	TIP Number	Phase	Let	Correct Amount	In Tip	Notes
Austin/Oakton Intersection	Morton Grove	02-13-0002	ENG II	March 2019	\$ 14,002	\$ 14,002	Supplemental funds approved by IDOT, resubmitting amendments.
Austin/Oakton Intersection	Morton Grove	02-13-0002	Construction	March 2020	\$ 2,314,282	\$ 2,314,282	
Central Ave.	Wilmette	02-13-0004	Construction	Apr. 2020	\$ 4,069,631	\$ 4,069,631	Updated STP in TIP to reflect cost increase
Devon Avenue	Lincolnwood	02-16-0004	ENG II	2Q 2020	\$ 109,574	\$ 103,600	Reflects Lincolnwood's Portion though project is split with Chicago
Gross Point Road	Skokie	02-06-0035	ROW	4Q 2019	\$ 105,000	\$ 105,000	Waiting on agreement approval
Gross Point Road	Skokie	02-06-0035	Construction	Jun. 2020	\$ 2,525,000	\$ 2,852,000	Moved to FY 21 in TIP to maintain fiscal constraint
Howard Street	Evanston	02-16-0002	Construction	March 2020	\$ 2,324,580	\$ 2,256,874	Reflects Evanston's Portion though project is split with Chicago
Kenilworth Avenue	Kenilworth	02-16-0003	ENG II	October 2020	\$ 37,132	\$ 36,050	Authorized as of 10/15/19
Locust Rd	Wilmette	02-13-0003	Construction	2020	\$ 545,086	\$ 545,086	Project let. Waiting on additional funds to be authorized.
Skokie/Lake Intersection	Wilmette	02-16-0005	ENG II	May 2020	\$ 54,640	\$ 53,048	
Willow Road	Winnetka	02-06-0021	ENG II	2020	\$ 405,745	\$ 393,927	
TOTAL					\$ 10,176,388	\$ 10,415,216	

Post-Fiscal Year 20 Projects	Sponsor	TIP Number	Phase	Let	Correct Amount	In Tip	Notes
Devon Avenue	Lincolnwood	02-16-0004	Construction	March 2021	\$ 3,019,534	\$ 2,931,586	MYB. Reflects Lincolnwood's Portion though project is split with Chicago
Kenilworth Avenue	Kenilworth	02-16-0003	Construction	Jan. 2021	\$ 514,060	\$ 514,060	MYB.
Skokie/Lake Intersection	Wilmette	02-16-0005	Construction	March 2021	\$ 751,305	\$ 729,422	
Willow Road	Winnetka	02-06-0021	Construction	Likely 2021	\$ 2,543,290	\$ 2,469,214	MYB.
TOTAL					\$ 6,828,189	\$ 6,644,282	



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: Subregional Planning Liaisons and CDOT staff

Cc: Council of Mayors Executive Committee, STP Project Selection Committee

From: CMAP Staff

Date: October 18, 2019

Re: FFY 2021 – 2025 Local STP programming marks

In accordance with the terms of the Surface Transportation Program (STP) agreement between the Council of Mayors and City of Chicago, CMAP staff has prepared programming marks for the subregional councils and City of Chicago for federal fiscal years (FFYs) 2021 through 2025 (Table 1). The allotment each year is conservatively assumed to be the same as the FFY 2020 allotment to the CMAP region (\$144,709,745), adjusted each year to account for the STP-Shared Fund set-aside, and is subject to adjustment prior to the beginning of each FFY based on the actual amount of federal funds allotted to the CMAP region.

Table 1. FFY 2021-2025 STP-L Programming Marks

Council	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25
Central	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Chicago	\$57,483,991	\$53,874,994	\$52,251,747	\$52,251,747	\$52,251,747
DuPage	\$12,178,598	\$12,681,337	\$12,235,052	\$12,235,052	\$12,235,052
Kane/Kendall	\$9,008,966	\$8,656,711	\$8,325,415	\$8,325,415	\$8,325,415
Lake	\$8,148,133	\$7,819,790	\$7,512,406	\$7,512,406	\$7,512,406
McHenry	\$3,879,276	\$3,669,512	\$3,480,707	\$3,480,707	\$3,480,707
North Central	\$3,890,830	\$3,680,745	\$3,491,619	\$3,491,619	\$3,491,619
North Shore	\$4,145,394	\$4,355,692	\$4,147,282	\$4,147,282	\$4,147,282
Northwest	\$9,269,713	\$8,910,214	\$8,571,675	\$8,571,675	\$8,571,675
South	\$6,740,451	\$7,141,126	\$6,853,132	\$6,853,132	\$6,853,132
Southwest	\$4,831,670	\$5,440,765	\$6,039,214	\$6,039,214	\$6,039,214
Will	\$7,661,747	\$7,390,142	\$7,095,034	\$7,095,034	\$7,095,034
Total	\$130,238,771	\$126,621,027	\$123,003,283	\$123,003,283	\$123,003,283

The programming marks were developed by applying the performance-based formula included in the STP agreement:

$$\text{Council Mark } (\$) = \text{Regional Mark}(\$) \times \text{Performance } (\%)$$

where:

$$\text{Performance } (\%) = \left(\frac{\text{Council } M_1}{\text{Region } M_1} + \frac{\text{Council } M_2}{\text{Region } M_2} + \frac{\text{Council } M_3}{\text{Region } M_3} + \frac{\text{Council } M_4}{\text{Region } M_4} + \frac{\text{Council } M_5}{\text{Region } M_5} \right) / 5$$

“Council” in this formula means each of the eleven individual subregional councils and the City of Chicago. M_1 , M_2 , etc. represent the individual performance measures, which are weighted equally, and the 5 in the formula is the number of measures. Each measure is described in detail below. Table 2 contains a summary of each council’s performance data.

Pavement Condition

Measured as lane-miles in poor condition as defined in 23 CFR 490. CMAP hired a consultant to collect pavement condition data on all non-National Highway System (NHS) federal aid eligible roads under local jurisdiction in the region in 2018. For the NHS and Highway Performance Monitoring System (HPMS) roads under local jurisdiction, CMAP used IDOT’s pavement condition data of similar vintage. To calculate pavement condition according to 23 CFR 490, the data collected included International Roughness Index (IRI), cracking percent, rutting, and faulting. For asphalt pavement or jointed concrete pavement, at least two of the condition values (IRI, cracking percent, and rutting for asphalt pavement and IRI, cracking percent, and faulting for jointed concrete pavement) need to be defined as “poor” for the segment condition to be defined as “poor.” For continuous reinforced concrete pavement two of the condition values (IRI and percent cracking) need to be defined as “poor” for the segment condition to be defined as “poor.” The total lane-miles of pavement in poor condition was totaled within each council.

Congestion

Measured as the peak hour excessive delay (PHED) as defined in 23 CFR 490 and tabulated as annual person-hours of delay. Excessive delay is incurred when travel times are longer than the travel time at 20 mph or 60% of the posted speed limit travel time, whichever is greater. Peak travel hours are defined as 6:00 – 10:00 am and 4:00 – 8:00 pm. Total excessive delay is weighted by vehicle volumes and occupancy. CMAP obtained 2018 traffic speed data from IDOT collected by the firm HERE. If a local-jurisdiction federal aid road link did not have any speed data available for the analysis, CMAP used the council average to fill in the missing data for that link. Speed limit and volume data for 2018 were obtained from the Illinois Roadway Information System (IRIS) produced annually by IDOT. The total PHED by council was calculated by summing the annual hours of excessive delay on all local jurisdiction federal aid eligible roadways within each council.

Safety

Measured as the number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract. The data includes fatal and serious injury crashes occurring within the council boundary on local jurisdiction federal aid roads. The analysis was based on 2016 crash data because changes in IDOT's processing of the 2017 data incorrectly assigned crashes on the local jurisdiction federal aid eligible system.

Bridge Condition

Measured as square feet of deck area on bridges in poor condition as defined in 23 CFR 490. CMAP obtained 2018 bridge condition data from the National Bridge Inventory (NBI). 23 CFR 490 defines a bridge as in poor condition when the deck, substructure, or superstructure is rated as 4 or below. The square footage of deck area for all local jurisdiction bridges in poor condition within each council was totaled.

SOV Travel

Measured as the total number of single occupant vehicle (SOV) commuters based on the most recent US Census Bureau American Community Survey (ACS). CMAP tabulated 2017 ACS five-year data for workers that drove alone by council area.

Table 2. Council Performance Data

Council	Lane-miles in poor condition	Peak hour excessive delay (annual hours)	Number of annual serious & fatal crashes	Sq. ft. of deck on bridges in poor condition	Number of SOV commuters
Central	18.10	217,745.84	62	7,888	81,204
Chicago	264.04	6,994,241.60	1188	1,864,474	634,326
DuPage	192.62	1,515,929.58	229	64,440	365,003
Kane/Kendall	78.26	570,734.36	223	142,282	288,501
Lake	85.45	571,900.20	132	143,412	273,266
McHenry	34.85	158,262.97	84	72,409	135,260
North Central	37.82	363,194.90	95	37,400	110,924
North Shore	65.32	454,275.36	110	33,906	96,248
Northwest	196.39	663,250.22	122	14,877	291,745
South	156.01	262,594.12	187	37,355	175,883
Southwest	134.09	312,678.44	117	84,505	138,765
Will	82.85	563,514.24	163	98,126	249,422
Total	1,346	12,648,322	2,712	2,601,075	2,840,547

Applying equal weights to each of the five measures, each council's total performance was calculated and is shown in Table 3.

Table 3. Total performance by Council

Council	Pavement Condition	Congestion	Safety	Bridge Condition	SOV Travel	Total performance
Central	1.35%	1.72%	2.29%	0.30%	2.86%	1.70%
Chicago	19.62%	55.30%	43.81%	71.68%	22.33%	42.55%
DuPage	14.31%	11.99%	8.44%	2.48%	12.85%	10.01%
Kane/Kendall	5.82%	4.51%	8.22%	5.47%	10.16%	6.84%
Lake	6.35%	4.52%	4.87%	5.51%	9.62%	6.17%
McHenry	2.59%	1.25%	3.10%	2.78%	4.76%	2.90%
North Central	2.81%	2.87%	3.50%	1.44%	3.91%	2.91%
North Shore	4.85%	3.59%	4.06%	1.30%	3.39%	3.44%
Northwest	14.59%	5.24%	4.50%	0.57%	10.27%	7.04%
South	11.59%	2.08%	6.90%	1.44%	6.19%	5.64%
Southwest	9.96%	2.47%	4.31%	3.25%	4.89%	4.98%
Will	6.16%	4.46%	6.01%	3.77%	8.78%	5.84%
Total	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

The total performance for each council from Table 3 was multiplied by the regional mark for the local programs, then, per the agreement, the results of the formula were “smoothed” to prevent any council from receiving less than \$3 million in any year, and to prevent any council from receiving 10% more or less than their FFY 2017 mark in the first FFY and 20% more or less than their FFY 2017 mark in the second year. The smoothing process is iterative, requiring the addition or subtraction of funds to be applied proportionally across councils until the required thresholds are satisfied. The smoothed application of the performance-based formula results in the programming marks provided in Table 1.

###

North Shore Council of Mayors

Surface Transportation Program (STP) Project Application

Application Instructions

1. Before submitting a project application, the applicant must contact the Planning Liaison to discuss the proposed project. It is highly encouraged for project sponsors to also meet with IDOT Bureau of Local Roads staff to discuss project scoping.
2. Certain sections of the application may not apply to the applicant's project. If this is the case, please leave these sections blank.
3. Project applications and the necessary exhibits should be submitted to kjohnson@nwmc-cog.org. Hard copies are discouraged.
4. The deadline to submit project applications is March 15.

General Information

1. Name of Municipality/Lead Agency: Click or tap here to enter text.
2. Contact Person: Click or tap here to enter text.
3. Contact Phone: Click or tap here to enter text.
4. Contact Email: Click or tap here to enter text.
5. Project Title: Click or tap here to enter text.
6. Project limits:
 - a. First reference point/street: Click or tap here to enter text.
 - b. Second reference point/street: Click or tap here to enter text.

Existing and Proposed Condition

1. Describe the existing condition:
Click or tap here to enter text.
2. Describe the proposed improvements:
Click or tap here to enter text.
3. What are the work types? (see guide attached)
Click or tap here to enter text.

Scope of Project

1. Please enter the scope of work for the project:
Click or tap here to enter text.

Safety

1. Is there a safety issue at this location that will be addressed by the proposed project? Choose an item.
2. If yes, please check all safety improvements expected to be included in the project on the attached Safety Sheet. If improvement is not listed, please describe it below:
Click or tap here to enter text.

Congestion Mitigation *(If project does not address congestion mitigation, leave this section blank)*

1. Does the project improve the level of service (LOS)? Choose an item.
2. If yes, please select the current LOS category and the degree of improvement. Attach LOS analysis as evidence of improvement:
 - a. Pre-implementation LOS: Choose an item.
 - b. LOS Improvement: Choose an item.

Project Readiness

1. Has Phase I Engineering been initiated with IDOT? Choose an item.
2. Has a Phase I Project Development Report been submitted to IDOT? Choose an item.
3. Has the project received Design Approval from IDOT? Choose an item.

Local Needs

1. Has the lead municipality/project sponsor had an STP-funded project within the last 10 years? Choose an item.
2. Has the lead municipality/project sponsor had an STP-funded project within the last 5 years? Choose an item.
3. Is the project included within a local, subregional, or regional plan? If yes, please provide a link to the plan, and/or include the relevant plan excerpt with your application. Choose an item. Link to plan (if applicable): Click or tap here to enter text.

Complete Streets/Multimodal

1. Describe any transit or transit access improvements: Click or tap here to enter text.
2. Describe any pedestrian or pedestrian network improvements, including ADA improvements if applicable: Click or tap here to enter text.
3. Describe any bicycle or bicycle network improvements: Click or tap here to enter text.

Green Infrastructure

1. Does the project incorporate bioretention, bioswale, street trees, permeable pavement, or native plants? Choose an item.
2. Does the project incorporate another green infrastructure element? Choose an item. If yes, please explain: Click or tap here to enter text.

Transit Supportive Land Use*

1. Has a project adjacent zoning district eliminated parking minimums? Choose an item.
2. Does a project adjacent zoning district have parking maximums? Choose an item.
3. Does a project adjacent zoning district allow for greater than 16 dwelling units/acre? Choose an item.
4. Does a project adjacent zoning district allow for shared parking? Choose an item.
5. Does project adjacent zoning district require parking behind, to the side, or underneath buildings? Choose an item.
6. Does project adjacent zoning district allow for between 6 and 16 dwelling units/acre? Choose an item.

*If applicable, please attach relevant zoning code/map that demonstrates eligibility for these criteria

Project cost estimate

	Federal		Local			Total
	STP	Other (ITEP, CMAQ, Etc.)	Municipal	State	County	
Phase I Engineering (only for CMAQ/TAP projects)	N/A	Click or tap here to enter text.	Click or tap here	Click or tap	Click or tap here	Click or tap here to enter text.

			to enter text.	here to enter text.	to enter text.	
Phase II Engineering	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.
Right-Of-Way Acquisition	N/A	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.
Construction (includes Phase III Engineering)	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.

Please note: The North Shore Council of Mayors limits the funding a single project can receive to \$5 million.

Project Schedule (*list date*)

- | Activity | Estimated Date |
|---|-------------------------------|
| 1. Initial Phase I Engineering Kick-off Meeting: | Click or tap to enter a date. |
| 2. Submit draft Phase I Engineering Report (PDR) to IDOT (3-6 month review period) | Click or tap to enter a date. |
| 3. Submit Final PDR: (BLR 19100 without report) | Click or tap to enter a date. |
| 4. Submit Draft Local Agency Agreement (BLR 5310) for Phase II Engineering: | Click or tap to enter a date. |
| 5. Phase I Engineering Design Approval: | Click or tap to enter a date. |
| 6. Execute Local Agency Agreement (BLR 5310) for Phase II Engineering: | Click or tap to enter a date. |
| 7. Submit of Pre-Final Plans w/ Estimates to IDOT (1-4 month review period) | Click or tap to enter a date. |
| 8. Submit Draft Local Agency Agreement (BLR 5310) for Construction and Phase III Engineering Agreement: | Click or tap to enter a date. |

- | | |
|---|-------------------------------|
| 9. Submit final Plans, Spec. & Estimates (PS&E): | Click or tap to enter a date. |
| 10. Execute Local Agency Agreement (BLR 5310) for Construction and Phase III Engineering Agreement: | Click or tap to enter a date. |
| 11. Right-of-Way Certification (if applicable): | Click or tap to enter a date. |
| 12. Target Letting: | Click or tap to enter a date. |

Required Documents

1. Please submit the following with this application
 - a. Map showing location of project within the region
 - b. Map showing location of project within municipality
 - c. Existing typical section
 - d. Proposed typical section
 - e. Completed Safety Sheet, if applicable
 - f. Evidence of level of service (LOS) improvement, if applicable
 - g. Evidence of eligibility for transit supportive land use criteria
 - h. Local, regional or state plans that include project (excerpt from plan is acceptable)

STP Safety Sheet

Facility		Check all that apply:	Countermeasure
Intersection	Signal/Stop Control	<input type="checkbox"/>	Convert stop/yield control to signal
		<input type="checkbox"/>	Convert pedestal to mast arm
		<input type="checkbox"/>	Convert span wire to mast arm
		<input type="checkbox"/>	Improve signal visibility
		<input type="checkbox"/>	Install pedestrian countdown timer
		<input type="checkbox"/>	Install adaptive signal control
		<input type="checkbox"/>	Add protected phase to left turn
		<input type="checkbox"/>	Increase all red clearance interval
		<input type="checkbox"/>	Provide flashing beacons at stop controlled intersections
	Turn Lanes	<input type="checkbox"/>	New turn lane (none present)
		<input type="checkbox"/>	Add turn lane (to existing)
		<input type="checkbox"/>	Extend turn lane
		<input type="checkbox"/>	Positive left turn lane offset
		<input type="checkbox"/>	
	General	<input type="checkbox"/>	Remove minor approach left turns (use right turn and downstream U-turn)
		<input type="checkbox"/>	Increase intersection radii
<input type="checkbox"/>		Convert signal to roundabout	
<input type="checkbox"/>		Convert stop/yield control to roundabout	

		<input type="checkbox"/>	Improve intersection lighting	
		<input type="checkbox"/>	Convert unsignalized intersection warning beacons from static to dynamic	
<input type="checkbox"/>		Improve skew angle – 3 leg intersection		
<input type="checkbox"/>		Improve skew angle – 4 leg intersection		
<input type="checkbox"/>		Median treatment for pedestrian/bike safety (pedestrian island)		
<input type="checkbox"/>		Implement systemic signing and visibility improvements		
<input type="checkbox"/>		Improve at-grade pedestrian crossing		
Segments	General	<input type="checkbox"/>	Intelligent Transportation System for Advanced Traffic Management	
		<input type="checkbox"/>	Alignment reconstruction	
		<input type="checkbox"/>	Shoulder/clear zone improvement	
		<input type="checkbox"/>	Add shoulder where not provided (0'-4')	
		<input type="checkbox"/>	Add shoulder where not provided (4' or greater)	
		<input type="checkbox"/>	Access management	
		<input type="checkbox"/>	Improve roadway lighting	
		<input type="checkbox"/>	Add sidewalk	
		<input type="checkbox"/>	Add bike lane	
		<input type="checkbox"/>	Add separate 10' mixed-use trail	
		<input type="checkbox"/>	Install curve warning signs	
		<input type="checkbox"/>	Install raised median	
		<input type="checkbox"/>	Install guardrail	
		<input type="checkbox"/>	Install median barrier	
		<input type="checkbox"/>	Install centerline rumble strips	
		<input type="checkbox"/>	Increase pavement friction	
		<input type="checkbox"/>	Prohibit on-street parking	
		Lane Configuration	<input type="checkbox"/>	Widen travel lanes (by 2'-3')
			<input type="checkbox"/>	Widen 2-lane to 4-lane divided
			<input type="checkbox"/>	Widen 2-lane to 6-lane divided
			<input type="checkbox"/>	Widen 4-lane to 6+-lane divided
			<input type="checkbox"/>	Addition of truck climbing/passing lanes
			<input type="checkbox"/>	Two-Way-Left-Turn-Lane – 4 to 5-lane conversion
			<input type="checkbox"/>	Two-Way-Left-Turn-Lane – 2 to 3-lane conversion
			<input type="checkbox"/>	Pavement re-utilization (road diet)
		<input type="checkbox"/>	Convert from 2-way to 1-way traffic	
		Bridges	<input type="checkbox"/>	Widen shoulders
			<input type="checkbox"/>	Widen 2-lanes to 4-lane divided
	<input type="checkbox"/>		Widen 2-lane to 6-lane divided	
	<input type="checkbox"/>		Widen 4-lane to 6+-lane divided	

NORTH SHORE COUNCIL OF MAYORS

STP Safety Scoring CRF's

Countermeasure	CRF (%)
Access management	25
Add bike lane	15
Add protected phase to left turn	54
Add separate 10' mixed-use trail	20
Add shoulder where not provided (0'-4')	25
Add shoulder where not provided (4' or greater)	35
Add sidewalk	10
Add turn lane (to existing)	3
Addition of truck climbing/passing lanes	20
Alignment reconstruction	15
Convert from 2-way to 1-way traffic	47
Convert pedestal to mast arm	45
Convert signal to roundabout	60
Convert span wire to mast arm	20
Convert stop/yield control to roundabout	80
Convert stop/yield control to signal	35
Convert unsignalized intersection warning beacons from static to dynamic	5
Extend turn lane	3
Implement systemic signing and visibility improvements	15
Improve at-grade crossing	15
Improve intersection lighting	55
Improve roadway lighting	30
Improve signal visibility	15
Improve skew angle - 3 leg intersection	30
Improve skew angle - 4 leg intersection	40
Increase all red clearance interval	14
Increase intersection radii	5
Increase pavement friction	24
Install adaptive signal control	13
Install centerline rumble strips	9
Install curve warning signs	35
Install median barrier	30
Install pedestrian countdown timer	70
Install raised median - 2 lane road	39
Install raised median - multi-lane road	22
Install new guardrail	47
Intelligent Transportation System for Advanced Traffic Management	10
Median treatment for pedestrian/bike safety (pedestrian island)	9
New turn lane (none present)	15
Pavement re-utilization (road diet)	45
Positive left turn lane offset	36
Prohibit on-street parking	22
Provide flashing beacons at stop controlled intersections	28
Remove minor approach left turns (use right turn and downstream U-turn)	35

Shoulder/clear zone improvement	35
2 to 3-lane roadway conversion (TWLTL)	25
4 to 5-lane roadway conversion (TWLTL)	55
Widen 2-lane to 4-lane divided (road or bridge)	20
Widen 2-lane to 6-lane divided (road or bridge)	25
Widen 4-lane to 6+-lane divided (road or bridge)	15
Widen shoulders (bridge)	5
Widen travel lanes (by 2'-3')	20

NORTHWEST MUNICIPAL CONFERENCE

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



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TO: North Shore Council of Mayors Technical Committee

FROM: Kendra Johnson, Program Associate for Transportation

DATE: November 13, 2019

RE: North Shore Council of Mayors Technical Committee Meeting Dates for FFY 2020

Below are the proposed North Shore Council of Mayors Technical Committee meeting dates for 2020. All meetings will be held at Skokie Village Hall, 5127 Oakton St, with the exception of January's meeting, which is intended to be held in conjunction with a Call for Projects workshop at NWMC offices.

Thursday	November 13, 2019	8:30 a.m. – Skokie Village Hall
Friday	January 10, 2020	8:30 a.m. – NWMC Offices
Thursday	April 9, 2020	8:30 a.m. – Skokie Village Hall
Thursday	May 21, 2020	8:30 a.m. – Skokie Village Hall
Thursday	August 20, 2020	8:30 a.m. – Skokie Village Hall

Table 1: Proposed Call for Projects Schedule

	Shared Fund	Council Programs	CDOT Programs
Call for Projects Issued	January 2019	January 2020	n/a - internal
Project Applications Due	March 2019	March 2020	n/a - internal
Project evaluation and ranking	April – August 2019	April – August 2020	April – August 2020
Staff recommended active and contingency programs published for review	CMAP staff and the STP Project Selection Committee	Council staff and Council Committees	CDOT staff and internal CDOT committee(s)
Committee reviews			
Public Comment			
Committee approvals of final active program for inclusion in the CMAP TIP and final contingency program			
CMAP TIP Amendment (excluding contingency projects, and projects requiring conformity analysis) considered	September 2019 CMAP Transportation Committee	September 2020 CMAP Transportation Committee	September 2020 CMAP Transportation Committee
Final Approval of TIP Amendment	October 2019 MPO Policy Committee	October 2020 MPO Policy Committee	October 2020 MPO Policy Committee
<i>If needed:</i> Semi-annual conformity analysis release for public comment	January 2020 CMAP Transportation Committee	January 2021 CMAP Transportation Committee	January 2021 CMAP Transportation Committee
<i>If needed:</i> Approval of semi-annual conformity analysis	March 2020 MPO Policy Committee	March 2021 MPO Policy Committee	March 2021 MPO Policy Committee

Project evaluations shall be based on published ranking and programming methodologies. It is anticipated that a staff recommended active program of projects and contingency program will be announced at the conclusion of the evaluation period. Appropriate committee reviews and a public comment period of at least 30 days will follow, with final council, CDOT, and/or STP Project Selection Committee approval of recommended programs for inclusion in the CMAP TIP completing the review process.

While it is expected that the City of Chicago will not hold a traditional call for projects, a staff recommended active and contingency programs (defined below) shall be developed. These