

**NORTHWEST MUNICIPAL CONFERENCE**

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



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

**MEMBERS**

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

*President*  
Rodney Craig  
Hanover Park

*Vice-President*  
Donna Johnson  
Libertyville

*Secretary*  
Eric Smith  
Buffalo Grove

*Treasurer*  
John Lockerby  
Skokie

*Executive Director*  
Mark L. Fowler

**North Shore Council of Mayors  
Technical Committee  
Thursday, January 16, 2025  
8:30 a.m.**

Skokie Village Hall  
5127 Oakton St, Skokie, IL 60077

**VIRTUAL NON-VOTING OPTION:**

Microsoft Teams [Need help?](#)

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Meeting ID: 237 631 171 398

Passcode: iw7Js69g

**AGENDA**

- I. Call to Order**
- II. Approval of Meeting Minutes – October 17, 2024 (Attachment A)**  
Action Requested: Approval of Minutes
- III. Agency Reports**
  - a. Chicago Metropolitan Agency for Planning (Attachment B)
  - b. IDOT Local Roads Update (Attachment C)
  - c. IDOT Highways Report
  - d. Illinois Tollway
  - e. Metra
  - f. Pace
  - g. RTA (Attachment D)
  - h. Cook County Department of Transportation and Highways  
**Action Requested:** Informational/Discussion
- IV. North Shore Council of Mayors Surface Transportation Program (STP) Changes**  
NWMC staff will present proposed changes to the North Shore Council of Mayors Surface Transportation Program (STP):
  - a. Local Surface Transportation Program (STP-L) FFY2025-2029 Update (Attachment E)**  
NWMC staff will provide a brief overview of the current program, noting any changes since the previous meeting.
  - b. North Shore Council of Mayors Surface Transportation Program (STP) Cost Increase Requests (Attachment F)**  
NWMC staff will share requested cost increases or changes from projects in the FFY 2025-2029 Program:
    - 1. Lincolnwood – Devon Avenue (ENG 2, CON/CE)

**c. North Shore Council of Mayors Surface Transportation Program (STP) Program Alternatives (Attachment G)**

NWMC staff will share the proposed program for adoption.

**Action Requested:** Discussion/Approval of requested cost increases and recommended programming for the remainder of FFY 2025-2029.

**V. Report by Methodology Revision Working Group (Attachment H)**

NWMC staff will share a report on the Methodology Working Group's discussions so far on potential revisions to the North Shore Council of Mayors STP Program Selection Methodology.

**Action Requested:** Informational/Discussion

**VI. Other Business**

**VII. Next Meeting**

The next meeting of the North Shore Council of Mayors Technical Committee is Thursday, April 17, 2025, at 8:30 a.m. at Glenview Village Hall, 2500 E. Lake Avenue, with a virtual non-voting option available.

**VIII. Adjourn**

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**North Shore Council of Mayors  
Technical Committee  
Thursday, October 17, 2024  
Glenview Village Hall and Virtually**

**Meeting Minutes**

**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  
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Buffalo Grove

*Treasurer*  
John Lockerby  
Skokie

*Executive Director*  
Mark L. Fowler

**Members In Attendance**

Sat Nagar, City of Evanston, *Interim Chair*  
Monica Sarna, Village of Glencoe  
Adriana Webb, Village of Glenview  
John Welch, Village of Lincolnwood  
Chris Tomich, Village of Morton Grove  
Aram Beladi, Village of Northbrook  
Steve Gutierrez, Village of Northfield  
Russ Rietveld, Village of Skokie  
Dan Manis, Village of Wilmette

**Others In Attendance**

Sagar Sonar, City of Evanston (virtual)  
Ron Milanesio, Village of Wilmette  
Gerardo Fierro, IDOT  
Katie Herdus, IDOT (virtual)  
Jess Rybarczyk, Pace Suburban Bus  
Zubair Haider, Baxter & Woodman  
Todd Hoffman, Baxter & Woodman (virtual)  
Jonathan Trent, Baxter & Woodman (virtual)  
Mike Kowalski, Ciorba Group  
Greg Benske, Thomas (virtual)  
David Block, Transystems (virtual)  
Mark Fowler, NWMC  
Larry Bury, NWMC  
Eric Czarnota, NWMC  
Brian Larson, NWMC

**I. Call to Order**

Mr. Nagar called the meeting to order at 8:39 a.m.

**II. Approval of Meeting Minutes – July 18, 2024**

*Mr. Manis moved approval of the July 18, 2024 meeting minutes. Mr. Rietveld seconded the motion, which was unanimously approved.*

**a. Chicago Metropolitan Agency for Planning**

Mr. Haadsma reported that the call for projects for Surface Transportation Program – Shared, CMAQ, and Carbon Reduction Alternatives funds opens on October 21 and runs through December 20, with an informational webinar on Wednesday, October 30 at 10:00 a.m.

He shared that the CMAP Municipal Survey is currently open and closes on October 18, and requested communities complete them to help CMAP tailor its technical support services to municipal needs.

Mr. Haadsma reported on CMAP's launch of the [Regional ADA Coordinators Group](#), with the first meeting scheduled for November 19 from 9:30 to 11:00 in a hybrid capacity. Mr. Haadsma requested that interested participants register by November 12.

Mr. Haadsma shared that the updated 2024 community snapshots are now available on CMAP's website.

b. IDOT Local Roads Update

Mr. Fierro shared the IDOT Local Roads report and requested that communities with any concerns contact him.

c. IDOT Highways Report

Ms. Herdus shared that updates to the report are highlighted in bold, and construction will be wrapping up in the next two months.

Mr. Welch mentioned that Dundee Road and Willow Road were listed as Lincolnwood but not Lincolnwood projects. Ms. Webb also shared that one also incorrectly lists Glenview. Ms. Herdus responded that she would update those projects.

d. Illinois Tollway

Ms. Passi reported that Tollway is going over Investing in the Future capital plan, with a survey on the Tollway website. She added that the IPASS sticker tags are automatically mailing out when customer transponders expire, with more immediate pickups available at Jewel-Osco. She shared that in both cases, the original transponder fee will be transferred to the customer's Tollway account as available funds, and no fee is required for new stickers.

Ms. Passi shared that the IPASS On Demand team is available to represent the Tollway at community meetings where customers can sign up for stickers and the IPASS Assist program, or resolve existing fees, with a social media kit available for community use.

e. Metra

No representative present. Metra's report was included in the agenda packet. Mr. Larson highlighted Metra is currently soliciting feedback on its budget.

f. Pace

Ms. Rybarczyk reported that Pace hosted a pre-hire recruitment event at the College of Lake County Grayslake campus and a pre-hire event at Harper College on November 4. She added that Pace hosts a hire-on-the-spot event at Pace headquarters every Thursday at 9:30 a.m. and 1:30 p.m. She asked that any hiring questions be directed to her.

Ms. Rybarczyk shared Pace's budget public hearing schedule, with the first at the Waukegan Public Library on October 17, with one in every collar county, and two in-person

and two virtual in Cook County. She added that the budget will be balanced with no fare increases or services reductions.

Ms. Rybarczyk reported that Pace's September system-wide ridership neared 2 million riders, representing a continued best since the pandemic, with weekday fixed route ridership around 89,000 per day.

- g. RTA  
No representative present. RTA report was included in the agenda packet.
- h. Cook County Department of Transportation and Highways  
No representative present. Cook County Department of Transportation and Highways report was included in the agenda packet.

### III. **Upcoming Meeting Dates**

Mr. Larson reported on the upcoming meeting dates for the North Shore Council of Mayors Technical Committee through October 2025. Scheduled meeting dates will be January 16, 2025, April 17, 2025, July 17, 2025, and October 16, 2025, at 8:30 a.m., alternating locations between Skokie Village Hall and Glenview Village Hall.

### IV. **North Shore Council of Mayors Surface Transportation Program (STP) Changes**

#### a. **Local Surface Transportation Program (STP-L) FFY2025-2029 Update**

Mr. Larson provided a brief overview of the current program, noting any changes since the previous meeting. These included Glenview's Shermer Road sections, which will have their TIP IDs merged by IDOT request, and Morton Grove's Beckwith Road from Waukegan Road to Austin Avenue, Shermer Road from Harlem Avenue to Golf Road, Gross Point Road from Oakton Street to Main Street, and Central Avenue from Dempster Street to Golf Road projects, which relinquished their Engineering II phase funding back to the Council marks.

#### b. **North Shore Council of Mayors Surface Transportation Program (STP) Cost Increase Requests**

Mr. Larson shared requested cost increases or changes from projects in the FFY 2025-2029 Program. These included Evanston's Green Bay Road, Glenview's Glenview Rd/Harlem/Lehigh, and Morton Grove's Beckwith Road from Harlem Avenue to Waukegan Road, Beckwith Road from Waukegan Road to Austin Avenue, Shermer Road from Harlem Avenue to Golf Road, Gross Point Road from Oakton Street to Main Street, and Central Avenue from Dempster Street to Golf Road projects.

Mr. Larson highlighted that the Morton Grove project requests were to bring the projects to the 80/20 STP/Local ratio as permitted under the methodology as the projects had relinquished their Engineering II phase funding. Mr. Larson also noted that the Evanston Green Bay Road increase would bring the project above the project maximum of \$5 million, requiring a simple majority vote of the Council to waive this limit per the methodology.

Mr. Rietveld asked whether the Green Bay Road increase was on the active list versus the contingency list. Mr. Larson responded that all the cost increase requests were presented in the first STP program alternative as contingency line items as they had not been approved by the Committee.

**c. North Shore Council of Mayors Surface Transportation Program (STP) Contingency Projects to Active Status**

Mr. Larson shared recommended projects to advance from the Contingency List to Active status, including Glenview's Shermer Road from Lake Avenue to Central Avenue which would be merged with the Shermer Road from Golf Avenue to Central Avenue, as well as Morton Grove's Beckwith Road from Waukegan Road to Austin Avenue, Shermer Road from Harlem Avenue to Golf Road, Gross Point Road from Oakton Street to Main Street, and Central Avenue from Dempster Street to Golf Road, with the Morton Grove projects scheduled for Planned Use of Redistribution.

**d. North Shore Council of Mayors Surface Transportation Program (STP) Program Alternatives**

Mr. Larson shared three alternative programs for adoption. He noted that the first alternative would fully fund projects that had not already received full fiscal year funding but were already in the active program, including Glenview's previously separate sections of Shermer Road, Northbrook's Cherry Lane, and Winnetka's Hibbard Road ENG II, with later projects being unable to be programmed for use of those later fiscal years, and requested cost increases listed as contingency line items. He added that the second alternative would take the first alternative and approve all cost increases, with actively programmed projects with cost increases receiving active funding, and contingency projects with cost increases remaining on the contingency list. Finally, Mr. Larson shared that the third alternative would adjust the second alternative by moving all 2025 Federal Fiscal Year projects to the Active list, programming them with Planned Use of Redistribution.

Mr. Rietveld asked whether the third alternative would accommodate all the requests made and program contingency projects into the active program, with the only difference being the amount of Planned Use of Redistribution. Mr. Larson confirmed that was correct. Mr. Nagar noted that it would be good the Council would be accessing Redistribution early in the federal fiscal year. Mr. Manis stated that the third alternative would be most favorable to make use of unutilized regional funds.

*Mr. Rietveld moved to waive the methodology \$5 million limit for the Evanston Green Bay Road project. Mr. Tomich seconded the motion, which was unanimously approved.*

Ms. Webb requested that the Shermer to Milwaukee project letting date be changed from April to June.

Mr. Rietveld noted the five projects that will be let by Morton Grove in 2025. Mr. Tomich replied that Morton Grove is able to pursue all the projects as they are LAFO.

*Mr. Manis moved for adoption of Surface Transportation Program Alternate 3. Mr. Welch seconded the motion, which was unanimously approved.*

**V. Formation of Methodology Revision Working Group**

Mr. Larson discussed the opportunity to enhance the existing North Shore Council of Mayors Surface Transportation Program – Local methodology and requested volunteers for a methodology revisions working group to ensure any changes are fully discussed and implemented prior to when the Call for Projects opens.

Mr. Tomich asked when the Call for Projects is planned to open in October 2025. Mr. Larson confirmed, and suggested that a new methodology should be adopted by the July meeting of the Committee to ensure sufficient time for implementation.

Mr. Nagar asked whether this could then be discussed further at the January Committee meeting. Mr. Rietveld responded that the current matter is whether or not to approve creation of the working group. Mr. Larson agreed, but that the decision could be postponed if the Committee needed more time to decide whether or not to serve on the working group.

Ms. Sarna asked how many volunteers would be needed for the working group. Mr. Larson suggested that 4 would be most useful, but as many who wanted to participate would be welcome. He added that he would send out an email soliciting volunteers.

*Mr. Tomich moved to form the working group. Mr. Welch seconded the motion, which was unanimously approved.*

**VI. Other Business**

No other business.

**VII. Next Meeting**

Mr. Nagar announced that the next meeting of the North Shore Council of Mayors Technical Committee is Thursday, January 17, 2025 at 8:30 a.m. at Skokie Village Hall, 5127 Oakton St, with a virtual non-voting option available.

**VIII. Adjourn**

*Mr. Manis moved to adjourn the meeting at 9:16 a.m. Mr. Tomich seconded the motion, which was unanimously approved.*

## CMAP news

### New CMAP website – live and seeking feedback!

CMAP is excited to announce that our [new website](#) is live! The updated website features a modern design with user-friendly navigation as well as improved accessibility, interactivity, and search functionality. Pages include integrated data, resources, and tools. After you explore the website, fill out and share [our survey](#) to tell us your thoughts and how we can further improve the site.

### Job opportunities

CMAP is hiring for full-time positions: a [Procurement Officer](#) in the Finance division; [People and Culture Program Lead](#) in the Executive office. Visit CMAP's [Careers page](#) to discover more job opportunities.

## Program status updates

### Surface Transportation Program

The [STP Project Selection Committee](#) last met on August 28, 2024. The committee is scheduled to meet next on **February 13, 2025**, at 9:30 a.m. [Meeting Materials](#) are posted on CMAP's Legistar site one week in advance of the meetings. Program status reports for the STP Shared Fund, based on quarterly updates submitted by project sponsors, and an accounting of available, programmed, and obligated funds for the region were updated in April and are available on CMAP's [STP web page](#).

Staff contact: [Jon Haadsma](#) (312-386-8664)

### Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction (CRP), and Transportation Alternatives (TAP-L)

The most recent [CMAQ Project Selection Committee](#) meeting was held on December 5, 2024. The committee's next meeting is scheduled for **February 13, 2025**, at 11:00 a.m. [Meeting materials](#) are posted on CMAP's Legistar site one week in advance of the meetings. Information for submitting change requests for CMAQ, CRP, or TAP-L funded projects can be found on CMAP's [CMAQ web page](#).

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

### Safe Travel for All Roadmap (STAR)

CMAP's [STAR program](#) continues to work to improve regional travel safety with assistance, resources and policy development. Our *Safe Streets and Roads for All* Regional Safety Action Plan program, with county-led safety action plans across the region, is hosting engagement activities. Most counties have launched steering committees and are beginning to table at and host engagement events.

CMAP is seeking input to understand the most pressing issues and traffic safety hotspots in the communities you live, work, and travel in. Please visit the [Safe Travel for All project website](#) (and county-specific pages linked within) to take the traffic safety survey, get event and open house details, and sign up for project updates. Please use your platforms to encourage residents to participate. Check out CMAP's [social media and newsletter content templates](#) for customizable text and images.

CMAP's recent Speed Management report explores the factors that contribute to speed-related traffic safety risks and provides recommendations on road design, speed limit policy, education, and equitable enforcement. The report proposes that the region adopt the Safe System Approach to achieve travel safety goals outlined in ON TO 2050, the region's comprehensive plan. Learn more in the [full report](#) and [executive summary](#).

Staff contact: [Lindsay Bayley](#) (312-386-8826)



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### **Accessible Communities Program**

CMAP launched the Accessible Communities Program to help communities in northeastern Illinois improve accessibility for their residents and visitors with disabilities. Essential information about improving accessibility can be found on this [CMAP webpage](#) and in the Accessible Communities newsletter. Receive the latest news by updating your subscriber preferences [here](#).

Recordings and slides for CMAP's ADA trainings, which cover ADA and Title II requirements, completing a self-evaluation, the role of an ADA coordinator, developing a transition plan, and PROWAG [available](#).

CMAP is excited to launch the newest initiative in our Accessible Communities program: the [Regional ADA Coordinators Group](#). The next meeting is the morning of **February 11** (registration and details coming soon). This group is for municipal Americans with Disabilities Act (ADA) coordinators or others interested in learning more about this federally required role. It will connect ADA coordinators from across the region with each other, as well as resources and training.

- If you are an ADA coordinator, [please take this survey](#) to help CMAP understand your role and how we can support your work.
- If you require an accommodation, please email [Accessibility@cmap.illinois.gov](mailto:Accessibility@cmap.illinois.gov).

CMAP has also developed [templates and guidance](#) that public entities can use to help meet their legal obligations of providing an ADA notice, grievance procedure, and designating an ADA coordinator.

Staff contact: [Jaemi Jackson](#) (312-386-8706)

### **CMAP products and data**

#### **2024 Community Data Snapshots**

The 2024 CMAP [Community Data Snapshots](#) are available. The annual snapshots provide data-driven profiles for every county, municipality, and Chicago Community Area (CCA) in our region. The snapshots include updated demographic, socioeconomic, and employment data from the American Community Survey (ACS) datasets, updated land use summaries using data from the [Land Use Inventory](#), and updated estimated vehicle miles traveled per household. Staff has also created a [toolkit](#) to help communities share this information. Please email [data@cmap.illinois.gov](mailto:data@cmap.illinois.gov) with any questions or provide feedback [through this survey](#).

#### **Plan of Action for Regional Transit (PART)**

Since CMAP's delivery of the [PART report](#) to the General Assembly and Governor's Office, legislative deliberations about the future of transit funding have continued. Most recently, the Climate and Equitable Transportation Act (CETA) was filed, which includes three bills that address several transit and climate issues in the region. One component of CETA, the Metropolitan Mobility Authority Act, details several reforms to transit governance and operations in northeastern Illinois. A companion appropriations bill was also introduced with the intent to provide \$1.5 billion in additional operating funds each year to transit across the region. Additionally, the Illinois Senate Transportation Committee recently concluded a series of legislative hearings across the region focused on transit reform. Meanwhile, Illinois House Speaker Emanuel "Chris" Welch has established a House Public Transit Working Group to closely examine the state's public transit system and develop recommendations for improvements and funding.

PART outlined three areas that must work in tandem to address the \$730 million fiscal cliff facing our region in 2026 and strengthen our transit system: system improvements, funding solutions, and

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governance reforms. CMAP will continue to provide feedback and input in alignment with the PART report. We look forward to continued collaboration with partners, stakeholders, and legislators to strengthen transit in the region.

Staff contact: [Kasia Hart](#) (312-386-8630)

### **Climate Action Planning**

CMAP collaborated with the Metropolitan Mayors Caucus to prepare the [Priority Climate Action Plan](#) that will set the region on a path to reduce greenhouse gas emissions and allow communities in northeastern Illinois to compete for investments from the U.S. EPA's Climate Pollution Reduction Grant Program. The plan supports equitable investment in policies, practices, and technologies that can enhance the quality of life in our region. The goal is to reduce pollutant emissions, create high-quality jobs, and spur economic growth.

CMAP's new report, [Risk-based Vulnerability Assessment](#), uses the latest data to analyze climate risks in the region. The assessment identifies which climate hazards are the biggest threat, where they are located, which transportation assets are most at-risk, and how heat will affect transit riders.

CMAP has begun work on the regional Climate Action Plan. Due in June 2025, the plan will provide an overview of major regional sources and sinks of emissions, develop emissions scenarios and targets, and recommend strategies to reduce emissions.

Staff contact: [Nora Beck](#) (312-386-8677)

### **Explore the CMAP data hub**

CMAP's [Data Hub](#) provides vetted and trustworthy information about northeastern Illinois so local governments, community organizations, academic researchers, and businesses can learn and make informed decisions about their communities. The Data Hub allows you to search or browse by categories and tags. You can find tables or shapefiles for transit routes and stops, land use inventory, greenhouse gas emissions, economically disconnected and disinvested areas, bikeway inventory system, and more!

### **Discover historical aerial photos of the region**

[The Imagery Explorer](#) showcases CMAP's large collection of historical aerial photographs of northeastern Illinois from 1970 through 1995. The archive includes 6,300 images in six of the region's counties. Historic aerial photographs are valuable resources for planning activities like landscape and land use analysis, environmental impact assessments, development projects, and education. These images provide a method for examining changes in properties, neighborhoods, and land use in general. You also can examine changes in historical, environmental, or architectural information about sites over time.

### **From our partners**

#### **CTA developing long-term strategic plan**

CTA recently launched its first-ever comprehensive, long-term strategic planning effort. The [Powering Our Transit Future](#) plan will set the agency's strategic direction over the next several years. Take a brief [survey](#) about your CTA experience and what types of transit service(s) you want to see in the future.

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### **ReVision: Pace's network restructuring project**

Pace is seeking to update the system to reflect how travel patterns have changed. Pace is rethinking the entire network of services, building on the principles of accessibility, equity, and productivity defined in the [Driving Innovation strategic plan](#). The ReVision plan is seeking public input through open houses and a [short survey](#), visit the [ReVision website](#) to learn more.

### **2023 IDOT National Highway System (NHS) pavement and bridge data**

IDOT collects condition data on Interstate pavements annually and on non-Interstate pavements on a two-year cycle. Bridges receive a routine visual inspection at least every 2-4 years, depending on the condition. The results of the most recent NHS pavement condition assessments and bridge inspections, along with performance measures and targets, may be accessed on [IDOT's "Performance" webpage](#).

### **2023 IDOT statewide crash data**

On July 22, IDOT released [Circular Letter 2024-15](#) announcing that 2023 statewide crash data is now available. This information can be accessed by logging into "IDOT's Safety Portal" via this [link](#). If you are a first-time user, please select "Create a New Account" and enter the required information.

### **Vulnerable Road User Safety Assessment (VRUSA)**

The IDOT [Vulnerable Road User Safety Assessment \(VRUSA\)](#) is available for download and use. The VRUSA contains IDOT's efforts to help stakeholders identify programs and projects to address vulnerable road user safety through stakeholders' engagement and data analysis. It also outlines safety strategies based on the safe system approach with a profound consideration for equity principles. It is IDOT's intention for this document to be an important tool for stakeholders to continue to address the needs of VRU's in their communities.

To assist in the use of the VRUSA for the planning of future projects that address the safety of VRUs, a [VRUSA Dashboard](#) has been created that allows the user to view the results of the VRUSA data analysis in a way that can be filtered to specific areas of the state.

### **Funding opportunities**

#### **USDOT FY 2025 RAISE grant opportunity**

The U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program provides grants for surface transportation infrastructure projects with significant local or regional impact. The minimum size for capital RAISE grant awards is \$5 million for projects in urban areas and \$1 million for those in rural areas. There is no minimum award amount for planning grants. The maximum award size for both capital and planning grants is \$25 million.

The [Notice of Funding Opportunity](#) details a round of selections using a portion of the \$1.5 billion in FY 2025 RAISE BIL funds and/or additional funding that may become available for the program under the FY 2025 Appropriations Act. Complete instructions on how to register and apply can be found at [Grants.gov](#). Applications for Round 2 are due **January 30, 2025**, and awards are expected to be announced by June 28, 2025.

#### **USDOE Energy Efficiency and Conservation Block Grant (EECBG) program grant opportunity**

The U.S. Department of Energy (USDOE) released a [Notice of Funding Opportunity](#) for the fourth round of Illinois EECBG formula funding. Funds are available to eligible municipalities and counties for energy audits and government energy efficiency building upgrades based on Blueprints developed by USDOE.

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Projects must address at least one key activity in the [USDOE Blueprint](#). Grant awards range from \$50,000 to \$250,000 and a cost match is not required.

Applications are due by **February 3, 2025**, and more information, application materials, and related resources can be found on the [EECBG website](#).

### **FHWA PROTECT grant opportunity**

FHWA has posted the [Fiscal Years \(FY\) 2024-2026 Notice of Funding Opportunity](#) (NOFO) for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program, a competitive grant program created by the Bipartisan Infrastructure Law to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.

This NOFO offers a total of up to \$876 million in funding through two application periods, including up to \$576 million for FYs 2024 and 2025, and up to \$300 million for FY 2026. The FY 2024-2025 application period will remain open through **February 24, 2025**.

### **IDOT Bureau of Safety Programs and Engineering (BSPE) Highway Safety Program grant opportunity**

The Illinois Department of Transportation's Bureau of Safety Programs and Engineering (BSPE) has posted six Highway Safety Program Notice of Funding Opportunities (NOFO) for the grant year of October 1, 2025 - September 30, 2026. Illinois is seeking grant applications to reduce serious injuries and fatalities on Illinois roadways.

These NOFOs are for local agencies and organizations. Visit the [safety grants webpage](#) for links to the NOFOs and application information. All NOFO applications will be submitted in the State of Illinois' grant management system – AmpliFund. Applications for FY26 are due by **March 3rd, 2025, at 4:00 p.m.**

### **Training opportunities**

#### **National ADA Symposium**

The [National ADA Symposium](#) is an annual conference on the Americans with Disabilities Act and disability-related laws. This comprehensive conference provides the latest information on all areas of the ADA, including regulations and guidelines, implementation strategies, and best practices.

**Virtual ADA Symposium: May 5-7, 2025** —Registration Opens January 6th

**In-Person ADA Symposium: June 15-18, 2025, Atlanta, Georgia** —Registration Opens February 12th

#### **FHWA Learning Management System**

FHWA's National Highway Institute launched its [Blackboard Learning Management System \(LMS\)](#) to provide a more interactive and user-friendly platform, offering easier access to course information, simplified course registration, transcript viewing, and online management of profile information and passwords.

#### **IDOT BLRS 2024 MFT Eligibility and Spending Process T2 training**

IDOT's Technology Transfer (T2) Center has the Spring 2024 MFT [training](#), along with all past offerings, available online. For more information on how to navigate this training, along with 35+ additional trainings offered by T2 Center, please reference the [T2 website](#). New users will need to contact [Barry.Kent@illinois.gov](mailto:Barry.Kent@illinois.gov) for credentials.

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### **Engage with CMAP**

The CMAP office is open daily and [staff](#) have established hybrid work schedules. All CMAP committee meetings are held in-person, and a quorum of committee members must be physically present. CMAP continues to provide options for non-member attendees to participate in meetings virtually. Meeting materials, webinar links, minutes, and recordings can be found on [CMAP's Legistar page](#). For general questions, complete our [contact form](#). Subscribe to updates from CMAP on transportation, the economy, climate and more [here](#).

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## **Federally-Funded Project Implementation and Active Program Management Reminders –January 2025**

- 1/13/2025:** Final agreements due for projects targeting the March 2025 state letting  
Final plans and draft agreements due for projects targeting the April 2025 state letting
- 1/22/2025:** Final ROW certification must be completed for projects targeting March 2025 letting

###

This information is compiled from these official sources:

- IDOT Bureau of Local Roads and Streets Region One Letting Schedule (latest version available from IDOT District 1 BLRS staff)
- CMAP's TIP Due Dates and Master Transportation Schedule (latest version posted [here](#))
- [STP Active Program Management Policies](#)
- CMAP's call for projects [web page](#) (Refreshed prior to each call)
- CMAP's [CMAQ and TAP-L Program Management and Resources web page](#)

***If there are any discrepancies in dates, the dates listed on the official sources above should be used. Consult with your planning liaison to resolve any questions or concerns.***



Selections: RCO: 02	Engineer:
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS  
 LOCATED IN THE CMAP **NORTH SHORE REGIONAL COUNCIL**

02

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
Record id												
5 SKOKIE 080028000FP	- Old Orchard Rd Harms Rd/(1-94) to Skokie Blvd RECONSTRUCTION SIGNAL TIMING/PROGRESSION	16,400,000	02-97-0006 E1: / / / / E2: / / / / RW: FFY17 / CMAQ / 1,907,500 / 1,526,000 / A C: FFY23 / HPP / 1,000,000 / 800,000 / / CMAQ / 10,000,000 / 7,800,000 /	CE 2 12/10/2014	NR		Yes		1/1/2026	AH CR Transyste		* * * * * * * * * * * *
1312							REMARKS: Bill #1809. Kick-off meeting held 4-4-08. Part of CCHD Project. Requires PE1 Addendum. Need s chedule (4-20-20).					
6 SKOKIE 130029500BT	FAU1313 - Church St Linder Av to McCormick Blvd Bike Lanes	550,000	02-14-0003 E1: / / / / E2: FFY19 / CMAQ / 43,000 / 32,000 / A RW: / / / / C: FFY23 / CMAQ / 550,000 / 440,000 /	CE 1 5/13/2013	NR		No		4/25/2025	AH CR CBBEL	NR	* * * * * * * * * * * *
3023							REMARKS: Requires PE1 Addendum. PE2 kick-off held 2-11-20.					
7 SKOKIE 150030300MS	Var - CTA Stations Dempster to Oakton LANDSCAPING BIKE RACKS	289,000	02-16-0013 E1: / / / / E2: FFY19 / CMAQ / 25,963 / 20,770 / A RW: / / / / C: FFY22 / CMAQ / 289,000 / 231,000 /	CE 1 6/9/2015	NR		Yes		1/1/2026	AH CR CBBEL	NR	* * * * * * * * * * * *
3007							REMARKS: Com Ed/CTA lease agreement. PE2 kick-off meeting held 10/30/19. Letting TBD as of 11-15-2022.					
8 SKOKIE 160030700BT	Off - Skokie Vly Tr Golf Rd to Dempster BIKEWAYS	3,190,000	02-18-0001 E1: / / / / E2: FFY20 / STE2 / 420,000 / 336,000 / RW: FFY23 / STER / 637,200 / 448,000 / C: FFY24 / STE / 3,190,000 / 2,096,000 /	CE 1 4/5/2019	NR		Yes		4/25/2025	AH CR	NR	* * * * * * * * * * * *
3249							REMARKS:					





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## Local Government Update

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175 W Jackson Blvd  
Suite 1550  
Chicago, IL 60604  
312 913 3200  
rtachicago.org

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# January 2025 Local Government Update

## **Regional transit budget and 2025-2029 capital program adopted by RTA Board of Directors**

The RTA Board of Directors adopted the [2025 regional transit budget and 2025-2029 capital program](#), the last one supported by federal COVID relief dollars before an operating fiscal cliff threatens our region's transit system and puts current double-digit ridership growth at risk. The 2025 budget includes \$4.147 billion in operating expenses for northeastern Illinois' transit system, and a 2025-2029 Regional Capital Program of \$9.469 billion, a significant increase from previous capital programs.

Despite operating funding challenges, the region's transit system continues to grow ridership. The system provides more than 1.2 million rides per day, with special events and off-peak trips outpacing pre-pandemic ridership numbers. Each agency has seen double-digit year-over-year growth, thanks to service expansions that would not have been possible without federal COVID relief dollars. In places where more service was added, riders have returned.

The budget and capital program were presented to all six county boards in the region and held a virtual public hearing on Dec. 3, which followed similar hearings and comment periods by CTA, Metra and Pace for their respective budgets. These materials and activities are documented on the RTA's website, and the 2025-2029 Capital Program is also [available on RTAMS](#), the RTA's mapping and statistics website.




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## Local Government Update

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175 W Jackson Blvd  
Suite 1550  
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## RTA Chairman Kirk Dillard to address City Club on Jan. 15

RTA Chairman Kirk Dillard will speak at the City Club of Chicago on Wednesday, Jan. 15 at noon. Chairman Dillard will share the agency's vision for a fully funded, seamless, and accountable transit system that serves riders with more frequent and reliable service. This vision is based on more than three years of consistent engagement of riders and stakeholders on the challenges the system faces, with key activities including the development and launch of the Transit is the Answer strategic plan, quarterly virtual and in-person coalition meetings on plan implementation, multiple in-person summits on key topics, rider surveys, and more. Seating is limited and tickets are available on the [City Club's website](#).

The Transit is the Answer Coalition will meet on Tuesday, Feb. 11 at 9:30 a.m. to provide the public with the opportunity to give feedback on this updated vision as legislative outreach and advocacy continue during the 2025 legislative session in Springfield. RTA staff will host a discussion and invite participants to both ask questions and provide feedback on potential funding and reform legislation and strategy. [Registration is now open online](#).

## RTA announces 2025 state legislative agenda

The RTA has published the agency's [state legislative agenda for 2025](#), outlining the need for sustainable funding for transit, reforms to transit governance, and strengthening partnerships and investment on personal safety and security, among other priorities. With federal COVID relief funds to be depleted in early 2026, [state lawmakers must reach a funding solution before adjourning in May](#) to avoid service cuts and fare increases. The RTA published an [economic impact assessment](#) illustrating two drastically different potential futures for the regional transit system, including how the system can be improved and expanded with additional investment, and how potential service cuts and fare increases would affect the region's economy.

				NORTH SHORE COUNCIL OF MAYORS FFY 2024-2029 PROGRAM							COUNCIL MARKS/PAST YEAR OBLIGATIONS AND ADJUSTMENTS					
				2025	2025-Redist	2026	2027	2028	2029							
											2024	2025	2026	2027	2028	2029
											\$ -	\$ 6,348,548	\$ 6,204,899	\$ 6,304,178	\$ 6,405,045	\$ 6,507,525
											\$ 8,015,093	\$ 6,551,398	\$ 6,204,899	\$ 6,304,178	\$ 6,405,045	\$ 6,507,525
TIP ID	Project	Muni/Lead	Phase	Programmed:	Balance:					Target Letting/Auth.	Original Request	% Request Funded				
02-20-0014	Green Bay Road Corridor Improvements	City of Evanston	CON	\$ 622,512						Sep-24			Receives cost increase request of \$622,512			
02-13-0002	Austin Ave from Lincoln Ave to Oakton St	Village of Morton Grove	CON/CE	\$ 382,244						Mar-24			Unobligated \$382,244 carried over from FFY2024 to FFY2025 due to no obligation extension request.			
02-23-0012	Old Glenview Road from Skokie Blvd to Wilmette Ave	Village of Wilmette	CON/CE*	\$ 54,975						Mar-24			Unobligated \$54,975 carried over from FFY2024 to FFY2025 due to no obligation extension request.			
02-16-0005	US 41 Skokie Blvd at Lake Ave	Village of Wilmette	ENG II	\$ 53,048						Jan-25			Unobligated \$53,048 carried over from FFY2024 to FFY2025 due to no obligation extension request.			
02-06-0035	Gross Point Rd from Old Orchard Rd to Golf Rd	Village of Skokie	ENG II	\$ 31,924						Mar-23			Unobligated \$31,924 carried over from FFY2024 to FFY2025 due to no obligation extension request.			
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02-18-0007	Chestnut Ave from Lehigh Ave to Waukegan Rd	Village of Glenview	CON	\$ 624,883						Apr-22			Unobligated \$624,883 carried over from FFY2024 to FFY2025 due to no obligation extension request.			
02-22-0004	Wilmette Ave from Ridge Rd to Green Bay Rd	Village of Wilmette	CON/CE*	\$ 636,361						Jan-23						
02-16-0002	Howard Street from Dodge Ave to Custer Ave	City of Evanston	CON/CE	\$ 127,329						Mar-20			Reprogramming between CDOT and NSCOM responsibilities. FY2024 marks increased by \$127,329 due to shift from FY2021 funds. Unobligated amount carried over from FFY2024 to FFY2025.			
02-24-0003	Shermer Road from Lake Ave to Golf Rd (Combined Lake Ave to Central Ave)	Village of Glenview	CON/CE*	\$ 2,574,000						Apr-25			02-24-0004 Merged into 02-24-0003 per IDOT.			
02-25-0004	Glenview Road from Shermer Rd to Milwaukee Ave	Village of Glenview	CON/CE*	\$ 485,472	\$ 1,651,514					Jun-25			Shifted to increased proportional use of STP-L funds from Planned Use of Redistribution			
02-22-0021	Beckwith Rd from Harlem Ave to Waukegan Rd	Village of Morton Grove	CON/CE*		\$ 468,000					Jun-25			ENG II funds (\$24,500) merged with CON/CE. Receives \$87,035 cost increase to meet 80/20 ratio. Proposed moving to solely Planned Use of Redistribution due to combined bidding for 02-22-0021 and 02-25-0005. TIP IDs may merge.			
02-25-0005	Beckwith Road from Waukegan Rd to Austin Ave	Village of Morton Grove	CON/CE*		\$ 2,448,000					Jun-25			Combined bidding for 02-22-0021 and 02-25-0005; TIP IDs may merge.			
02-25-0006	Gross Point Road from Oakton St to Main St	Village of Morton Grove	CON/CE*		\$ 1,344,000					Jun-25						
02-25-0007	Central Avenue from Dempster St to Golf Rd	Village of Morton Grove	CON/CE*		\$ 1,224,000					Jun-25						
02-25-0008	Shermer Road from Harlem Ave to Golf Rd	Village of Morton Grove	CON/CE*		\$ 1,240,000					Jun-25						
02-16-0004	Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	CON		\$ 1,678,068					Sep-25						
02-22-0014	Skokie Blvd from Lake Cook Rd to Village Limits	Village of Northbrook	CON*		\$ 2,017,049					Sep-25						
02-22-0016	Glenview Rd and Harlem/Lehigh Ave Improvements	Village of Glenview	CON/CE*			\$ 3,680,000				Jan-26			Typo listed funds as "\$3,684,000" instead of "\$3,680,000". Corrected. Letting date revised from 11/2025 to 1/2026.			
02-06-0021	Willow Rd from Winnetka Village Limits to Green Bay Rd	Village of Winnetka	CON			\$ 2,469,214				Mar-26			Letting date revised from 11/2025 to 3/2026.			
02-20-0017	Howard St from Crawford Ave to McCormick Blvd (East)	Village of Skokie	CON/CE*				\$ 942,739			Jan-26						
02-22-0018	Walters Ave from Pflingsten Rd to Shermer Rd	Village of Northbrook	CON*				\$ 927,022			Sep-26						
02-22-0019	Pflingsten Road from E Lake Ave to West Lake Ave Improvements	Village of Glenview	CON/CE*				\$ 2,697,600			Nov-26						
02-22-0015	Howard St from Skokie Blvd to Crawford Ave (West)	Village of Skokie	CON/CE*				\$ 1,118,400			Jan-27						
02-22-0017	Gross Point Rd from Main St to Church St	Village of Skokie	CON/CE*				\$ 1,600,000			Jan-27						
02-22-0020	Illinois Rd from Locust Rd to Wilmette Ave	Village of Wilmette	CON/CE*				\$ 1,099,277			Jan-27						
02-24-0007	Cherry Lane	Village of Northbrook	CON*				\$ 960,800			Nov-27						
02-24-0005	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	ENG II				\$ 552,230			Sep-28			Corrected title on program. Actively reprogrammed as ENG 2 letting delayed from 6/2027 to 9/2028.			
02-24-0008	Lake Avenue from Green Bay Road to Sheridan Road	Village of Wilmette	CON/CE*					\$ 5,000,000	Mar-28	\$ 5,329,958	93.8%					
02-24-0005	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	CON/CE					\$ 946,270	Oct-28	\$ 4,447,770	21.3%		Letting date revised from 11/2028 to 10/2028.			
02-24-0006	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CON					\$ 236,500	Nov-28	\$ 946,000	25.0%					
02-24-0006	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CE					\$ 25,340	Nov-28	\$ 101,360	25.0%					

- Project Let
- Actively Reprogrammed
- Proposed Project
- Planned Use of Redistribution

FFY=	Federal Fiscal Year (Oct. 1 - Sept. 30)
ENG II=	Phase II Engineering (50/50 match ratio)
CON/CE=	Construction/Construction Engineering

\* eligible for 80/20 match ratio

Contingency Program (Not Currently Programmed)				2025	2025-Redist	2026	2027	2028	2029	Target Letting/Auth.					
02-06-0021	Willow Rd from Winnetka Village Limits to Green Bay Rd	Village of Winnetka	CON			\$1,851,911				Mar-26			Cost increase request: \$5,530,786. Maximum allowed per Council methodology is \$1,851,911. Letting date revised from 11/2025 to 3/2026.		
02-24-0006	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CON*						\$ 709,500	Oct-28	\$ 946,000	75.0%			
02-24-0006	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CE*						\$ 76,020	Oct-28	\$ 101,360	75.0%			
02-24-0005	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	CON/CE						\$ 3,501,500	Nov-28	\$ 4,447,770	78.7%			
02-20-0015	Happ Road Corridor Improvements	Village of Northfield	CON			\$ 4,545,222				Jun-26	\$ 4,545,222	100.0%	Project undergoing redesign. Will require a reevaluation under the methodology, so project is moved to contingency. Letting date updated from 9/2025 to 6/2026		
	Pratt Avenue Pedestrian Bridge	Village of Lincolnwood	ENG II, CON/CE	\$ 120,000						Jan-29					
<b>Subtotals</b>				\$120,000		\$6,397,133	\$0	\$0	\$6,027,020						
<b>Total</b>									\$12,544,153						

**NORTHWEST MUNICIPAL CONFERENCE**

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



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

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Lake Forest  
Lake Zurich  
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John Lockerby  
Skokie

*Executive Director*  
Mark L. Fowler

**To:** North Shore Council of Mayors Technical Committee  
**From:** Brian M. Larson, Planning Liaison  
**Re:** Cost Increase Request for Lincolnwood – Devon Avenue  
**Date:** January 9, 2025

The Village of Lincolnwood has petitioned the North Shore Council of Mayors for a cost increase of \$738,456 for its Devon Avenue project (TIP 02-16-0004), for a total ENG II phase amount of \$150,539 and CON/CE phase amount of \$2,380,000.

Per the North Shore Council of Mayors Methodology, cost increase requests are contingent upon three factors: programming constraints and funding availability, special circumstances resulting in project cost increases, and no prior petitions by the project sponsor for the same project for the fiscal year.

While FFY2025 is overprogrammed beyond the Council marks, additional funds are available for projects letting this fiscal year through planned use of Redistribution once all Council marks are obligated. Therefore, funding is available to cover the requested increase.

Lincolnwood indicates in its cost increase request that an Illinois Department of Transportation moratorium resulted in delays and suspension construction changes created unexpected and additional costs. Therefore, special circumstances necessitate the cost increase.

The project's ENG II funds entered Advance Construction during FFY2024, and the project's CON STP-L funds have not changed since FFY2022. Therefore, Lincolnwood has not petitioned the Council for a cost increase for Devon Avenue during FFY2025.

Per the North Shore Council of Mayors Methodology, approved cost increase requests are subject to limits dependent on the total annual marks allocated to the Council and maximum project limits. There is no rule in the methodology establishing post-Advance Construction cost increases, so the most recent fiscal year (FFY 2024) will be used instead for ENG II, where the allocation (\$260,150) made up 3.2% of Council marks (\$8,015,093). This means the maximum cost increase request for ENG II can be 100% of the programmed STP funding for the project phase, or \$260,150. The requested increase for ENG II is well below this maximum amount. The allocation for Devon Avenue project CON funds (\$1,678,068) makes up 25.6% of the Council marks for FFY2025 (\$6,551,398). This means the maximum cost increase for CON can be 75% of the programmed STP funding for the project phase, or \$1,258,551. Requests for CE phase funds will be included with CON phase funds as part of this calculation. The total requested increase for CON and CE is well below this maximum amount.

The project's total STP funding, including the cost increase, would be \$2,530,539, below the individual project funding limit of \$5 million.

Therefore, I recommend that the North Shore Council of Mayors approve Lincolnwood's **Devon Avenue cost increase request** of \$738,456, for a total ENG II phase STP funding of \$150,539, a total CON/CE phase STP funding of \$2,380,000, using FFY2025 STP-Local of \$36,614 and STP-Planned Use of Redistribution of \$2,380,000.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Larson". The signature is fluid and cursive, with a large initial "B" and a long horizontal stroke at the end.

Brian M. Larson

VILLAGE PRESIDENT  
Jesal Patel

VILLAGE CLERK  
Beryl Herman

VILLAGE MANAGER  
Anne Marie Gaura



TRUSTEES  
ATTACHMENT F  
Jean Ikezoe-Halevi  
Grace Diaz Herrera  
Craig L. Klatzco  
Chris Martel  
Mohammed Saleem  
Atour Toma Sargon

October 3, 2024

Northwest Municipal Conference (NWMC)  
1600 E. Golf Road Suite 700  
Des Plaines, IL 60016

Attention: Brian Larson, Program Associate for Transportation

Subject: Devon Avenue (FAU 1349), Village of Lincolnwood  
Section No.: 16-00061-00-LS  
**Request for Additional Funding**

Dear Brian,

The Village of Lincolnwood had initially secured funding for the Devon Avenue project in 2016. Due to unforeseen circumstances related to IDOT’s mid-block crossing moratorium, the project had been delayed and suspended. The project has since been resumed and is currently in Phase II design. We are now requesting additional funding for Phase II Engineering, Construction, and Phase III Engineering for the Devon Avenue project.

The request for additional funding for Phase II Engineering is based on increased effort for modifications to the approved Phase I, design associated with geometry revisions, uncontrolled intersection crossings, and additional coordination and submittals required by CDOT. The Phase II design is underway with a contract amount of \$430,111. The Village is requesting \$36,614 for Lincolnwood’s portion of Phase II.

The additional funding request for Construction and Phase III Engineering is due to the existing funding estimates being outdated as they were originally prepared in 2016.

**CURRENT FUNDING**

	Lincolnwood		Chicago		Total
	STP (70/30)	Local	STP (80/20)	Local	
Phase II	\$113,925	\$28,481	\$146,271	\$36,568	\$325,245
Phase III	\$0	\$266,000	\$0	\$0	\$266,000
Construction	\$1,678,068	\$915,000	\$1,583,775	\$432,500	\$4,413,515
<b>Totals</b>	<b>\$1,791,993</b>	<b>\$1,013,653</b>	<b>\$1,730,046</b>	<b>\$469,068</b>	<b>\$5,004,760</b>

**REQUESTED CHANGE**

	Lincolnwood		Chicago		Total
	STP (70/30)	Local	STP (80/20)	Local	
Phase II	\$36,614	\$36,036	\$47,279	-\$15,062	\$104,866
Phase III	\$245,000	-\$161,000	\$315,000	\$35,000	\$434,000
Construction	\$456,932	\$195,828	\$1,161,225	-\$127,500	\$1,686,485
<b>Totals</b>	<b>\$738,546</b>	<b>\$70,864</b>	<b>\$1,523,504</b>	<b>-\$107,562</b>	<b>\$2,225,351</b>



**PROPOSED FUNDING AMOUNTS**

	Lincolnwood		Chicago		Total
	STP (70/30)	Local	STP (80/20)	Local	
Phase II	\$150,539	\$64,517	\$193,550	\$21,506	\$430,111
Phase III	\$245,000	\$105,000	\$315,000	\$35,000	\$700,000
Construction	\$2,135,000	\$915,000	\$2,745,000	\$305,000	\$6,100,000
<b>Totals</b>	<b>\$2,530,539</b>	<b>\$1,084,517</b>	<b>\$3,253,550</b>	<b>\$361,506</b>	<b>\$7,230,111</b>

In summary, the Village of Lincolnwood is requesting \$36,614 for Phase II, \$245,000 for Phase III, and \$456,932 for Construction from the NSCOM, for a total request of \$738,546.

If you have any questions, please do not hesitate to contact me.

James Amelio, PE



Village Engineer

TIP ID	Project	Muni/Lead	Phase	NORTH SHORE COUNCIL OF MAYORS FFY 2024-2029 PROGRAM							Target Letting/Auth.	Original Request	% Request Funded	COUNCIL MARKS/PAST YEAR OBLIGATIONS AND ADJUSTMENTS					
				2025	2025-Redist	2026	2027	2028	2029	2024				2025	2026	2027	2028	2029	
				Programmed:	Balance:														
				\$6,551,398	\$0	\$6,149,214	\$5,685,761	\$4,212,307	\$6,182,770				\$8,015,093	\$6,551,398	\$6,204,899	\$6,304,178	\$6,405,045	\$6,507,525	
				\$0	-\$12,809,177	\$55,685	\$618,417	\$2,192,738	\$324,755										
02-20-0014	Green Bay Road Corridor Improvements	City of Evanston	CON			\$ 622,512				Sep-24							Receives cost increase request of \$622,512		
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02-22-0021	Beckwith Rd from Harlem Ave to Waukegan Rd	Village of Morton Grove	CON/CE*			\$ 468,000				Jun-25							ENG II funds (\$24,500) merged with CON/CE. Receives \$87,035 cost increase to meet 80/20 ratio. Proposed moving to solely Planned Use of Redistribution due to combined bidding for 02-22-0021 and 02-25-0005. TIP IDs may merge.		
02-25-0005	Beckwith Road from Waukegan Rd to Austin Ave	Village of Morton Grove	CON/CE*			\$ 2,448,000				Jun-25							Combined bidding for 02-22-0021 and 02-25-0005; TIP IDs may merge.		
02-25-0006	Gross Point Road from Oakton St to Main St	Village of Morton Grove	CON/CE*			\$ 1,344,000				Jun-25									
02-25-0007	Central Avenue from Dempster St to Golf Rd	Village of Morton Grove	CON/CE*			\$ 1,224,000				Jun-25									
02-25-0008	Shermer Road from Harlem Ave to Golf Rd	Village of Morton Grove	CON/CE*			\$ 1,240,000				Jun-25									
02-16-0004	Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	ENG II			\$ 36,614				Sep-25							Requested increase of \$36,614 for ENG II		
02-16-0004	Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	CON			\$ 1,678,068				Sep-25									
02-16-0004	Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	CON/CE			\$ 701,932				Sep-25							Requested increase of \$456,932 for CON, \$245,000 for CE		
02-22-0014	Skokie Blvd from Lake Cook Rd to Village Limits	Village of Northbrook	CON*			\$ 2,017,049				Sep-25									
02-22-0016	Glenview Rd and Harlem/Lehigh Ave Improvements	Village of Glenview	CON/CE*			\$ 3,680,000				Jan-26							Typo listed funds as "\$3,684,000" instead of "\$3,680,000". Corrected. Letting date revised from 11/2025 to 1/2026.		
02-06-0021	Willow Rd from Winnetka Village Limits to Green Bay Rd	Village of Winnetka	CON			\$ 2,469,214				Mar-26							Letting date revised from 11/2025 to 3/2026.		
02-20-0017	Howard St from Crawford Ave to McCormick Blvd (East)	Village of Skokie	CON/CE*			\$ 942,739				Jan-26									
02-22-0018	Walters Ave from Pflingsten Rd to Shermer Rd	Village of Northbrook	CON*			\$ 927,022				Sep-26									
02-22-0019	Pflingsten Road from E Lake Ave to West Lake Ave Improvements	Village of Glenview	CON/CE*			\$ 2,697,600				Nov-26									
02-22-0015	Howard St from Skokie Blvd to Crawford Ave (West)	Village of Skokie	CON/CE*			\$ 1,118,400				Jan-27									
02-22-0017	Gross Point Rd from Main St to Church St	Village of Skokie	CON/CE*			\$ 1,600,000				Jan-27									
02-22-0020	Illinois Rd from Locust Rd to Wilmette Ave	Village of Wilmette	CON/CE*			\$ 1,099,277				Jan-27									
02-24-0007	Cherry Lane	Village of Northbrook	CON*			\$ 960,800				Nov-27									
02-24-0005	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	ENG II			\$ 552,230				Sep-28							Corrected title on program. Actively reprogrammed as ENG 2 letting delayed from 6/2027 to 9/2028.		
02-24-0008	Lake Avenue from Green Bay Road to Sheridan Road	Village of Wilmette	CON/CE*			\$ 5,000,000				Mar-28	\$ 5,329,958	93.8%							
02-24-0005	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	CON/CE			\$ 946,270				Oct-28	\$ 4,447,770	21.3%					Letting date revised from 11/2028 to 10/2028.		
02-24-0006	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CON			\$ 236,500				Nov-28	\$ 946,000	25.0%							
02-24-0006	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CE			\$ 25,340				Nov-28	\$ 101,360	25.0%							

- Project Let
- Actively Reprogrammed
- Proposed Project
- Planned Use of Redistribution

FFY= Federal Fiscal Year (Oct. 1 - Sept. 30)  
 ENG II= Phase II Engineering (50/50 match ratio)  
 CON/CE= Construction/Construction Engineering

\* eligible for 80/20 match ratio

Contingency Program (Not Currently Programmed)													
TIP ID	Project	Muni/Lead	Phase	2025	2025-Redist	2026	2027	2028	2029	Target Letting/Auth.	Original Request	% Request Funded	Notes
02-06-0021	Willow Rd from Winnetka Village Limits to Green Bay Rd	Village of Winnetka	CON			\$1,851,911				Mar-26	\$ 5,530,786	33.5%	Cost increase request: \$5,530,786. Maximum allowed per Council methodology is \$1,851,911. Letting date revised from 11/2025 to 3/2026.
02-24-0006	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CON*						\$ 709,500	Oct-28	\$ 946,000	75.0%	
02-24-0006	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CE*						\$ 76,020	Oct-28	\$ 101,360	75.0%	
02-24-0005	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	CON/CE						\$ 3,501,500	Nov-28	\$ 4,447,770	78.7%	
02-20-0015	Happ Road Corridor Improvements	Village of Northfield	CON			\$ 4,545,222				Jun-26	\$ 4,545,222	100.0%	Project undergoing redesign. Will require a reevaluation under the methodology, so project is moved to contingency. Letting date updated from 9/2025 to 6/2026
	Pratt Avenue Pedestrian Bridge	Village of Lincolnwood	ENG II, CON/CE	\$ 120,000					\$ 1,740,000	Jan-29			
Subtotals				\$120,000		\$6,397,133	\$0	\$0	\$6,027,020				
Total									\$12,544,153				



**NORTHWEST MUNICIPAL CONFERENCE**

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**To:** North Shore Council of Mayors Technical Committee  
**From:** Brian M. Larson, Planning Liaison  
**Re:** Methodology Working Group Discussions  
**Date:** January 9, 2025

The North Shore Council of Mayors Methodology Revisions Working Group (“Working Group”) has now met three times to discuss potential revisions for the North Shore Council of Mayors Surface Transportation Program (STP) application evaluation criteria.

General administrative changes include a sample project application timeline, clarifying points available through transit supportive land use policies, revising methodology references to updated source material, clarifying how and when the Committee can waive the methodology for projects, and requesting information on when the section was last rehabilitated/rebuilt, the technique, and funding source.

Substantive revisions reviewed by the Working Group, and the Working Group’s opinion thereof include:

*Support:*

- Safety Impact: Changing the current safety impact Crash Reduction Factor (CRF) approach to the FHWA Safe Systems Framework approach.
- Funding Evaluation: Adoption of a hybrid future STP funding and per capita past STP funding evaluation to prioritize communities with less STP usage.
- Funding Evaluation: Adoption of framework that prioritizes projects based on the percentage of committed non-STP funds.

*Needs Additional Evaluation:*

- ADA Accessibility: Prioritization of projects which are listed in an ADA Transition Plan.

*Neutral/No Action:*

- Funding Evaluation: Increase to maximum project funding limit.
- Funding Evaluation: Multi-jurisdictional encouragement criteria.

*Reject:*

- Safety Need: Changing current Safety Need evaluation from IDOT annual crash data to alternate method.
- Project Type: Evaluation of application types (Reconstruction/Intersection, Rehabilitation, Bicycle-Pedestrian) on different weighted criteria.