### NORTHWEST MUNICIPAL CONFERENCE

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



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

**MEMBERS** 

Antioch
Arlington Heights
Bannockburn
Barrington
Bartlett
Buffalo Grove

Buffalo Grove
Deer Park
Deerfield
Des Plaines
Elk Grove Village

Fox Lake Glencoe Glenview Grayslake

Evanston

Grayslake
Hanover Park
Highland Park
Hoffman Estates
Kenilworth

Kenilworth Lake Bluff Lake Forest Lake Zurich Libertyville Lincolnshire Lincolnwood Morton Grove

Morton Grove Mount Prospect Niles Northbrook Northfield Northfield Township Palatine

Park Ridge
Prospect Heights
Rolling Meadows
Schaumburg
Skokie
Streamwood
Vernon Hills
West Dundee
Wheeling
Wilmette
Winnetka

President Tom Dailly Schaumburg

Vice-President Rodney Craig Hanover Park

Secretary

Donna Johnson

Libertyville

Treasurer

John Lockerby

Skokie

Executive Director Mark L. Fowler Northwest Municipal Conference Bicycle-Pedestrian Committee Agenda Tuesday, May 14, 2024 10:30 a.m.

**NWMC Offices or via Video Conference** 

https://us02web.zoom.us/j/81206962277?pwd=K3ZrZVdDbFVVckRhYUdaNjRmV09hZz09

Meeting ID: 812 0696 2277 Passcode: 284591

I. Call to Order/Introductions

II. Approval of April 9, 2024 Meeting Minutes (Attachment A)

Action Requested: Approve Minutes

III. Bikeshare Programs: Where It's Rolling

NWMC staff will share tips and tricks from the Village of Grayslake about its bikeshare program, as well as recent national trends.

Action Requested: Information/Discussion

IV. NWMC Bicycle-Pedestrian Committee Summer Field Trip (Attachment B)

NWMC staff will lead a planning discussion on potential sites for the 2024 Bicycle-Pedestrian Committee's Summer Field Trip. NWMC staff have developed three potential routes but welcome additional recommendations.

Action Requested: Discussion

V. Upcoming Bicycle-Pedestrian Grant Project Deadlines (Attachment C)

NWMC staff will share upcoming grant deadlines that can cover bicycle and pedestrian projects in your community.

- a) FRA Consolidated Rail Infrastructure and Safety Improvements Program
- b) US DOT Safe Streets and Roads for All (SS4A) Grant Program

Action Requested: Information

VI. Other Business

VII. Next Meeting

The next meeting of the NWMC Bicycle and Pedestrian Committee is scheduled for Tuesday, June 11 at 10:30 a.m. in person at the NWMC offices or virtually via Zoom.

VIII. Adjourn

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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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# Northwest Municipal Conference Bicycle-Pedestrian Committee Tuesday, April 9, 2024 NWMC Offices and via Video Conference Meeting Minutes

#### **Members Present**

A.C. Buehler, Village of Northbrook (Interim Chair)
Trustee Herb Porter, Village of Hanover Park
Caroline Gabiga, Elk Grove Village
Phil Green, Village of Hoffman Estates
Scott Mangum, Village of Lincolnwood
Sean Dorsey, Village of Mount Prospect
Tim O'Brien, Village of Niles
Mayor Lara Sanoica, City of Rolling Meadows
Rachel Benson, Village of Schaumburg
Scott Nielsen, Village of Streamwood
Erik Sanchez, Village of Skokie
Ron Milanesio, Village of Wilmette

#### **Others Present**

Sarah D. FioRito, City of Evanston
Dayna Adamczyk, Village of Glenview
Laura Ditanto, Village of Libertyville
Luke Foresman, Village of Mount Prospect
Dave Simmons, Ride Illinois
Mark Fowler, Northwest Municipal Conference
Larry Bury, Northwest Municipal Conference
Eric Czarnota, Northwest Municipal Conference
Brian Larson, Northwest Municipal Conference

#### I. Call to Order/Introductions

Mr. Buehler called the meeting to order at 10:30 a.m.

## II. Approval of March 12, 2024 Meeting Minutes

Mayor Sanoica moved approval of the March 12, 2024 meeting minutes. Mr. Mangum seconded the motion, which was unanimously approved.

## III. Getting Your Community Rolling

<u>Bike & Roll to School Day</u> is approaching on May 8, 2024. Mr. Larson presented how municipalities can empower and enable community institutions and volunteers to build upon existing bicycle and pedestrian planning efforts.

Mr. Mangum asked whether the Bike Bus involved creating a route where kids could jump on as the "bus" came by. Mr. Larson answered yes.

Mr. Simmons encouraged committee members to share the <u>Bike Safety Quiz from Ride Illinois</u> with the bicyclists and motorists in their community. Mr. Simmons also highlighted that the <u>City of Edwardsville has an example high-quality Bike Bus program</u>.

Mr. Buehler asked whether there is a rain date. Mr. Larson responded that the national day is May 8, but can be held on whatever date is most convenient for a community. Mr. Buehler stated appreciation for the Village of Schaumburg Bike to School Day event pictured, highlighting the Police Department's desire to get the cycling unit out to expand the visual age range of cyclists.

Mr. Simmons shared that the most successful and highest participation Bike to School Day events are those where elected officials are involved and supportive of bicycle-pedestrian infrastructure, and encouraged mayor, trustee, and alderperson involvement to ensure longevity.

Mr. Buehler encouraged everyone to bring the event to their community.

## IV. NWMC Bicycle-Pedestrian Committee Summer Field Trip

NWMC staff led a planning discussion on potential sites for the 2024 Bicycle-Pedestrian Committee's Summer Field Trip. Mr. Czarnota requested recommendations to ensure NWMC staff have sufficient time to program the event, but that staff have developed a few suggestions. Mr. Czarnota indicated the trip would likely be in June and additional details would be provided at the next meeting.

Mr. Buehler asked NWMC staff to circulate a list of prior field trip events to spur ideas from existing and new members.

## V. Other Business

Mr. Green shared that <u>Hoffman Estates has launched its multimodal plan</u>, <u>Hoffman in Motion</u>, with the survey going live next week, including an interactive mapping component. The Village is beginning a big public engagement push starting the third week of April, increasing its engagement over the summer.

Mr. Buehler asked who Hoffman Estates was using for the plan. Mr. Green responded that they are utilizing Epstein as the lead consultant, with HNTB for transit planning and data crunching as the project is a combination multimodal plan and asset management system.

Mr. Czarnota shared <u>Close.city</u>, a <u>spatial analysis tool</u> that takes travel models and amenity maps to identify destination times based on walking, biking, and transit usage. Highlights are that many member communities have very accessible downtown areas, but where there may be significant underserved locations. Mr. Buehler requested a link.

Sarah FioRito, the new City of Evanston Transportation and Mobility Coordinator, introduced themselves.

## VI. Next Meeting

The next meeting of the NWMC Bicycle and Pedestrian Committee is scheduled for Tuesday, May 14 at 10:30 a.m. in person at the NWMC offices or virtually via Zoom.

## VII. Adjourn

Mr. Mangum moved to adjourn the meeting at 11:00 a.m. Mr. O'Brien seconded the motion, which was unanimously approved.





**ROLLING MEADOWS & PALATINE:** 

Quentin Road

GLENCOE:

Green Bay Trail

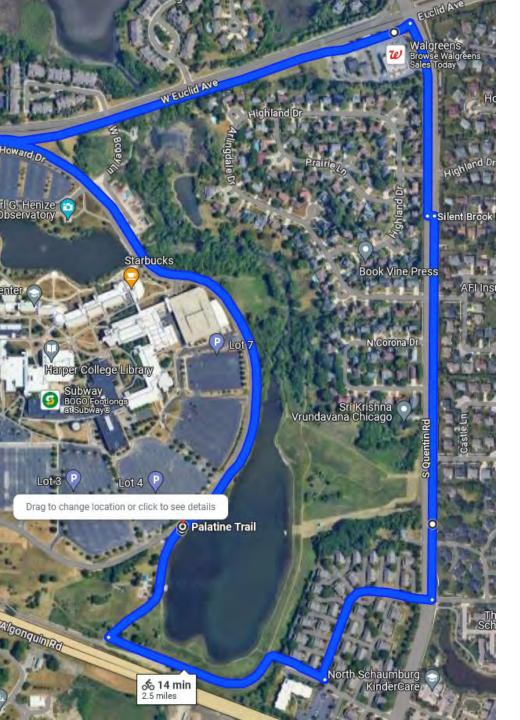
GLENVIEW:

The Glen (South)

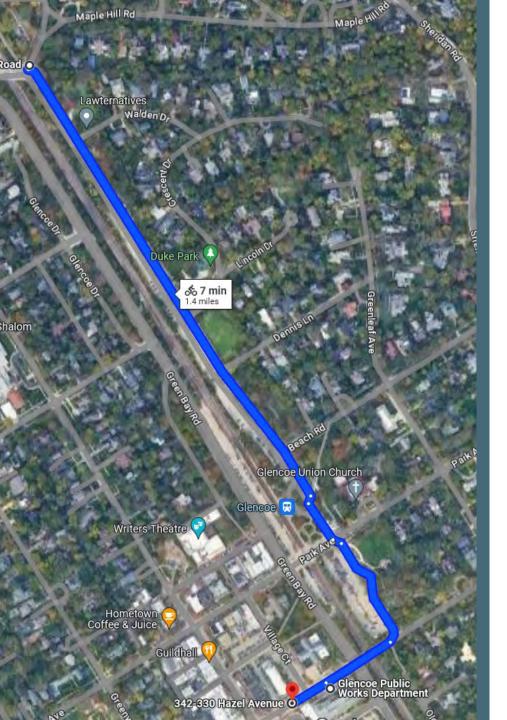
GLENVIEW:

The Glen (North)



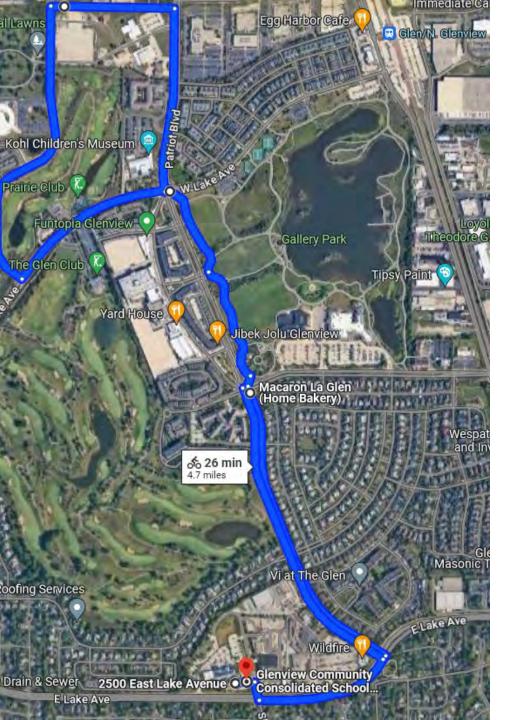


- Travels the Quentin Road shared use path
- Meet and return to Harper College
- 14 minutes, 2.5 miles



- Travels the Green Bay Trail and Hazel Avenue Crossing to Maple Hill Road, visiting Connect Glencoe projects
- Meet and return to Glencoe Village Hall or Public Works building
- At least 7 minutes, 1.4 miles

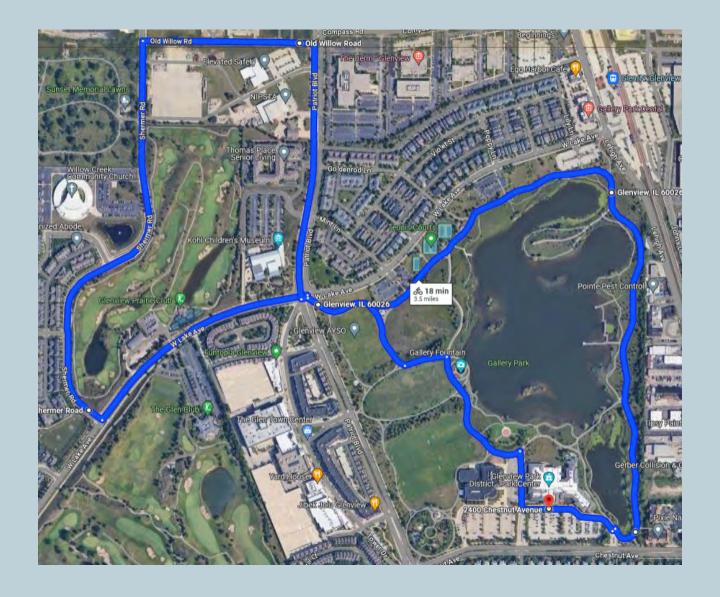




- Takes Patriot Blvd to see Chestnut Avenue improvements to Shermer Road Multi-use Path
- Meet and return to Glenview Village Hall
- 26 minutes, 4.7 miles



- Travels Gallery Park
   Paths to Shermer
   Road Multi-use Path
   and Chestnut Avenue
   improvements
- Meet and return to Glenview Park District Park Center
- 18 minutes, 3.5 miles



## THANK YOU

Northwest Municipal Conference

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eczarnota@nwmc-cog.org



## Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

**Overview:** This program provides funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. Applications are due no later than 11:59 p.m. ET, May 28, 2024. See the <u>FY 2023-2024 Notice of Funding Opportunity</u> (NOFO) for more information.

 Visit <u>FRA's Webinars page</u> to view presentation materials from the April 9, 2024, FY23-24 CRISI Notice of Funding Opportunity (NOFO) Webinar

**Legislative Authority:** This program was authorized in Section 11301 of the Fixing America's Surface Transportation (FAST) Act, Pub. L. 114-94 (2015); 49 U.S.C. § 22907. Funding under this program was made available by the Consolidated Appropriations Act, 2023, Div. L Tit. I, Pub. L. 117-328 (2023 Appropriation, December 29, 2022), Consolidated Appropriations Act, 2024, Div. F. Tit. I, Pub. L. 118-42 (2024 Appropriation, March 9, 2023), FY 2023 and FY 2024 advance appropriations provided by and Division J of the Infrastructure Investment and Jobs Act (IIJA), Pub. L. No. 117-58 (November 15, 2021), \$7,724,132 in carryover FY 2022 appropriations, and \$2,000,000 in carryover from FY 2021 appropriations.

Funding Available for Award Under FY 2023-2024 NOFO: \$2,478,391,050

Eligible Projects: Projects eligible for funding under this grant program include, but are not limited to:

- Deployment of railroad safety technology;
- Capital projects, as defined in section 49 U.S.C. § 24401(2) for intercity passenger rail service, except that a project under this NOFO is not required to be in a state rail plan;
- Capital projects that:
  - o address congestion challenges affecting rail service,
  - reduce congestion and facilitate ridership growth along heavily traveled rail corridors, and/or
  - o improve short-line or regional railroad infrastructure;
- Highway-rail grade crossing improvement projects;
- Rail line relocation and improvement projects;
- Regional rail and corridor service development plans and environmental analyses;
- Any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes;
- The development and implementation of a safety program or institute;
- The development and implementation of measures to prevent trespassing;
- Any research that the Secretary considers necessary to advance any particular aspect of rail related capital, operations, or safety improvements;
- Workforce development and training activities, coordinated to the extent practicable with the existing local training programs supported by the Department of Transportation, the Department of Labor, and the Department of Education;
- Research, development, and testing to advance and facilitate innovative rail projects;
- Preparation of emergency plans for communities where hazardous materials are transported by rail:
- Rehabilitating, remanufacturing, procuring or overhauling locomotives for emissions reduction; and
- Deployment of Magnetic Levitation Transportation Projects.

## **Eligible Recipients:**

- (1) State;
- (2) Group of States;
- (3) Interstate Compact;
- (4) Public agency or publicly chartered authority established by one or more States;
- (5) Political subdivision of a State;
- (6) Amtrak or another rail carrier that provides intercity rail passenger transportation;
- (7) Class II railroad or Class III railroad or a holding company of a Class II or Class III railroad, or an association representing a Class II or III railroad;
- (8) A federally recognized Indian Tribe;
- (9) Any rail carrier or rail equipment manufacturer in partnership with at least one of the entities described in (1) through (5);
- (10) Transportation Research Board together with any entity with which it contracts in the development of rail-related research, including cooperative research programs;
- (11) University transportation center engaged in rail-related research; or
- (12) Non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.

## **Resources:**

- FRA Discretionary Grant Agreements
- FRA Locomotive Emissions Comparison Tool: A resource for estimating emission reductions from the implementation of an FRA-funded project to replace diesel engines with newer versions or with alternative-fuel engines.
  - FRA Locomotive Emissions Comparison Tool
  - o FRA Locomotive Emissions Comparison Tool User Guide
  - o FRA Locomotive Emissions Comparison Tool Emissions Data Documentation
- <u>Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Federal-State Partnership for State of Good Repair Programs Benefit-Cost Analysis FAQs</u>
- FRA Answers to Frequently Asked Questions about Pre-Award Authority

## **News:**

• March 29, 2024 Press Release

## $\frac{S \mid S}{A \mid A}$ Safe Streets and Roads for All $\frac{S}{A \mid A}$ (SS4A) Program Facts

The U.S. Department of Transportation (USDOT) **Safe Streets and Roads for All (SS4A)** program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

This roadway safety program was created by the **Bipartisan Infrastructure Law** and provides \$5 billion over 5 years. The funding helps communities address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

The SS4A program funds two types of grants:

- Planning and Demonstration Grants for Comprehensive Safety Action Plans, including supplemental safety planning and demonstration activities to inform an Action Plan.
- **Implementation Grants** to implement strategies or projects identified in an existing Action Plan.

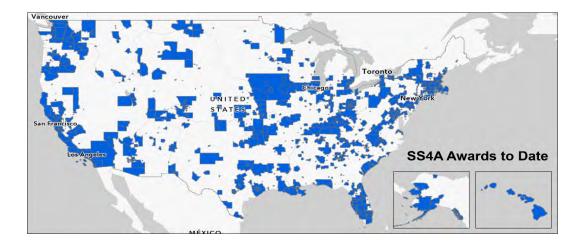
**SS4A** is exclusively designed to help local communities. There are three remaining funding rounds, including the round currently open in 2024.

For more information, use the QR code above or visit the <u>SS4A website</u>.

## SS4A grants are already making an impact nationwide

- In the first two years of funding, USDOT awarded \$1.7 billion to over 1,000 communities across all 50 states and Puerto Rico.
- Awarded communities comprise about 70% of the nation's population.
- SS4A funds to improve roadway safety planning have been awarded to localities that make up 61% of all roadway fatalities.
- Projects and activities will significantly improve safety for all people using the road in those communities, including drivers, passengers, pedestrians, bicyclists, people using transit, and people with disabilities.

- Awards reach communities of all different sizes and safety needs:
- Rural communities comprise around half of all grant award recipients to date.
- 465 communities (41% of award recipients) have populations under 50,000.
- 382 award recipients (75%) in the first year were new direct Federal funding recipients to USDOT.
- Over half of funds will benefit underserved communities, providing equitable investment to places that need funding the most.



## SS4A amplifies our impact by working across government and with external partners

The SS4A program collaborates within USDOT, and with outside organizations that are committed to roadway safety, to disseminate program information and build capacity to help communities apply for grants and successfully implement grant activities.

- Coordinated technical assistance and promotion efforts focus on advancing roadway safety in rural areas,
   Tribal communities, and places in the Thriving Communities network. In the past 2 years, USDOT staff directly reached communities in every state.
- USDOT works with trusted non-governmental organizations and partners that understand communities' roadway safety challenges and needs. These partners include organizations such as the Local Infrastructure Hub, National League of Cities, National Association of County Engineers, League of American Bicyclists, Vision Zero Network, Rural Partners Network, Urban Sustainability Directors Network, and Emergency Medical Services groups, and events like the National Transportation in Indian Country Conference.

## SS4A helps applicants compete for funding based on merits, not technical capacity

Applying for Federal discretionary grants is new for some communities—many of which may not have a team of grant writers on their staff. The SS4A program works with applicants throughout the evaluation process to ensure that they have complete and accurate information and are not disqualified due to an administrative error during the submission process.

- In the second funding year (FY23), SS4A conducted follow-up outreach to 85% of applicants (roughly 600 communities) to provide opportunities to address missing application elements and program requirements. As a result, almost no applicant was turned away because of an incomplete application.
- For those who are unsuccessful, SS4A offers a detailed debrief to help applicants develop more successful
  applications in future rounds. SS4A conducted approximately 130 debrief interviews in January and February of
  2024.

## SS4A award recipients receive extra support to ensure successful grant administration

After awards are made, the SS4A program continues to help communities be successful in developing, executing, and administering grant agreements.

- A streamlined grant process was developed to help finalize and sign grant agreements as quickly as possible, even for communities that have never received grant funding from USDOT. Of the 511 award recipients in the first round announced in February of 2022, over 90% have executed grant agreements in place and initial funding amounts obligated.
- A Technical Assistance Center was established to support grant recipients with training and technical assistance, including how to comply with Federal requirements and how to develop Comprehensive Safety Action Plans.
- A Community of Practice was created to help grant recipients learn from each other across the 1,000+ communities that have received awards to date.

## The next funding opportunity is open now!

The fiscal year (FY) 2024 Notice of Funding Opportunity (NOFO) for Safe Streets and Roads for All grants opened in February 2024. The FY 2024 NOFO has multiple deadlines, depending on the grant type:

- April 4, 2024, 5 p.m. (EDT): Deadline #1 for Planning and Demonstration Grants.
- May 16, 2024, 5 p.m. (EDT): Deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants.
- August 29, 2024, 5 p.m. (EDT): Deadline #3 for Planning and Demonstration Grants. NOFO closes.