



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Jeffery Schielke, Chairman
Mayor, City of Batavia
Kane/Kendall Council

Leon Rockingham, Jr., 1st Vice Chair
Mayor, City of North Chicago
Lake Council

Eugene Williams, 2nd Vice Chair
Mayor, Village of Lynwood
South Council

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North Shore Council

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Northwest Council

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Central Council

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Southwest Council

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DuPage Council

John Skillman
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Glenn Ryback
President, Village of Wadsworth
Lake Council

Richard Mack
President, Village of Ringwood
McHenry Council

Robert Nunamaker
President, Village of Fox River Grove
McHenry Council

Roger Claar
Mayor, Village of Bolingbrook
Will Council

Jim Holland
Mayor, Village of Frankfort
Will Council

Annotated Agenda January 28, 2020 – 9:30 a.m. CMAP, 233 South Wacker Drive, Suite 800 Cook County Conference Room

- 1.0 Call to Order/Introductions 9:30 a.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – Oct 29, 2019**
ACTION REQUESTED: Approval
- 4.0 STP Project Selection Committee Update**
Staff will provide an update on activities of the STP Project Selection Committee.
ACTION REQUESTED: Information
- 5.0 Transportation Programming Updates**
- 5.1 Surface Transportation Program – Locally Programmed (STP-L)**
Staff will provide an update on the status of the FFY 2020 local program.
ACTION REQUESTED: Information
- 5.2 IDOT Bureau of Local Roads Update**
Current topics and updates from IDOT Local Roads will be shared.
ACTION REQUESTED: Information
- 6.0 Unified Work Program (UWP)**
The Planning Liaison (PL) program is funded with Federal Metropolitan Planning funds, as allocated in the Unified Work Program. Local matching funds are provided by each local Council. The PL program receives funds to assist CMAP, as the Metropolitan Planning Organization for northeastern Illinois, in meeting federal transportation planning requirements. The draft scope of services and FY 2021 funding proposal are included for your consideration.
ACTION REQUESTED: Approval

7.0 Grade Crossing Prioritization Studies

Staff will present an update regarding ongoing grade crossing delay and prioritization studies.

ACTION REQUESTED: Information

8.0 Local Technical Assistance (LTA) Program

Staff will present a summary of applications received from the 2019 joint CMAP and RTA call for projects and provide a general update on the program.

ACTION REQUESTED: Information

9.0 Legislative Discussion/Update

Staff will provide an update on relevant legislative activities.

ACTION REQUESTED: Information

10.0 Other Business

11.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair’s discretion. It should be noted that the time for the public comment period will immediately follow the last item on the agenda.

12.0 Next Meeting

The next meeting is scheduled for April 14, 2020

13.0 Adjournment

Council of Mayors Executive Committee Members:

- | | | |
|-------------------------------|---------------------------------|------------------------------|
| ___ President Len Austin | ___ Mayor Jim Holland | ___ President Lawrence Levin |
| ___ President Dave Brady | ___ President Lawrence Levin | ___ President John Skillman |
| ___ Mayor Roger Claar | ___ President Richard Mack | ___ President Erik Spande |
| ___ President Karen Darch | ___ President Robert Nunamaker | ___ Mayor Joseph Tamburino |
| ___ President Jim Discipio | ___ Mayor Leon Rockingham, Jr** | ___ Mayor George Van Dusen |
| ___ President Mike Einhorn | ___ President Glenn Ryback | ___ President Mary Werner |
| ___ President Alice Gallagher | ___ Mayor Jeffery Schielke* | ___ Mayor Eugene Williams** |
| ___ President Tom Hayes | ___ Mayor Jeffrey Sherwin | * Chairman |
| | | ** Vice-Chairman |



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Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee Meeting Minutes

October 29, 2019

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Members Present: Mayor Jeffery Schielke, Chairman, President Dave Brady, President Alice Gallagher, President Tom Hayes, Mayor Jim Holland, President Lawrence Levin, Mayor Leon Rockingham, President Glenn Ryback, Mayor Mary Werner

Staff Present: Patrick Day, Aidan Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Maggie Jarr, Kathy Lane, Jen Maddux, Amy McEwan, Stephane Phifer, Russell Pietrowiak, Todd Schmidt, Matt Stern, Simone Weil

Others Present: Philip Banea, Len Cannata, David Castillo, Jack Cruikshank, Emily Daucher, John Donovan, Jackie Forbes, Mike Fricano, Kendra Johnson, Emily Karry, Kurt Keifer, Mike Klemens, Daniel Knickelbein, Feroz Nathani, Kelsey Passi

1.0 Call to Order and Introductions

The meeting was called to order at 9:35 a.m. by Chairman Schielke.

2.0 Agenda Changes and Announcements

Chairman Schielke welcomed President Tom Hayes of Arlington Heights, representing the Northwest Council, and CMAP Chief of Staff, Amy McEwan.

3.0 Approval of Minutes

A motion to approve the minutes of the August 20, 2019 meeting, as presented, made by President Levin, and seconded by President Ryback, carried.

4.0 Proposed Meeting Dates 2020

A motion by President Ryback, seconded by President Hayes, to approve the 2020

meeting schedule as proposed, carried. Mayor Schielke noted that he will be unable to attend the April 14, 2020 meeting.

5.0 STP Project Selection Committee Update

Ms. Dobbs provided an update on the committee's actions at their September 5, 2019 meeting and upcoming discussion items for the next meeting scheduled for October 31, 2019.

6.0 FFY2021 25 STP-Local Programming Marks

Ms. Dobbs provided highlights of the memo included in the packet. Mayor Schielke thanked staff and stated that having marks based purely on data and math provides fairness to all parties. He noted that the region needs state and federal agencies to keep their promises to keep funding flowing and that it is the responsibility of this committee to speak up if they fail to do so. Mayor Rockingham stated that the process to get to the programming marks presented today started two years ago and that it took a lot of work by all involved to get here. He noted that although the estimated Lake Council mark developed in 2017 was higher than the final marks presented today, the process to develop the marks was fair and transparent and it is the council's responsibility to adjust their programming. Mayor Holland asked if the work done satisfies federal concerns. Mayor Schielke stated that it should and noted that the region cannot just select projects for funding and let them sit on the table; projects have to move along. He added that when this process started, he and others were skeptical but the results thus far have been good. President Levin stated that this process proceeded in a very orderly, objective, and fair way, which is unique in Illinois. He added his thanks to all involved. Mayor Schielke stated that the work done is an example of government at its best and is an example for all.

7.0 Transportation Programming Updates

7.1 Surface Transportation Program – Locally Programmed (STP-L) Expenditures

Mr. Pietrowiak provided a summary of FFY 2019 local STP expenditures, noting that a total of \$190 million was obligated, including fifteen projects utilizing over \$4 million in STP funds each, four bridge projects utilizing \$24 million, ten intersection improvements utilizing \$18 million, eighteen reconstruction projects utilizing \$69 million, and 26 resurfacing projects utilizing \$50 million. He also stated that FFY 2020 has only \$133 million available to program in the TIP. At this time staff estimates that projects targeting construction lettings after March cannot be programmed in FFY 2020. Thus far no projects have missed a targeted letting and it is CMAP's hope that this continues. However, this could affect councils' FFY 2021 programs, if additional projects have to be accommodated in FFY 2021 that were not let in FFY 2020. He reported that CMAP is in regular communication with IDOT and is working to secure additional funds. Staff will

be working closely with planning liaisons ahead of each TIP change deadline to monitor project status and make appropriate TIP changes.

7.2 IDOT Bureau of Local Roads Update

No report.

8.0 Embedded Staff Planner (ESP) Program Update

Mr. Day provided an overview of the ESP program. He explained that the program will start with a four-year pilot with six municipalities so that it can be properly scoped and scaled based on a real-time understanding of community needs. He also reviewed the work to date in the first two pilot communities of Sauk Village and Calumet Park, including presentation of action plans to respective Village Boards for the next 6 months. President Gallagher asked if all six pilot program communities have been identified and what the plan is when CMAP staff leaves the communities. Mr. Day stated that the remaining four communities have not been selected and that a transition period of three to six months is planned for CMAP staff to work with the communities to hand-off tasks to in-house staff. He noted that CMAP staff are tracking the time they spend on specific activities in order to make recommendations for the level of effort that will be needed to continue those activities when they leave. Those recommendations could include hiring a full- or part-time staff planner, hiring a consultant to fill the planning role, sharing staff with a neighbor, etc. The desire is to not just leave the community with a planning document, but to leave them with a recommendation that will allow them to continue planning in the future. Mayor Rockingham noted that this is a great program. Mayor Schielke stated that he gets questions about CMAP from other mayors, such as could CMAP assist with bringing in contract ambulance services or reapportioning municipal districts following the 2020 census, which could be very politically sensitive. Mr. Day noted that part of the Calumet Park action plan is to review all of the services that the village is contracting for currently, with particular attention to services most relevant to long-range planning and implementation. He added that CMAP is willing to step into complex issues and that executive staff provide great guidance, so assistance that meets local needs for a variety of topics can be considered. Mayor Schielke suggested that CMAP could also compile some case studies about issues such as police or fire service consolidation that can be shared with communities experiencing challenges.

9.0 Pavement Management

Mr. Schmidt provided a brief overview of CMAP's work to collect pavement condition data and provide pavement management program assistance to communities. He introduced Dr. Kurt Keifer from Gorrondona & Associates, who provided an overview of the pavement management system process and results. He reported that communities are receiving not only condition data, but also analysis of investment scenarios that will help those communities select the right treatments and right

investment levels to reach their pavement condition goals. President Levin asked if there has been an opportunity for collaboration between the communities and IDOT to coordinate activities. Mr. Schmidt stated that could be explored as a next step. In response to a question from President Ryback, Dr. Keifer stated that seal coating is most appropriate for residential areas, without heavy traffic.

10.0 Legislative Discussion/Update

Mayor Schielke noted there was no staff report and shared the City of Batavia's recent experiences with an outbreak of Legionnaires' disease. He noted that the experience illustrated the need for additional staff at the state Department of Health, which is a common theme for state agencies. He suggested that the Council of Mayors should provide leadership in advocating for state agency funding and should keep in close touch with their legislators. Mayor Schielke also reported that he, Mayor Holland and President Ryback were part of a group of suburban mayors that met with Mayor Lori Lightfoot last week. He stated he was pleased by her regional view and desire for communication and collaboration with the suburbs.

11.0 Other Business

There was no other business before the Council of Mayors Executive Committee.

12.0 Public Comment

There was no public comment.

13.0 Next Meeting

The next Council of Mayors Executive Committee meeting is scheduled for January 20, 2020.

14.0 Adjournment

On a motion by President Ryback, seconded by Mayor Holland, the meeting adjourned at 10:49 a.m.

Respectfully submitted,



Kama Dobbs

To: CMAP Council of Mayors Executive Committee

From: Leonard B. Cannata, North Central Council
Mike Klemens, Lake County Council

Date: January 14, 2020

Subject: Unified Work Program Funding Request

Introduction

In anticipation of submitting a proposal for FY 2021 Unified Work Program (UWP) funding, the Council of Mayors Planning Liaisons present this summary document describing the proposal process and the relevance of UWP funding to the Council of Mayors Executive Committee.

Background

Federal legislation requires that the planning and programming of federal transportation funding in metropolitan areas be conducted as a continuing, cooperative and comprehensive process. To facilitate this process, the federal government mandates the establishment of decision-making boards called Metropolitan Planning Organizations (MPOs) and provides planning funds to staff and house them. In Northeastern Illinois, the CMAP MPO Policy Committee serves this role. Federal planning funds are catalogued annually in the CMAP Unified Work Program (UWP) and are known locally as UWP funds. UWP funding supports the activities of multiple agencies including CMAP, CTA, the City of Chicago, Metra, Pace, RTA, county DOTs, as well as other agencies that may compete for the funding. Most relevant to this committee, UWP funding supports the Regional Council of Mayors Planning Liaison (PL) Program. The PL program includes the cost of staff (called Planning Liaisons or PLs) and overhead for each Council, with the intention of fostering strategic participation by local officials in the region's transportation process. A major component of this work is the administration of the local Surface Transportation Program (STP). This program gives to each Council of Mayors project selection and programming authority over an annual allocation of federal transportation funds.

General UWP Process

The distribution of UWP funding is administered by the CMAP UWP Committee. Committee membership includes representation from the City of Chicago, CTA, CMAP, Council of Mayors, Counties, IDOT, Metra, PACE, RTA, FHWA, FTA and IEPA.

Currently, Mayor Eugene Williams of the Village of Lynwood represents the Council of Mayors on that body. On an annual basis, the UWP Committee opens a call for projects and accepts proposals for funding. Proposals are considered for both a core and a competitive program. The core program funds all projects that are required to meet federal requirements. Any funding that remains after these needs are met is distributed on a competitive basis to projects that support regional priorities. The UWP priorities followed for the last five years align with the regional priorities described in the On To 2050 Plan.

The following UWP priorities with the regional priorities described in the ON TO 2050 Plan will guide the FY2021 Call for Projects selection process:

- **Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use.** The continuation of work to further ON TO 2050's list of fiscally constrained regionally significant projects is another planning area. Potential work includes planning for the inclusion of transit or bike/ped components as part of major highway projects, advancing projects through discretionary funding programs, and planning for supportive land use around transportation, among other efforts.
- **Local Technical Assistance and the Formation of Collaborative Planning Efforts.** A major emphasis area of ON TO 2050 is providing targeted technical assistance to local governments, particularly to interpret and implement the regional plan's recommendations at the local level. This may include planning for compact, walkable communities, including transportation investments to support infill development, as well as providing for alternative modes of transportation. Planning for joint efforts to provide local transportation services is also included here.
- **Modernization of the Public Transit System.** ON TO 2050's transit recommendations focus on making the transit system more competitive. Actions include developing policies for emerging technology to support and complement the transit system, studies to support improving the speed, frequency, and reliability of the transit system, revising highway design guidance to facilitate transit access, studies to support further fare and service coordination, and improving the effectiveness and accessibility of demand response services, particularly for persons with disabilities.
- **Leveraging the Transportation System to Promote Inclusive Growth.** ON TO 2050 is broadly concerned with ensuring economic opportunity is available to all residents of the region. The transportation system plays a role in this, as for example, research shows that minority residents have significantly longer commutes than others and transportation fees can weigh most on lower-income persons. Proposals should address any of the numerous facets of equity and transportation identified in ON TO 2050, such as developing culturally relevant outreach methods, establishing performance measures that track progress towards reflecting community demographics, and demonstrating the impact of public engagement on project outcomes. They may also include planning to support transportation system access for those with disabilities, studying strategies to reduce burden of transportation fees, fares, and taxes on lower-income populations, and exploring new ways to provide targeted, flexible and/or on-demand transportation options in low-income or low-density areas, or for people with disabilities.
- **Harnessing Technology to Improve Travel and Anticipating Future Impacts.** Existing technologies can improve the performance of the transportation network, while in the long term, emerging technologies like connected and autonomous vehicles and private mobility services may have both positive and negative impacts on the region, such as increasing competition for curb space or causing excess vehicle miles traveled. Planning projects under this priority would address studying and implementing further coordination of traffic operations using technology, establishing pricing and regulatory frameworks for connected and autonomous vehicles and developing pilot projects, and adapting the public way to emerging technology and new mobility, among other efforts.

UWP Schedule

Call for Proposals	January 2, 2020
All Proposals Due (Core and Competitive)	January 30, 2020
UWP Meeting - Presentation of Proposals	February 11, 2020
UWP Committee members rank proposals	Due to CMAP February 28, 2020
CMAP prepares committee ranked proposals with funding allocation	March 4, 2020
UWP Meeting - Adopt FY 2020 Program	March 11, 2020
Transportation Committee considers approval of FY 2021 to MPO Policy Committee	April 3, 2020
CMAP Coordinating Committee considers approval of FY 2021 UWP to CMAP Board	April 8, 2020
Draft of the UWP book to IDOT	May 1, 2020
CMAP Board considers approval of proposed FY 2021 UWP	June 10, 2020
MPO Policy Committee considers approval of proposed FY 2021 UWP	June 11, 2020
Final UWP Document Released	June 2020

PL Grants

Each year, on behalf of the Councils of Mayors, the Planning Liaisons develop a proposal for the Planning Liaison (PL) Program to be considered for inclusion in the core program. This is presented to the Council of Mayors Executive Committee for approval prior to submitting it to the UWP Committee. The proposal includes a scope of work and a funding request. The FY 2021 proposal is attached. Historically, the “PL grants” have supported the equivalent of one or two Planning Liaisons for each Council of Mayors. As with most federal transportation grants, they require a local match. In previous years, two grants were available to each Council: an “80/20 grant” and a “50/50 grant”, so called because they require a 20% local match or a 50% local match, respectively.

The exact grant amounts for each Council are determined according to the following formula: Approximately 70% of the federal funding total is divided evenly among the 11 Councils. 10% of the total federal funding is then distributed proportionately to the Councils based on their 2010 population. These two distributions comprise the federal portion of the main PL position. The remaining 20% of the federal funding total is split between the Councils that opt to receive a second PL grant. The amount of funding for the second PL positions identical for all participating Councils. The spreadsheet documenting the distribution is included in the UWP proposal.

Today's Action

As noted above, the UWP Committee opened a call for proposals between January 2, 2020 and January 30, 2020. The Planning Liaisons discussed their anticipated scope of work and funding needs among themselves and with their Councils. They have developed a draft FY 2021 proposal and today present it for approval to the Council of Mayors Executive Committee. Upon approval, the proposal will be submitted to the UWP Committee.

FY 2021 Planning Liaison Scope of Services

The Planning Liaison (PL) Program is funded with Federal Metropolitan Planning funds, as allocated in the Unified Work Program (UWP). Local matching funds are provided by each local Council. The PL Program receives Core Supplemental funds to assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long Range Transportation Plan, Transportation Improvement Program, and Congestion Management System. The PL Program includes five general task areas described below that will be completed using the Core Supplemental budget as allocated in the FY 2021 UWP.

Deliverable	Completion Timeline	Comment
Quarterly report	Q1, Q2, Q3, Q4	Narrative and fund expenditures
Annual report	Q4	

Communication & Public Involvement

The PL program will be the basic communication link between CMAP and the suburban mayors. PL staff will attend CMAP Transportation Committee, MPO Policy Committee, CMAP Board, and other relevant meetings and provide information about CMAP transportation policies, programs and initiatives to local officials and stakeholders, will provide feedback regarding those issues to the CMAP staff, committees and Board and will ensure that CMAP is apprised of regional and sub-regional issues of importance to their communities. PLs will be responsible for keeping their Council membership updated with information through an email newsletter.

The PL program will actively work to assist CMAP staff with the implementation of ON TO 2050 through participation in the CMAP committee structure, facilitation of meetings and events, and distribution of information throughout the sub-regional areas. The PL staff are encouraged to use the CMAP developed Partner Toolkits to help with the distribution of information in Council newsletters and emails.

In accordance with federal metropolitan planning regulations, as an extension of the MPO, the councils shall provide the public with a reasonable opportunity to be involved in the transportation planning process. As such, the PL program will be responsible for conveying information about council transportation activities to council members and the general public via either a council website or the CMAP website. At a minimum, an up-to-date meeting calendar, meeting agendas and attachments, minutes of past meetings, and information regarding the council's STP program development and current status should be available in a timely manner and format that allows for reasonable public access to the decision-making process.

Deliverable	Completion Timeline	Comment
Calendar of council meetings	Q3 with updates as needed	For distribution to council members and interested parties and posting on the council website/web page(s)
Council meeting agendas, materials, and minutes	As needed per council schedule	For distribution to council members and interested parties and posting on the council website/web page(s)
Council website/web pages	Ongoing	For public access
Council newsletters and emails	Ongoing	For distribution to council members and interested parties and posting on the council website/web page(s)

Regional Planning Support and Technical Assistance

The PL program will provide staff assistance as part of the ON TO 2050 comprehensive regional planning effort. This includes being involved in the CMAP committee structure and providing technical and other support to help achieve CMAP objectives. The PL staff will participate in and provide input on local planning initiatives as well as regional and sub-regional planning efforts surrounding the Transportation Improvement Program, Congestion Management System, and ON TO 2050. The PL staff will represent the interests of the sub-regional councils when attending and participating in advisory groups, committees, and public meetings for regional or sub-regional planning efforts, and regionally significant projects.

The PL program will support the development and implementation of CMAP's Local Technical Assistance (LTA) program, the RTA's Community Planning program, *Invest in Cook*, and similar programs by providing program and funding opportunity information to local agencies, facilitating outreach efforts, assisting CMAP, the RTA, or other program sponsors with the assessment of applications, and facilitating communication with project sponsors during the implementation of projects.

The PL program shall maintain a high level of expertise on transportation planning topics by attending and actively participating in required local and regional trainings, meetings, and conferences. PL staff shall participate in periodic CMAP Planning Liaison Trainings as they are scheduled. Participation in state, and national training, meetings, and conferences is also both allowable and encouraged. The PL program is encouraged to participate in continuing education activities including, but not limited to, , CMAP's LTA, CMAQ, TAP, STP Shared Fund and other funding program information and training sessions, IDOT program administration and forms and processes training, and IDOT and state of Illinois GATA training, and may also include the annual IDOT Fall Planning Conference, the annual John Noel Public Transit Conference, IML meetings and conferences, FHWA and FTA training offered through NTI, and meetings and conferences by professional organizations such as APA, ITE, ASCE, AASHTO, NARC, and others. PL staff shall encourage appropriate local government participation in the same, and shall communicate procedural changes, new or updated regulations, and other appropriate information from these sessions to local government and transportation partners.

The PL program will provide technical support and assistance regarding transportation issues to CMAP and local governments. It will provide data and analysis regarding issues of importance to regional or sub-regional agencies. To that end, the PL program will assist in the collection of data for the annual obligation report by collecting local transportation obligations as well as assisting with coordination of training to assist all of the region's municipalities in implementing and improving asset management systems. The PL program will work with CMAP to provided technical assistance to connect lower capacity municipalities with partnership opportunities with other local government or agencies.

Deliverable	Completion Timeline	Comment
Program and funding information for Council members	Ongoing	For distribution to council members and interested parties and posting on the council website/web page(s)
Distribute training opportunity announcements	As needed	For distribution to council members and interested parties in newsletters and/or emails
Summaries of meetings, conferences, trainings, procedural changes, new or updated regulations, and other appropriate information	As needed	For distribution to council members and interested parties in newsletters and/or emails

Program Development – Surface Transportation Program

The PL program will support the region’s programming and management methods for the local Surface Transportation Program (STP) while managing the implementation of existing programs developed in prior years. PL staff shall actively participate in the implementation of Active Program Management (APM) policies for the shared fund and local programs, data collection for determination of funding distribution, and other related activities by attending STP project selection committee meetings, participating in PL and other meetings, facilitating presentations at sub-regional council meetings or events, and soliciting local government feedback and communicating that feedback to CMAP and the STP project selection committee. Discussions and actions on the programming and use of federal funds, including those that occur at individual Council meetings, must take place at open to public meetings with the opportunity for public comment.

In accordance with the agreement between the Council of Mayors and Chicago Department of Transportation regarding the distribution and active program management of locally programmed STP, the PL program shall implement local council STP methodologies that incorporate the APM policies and regional priorities, with support from CMAP staff and the STP project selection committee, and shall complete calls for local projects according to the schedule included in the region’s APM policies. Where required in local methodologies, PL and Council staff shall develop materials and conduct training sessions for local project sponsors seeking STP funding. Per STP APM policies, staff recommended active and contingency programs shall be developed and released for public comment. Local methodologies are required to be posted on individual Council websites and/or the CMAP website and changes to those methodologies must be developed through an open and transparent process that includes reasonable opportunity for public participation.

Deliverable	Completion Timeline	Comment
Staff recommended active and contingency programs	Q1	Posted to council and/or CMAP website
Summary of public comments on the local program and responses to those comments	Q2	Posted to council and/or CMAP website
Approved local STP active and contingency programs and associated TIP amendments	Q2	Programs posted to council and/or CMAP website and TIP amendments completed via eTIP

Program Monitoring and Active Program Management

The PL program will work with local officials, regional, state and federal agencies and consultants to ensure the timely, efficient and effective implementation of transportation projects from the project scoping phase through project completion and close out. This will include providing regular project status reports and attending coordination meetings with CMAP and IDOT staff for all locally sponsored projects, at least semi-annually, and more often when requested. The PL program will be responsible for Active Program Management for locally sponsored projects funded with federal Surface Transportation Block Grant (STP), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives Program (TAP), Safe Routes to School (SRTS), STP-Bridge, Highway Safety Improvement Program (HSIP), and other federal and state resources awarded to local governments through regional, statewide, or national selection processes.

The PL program is responsible for initiating and updating local projects within the eTIP database accurately and on time, including mapping projects and attaching related documents. Active Program Management of these projects also includes reviewing and submitting to IDOT all project forms completed by local agencies and their representatives. This includes, but is not limited to, Project Program Information (PPI) forms and draft local agency funding and engineering agreements. This requires that planning liaisons produce and submit to CMAP all appropriate TIP changes for locally-sponsored projects in a timely manner to ensure timely processing by IDOT and timely federal authorization, and assisting CMAP, IDOT, and FHWA with ensuring timely invoicing and project close out for locally sponsored projects.

The PL program will be the primary public contact for local government projects in the eTIP database. As such, the PLs are expected to keep abreast of project status and issues, and maintain close contact with local project officials and project teams by facilitating the scheduling of project phase kick-off meetings with IDOT and project sponsors, attending those meetings, FHWA/IDOT project coordination meetings, and other project-related meetings and events.

The PL program will assist local governments with accessing state and federal funds by communicating funding opportunity information and assisting local agencies with the completion of applications. The PL program shall communicate project selection results for federal and state funding programs to council members and shall assist local governments with project initiation, including meeting GATA requirements. For calls for projects issued through the eTIP database, the PL staff shall review and release to CMAP all complete funding applications.

Deliverable	Completion Timeline	Comment
Local STP program updates	As needed, minimum quarterly	Posted to Council and/or CMAP website
TIP amendments and modifications that ensure complete and updated project information in eTIP	Ongoing and according to CMAP's Master Transportation Schedule and the IDOT Region 1 Letting Schedule	In eTIP database
Complete funding applications for calls for projects issued through the eTIP database	As needed	In eTIP database
Project updates for all locally implemented projects utilizing state and/or federal funding	As needed, minimum semi-annually	Internal and external reports or spreadsheets

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which completed)
Regional Planning Support	Number of CMAP Board, CMAP Transportation, MPO Policy Committee, and Planning Liaison meetings attended quarterly	Q1, Q2, Q3, Q4
Active Program Management of Locally Sponsored Programs	% of TIP changes submitted during open amendments vs. TIP changes submitted between amendments	Q1, Q2, Q3, Q4

Performance Standards (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Performance Standards
Regional Planning Support	Number of CMAP Board, CMAP Transportation, MPO Policy Committee, and Planning Liaison meetings attended quarterly	75% attendance of required meetings per Council
Active Program Management of Locally Sponsored Programs	% of TIP changes submitted during open amendments vs. TIP changes submitted between amendments	100% of TIP Changes are submitted during open amendments

Council of Mayors FY 21 UWP Core Program Funding Proposed - Funding Distribution Table

Council	Population	% Total	Base Distribution	Population Distribution	80/20 Position Total	80/20 Federal	80/20 Local Match	Second Position Total	Second Position 50/50 Federal	Second Position 50/50 Local Match	Federal Total	Local Match Total	Total Federal and Local
North Shore	326,078	5.71%	\$ 92,673.83	\$ 8,773.75	\$ 126,809.48	\$ 101,447.58	\$25,361.90	\$0.00	\$0.00	\$0.00	\$ 101,447.58	\$25,361.90	\$ 126,809.48
Northwest	713,803	12.50%	\$ 92,673.83	\$ 19,206.99	\$ 139,851.03	\$ 111,880.82	\$27,970.21	\$0.00	\$0.00	\$0.00	\$ 111,880.82	\$27,970.21	\$ 139,851.03
North Central	310,457	5.44%	\$ 92,673.83	\$ 8,358.88	\$ 126,290.89	\$ 101,032.71	\$25,258.18	\$0.00	\$0.00	\$0.00	\$ 101,032.71	\$25,258.18	\$ 126,290.89
Central	257,867	4.51%	\$ 92,673.83	\$ 6,929.88	\$ 124,504.64	\$ 99,603.71	\$24,900.93	\$0.00	\$0.00	\$0.00	\$ 99,603.71	\$24,900.93	\$ 124,504.64
Southwest	377,340	6.61%	\$ 92,673.83	\$ 10,156.66	\$ 128,538.11	\$ 102,830.49	\$25,707.62	\$0.00	\$0.00	\$0.00	\$ 102,830.49	\$25,707.62	\$ 128,538.11
South	519,918	9.10%	\$ 92,673.83	\$ 13,982.69	\$ 133,320.65	\$ 106,656.52	\$26,664.13	\$117,703.28	\$58,851.64	\$58,851.64	\$ 165,508.16	\$85,515.77	\$ 251,023.93
					\$ -								
DuPage	926,125	16.21%	\$ 92,673.83	\$ 24,907.62	\$ 146,976.81	\$ 117,581.45	\$29,395.36	\$117,703.28	\$58,851.64	\$58,851.64	\$ 176,433.09	\$88,247.00	\$ 264,680.09
Kane Kendall	667,392	11.68%	\$ 92,673.83	\$ 17,947.01	\$ 138,276.05	\$ 110,620.84	\$27,655.21	\$117,703.28	\$58,851.64	\$58,851.64	\$ 169,472.48	\$86,506.85	\$ 255,979.33
Lake	699,057	12.24%	\$ 92,673.83	\$ 18,807.48	\$ 139,351.64	\$ 111,481.31	\$27,870.33	\$117,703.28	\$58,851.64	\$58,851.64	\$ 170,332.95	\$86,721.97	\$ 257,054.92
McHenry	325,211	5.69%	\$ 92,673.83	\$ 8,743.02	\$ 126,771.06	\$ 101,416.85	\$25,354.21	\$0.00	\$0.00	\$0.00	\$ 101,416.85	\$25,354.21	\$ 126,771.06
Will	588,735	10.31%	\$ 92,673.83	\$ 15,841.93	\$ 135,644.70	\$ 108,515.76	\$27,128.94	\$117,703.28	\$58,851.64	\$58,851.64	\$ 167,367.40	\$85,980.58	\$ 253,347.98
Totals	5,711,983	100.00%	\$ 1,019,412.13	\$ 153,655.91	\$ 1,466,335.05	\$ 1,173,068.04	\$ 293,267.01	\$588,516.40	\$ 294,258.20	\$ 294,258.20	\$ 1,467,326.24	\$587,525.21	\$2,054,851.45

Difference from FY 2020 \$ -
 % Change from FY 2020 0.00%

**FY 2021 Unified Work Program (UWP)
for Northeastern Illinois
Core Projects Proposal Form**
State Fiscal Year (July 1, 2020 – June 30, 2021)

Project Title	Sub-Regional Transportation Planning, Programming, and Management
Sponsoring Agency	Council of Mayors
Federal Amount Requested	\$ 1,467,326.24
Local Match Amount	\$ 587,525.21
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$ 2,054,851.45

Description and Justification
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>To provide for strategic participation by local officials in the region's transportation process as required by the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance. To assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long-Range Transportation Plan, Transportation Improvement Program, and Congestion Management System.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Communication and Public Involvement 2. Regional Planning Support and Technical Assistance 3. Program Development- Surface Transportation Program 4. Program Monitoring and Active Program Management
<p>Core Justification (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p> <p>The Planning Liaison (PL) program provides a direct link between municipalities, counties, CMAP, IDOT and other partner agencies working to accomplish core MPO activities. PLs directly manage federally funded projects sponsored by local governments in the TIP, actively participate in the implementation of ON TO 2050, assist with air quality conformity and provide/promote local government involvement in all CMAP activities.</p>

**FY 2021 Unified Work Program (UWP)
for Northeastern Illinois
Core Projects Proposal Form**
State Fiscal Year (July 1, 2020 – June 30, 2021)

<p>Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <p>Leveraging the Transportation System to Promote Inclusive Growth. Planning work toward continual implementation of ON TO 2050 major capital projects, including supportive land use. Local technical assistance and the formation of collaborative planning efforts.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>The PL Program is a continuous program.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>The region's municipalities, counties, and transportation agencies and the constituents of these bodies.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Each Council provides matching funds from their operating budget. The Council budgets are typically funded by local governments.</p>

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which completed)
Quarterly Report	Narrative and fund expenditures	Quarterly
Annual Report	Report	Q4
Calendar of Council Meetings	Website Calendar	Ongoing
Council meeting agendas, materials, and minutes	Website and distributed	Ongoing
Council Website/Web Pages	Website	Ongoing
Council Newsletters and Emails	To Members	Ongoing
Program and funding information for Council members	To Members, Website	Ongoing
Attend CMAP trainings	Meetings	Ongoing
Training opportunity announcements	Meetings	Ongoing

**FY 2021 Unified Work Program (UWP)
for Northeastern Illinois
Core Projects Proposal Form**
State Fiscal Year (July 1, 2020 – June 30, 2021)

Summaries of meetings, conferences, trainings, procedural changes, new or updated regulations, and other appropriate information	Memos Internal	Ongoing
Staff recommended active and contingency programs	Report	Q1
Summary of public comments on the local program and responses to those comments	Report	Q2
Approved local STP active and contingency programs and associated TIP amendments	Report	Q2
Local STP program updates	Report	Quarterly
TIP amendments and modifications that ensure complete and updated project information in eTIP	In eTIP database	Ongoing
Complete funding applications for calls for projects issued through the eTIP database	In eTIP database	Ongoing
Project updates for all locally implemented projects utilizing state and/or federal funding	Internal and external reports or spreadsheets	Ongoing

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which completed)
Regional Planning Support	Number of CMAP Board, CMAP Transportation, MPO Policy Committee, and Planning Liaison meetings attended quarterly	Q1, Q2, Q3, Q4
Active Program Management of Locally Sponsored Programs	% of TIP changes submitted during open amendments vs. TIP changes submitted between amendments	Q1, Q2, Q3, Q4

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

**FY 2021 Unified Work Program (UWP)
for Northeastern Illinois
Core Projects Proposal Form**
State Fiscal Year (July 1, 2020 – June 30, 2021)

Expense Breakdown	
Staff Cost associated with these activities	\$ 2,054,851.45
Overhead Cost associated with these activities	\$
Total Person Months	192
Consultant Cost	\$
Other Costs	\$
Total Program Cost	\$ 2,054,851.45
Please specify the purpose of consultant costs	
Please specify the purpose of other costs	

Highway-Rail Grade Crossings: Prioritization and Next Steps in the Chicago Region

January 28, 2020

Grade Crossings

The Grade Crossing Issue
Research and Analysis
Prioritization
Next Steps

The Grade Crossing Issue

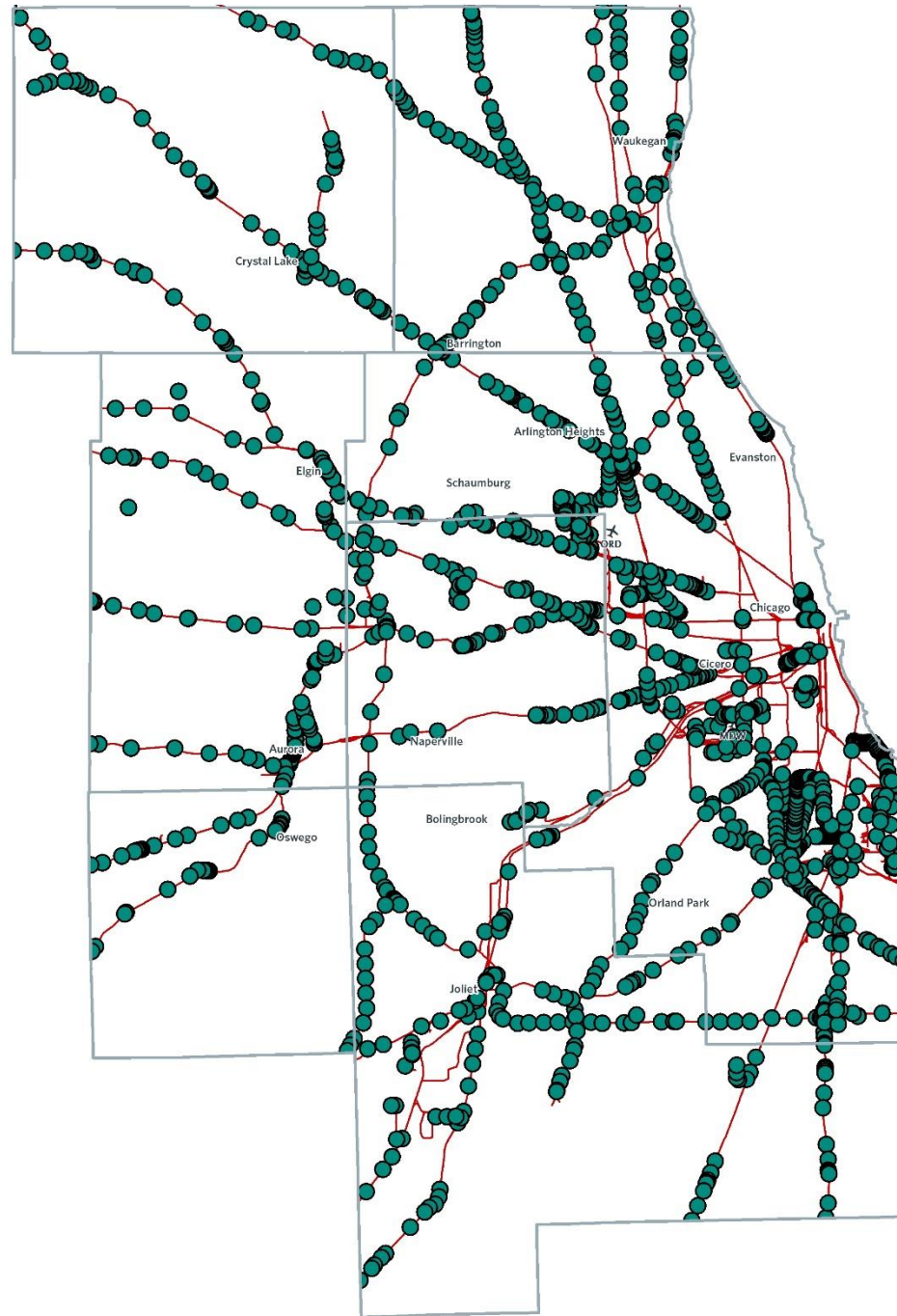


Highway-Rail Grade Crossings

- Grade Crossings
- Railroads

Sources: ICC, FRA, CMAP

There are 1,646 highway-rail grade crossings and more than 1200 daily trains in the 7-county Chicago region.



Regional Indicator: Motorist Delay

Indicator:
Motorist delay at highway-rail
grade crossings

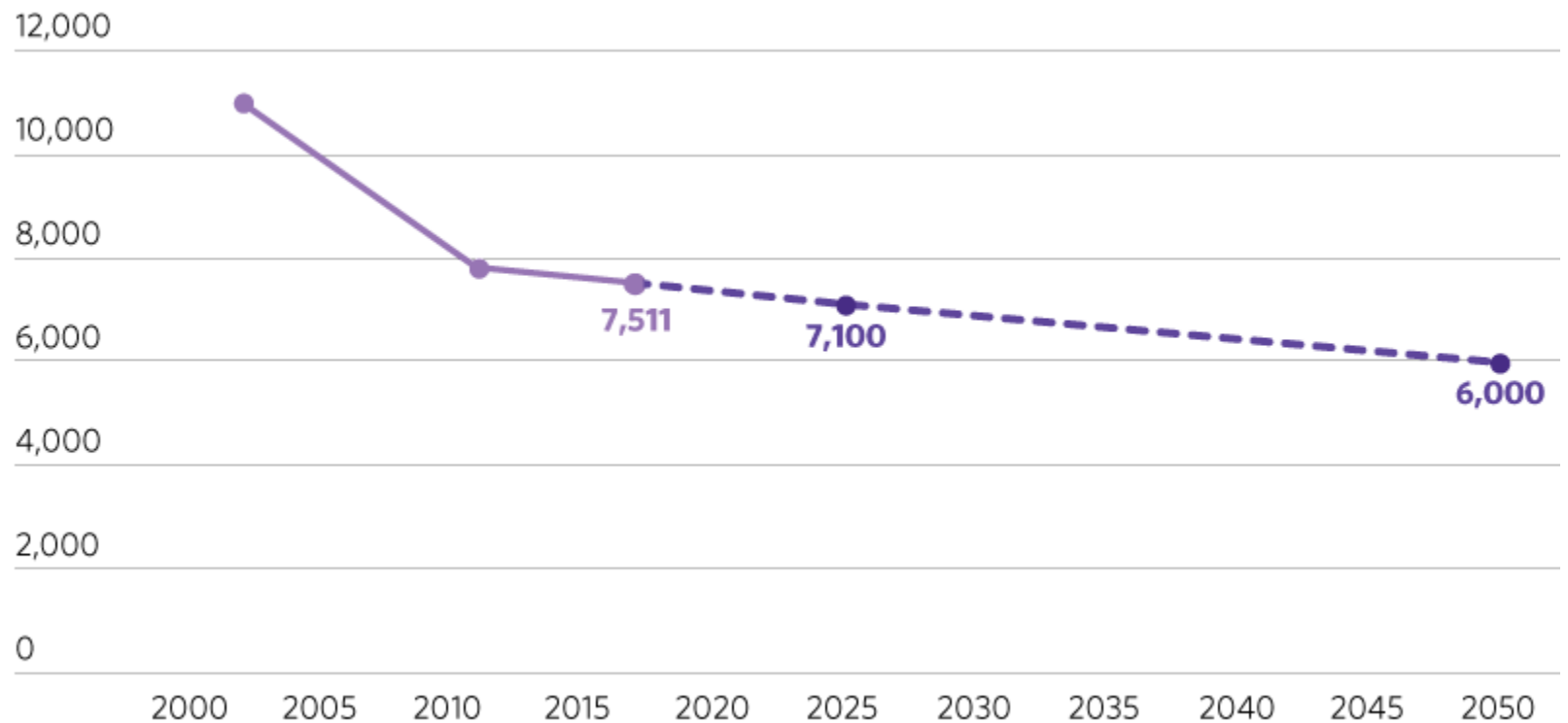
Key:

Actual

Target

Source: CMAP analysis of Illinois
Commerce Commission data

Hours of Delay per Weekday



Long Closures Are a Major Issue

- Regional policy and investment is geared toward reducing average delay
- But gate blockages that are longer than 10 minutes are commonplace.
- There are few policy levers available to address such long blockages.
- There is no mechanism in place to identify these regionwide
- CN data (required by STB) provided insight, but only for a short time.

Long Closures Are a Major Issue

Number of 2015 CN/EJE Closures Longer than 10 Minutes for Selected Crossings:

- Washington St (Joliet) 1,231
- Liberty Street (Aurora): 971
- Main Street (Matteson): 632
- Rowell Lane (Joliet): 611
- Oakland Ave (Joliet): 597
- Hawthorne Lane (West Chicago): 550
- Church Street (West Chicago): 392
- Washington Street (West Chicago): 352

Pedestrian Safety and Delay



Research and Analysis

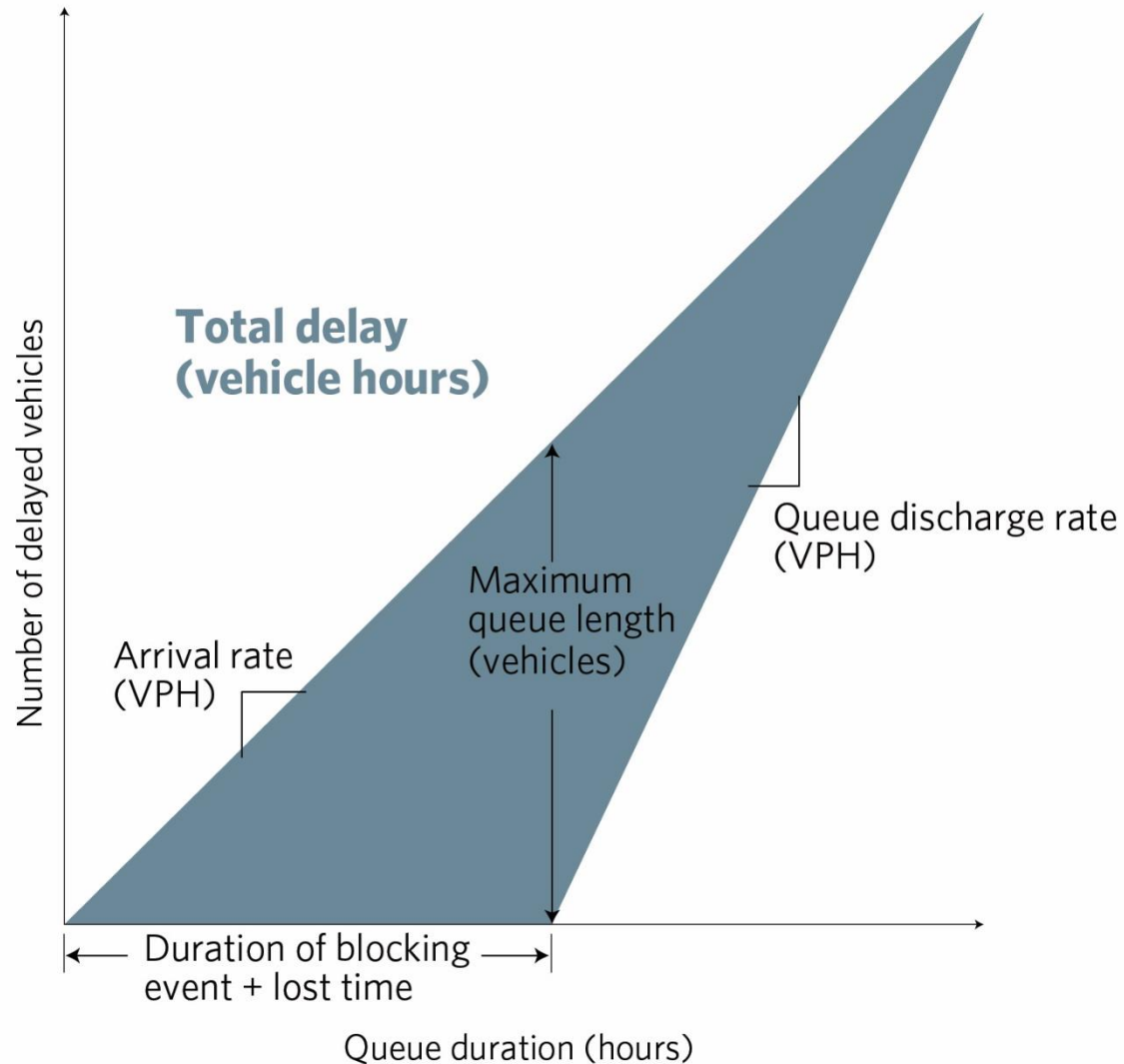


New Method for Estimating Delay

Estimating grade crossing delay

Note: VPH means "vehicles per hour."

Source: Chicago Metropolitan Agency for Planning analysis of Okitsu, Louie, and Lo, "Simulation-Free Railroad Grade Crossing Delay Analyses," 2010.

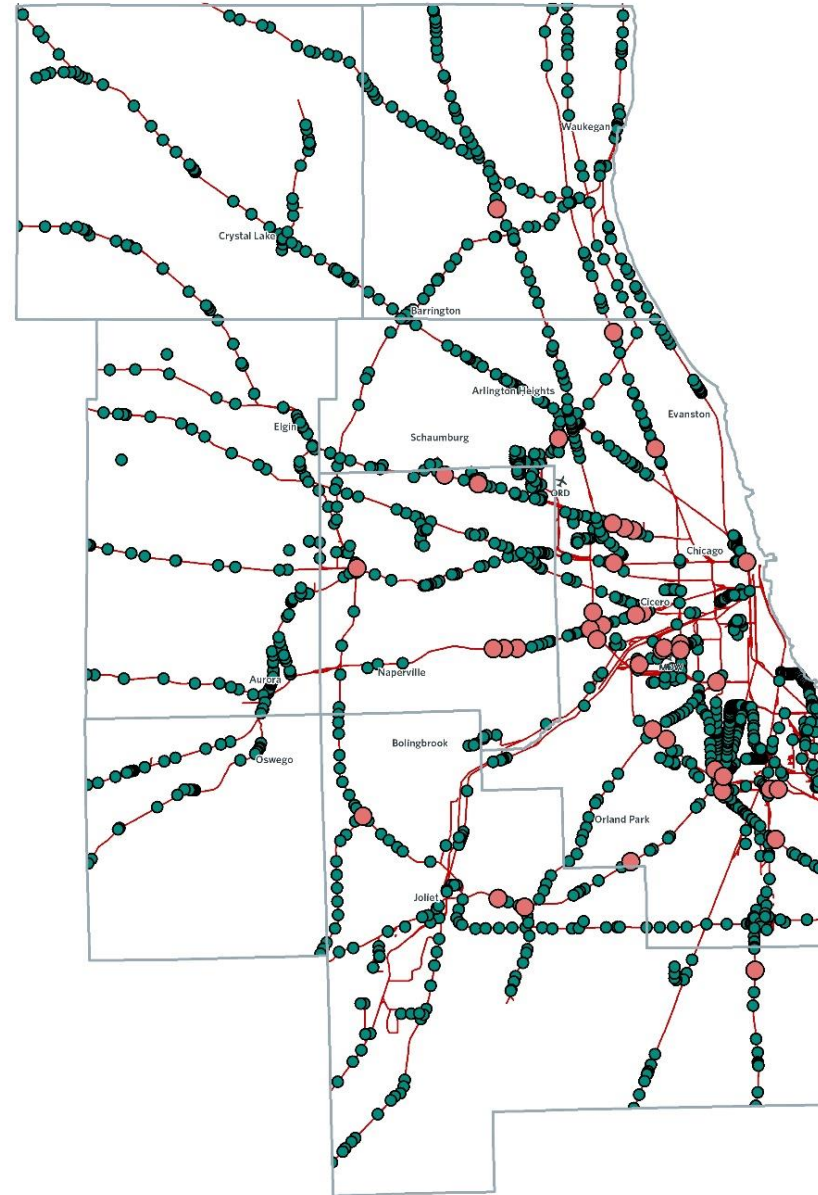


Highway-Rail Grade Crossings

- Grade Crossings
- Data Collection Sites
- Railroads

Sources: ICC, FRA, CMAP

Data was collected over two summers at 40 sites, primarily by summer interns.



Crossing Performance Data

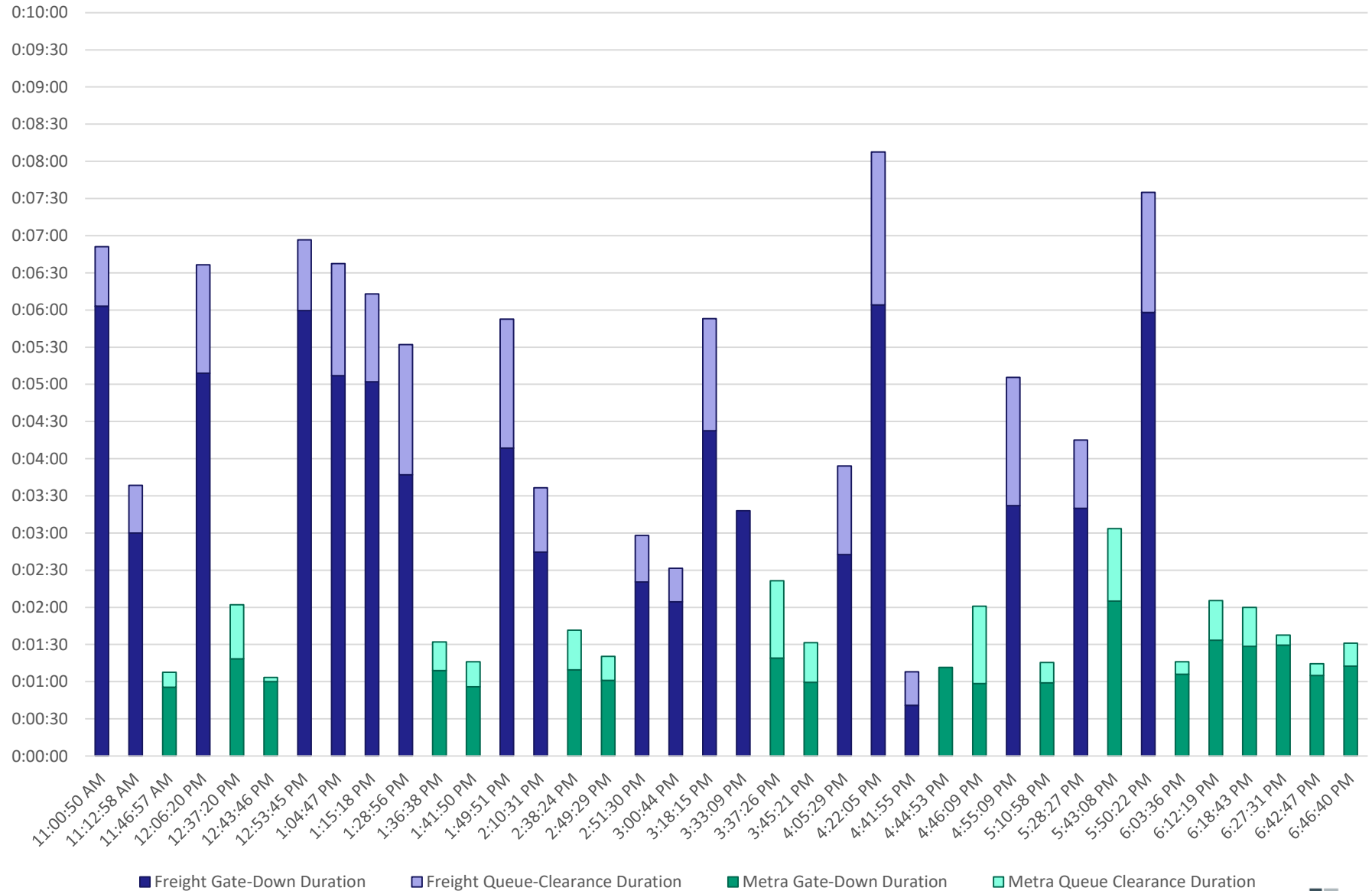
- Saturation flow rate, a measure of capacity, is approximately 1,348 passenger cars per hour (682 observations).
- Actual queue discharge rates for freight train blockages, taking into account the traffic mix, are 1,317 passenger car equivalents per hour for one lane per direction (268 observations) and 2,249 passenger car equivalents per hour for two lanes (323 observations).
- The average duration of the crossing blockages for freight trains was 6:39; the average queue clearance duration was 1:21 (601 observations).

Crossings 174973G, 260541T - Washington St. UP/CN (West Chicago)
Gate-Down and Queue-Clearance Durations by Type (Minutes, 2017)

Freight trains are slower than expected.

Queue-clearance times are substantial.

At this crossing, ICC-estimated average gate-down times were 1:00 for Metra trains and 2:24 for freight trains.



■ Freight Gate-Down Duration ■ Freight Queue-Clearance Duration ■ Metra Gate-Down Duration ■ Metra Queue Clearance Duration

FRA Data Collection

- Crowd sourcing blocked-crossing data
- “FRA will share the information with stakeholders, using it to help facilitate local solutions to blocked crossing issues.”
- www.fra.dot.gov/blockedcrossings

Results: Motorist Delay per Crossing

Average of Old Estimates of Delay

46 hours
per
weekday

Range 2 - 182

Average of New Estimates of Delay

120 hours
per
weekday

Range 2 - 430

Percent Change

↑ 160%

Prioritization

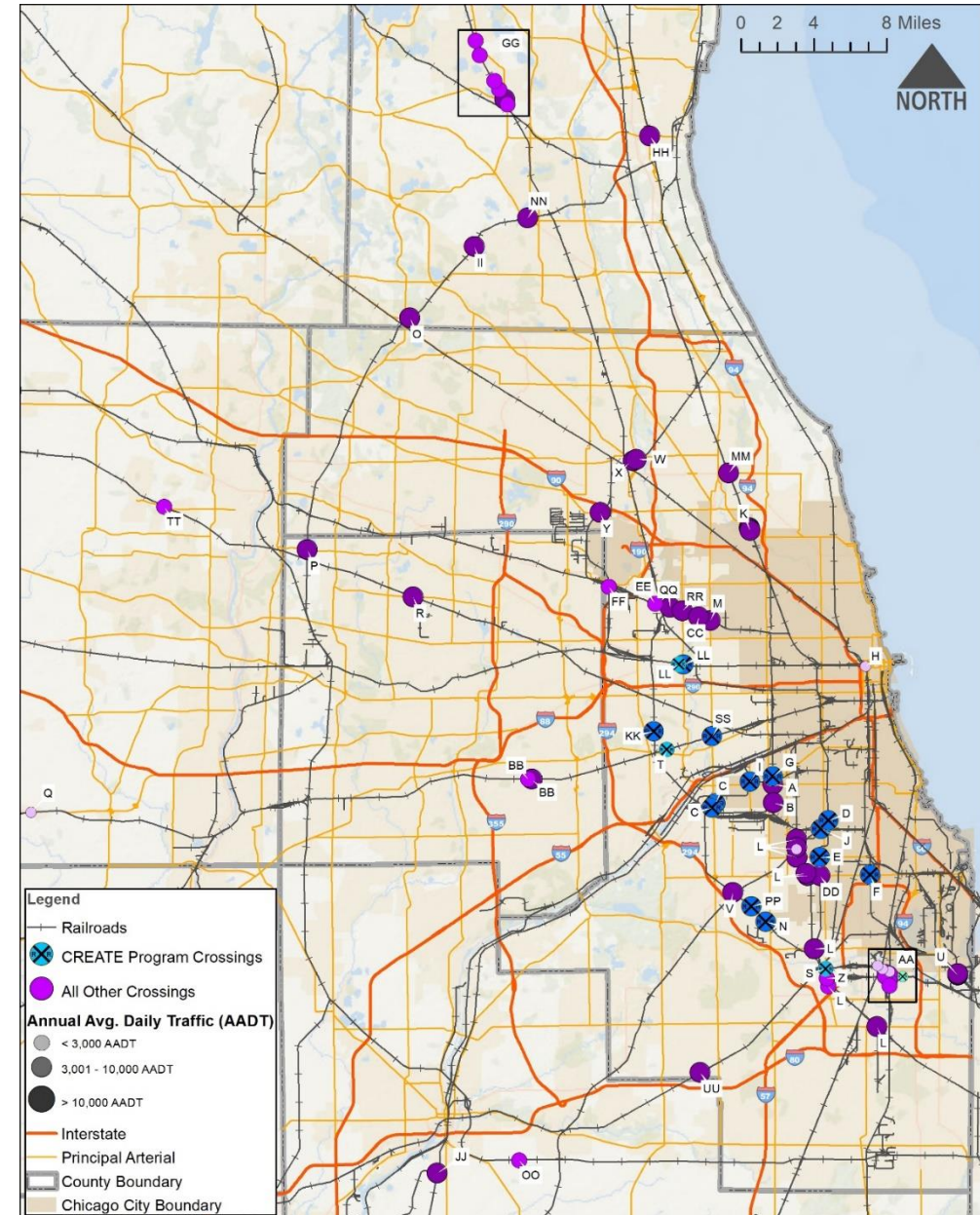


Grade Crossing Prioritization

Qualitative review of top 150 crossings:

- focus on grade separations
- detailed review of each crossing by five public agencies
- initial analysis of likely impacts
- status of project development, if any
- review and comment by stakeholders

Result: 47 prioritized locations



Next Steps



How to Reduce Crossing Delay (1)

Improve rail-system performance (speed up trains).

- High-capital investment rail-to-rail separations
- Low-capital investment track, rail traffic signals, and crossovers, e.g., WA-11 in Dolton and Riverdale
- Terminal improvements to reduce switching and dead-heads
- Operations (Chicago Transportation Coordinating Office)

Carload transit times have been reduced to 29 hours in 2019 (*AAR*), down from 43 hours in 2003 (*Thompson Interview, DC Velocity*).

How to Reduce Crossing Delay (2)

Highway improvements:

- Consolidate problematic crossings
- Reroute highway traffic to better-performing crossings (ITS)
- Traffic flow improvements near grade crossings
- Access management near grade crossings
- Highway traffic signal improvements, focusing on central communications

Pedestrian separations

Full grade separations (but full separations for all prioritized crossings would cost billions of dollars)

Next Steps

Initiate grade crossing feasibility studies:

- Public engagement
- Define purpose and need
- Identify alternatives
- Screen alternatives
- Using Planning and Environmental Linkages process.

Because of the cost and disruption association with grade separations, some of these studies will likely recommend lower levels of investment than full grade separations.

Grade Crossings

The Grade Crossing Issue
Research and Analysis
Prioritization
Next Steps



www.cmap.illinois.gov/onto2050

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NORTHEASTERN ILLINOIS PRIORITY GRADE CROSSINGS

Revised, July 2019



Northeastern Illinois has one of the densest railroad systems in North America; approximately one-quarter of all freight trains and one-half of all intermodal trains in the country pass through the region. Six of the seven Class I railroads operate in the Chicago region, along with three switching railroads, five short-line railroads, and three passenger services. About 78 million rides are taken on the Metra commuter rail system each year. While the rail system is a pillar of the local economy, there are delays and safety challenges at many highway-rail grade crossings.

Local and state agencies have jointly evaluated the region's busiest railroad crossings and have identified priorities for grade separations or crossing improvements. The following qualitative and quantitative factors were considered in this evaluation:



Traffic and congestion data

- Daily truck, passenger car, and transit traffic at the crossing
- Number of daily freight and passenger trains
- Daily gate down time (i.e., the amount of time the crossing is blocked by a train)



Safety reports

- Automobile or truck crashes, or incidents at the crossing



Mobility data

- Proximity to businesses or residential areas, and pedestrian and bicycle traffic
- Location of nearest crossing that is grade separated



Feasibility of construction

- Available right-of-way and adjacent land uses

Ultimately, 47 priority crossings or groups of crossings were selected, including 16 crossings that are also part of the CREATE Program (www.createprogram.org). For some of these crossings, agencies have studied potential improvements, engaged local officials and communities, and even obtained funding—all important steps toward construction. For other locations, studies and engagement have not begun. In these cases, over the next several years, the agencies will work together with rail-industry partners and other affected stakeholders to study potential improvements and engage local communities. The priority list will be updated periodically as rail operations change, new information becomes available, and proposed improvements are completed or determined to be infeasible.

The 47 priority crossings identified in 2019 are shown in the tables below. A map on the back page shows the location of each crossing.

Northeastern Illinois Priority Grade Crossings - Chicago, July 2019

Map Key	Status	Street	City	County	Daily Vehicular Traffic at Crossing	Railroad(s) Affected	CREATE or Other Program	Number of Crossings	DOT Number of Crossing
A		55 th St	Chicago	Cook	21,100	BRC		Single	843807M
B		63 rd St	Chicago	Cook	16,300	BRC		Single	843810V
C	☉ *	63 rd -65 th St	Chicago/ Summit/ Bedford Park	Cook	12,400-14,900	BRC	GS1; CCFP	Multiple	869223U; 869221F
D	●	71 st St	Chicago	Cook	11,100	CSX	GS19	Single	163446G
E		87 th St	Chicago/ Evergreen Park	Cook	31,100	CSX	GS20	Single	163437H
F	☉	95 th St	Chicago	Cook	21,100	UP	GS21A	Single	867231E
G	☉	Archer Ave	Chicago	Cook	19,800	BRC	GS9	Single	843806F
H	**	Canal St	Chicago	Cook	2,750	ATK		Single	863849D
I	☉	Central Ave	Chicago	Cook	21,900	BRC	GS2	Single	326918E
J	●	Columbus Ave	Chicago	Cook	11,500	BRC	GS11	Single	843823W
K	☉ *	Devon/ Caldwell/ Central	Chicago	Cook	25,400	Metra		Multiple	386379G; 386378A; 386377T
L	*	Elsdon Subdivision	Chicago/ Evergreen Park/ Blue Island/ Dixmoor/South Holland	Cook	1,850-28,100	CSX		Multiple	283144K; 283147F; 283149U; 283151V; 283158T; 283145S; 283146Y; 283164W; 283180F
M		Harlem Ave	Chicago/ Elmwood Park	Cook	23,900	Metra		Single	372126H

Railroad Acronyms

ATK	Amtrak	IHB	Indiana Harbor Belt
BNSF	BNSF Railway	Metra	Northeast Illinois Regional Commuter Railroad Corporation
BRC	Belt Railway Company of Chicago	NS	Norfolk Southern Railway
CN	Canadian National	SSL	Northern Indiana Commuter Transportation District (South Shore Line)
CP	Canadian Pacific	UP	Union Pacific Railroad
CSX	CSX Transportation		





Northeastern Illinois Priority Grade Crossings – Suburban Locations, July 2019

Map Key	Status	Street	City	County	Daily Vehicular Traffic at Crossing	Railroad(s) Affected	CREATE or Other Program	Number of Crossings	DOT Number of Crossing
N		115 th St	Alsip	Cook	12,000	IHB	GS22; CCFP	Single	163576D
O	●	Northwest Hwy	Barrington	Lake	26,200	CN		Single	260514W
P	‡	Stearns Rd	Bartlett	DuPage	N/A	CN		Single	260533B
Q	● ‡	Dauberman Rd	Big Rock	Kane	New Crossing	BNSF		Single	New crossing
R	‡	Army Trail Rd	Bloomington	DuPage	29,300	CN		Single	289891V
S		Western Ave	Blue Island	Cook	8,300	CSX	GS17	Single	163415H
T		Maple Ave	Brookfield	Cook	7,800	BNSF	GS24	Single	079503P
U	*	Burnham Ave	Burnham/Chicago	Cook	14,200	NS; SSL; CSX	CCFP	Multiple	478708J; 163649L; 867226H
V		Ridgeland Ave	Chicago Ridge	Cook	19,100	IHB		Single	163580T
W		Des Plaines River	Des Plaines	Cook	21,600	UP		Single	174107H
X		Rand Rd	Des Plaines	Cook	22,500	UP		Single	174106B
Y	●	Touhy Ave	Des Plaines	Cook	33,400	UP	CCFP	Single	174087Y
Z		Western Ave	Dixmoor	Cook	7,700	IHB		Single	326905D
AA	● *	Dolton-Riverdale	Dolton/Riverdale/Chicago	Cook	2,150-7450	CSX; IHB; UP; NS	CCFP; GS23A; WA11	Multiple	163613D; 326886B; 167451S; 167450K; 163612W; 326894T; 163611P; 163609N; 163610H; 840146L; 840147T; 522338C
BB	● ‡	Maple Ave and Fairview Ave	Downers Grove	DuPage	6,350-11,100	BNSF		Multiple	079533G, 079532A
CC	●	Grand Ave	Elmwood Park	Cook	20,500	Metra	CCFP	Single	372131E
DD	●	95 th St	Evergreen Park	Cook	28,100	CSX	CCFP	Single	163433F
EE	●	25 th Ave, Belmont Ave, Franklin Ave	Franklin Park	Cook	23,375	Metra		Single	372138C
FF	● ‡	Taft Ave Connector	Franklin Park	Cook	9,700 (forecast)	Metra; CP		Multiple	New crossings
GG	● ‡	IL 83, IL 120, Center St, Lake St, Shorewood Rd, Hook Dr	Grayslake/Round Lake Beach	Lake	5,200-18,000	CN		Multiple	689718X; 689719E; 689720Y; 689725H; 689727W; 693744U
HH	‡	IL 137/ Buckley Rd	Green Oaks	Lake	19,200	UP		Single	176818J
II	‡	Old McHenry Rd	Hawthorn Woods	Lake	19,200	CN		Single	260503J
JJ		Laraway Rd	Joliet	Will	10,700	UP		Single	289771E
KK		31 st St	La Grange Park	Cook	15,700	IHB	GS13; CCFP	Single	326859E
LL	*	First and Fifth Ave	Maywood	Cook	4,000-23,000	UP	GS12; GS8A; CCFP	Multiple	173996K; 173998Y
MM		Dempster St	Morton Grove	Cook	39,000	Metra		Single	386399T
NN	●	IL 60-83	Mundelein	Lake	12,400	CN		Single	260496B
OO	●	Gougar Rd	New Lenox	Will	6,450	CN		Single	260611F
PP	●	Central Ave	Oak Lawn	Cook	15,100	IHB	GS4	Single	163578S
QQ		Des Plaines River	River Grove	Cook	28,400	Metra		Single	372135G
RR		Thatcher Ave	River Grove	Cook	26,300	Metra		Single	372133T
SS		Harlem Ave	Riverside/Berwyn	Cook	29,100	BNSF	GS18; CCFP	Single	079493L
TT	● ‡	Nesler/Bowes	South Elgin	Kane	6,800	CN		Single	289917V
UU		80 th Ave	Tinley Park	Cook	20,900	Metra		Single	608953Y

● Planning underway. ● Planning and/or construction underway and fully funded.

* Indicates groups of crossings that are prioritized based on their cumulative impact to the region, and/or are operationally linked. Not all crossings in a group may necessarily be separated.

** This crossing is included due to the high volume of pedestrians.

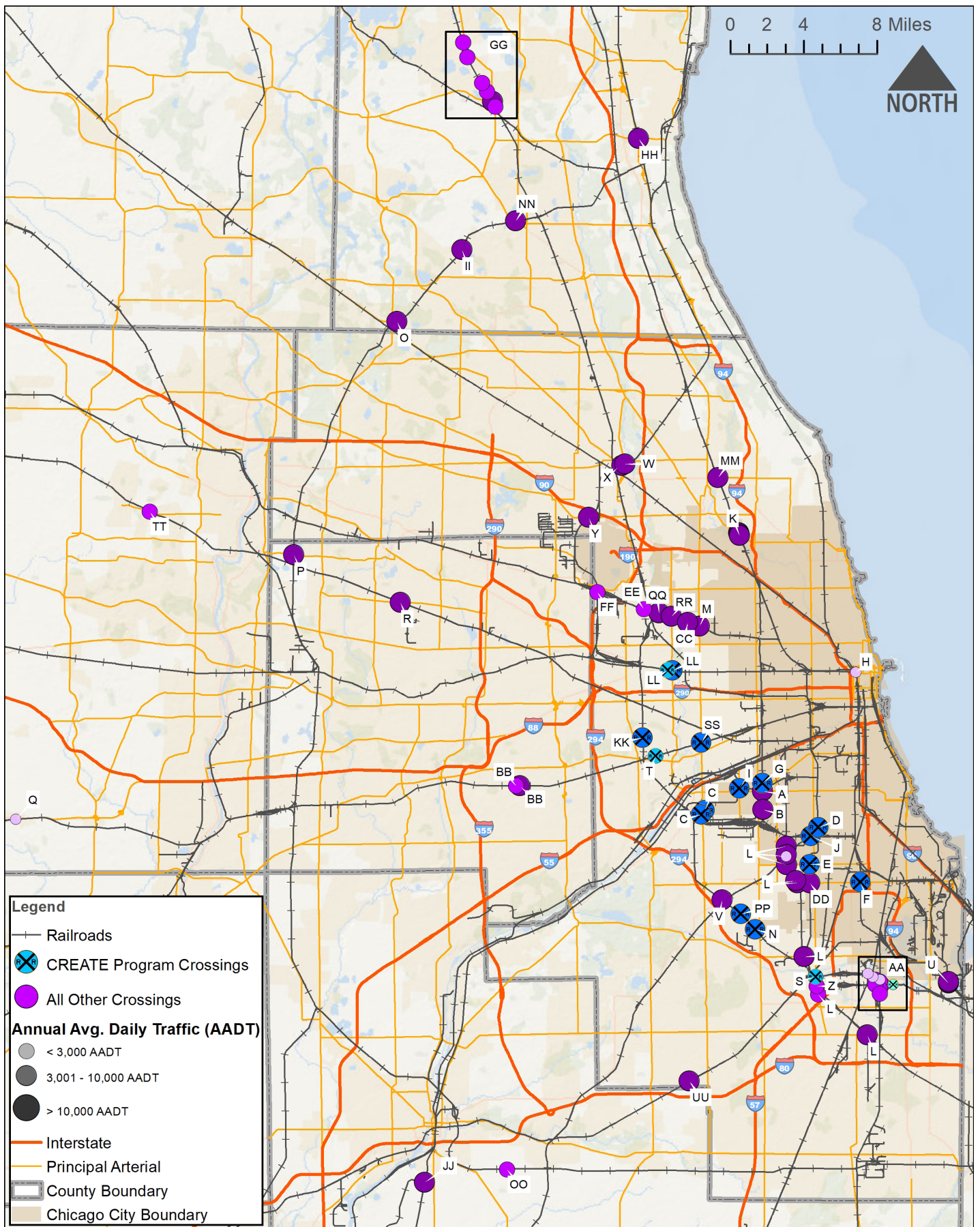
‡ New links that would require a grade crossing.

‡ Further study required to determine applicability of separation or other measure.

Note: CCFP indicates a Cook County Freight Plan priority grade crossing. GS indicates a CREATE Program grade separation project. WA indicates a CREATE Program Western Avenue Corridor project.

Table data sources: Illinois Department of Transportation, Illinois Commerce Commission, CREATE Program, and Federal Railroad Administration.

Northeastern Illinois Priority Grade Crossings - 2019



Map data sources: Illinois Department of Transportation, Illinois Commerce Commission, CREATE Program, and Federal Railroad Administration.