

## 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  
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*President*  
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Skokie

*Executive Director*  
Mark L. Fowler

### North Shore Council of Mayors

#### Technical Committee

**Thursday, April 17, 2025**

**8:30 a.m.**

Glenview Village Hall – Hutchings Room  
2500 E. Lake Avenue

#### VIRTUAL NON-VOTING OPTION:

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 237 631 171 398

Passcode: iw7Js69g

**Dial in by phone:**

[+1 872-240-8966](tel:+18722408966), [897239178#](tel:+18722408966)

### AGENDA

**I. Call to Order**

**II. Approval of Meeting Minutes – January 16, 2025 (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 (Attachment D)
- e. Metra (Attachment E)
- f. Pace (Attachment F)
- g. RTA (Attachment G)
- 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 H)**

NWMC staff will provide a brief overview of the current program, noting any changes since the previous meeting.

**Action Requested:** Informational/Discussion

**b. North Shore Council of Mayors Surface Transportation Program (STP) Program Alternatives (Attachment I, J, K, L)**

NWMC staff will share four proposed alternate programs eligible for adoption: Score-based; Timeline-based; Year Shift Change, and Current Program Minimal Changes.

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

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

NWMC staff will share a draft version of the Methodology, with and without changes, based 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, July 17, 2025, at 8:30 a.m. at Skokie Village Hall, 5127 Oakton Street, with a virtual non-voting option available.

**VIII. Adjourn**

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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  
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## **North Shore Council of Mayors Technical Committee Thursday, January 16, 2025 Skokie Village Hall**

### **MEETING MINUTES**

#### **Members In Attendance**

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

#### **Others In Attendance**

Sarah FioRito, City of Evanston (virtual)  
Sagar Sonar, City of Evanston (virtual)  
Ron Milanesio, Village of Wilmette  
Jon Haadsma, CMAP (virtual)  
Sarah Stolpe, CMAP  
Gerardo Fierro, IDOT  
Kelsey Passi, Illinois Tollway (virtual)  
Jess Rybarczyk, Pace Suburban Bus  
Zubair Haider, Baxter & Woodman  
Todd Hoffman, Baxter & Woodman (virtual)  
Mike Kowalski, Ciorba Group  
Joel Christell, Peralte-Clark  
Luke Bolzenius, RINA (virtual)  
Tex John Mick, SE3  
David Block, Transystems (virtual)  
Mark Fowler, NWMC (virtual)  
Larry Bury, NWMC (virtual)  
Eric Czarnota, NWMC  
Brian Larson, NWMC

#### **I. Call to Order**

Mr. Tomich called the meeting to order at 8:45 a.m.

#### **II. Approval of Meeting Minutes – October 17, 2024**

*Mr. Bernahl moved approval of the October 17, 2024 meeting minutes. Mr. Welch seconded the motion, which was unanimously approved.*

### III.

#### Agency Reports

- a. Chicago Metropolitan Agency for Planning  
Ms. Stolpe said that CMAP has published its 2024 Annual Report, and is currently reviewing the STP-Shared, CMAQ, and TAP-L applications. She encouraged submission of regional subregional priority points for the applications, as preliminary scoring for applicants begins in March. Ms. Stolpe said that the CMAP ADA Regional Coordinators group will meet Tuesday, February 11, in a hybrid format, and that CMAP has developed ADA templates and guidance which is available on the CMAP website.
- b. IDOT Local Roads Update  
Mr. Fierro requested that communities notify him of any discrepancies with the program report, and he will be moving to IDOT's Engineering division.
- c. IDOT Highways Report  
Mr. Larson said that there were no IDOT Highways updates.
- d. Illinois Tollway  
Ms. Passi reported that the Tollway advisory team reported on its current capital plan, which is available on the Tollway website, and stakeholder engagement continues. She added that the Tollway is developing its next strategic capital plan, Bridging the Future, with research on planning, design, and construction now underway.
- e. Metra  
No report provided.
- f. Pace  
Ms. Rybarczyk said that Pace ReVision has published its three network designs, and the analysis includes detailed isochrone maps. She encouraged communities to review the maps that cover their area. She said that Pace will still visit with communities during the draft plan process and encouraged community input and questions. Ms. Rybarczyk thanked the North Shore Council of Mayors communities for blanketing the survey across the membership communities to ensure significant feedback.

Ms. Rybarczyk said that Pace has released its 2024 Annual Report, with 1.7 million rides in December and 2024 systemwide ridership increasing by 20% over 2023 numbers. She shared that vanpool usage has rebounded to 400 vehicles. Ms. Rybarczyk said that the Pace ADA rideshare access program which launched in March has increased from an initial 5,000 monthly riders to 100,000 monthly riders, resulting in a total 2024 ridership of 640,000. She reported that the Pulse Milwaukee route saw a year over year ridership increase of 22.3% and Pulse Dempster route an increase of 18.1%. She added that the Pulse Dempster construction has finished at certain stops, with temporary stops available as the construction transitions to the next locations.

Ms. Rybarczyk said that Pace staff recruitment continues, offering a Hire on the Spot program every Thursday at Pace headquarters in Arlington Heights, and that CDL permits are covered through Pace's community college program.

Mr. Rietveld asked about the survey closing on January 24. Ms. Rybarczyk responded that the link provides access to the survey feedback process, but she also takes input directly and passes it on to the ReVision team.

Mr. Larson said that the NWMC Transportation Committee will consider a resolution regarding Pace ReVision and encouraged members to attend the meeting. Ms. Rybarczyk said Pace would have staff in attendance. Mr. Rietveld asked about the resolution's contents. Mr. Larson said the resolution provides direct feedback on how the NWMC would like Pace to move forward in the ReVision process.

- g. RTA  
Report attached.
- h. Cook County Department of Transportation and Highways  
No report attached. Mr. Larson noted that the new CCDOTH representative will be Ryan Ruehle, [ryan.ruehle@cookcountyil.gov](mailto:ryan.ruehle@cookcountyil.gov).

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

Mr. Larson presented proposed changes to the North Shore Council of Mayors Surface Transportation Program (STP).

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

Mr. Larson gave an overview of the current program, noting that there is approximately \$12,000,000 in Planned Use of Redistribution by the Council. He said that the Northfield Happ Road project has moved to the Contingency list due to a planned redesign necessitating reevaluation under the Council methodology once the redesign is complete. Mr. Larson added that Glenview's separate Shermer Road projects from Lake to Central and Central to Golf were merged into a single project, and Morton Grove's Beckwith Road projects are pending a merger into a single project spanning from Shermer to Austin. Mr. Larson said there was a correction to Glenview's Glenview Road and Harlem/Lehigh project which listed an incorrect amount of funds appropriated, and a correction to a typo in the name of Winnetka's Hibbard Road from Hill to Willow project. Mr. Larson said that projects continued to make progress towards obligation.

Mr. Bernahl asked about the additional Willow Road funding in the Contingency list and how other projects were prioritized. Mr. Larson said that because the project target letting date was in 2026, the Council couldn't program funds for that fiscal year without additional available Council marks.

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

Mr. Larson reviewed the requested cost increase for Lincolnwood's Devon Avenue project. He recommended approval of the request as funds were available through Planned Use of Redistribution and the increase was caused by IDOT moratoriums. Mr. Welch said he appreciated inclusion of the item due to the change in IDOT restrictions and evolving work with Chicago. Mr. Larson said that the increase is waiting on an approval from Chicago to record the change in the eTIP. Mr. Czarnota that a November

letting would still be possible to obligate funding for fiscal year 2025. Mr. Larson clarified that when programming funds for the Council he generally uses the September letting date as a soft cutoff due to last minute changes potentially impacting the program, especially regarding Planned Use of Redistribution, and wanting to avoid significant impacts to any community's funds.

*Mr. Rietveld moved for approval of the proposed cost increase request. Mr. Manis seconded the motion, which was unanimously approved.*

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

Mr. Larson reviewed the proposed program, with Lincolnwood's Devon Avenue ENG 2 making use of Council marks and a decrease in Glenview's Glenview Road use of Council marks and increase in Planned Use of Redistribution.

Mr. Tomich asked about the combined Shermer Road and Beckwith Road projects. Mr. Larson said that the Shermer Road project was combined back in October, but the Beckwith project was just waiting on administrative changes for consolidation.

*Mr. Bernahl moved for adoption of the proposed program. Ms. Sarna seconded the motion, which was unanimously approved.*

**V. Report by Methodology Revision Working Group**

Mr. Larson reported on the Methodology Working Group's discussions on potential revisions to the North Shore Council of Mayors STP Program Selection Methodology. He said that there have been three meetings of the Working Group, resulting in proposed substantive changes to the methodology including the safety impact evaluation, funding evaluations, and evaluation of ADA accessibility.

Mr. Larson said that the CMAP ADA Coordinators Meeting discussed a change to evaluation of resurfacing projects. He said that where accessibility improvements are affected, resurfacing projects will be considered an improvement which can potentially impact the project approval timeline.

Mr. Larson said that the Methodology Working Group has rejected increasing the maximum project funding limit, support for multiple jurisdictions, a change in using IDOT crash data for safety evaluation, and whether to evaluate project types along different criteria. Mr. Bernahl said the Committee will receive a visualization of how the methodology will change and that these include how to move the process along to ensure impactful projects receive sufficient points.

Mr. Tomich asked about additional members joining the Working Group. Mr. Larson said that the group meets monthly and will have meetings through July to have the new methodology available for consideration and in place by the October call for projects, with initial drafts in April and final drafts approved by the Council in July. Mr. Bernahl said that additional members would be included. Mr. Tomich asked to be added to the group.

**VI. Other Business**

Mr. Larson reported on upcoming programs and grants that will be closing prior to the next meeting, including IDOT's PROWAG training on January 28, US DOT's RAISE and PROTECT grants, the Bloomberg Asphalt Art Initiatives grant, Invest in Cook grants, and BRIC grants, and said that details on applying to the programs are available in the January NWMC Transportation Newsletter.

**VII. Next Meeting**

Mr. Tomich said the next meeting of the North Shore Council of Mayors Technical Committee will be 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**

*Mr. Rietveld moved to adjourn the meeting at 9:28 a.m. Mr. Manis seconded the motion, which was unanimously approved.*

## CMAP news

### 2024 Annual Report now available

The [2024 Annual Report](#) highlights how CMAP serves northeastern Illinois, its communities, and its people to improve infrastructure, mobility, environment, the economy, and quality of life. This report showcases the activities that advanced our region's long-term vision and goals, reflecting on the work of staff, and support of regional partners, over the past year.

### CMAP Board approves 2025-2026 Advocacy Agenda

[CMAP's 2025-2026 Advocacy Agenda](#) details policy positions and priorities that can help the region address challenges, seize opportunities, and continue to thrive. Legislative priorities, at both the federal and state levels, detailed in the agenda include:

- Securing a dedicated annual appropriation from the state to support a wider range of technical assistance offerings — the region's cities, villages, and counties will benefit for years to come with a modest investment in CMAP
- Sustainably funding transportation
- Developing stronger policies that enhance climate resilience and reduce emissions and congestion
- Increasing opportunities for comprehensive planning and economic development

### Regional Transportation Plan (RTP)

Take our [survey](#) and tell us how you get from point A to point B, and how our transportation system can be improved. As CMAP leads development of the [Regional Transportation Plan \(RTP\)](#) — northeastern Illinois' blueprint for roads, rails, and trails over the next 30 years — your feedback will shape how we improve transportation, reduce congestion, and build a more sustainable future for our region.

Responses will be accepted throughout 2025, giving everyone plenty of time to weigh in. If you have questions about the RTP or survey — or would like CMAP to present or attend a local event — please reach out to [rtp@cmap.illinois.gov](mailto:rtp@cmap.illinois.gov).

Additionally, the RTP team spent the last year reviewing plans and policy-related studies to understand the priorities, challenges, and trends for the regional transportation system. The [Emerging Priorities report](#) summarizes and organizes this information into five goal areas. The report will serve as a foundation for upcoming work, such data analysis and strategy development.

### Regional Mobility Council seeking member organizations

CMAP is seeking community-based organizations to serve on its new [Regional Mobility Council \(RMC\)](#). This council will function as an advisory committee responsible for assessing CMAP's work on transportation and mobility for people with disabilities. CMAP will select up to 10 community-based organizations to participate in the year-long program, with a stipend for their time and expertise. The RMC will meet 12 times between late April 2025 and June 2026. [The application is open now](#) and the deadline to apply is extended to **Tuesday, April 1 at noon**.

### Job opportunities

CMAP is hiring for full-time positions: a [TIP Analyst](#) in the Research, Analysis, and Programming division; a [Planner](#) and a [Senior Planner](#) in the Planning division. CMAP's [Careers page](#) to discover more job opportunities.



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### Program status updates

#### Surface Transportation Program

The [STP Project Selection Committee](#) last met on March 11, 2025. The committee's next meeting is scheduled for **April 3, 2025**. The staff recommended FFY 2026 – 2030 STP Shared Fund program will be presented at this meeting for consideration to release for public comment. [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 March 6, 2025. The committee's next meeting is scheduled for **April 3, 2025**. The staff recommended FFY 2026 – 2030 CMAQ, CRP, and TAP-L programs will be presented at this meeting for consideration to release for public comment. [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.

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

#### Accessible Communities Program

CMAP is excited to launch the newest initiative in our Accessible Communities program: the [Regional ADA Coordinators Group](#). The next meeting is **Tuesday, May 13**. This will be the second of a two-part series on ADA self-evaluations and transition plans; we encourage ADA coordinators to invite their colleague(s) from public works to join for one or both sessions. Learn more [here](#).

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. 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 are [available](#). 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)

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## 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@cmapp.illinois.gov](mailto:data@cmapp.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 Senate Transportation Committee and House Transportation: Regulations, Roads and Bridges Committee have held subject matter hearings to gather feedback on two proposals for transit reform filed this legislative session. 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.

One of the key transit funding recommendations included in the PART report is sales tax modernization. As a follow up to this work, CMAP partnered with the Civic Federation, the Illinois Economic Policy Institute, and the Center for Tax and Budget Accountability to author [Modernizing Illinois' Sales Tax: A pathway for a sustainable future](#), which outlines the potential impacts of updating the state's sales tax system. The report — coauthored by organizations that represent a broad range of government and tax policy viewpoints — details how specific reforms could apply sales tax to more consumer services, address revenue shortfalls, and ensure sustainable funding for essential public services, including public transit. The report concludes that reform could generate nearly \$2 billion annually in new state revenue and provide much-needed financial stability for Illinois communities.

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

### 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.

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### From our partners

#### **Metra seeking feedback on potentially renaming lines**

Metra is launching a [survey](#) and scheduling public outreach events this month to ask riders what they think about potentially renaming lines to make the system easier to understand for new and occasional riders. Metra is in the early stages of a larger systemwide signage and wayfinding project, which will replace a variety of wayfinding, identification, and informational signs that have been installed over the next few years with redesigned signs that have a common appearance and use common language.

#### **Pace launches I-290/I-88 express service study and survey**

Pace Suburban Bus is conducting a [feasibility study](#) to evaluate potential express bus service designed to provide a fast and frequent transportation option for commuters traveling between the west suburbs and Chicago. Community input will play a vital role in shaping the study's findings, and residents, workers, and stakeholders are encouraged to participate in upcoming public meetings and/or take Pace's [online survey](#) to share their perspectives.

#### **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 Network Concepts survey is now closed, but Pace is still accepting public comments on the Network Concepts or your suggested improvements via the [revision@pacebus.com](mailto:revision@pacebus.com) email. Visit the [ReVision website](#) to learn more and stay updated!

#### **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 experiences and what types of transit service(s) you want to see in the future.

#### **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.

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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

#### **CMAP and RTA 2025 Call for Technical Assistance Projects accepting applications**

CMAP and RTA have supported local governments across the region by providing technical assistance to municipalities to help foster the growth of sustainable, equitable, walkable, and transit-friendly communities. A wide range of project types will be funded through this year's call. More information can be found on the [call for projects](#) webpage. Applications are now open through **April 4, 2025, at 12 p.m.**

#### **Section 5310 Program Call for Projects accepting applications**

The [Section 5310 Program](#) Call for Projects is currently open. The total funding available for FY2024 & FY2025 is \$15,363,179.15. Applications must be received by the RTA no later than **April 24, 2025, at 12 p.m.** via the online application form. You will receive a confirmation e-mail upon receipt of your submittal. Applicants are encouraged to directly consult with the appropriate Service Board(s) on proposed projects that could affect existing transit operations or transit facilities.

### Training opportunities

#### **IDOT Special Program Assistance Conference (SPAC) 2025**

The Illinois Department of Transportation (IDOT) Special Programs Unit is offering informational conferences this spring to present three grant programs that could help fund your next transportation project – Economic Development Program (EDP), Illinois Transportation Enhancement Program (ITEP), and Safe Routes to School Program (SRTS). IDOT staff will be available for two days in each IDOT District area to offer general information about each program and answer your specific questions one-on-one to help you take advantage of funding available from these programs.

Links to register for the morning sessions and to reserve individual appointment slots can be found on both the [ITEP](#) and [SRTS](#) webpages. District 1 dates and locations are available below:

- **June 5 & 6 – Schaumburg, IDOT District 1 Office**
- **June 10 & 11- Hillside / Bellwood, Exact location TBA**
- **June 12 & 13 – Woodstock, McHenry County Administration Building**
- **June 23 & 24 – Matteson, Matteson Village Hall**

#### **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 — [Register Here](#)**
- **In-Person ADA Symposium: June 15-18, 2025, Atlanta, Georgia — [Register Here](#)**

#### **National Association of Development Organizations (NADO) Regional Transportation Conference**

The [National Regional Transportation Conference](#) will be held in Des Moines, Iowa from **July 15-17, 2025**, offering an annual mixture of panels, workshops, and discussion-based sessions on transportation-related topics. Registration will be available soon.

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### **Modeling Mobility (MoMo) Conference**

The MoMo conference serves as a forum for advancing travel models, transportation data, and quantitative analysis for transportation planning. The [2025 conference](#) aims to connect academic, public, and private sector professionals to collaboratively solve data and model-related problems in transportation planning applications. The conference is **September 14-17, 2025**, in Minneapolis, Minnesota and [registration](#) is open now.

### **Safe Streets and Roads for All (SS4A) Local Infrastructure Hub Bootcamp**

The [Local Infrastructure Hub](#) is a national program designed to connect cities and towns with the resources and expert advice they need to access federal infrastructure funding. This [training](#) will provide information about the SS4A grant and ways to apply for SS4A funding.

### **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 2025 MFT Eligibility and Spending Process T2 training**

IDOT's Technology Transfer (T2) Center has the [Spring 2025 T2 training](#), along with all past offerings, available online. For more information on how to navigate this training, along with 35+ additional trainings offered by the T2 Center, please reference the [T2 website](#). New users will need to contact [Barry.Kent@illinois.gov](mailto:Barry.Kent@illinois.gov) for credentials.

### **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](#).

March 31, 2025

## **Federally-Funded Project Implementation and Active Program Management Reminders – March/April 2025**

- 3/31/2025:** Quarterly status updates due for all active, contingency, and/or deferred projects funded with CMAQ, CRP, STP-L, STP-SF, and/or TAP-L funding.
- 4/11/2025:** Submissions for TIP amendments 25-06, 25-06.1, & 25-06.2 due
- 4/21/2025:** Final agreements due for projects targeting the June 2025 state letting  
Final plans and draft agreements due for projects targeting the August 2025 state letting
- 4/30/2025:** ROW must be certified for the June 2025 state 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.***



Chicago Metropolitan  
Agency for Planning

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Chicago, IL 60607

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cmap.illinois.gov

# CMAP Update

March 31, 2025

CMAP is providing this update to key partners, including the region's Councils of Governments (COGs), planning liaisons, county transportation stakeholders, IDOT and others.

CMAP aims to keep partners informed about federal transportation funding, grant disbursements, regulatory information, transportation programming, other related transportation news and information in response to recent executive orders and federal directives.

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## March 11<sup>th</sup> USDOT guidance on competitive award selections

**What's Happening:** On March 11, the Office of the Assistant Secretary for Transportation Policy circulated [internal guidance](#) on **competitive award selections** made after January 20, 2021 **that do not have fully obligated grant agreements in place**. The guidance notes that, "All competitive grant and cooperative agreement award selections must comply with current Administration priorities and Executive Orders (EO) that address energy, climate change, diversity and gender, and economic analysis, and other priorities." The guidance provides further that, "the focus of this review is to identify project scope and activities that are allocating funding to advance climate, equity, and other priorities counter to the Administration's Executive Orders." CMAP's understanding is that this review does not apply to member priority projects as these are congressionally directed.

The guidance outlines three steps for this review process:

1. **Program identification.** Award selections that contain any of the following elements are subject to review: "equity activities, Diversity, Equity, and Inclusion (DEI) activities, climate change activities, environmental justice (EJ) activities, gender-specific activities, when the primary purpose is bicycle infrastructure (i.e., recreational trails and shared-use paths, etc.), electric vehicles (EV), and EV charging infrastructure."
2. **Project-by-project review.** Programs that require further review shall have program teams examine each individual project to identify those award selections that have project scopes that include any of the project elements listed in Step 1.
3. **Project scope revision.** Following project review, project sponsors may be asked to update project scopes "eliminate flagged activities" or rescope their projects with "relevant elements that align with the program statute, the original scope of the application submission, and current Administration executive orders.

**Why it matters:** CMAP estimates there are several hundred million dollars in unobligated awards for projects in the northeastern Illinois region. The duration of this additional review is currently unknown,





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which adds uncertainty to project timelines and letting schedules. There is potential for project costs to increase if funding subject to review is delayed for an extended period of time.

Should any projects need to be rescope as a result of this review, certain project components that may be removed from project scopes may require alternative funding sources to move forward.

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### USDOT rescission of Biden Administration IIJA memoranda

**What's Happening:** On March 10<sup>th</sup>, USDOT [announced](#) the rescission of two memoranda from the previous administration titled, "Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America." These memoranda provided an overarching policy framework for IIJA implementation, outlining the administration's priorities for infrastructure spending. These include improving roadway safety, accelerating project delivery, addressing environmental impacts and improving the resiliency of the transportation system, and reconnecting communities.

**Why it matters:** These memoranda served as policy documents from the prior Administration and did not hold the force of law. Therefore, while the rescission of these memoranda have no immediate impacts on the region, it may impact the content of CMAPs deliverables and future discretionary grant NOFO criteria.

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### FY25 Continuing Resolution

**What's Happening:** On March 14<sup>th</sup>, Congress passed the Full-Year Continuing Appropriations and Extensions Act, 2025 ([H.R. 1968](#)), funding federal agencies through the remainder of Fiscal Year 2025 (FY25). Important highlights from the CR include an increase in some core formula funding to match IIJA levels and possibly shifting more control of discretionary funding to federal agencies. The CR does not carry over congressional committee report language, meaning USDOT will determine program-level funding allocations. Agencies must submit spending plans to Congress within 45 days.

Additionally, this CR rescinds FY25 member priority projects, including \$2.76B in USDOT member priority projects. FY24 member priority projects are not impacted.

**Why it matters:** With the rescission of FY25 member priority projects, project proponents may need to consider alternative funding sources to replace this funding. While it remains uncertain whether member priority projects will be included in the FY26 budget process, on April 2, House Appropriation Committee Chair Cole released guidance for FY26 programmatic, language, and community project funding requests. At the time of this writing, guidance for the Transportation and Housing and Urban Development subcommittee has not yet been made available.

Meanwhile, Senator Duckworth's office has noted they are not accepting new applications for FY26 and will instead prioritize FY25 congressionally directed spending requests that had been approved by appropriations and were pending passage in the FY25 budget bill for potential submission.





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## Other:

As noted in a previous update, there are a number of other questions, concerns and issues that our partners have identified. CMAP continues to actively following developments around these topics and will provide updates when we have more clarity on these issues.

- Availability of federal funds that are programmed, authorized for federal participation, or already obligated by US DOT.
- Impacts to the region's Air Quality Conformity status and procedures, particularly regarding greenhouse gas emissions.
- Impact to environmental justice and equity in our work.
- Impact of changing policy priorities and funding availability on the project selection process currently underway for CMAQ, CRP, STP Shared Fund, and Local TAP programs and the local STP project selection that is scheduled to begin in October 2025.

## Resources:

The **Association of Metropolitan Planning Associations (AMPO)** continues to update its members on key developments that impact funding, policy, and compliance, including legal cases and other policy updates.

[3-25-25 The National Beat](#) — Stay informed with AMPO's latest insights, including updates from federal agencies, Capitol Hill developments, and key national transportation news.

[3-28-25 The Friday Docket](#) - A weekly legal briefing that highlights key legal developments affecting funding, policy, and compliance. While some cases may not seem directly related to transportation, they often have far-reaching implications for federal funding, agency authority, and compliance—potentially impacting MPO access to transportation funding, long-term planning, and program administration.

**Infra Insight Blog** - Nossaman's 30+ infrastructure attorneys offer practical experience, insider insight and thoughtful analysis on local and national policy developments that affect the market and their clients.

[2.24.25 Infra Insight](#) - New Transportation Secretary Gets to Work with New Directives, Diversity, Equity, and Inclusion and more

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## CMAP contact:

Kasia Hart, Intergovernmental Affairs Senior, [khart@cmap.illinois.gov](mailto:khart@cmap.illinois.gov)

Record id	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 Est/Act CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * * *	NIPC
1	EVANSTON 230029700SW	Var - At 12 Schools  SIDEWALKS	490,000	02-23-0015 E1: / / / / E2: / / / / RW: / / / / C: FFY25 / SRTS / 490,000 / 249,951 /	CE 1 7 /22/2024	NR		No		4/25/2025	AH CR Terra	NR	NR	* * * * * * * * *
3334							REMARKS: Item No. 20.							
2	GLENVIEW 220020600CH	FAU1292 - E Lake AVE AT Waukegan RD  PAVEMENT WIDENING	6,555,823	02-19-0016 E1: / / / / E2: FFY23 / CMAQ / 435,000 / 348,000 / RW: FFY25 / CMAQ / 210,000 / 168,000 / C: FFY25 / CMAQ / 6,555,823 / 4,405,000 /	CE 1 3 /26/2024			Yes		6/13/2025	AH CR Civiltech	NR	NR	* * * * * * * * *
3287							REMARKS:							
3	GLENVIEW 240021300RS	FAU1297 - Glenview Rd Milwaukee Ave to Shermer Rd RESURFACING	2,717,000	02-25-0004 E1: / / / / E2: / / / / RW: / / / / C: FFY25 / STPL / 2,717,000 / 2,173,600 /	CE 1 12/20/2024	NR		No		6/13/2025	AH CR B & W	NR	NR	* * * * * * * * *
3351							REMARKS:							
4	GLENVIEW 240021400RS	FAU2770 - Shermer Rd East Lake Ave to Golf Rd RESURFACING	3,217,950	02-24-0003 E1: / / / / E2: / / / / RW: / / / / C: FFY25 / STPL / 3,217,950 / 2,574,000 /	CE 1 10/21/2024	NR		No		4/25/2025	AH CR B & W	NR	NR	* * * * * * * * *
3335							REMARKS: Item No. 19.							

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 Est/Act CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
Record id												
5	LINCOLNWOOD 160006100LS  to  McCormick Blvd WIDENING & RESURFACING/SW LIGHTING/LANDSCAPING	4,066,000	02-16-0004 E1: / / / E2: FFY20 / STPL / 303,952 / 106,383 / RW: / / / C: MYB / STPL / 4,066,000 / 2,749,500 /	CE 1 9 /18/2018	NR	A 9 /18/2018	Yes		9/19/2025	AH CR CBBEL	NR	* * * * * * * * * *
2799			/ / /			REMARKS:						
6	LINCOLNWOOD 180006600CH  to  Cicero Ave Touhy Ave  INTERSECTION IMPROVEMENT	2,220,000	02-19-0008 E1: / / / E2: FFY22 / CMAQ / 210,000 / 168,000 / RW: FFY24 / CMAQ / 410,000 / 328,000 / C: FFY25 / CMAQ / 2,220,000 / 1,776,000 /	CE 1 7 /1 /2020	NR		Yes E		6/12/2026	AH CR Stanley	NR	* * * * * * * * * *
3243			/ / /			REMARKS:						
7	MORTON GROVE 210011000RS  to  Gross Point Rd Main St Oakton St RESURFACING	1,680,000	02-25-0006 E1: / / / E2: / / / RW: / / / C: FFY25 / STPL / 1,680,000 / 1,344,000 /	CE 1 12/20/2024	NR		No		6/13/2025	AH CR	NR	* * * * * * * * * *
3399			/ / /			REMARKS:						
8	MORTON GROVE 210011100RS  to  Beckwith Rd Shermer Rd Austin Av RESURFACING	3,060,000	02-25-0005 E1: / / / E2: / / / RW: / / / C: FFY25 / STPL / 3,060,000 / 2,448,000 /	CE 1 12/20/2024	NR		No		6/13/2025	AH CR Ciorba	NR	* * * * * * * * * *
3400			/ / /			REMARKS:						

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 Est/Act CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * * *	* NIPC
Record id													
9	MORTON GROVE 240011300RS  3401	FAU2794 - Central Ave Golf Rd to Dempster St RESURFACING	1,530,000  E1: / / / / E2: / / / / RW: / / / / C: FFY25 / STPL / 1,530,000 / 1,224,000 /	02-25-0007  CE 1 12/20/2024	NR		No		6/13/2025	AH CR	NR	* * * * * * * * *	NR
10	MORTON GROVE 240011400RS  3402	FAU2770 - Shermer Rd Golf Rd to Harlem Ave RESURFACING	1,240,000  E1: / / / / E2: / / / / RW: / / / / C: FFY25 / STPL / 1,240,000 / 992,000 /	02-25-0008  CE 1 12/20/2024	NR		No		6/13/2025	AH CR	NR	* * * * * * * * *	NR
11	SKOKIE 080028000FP  1312	- Old Orchard Rd Harms Rd/(1-94) to Skokie Blvd RECONSTRUCTION SIGNAL TIMING/PROGRESSION	16,400,000  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 /	02-97-0006  CE 2 12/10/2014	NR		Yes	A 12/10/2014	1/1/2026	AH CR Transyste		* * * * * * * * *	
12	SKOKIE 130029500BT  3023	FAU1313 - Church St Linder Av to McCormick Blvd Bike Lanes	550,000  E1: / / / / E2: FFY19 / CMAQ / 43,000 / 32,000 / A RW: / / / / C: FFY23 / CMAQ / 550,000 / 440,000 /	02-14-0003  CE 1 5/13/2013	NR		No		6/13/2025	AH CR CBBEL	NR	* * * * * * * * *	NR

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 Est/Act CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC
Record id												
13	SKOKIE 150030300MS          3007	Var - CTA Stations Dempster to Oakton LANDSCAPING BIKE RACKS	289,000           E1: / / / / E2: FFY19 / CMAQ / 25,963 / 20,770 / A RW: / / / / C: FFY22 / CMAQ / 289,000 / 231,000 /	02-16-0013           CE 1 6 /9 /2015	NR		Yes		1/1/2026	AH CR CBBEL	NR  No	NR  * * * * * * * * * *
						REMARKS: Com Ed/CTA lease agreement. PE2 kick-off meeting held 10/30/19. Letting TBD as of 11-15-2022.						
14	SKOKIE 160030700BT          3249	Off - Skokie Vly Tr Golf Rd to Dempster BIKEWAYS	3,190,000           E1: / / / / E2: FFY20 / STE2 / 420,000 / 336,000 / RW: FFY23 / STER / 637,200 / 448,000 / C: FFY24 / STE / 3,190,000 / 2,096,000 /	02-18-0001           CE 1 4 /5 /2019	NR		Yes		3/6/2026	AH CR	NR  No	NR  * * * * * * * * * *
						REMARKS:						
15	WILMETTE 190020301CH          3356	FAU0350 - Skokie BI/US41 Illinois Rd to Lake Ave BIKEWAYS MODERNIZE TRAFFIC SIGNALS	1,334,000           E1: / / / / E2: FFY23 / ITEP / 195,715 / 121,600 / A RW: / / / / C: FFY25 / ITEP / 1,334,000 / 1,068,960 /	02-16-0005           CE 1 9 /27/2022	NR		Yes		11/7/2025	AH CR Civiltech	NR  No	NR  * * * * * * * * * *
						REMARKS: State ITEP.						

## **Illinois Tollway Update**

### **Capital Plan – Investing in the Future**

The Illinois Tollway is continuing to advance its planning process for the next major capital plan that will shape the framework for the agency's long-term capital priorities.

The Tollway established a Stakeholder Advisory Team to assist with defining program goals and providing regional input for the next capital plan, as well as a Strategic Planning Committee, a Board-level committee overseeing the agency's strategic and capital planning process with a goal of delivering plans in 2025.

The Stakeholder Advisory Team delivered its final report to the Strategic Planning Committee in December, marking a significant milestone in our planning process. This report contained the Team's value statements, priorities and a series of recommendations for the Tollway's consideration as it develops the next capital plan. This report is available on the Tollways website at [www.illinoistollway.com/future](http://www.illinoistollway.com/future).

Capital planning stakeholder outreach remains ongoing, and the Tollway looks forward to continued engagement with this organization, and we invite you to visit the Tollway's website at [www.illinoistollway.com/future](http://www.illinoistollway.com/future) to learn more.

### **Bridging the Future**

In addition to the ongoing development of the next major capital plan, the Tollway recently announced *Bridging the Future*, a \$2 billion, seven-year capital program. The program will serve as a bridge between the infrastructure investments already underway as part of the current *Move Illinois* capital program, and the needs of the agency's next major capital program.

*Bridging the Future* includes planning, design and construction services to address four important themes across the system:

- 1) **Connecting Infrastructure:** The program will provide funding for interchange and bridge design and construction that improves interconnectivity and access to communities along the Tollway system.
- 2) **Improving Mobility:** The program will continue the Tollway's commitment to safety and mobility by supporting bridge reconstructions across the system and investing in strategic widening projects that reduce potential congestion and improve driver experience.
- 3) **Modernizing the System:** The program will ensure continued investments in system improvements and maintenance priorities by providing investments for bridge repairs, pavement rehabilitation, and funding for upgrades to Tier II plazas and Tollway facilities.
- 4) **Preparing for Tomorrow:** The program includes investments that explore the feasibility of new technologies, including allocating funds for pilot programs and studies.

Funding for the Bridging the Future capital program is not expected to require any adjustments in the Illinois Tollway's current tolling structure nor any additional debt financing beyond that already planned for the *Move Illinois* Program.

If you have any questions, please reach out to Kelsey Passi at [kpassi@getipass.com](mailto:kpassi@getipass.com).

## **North Shore Council of Mayors**

### **Metra Update**

**April 17, 2025**

#### Ridership in February 2025

Systemwide 57% of pre-pandemic levels

UPN – 79%

MDN-52%

#### Construction Updates

Metra and its railroad and municipal partners are taking on a wide variety of projects during the 2025 construction season, including improvements to 52 stations and replacement of 43 grade crossings.

##### **Milwaukee District North Line**

- Northbrook – ADA and state of good repair improvements
- Lincoln Avenue, Morton Grove – Signal crossing renewal

##### **UP North Line**

- Chicago to Highland Park (milepost 2.57 to 23) – Replace 40,000 ties
- Highland Park – Install new track panels at the depot
- Lake Bluff – Install new track panels at the depot
- Various locations – Tie replacement on curves
- Lake Avenue, Wilmette – Grade Crossing replacement
- Wilmette Avenue, Wilmette – Grade Crossing replacement

#### Metra Seeking Feedback on Systemwide Line Renaming

The effort is spurred in part by the coming transition to Metra of the operation of the Union Pacific North, Northwest, and West lines. Union Pacific Railroad owns those lines and has historically operated them with its own employees, but UP no longer wants to run passenger trains. Metra has been hiring many of UP's workers and this spring will begin to directly run the service, and "Union Pacific" will be phased out of the line names. Renaming the three UP lines presents Metra with an opportunity to reconsider all its line names, which follow no logical or consistent pattern. Many are named after freight railroads that used to or still operate the service, while some are named for directions, or how trains are

powered, or their location in a historic corridor. On maps, signs, and timetables, each line uses a different color. The result can be confusing for new users, and for those who have limited proficiency with English.

The survey will ask riders to choose between three options:

1. Retaining all the current names and colors except for the three UP lines
2. Using a single color for all lines and labeling all lines with an “M” for Metra paired with a number. For instance, M1, M2, M3, etc.
3. Using a single color for lines that share a downtown station, and labeling them with a letter to indicate the direction they go from downtown paired with a number. For instance, the three lines that use Ogilvie would be the same color, and would be labeled N1 (for the UP North), N4 (for the UP Northwest) and W2 (for the UP West)

Full information on the program and the opportunity to provide feedback are posted at [Metra.com/linenames](http://Metra.com/linenames)



Learn about the benefits of joining our team!

Bus Operator

Mechanic

Servicer



**Attend one of our  
Hire-on-the-Spot events!**

**EVERY THURSDAY AT:**

**550 W. Algonquin Road in Arlington Heights**

**(for jobs in Waukegan, Elgin, Des Plaines, Evanston, and Melrose Park)  
or**

**2107B W. 163rd Place in Markham**

**(for jobs in Aurora, Plainfield, Markham, and Bridgeview)**

**SAME-DAY JOB OFFERS WILL BE MADE.** For bus operator jobs, applicants should plan to attend a three-hour session starting at **9am** or **1pm** (with testing beginning promptly at **9:30** and **1:30**) at either location.

## **Working for Pace has many advantages:**

- Competitive starting pay
- Paid on-the-job and on-going training
- Promotion from within
- Working close to home
- Excellent health insurance benefits
- Outstanding retirement benefits
- Paid vacation and other paid time off
- Safe, clean work environment

## **What to expect at the event:**

- Learn directly from Pace staff about rewarding career opportunities.
- Bring your Motor Vehicle Report (also called Driver's Abstract) from the IL Secy of State.
- If you're ready to apply and get interviewed, bus operator candidates can take a 90-minute Customer Service Assessment.
- Get hired right on the spot! Get paid during your training period. Start earning a pay check right away.




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## Local Government Update

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## April Local Government Update

### **Transit agencies outline what's possible with sustainable funding and how service would be cut with no action**

The RTA Board of Directors and leadership from CTA, Metra, and Pace met on Thursday, March 27 to discuss how the system could improve with sustainable funding and [potential service cuts](#) should the Illinois General Assembly fail to address transit's looming fiscal cliff.

Planning for cuts would begin immediately following the end of the legislative session if sustainable funding is not secured, with community meetings and public hearings held in the fall before initial cuts are included in the agency's 2026 budgets. The magnitude of these cuts is unprecedented and would require several rounds of schedule adjustments in 2026 and beyond.

The RTA and Service Boards also outlined what service improvements could come should the state make \$1.5 billion in additional investment in the region's transit system. This includes reduced headways on CTA rail and bus, a 50% increase in service on Metra, two potential service improvement models described in Pace's ReVision plan. The RTA also showcased its efforts in identifying more than \$100 million in cost savings and efficiencies, including a 10% regional fare increase. Board materials are posted on the [RTA website](#).

The RTA is working with policy makers at all levels of government to develop sustainable funding solutions and improve the system for all riders. Transit stakeholders interested in a more active role in advocating for sustainable transit funding can sign up to be a [Transit Champion](#) to help bring about the legislative changes needed to support transit at this pivotal moment.




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## Local Government Update

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## RTA to host *Transforming Transit* Summit on April 15

The RTA, in partnership with CTA, Metra, and Pace, will host a half-day summit to discuss a vision for the future of the region's transit system with a diverse audience of state legislators, transit agency leadership and staff, local officials, business community, advocates, and riders. The event will focus on how sustainable funding could unlock more frequent, integrated service for everyone and how a stronger RTA could increase efficiency and accountability for legislators and taxpayers. The event will feature panel discussions and interactive sessions, providing participants an opportunity to share input and feedback on the [Transforming Transit](#) vision and how the state should fund and reform public transit in Northeast Illinois. Leaders from peer transit agencies will share lessons learned from their recent funding and reform efforts to help inform the ongoing conversation in Springfield and metro Chicago. [Registration is now open.](#)

- Tuesday, April 15 | Noon – 5 p.m.
- Chicago Cultural Center, 78 E. Washington St., Chicago, IL 60602

## Section 5310 Program Call for Projects closes April 24

The [Section 5310 Program](#) is a federal formula grant program that provides funding assistance to public transportation projects that focus on enhancing mobility for seniors and individuals with disabilities. As a co-designated recipient of the Section 5310 Program, RTA awards and administers funding to operating, mobility management, capital improvement projects, and associated administrative expenses to non-profit and local government providers of eligible transportation programs. Applications for the 2025 Call for Projects are due by April 24.



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**Local Government  
Update**

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**Local leaders support sustainable transit funding, raise  
concerns about consolidation**

As conversations on transit funding and reform continue in Springfield ahead of the fiscal cliff, local elected officials across the region have raised their voices on the need to fully fund transit operations and preserve regional, consensus-based decision making in transit governance. Four regional councils of government—the Northwest Municipal Conference, DuPage Mayors and Managers Conference, McHenry County Council of Governments, and the Barrington Area Council of Governments—have passed resolutions that call on the legislature to enable sustainable funding for transit operations and pursue reforms that increase efficiency, accountability, and coordination. The resolutions express opposition to full consolidation as proposed in the Metropolitan Mobility Act, raising concerns about the costs and complexity of a consolidation process that could delay progress on needed service improvements and reduce local perspectives in transit decision making.

					NORTH SHORE COUNCIL OF MAYORS FFY 2024-2029 PROGRAM							Target Letting/Auth.	Original Request			% Request Funded			COUNCIL MARKS/PAST YEAR OBLIGATIONS AND ADJUSTMENTS																		
																			2024		2025		2026		2027		2028		2029								
TIP ID	Score	Project	Muni/Lead	Phase		2025	2025-Redist	2026	2027	2028	2029																										
					Programmed:	\$6,551,398	\$0	\$6,149,214	\$5,685,761	\$6,229,356	\$6,182,770																										
					Balance:	\$0	-\$10,060,138	\$55,685	\$618,417	\$175,689	\$324,755																										
02-20-0014	81.5	Green Bay Road Corridor Improvements	City of Evanston	CON		\$ 622,512						Sep-24																									
02-13-0002		Austin Ave from Lincoln Ave to Oakton St	Village of Morton Grove	CON/CE		\$ 382,244						Mar-24																									
02-23-0012		Old Glenview Road from Skokie Blvd to Wilmette Ave	Village of Wilmette	CON/CE*		\$ 54,975						Mar-24																									
02-16-0005		US 41 Skokie Blvd at Lake Ave	Village of Wilmette	ENG II		\$ 53,048						Jan-25																									
02-06-0035	81	Gross Point Rd from Old Orchard Rd to Golf Rd	Village of Skokie	ENG II		\$ 31,924						Mar-23																									
02-06-0035	81	Gross Point Rd from Old Orchard Rd to Golf Rd	Village of Skokie	CON/CE		\$ 958,650						Mar-23																									
02-18-0007	70.5	Chestnut Ave from Lehigh ave to Waukegan Rd	Village of Glenview	CON		\$ 624,883						Apr-22																									
02-22-0004	47	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																									
02-24-0003	49	Shermer Road from Lake Ave to Golf Rd (Combined Lake Ave to Centra	Village of Glenview	CON/CE*		\$ 2,574,000						Apr-25																									
02-25-0004	36	Glenview Road from Shermer Rd to Milwaukee Ave	Village of Glenview	CON/CE*		\$ 448,858	\$ 1,724,742					Jun-25																									
02-22-0021	27.5	Beckwith Rd from Harlem Ave to Waukegan Rd	Village of Morton Grove	CON/CE*								Jun-25																									
02-25-0005	39	Beckwith Road from Shermer Rd to Austin Ave	Village of Morton Grove	CON/CE*			\$ 2,916,000					Jun-25																									
02-25-0006	34	Gross Point Road from Oakton St to Main St	Village of Morton Grove	CON/CE*			\$ 906,558					Jun-25	\$ 1,344,000																								
02-25-0007	31	Central Avenue from Dempster St to Golf Rd	Village of Morton Grove	CON/CE*			\$ 1,224,000					Jun-25																									
02-25-0008	38	Shermer Road from Harlem Ave to Golf Rd	Village of Morton Grove	CON/CE*			\$ 908,838					Jun-25																									
02-16-0004		Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	ENG II		\$ 36,614						Sep-25																									
02-16-0004		Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	CON			\$ 2,380,000					Sep-25																									
02-22-0016	52.3	Glenview Rd and Harlem/Lehigh Ave Improvements	Village of Glenview	CON/CE*				\$ 3,680,000				Mar-26																									
02-06-0021	56	Willow Rd from Winnetka Village Limits to Green Bay Rd	Village of Winnetka	CON				\$ 2,469,214				Mar-26																									
02-22-0014	54.9	Skokie Blvd from Lake Cook Rd to Village Limits	Village of Northbrook	CON*						\$ 2,017,049		Mar-26																									
02-20-0017	60.5	Howard St from Crawford Ave to McCormick Blvd (East)	Village of Skokie	CON/CE*					\$ 942,739			Jan-26																									
02-22-0018	50.7	Walters Ave from Pfingsten Rd to Shermer Rd	Village of Northbrook	CON*					\$ 927,022			Sep-26																									
02-22-0019	46.6	Pfingsten Road from E Lake Ave to West Lake Ave Improvements	Village of Glenview	CON/CE*					\$ 2,697,600			Nov-26																									
02-22-0015	53.6	Howard St from Skokie Blvd to Crawford Ave (West)	Village of Skokie	CON/CE*					\$ 1,118,400			Jan-27																									
02-22-0020	42.5	Illinois Rd from Locust Rd to Wilmette Ave	Village of Wilmette	CON/CE*						\$ 1,099,277		Jan-27																									
02-22-0017	51.6	Gross Point Rd from Main St to Church St	Village of Skokie	CON/CE*						\$ 1,600,000		Sep-27																									
02-24-0007	48	Cherry Lane	Village of Northbrook	CON*						\$ 960,800		Nov-27																									
02-24-0005	49	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	ENG II						\$ 552,230		Sep-28																									
02-24-0008	58	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	49	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	CON/CE						\$ 946,270		Oct-28	\$ 4,447,770	21.3%																							
02-24-0006	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CON						\$ 236,500		Nov-28	\$ 946,000	25.0%																							
02-24-0006	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CE						\$ 25,340		Nov-28	\$ 101,360	25.0%																							
		Project Let																																			
		Obligated Funds																																			
		Actively Reprogrammed																																			
		Proposed Project																																			
		Planned Use of Redistribution																																			
Contingency Program (Not Currently Programmed)																																					
						2025	2025-Redist	2026	2027	2028	2029	Target Letting/Auth.																									
02-06-0021	56	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	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CON*							\$ 709,500	Oct-28	\$ 946,000	75.0%																							
02-24-0006	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CE*							\$ 76,020	Oct-28	\$ 101,360	75.0%																							
02-24-0005	49	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	79	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																						
	36	Pratt Avenue Pedestrian Bridge	Village of Lincolnwood	ENG II, CON/CE		\$ 120,000					\$ 1,740,000	Nov-28			Letting date revised from 1/2029 to 11/2028.																						
					Subtotals	\$120,000		\$6,397,133	\$0	\$0	\$6,027,020																										
					Total						\$12,544,153																										



					NORTH SHORE COUNCIL OF MAYORS FFY 2024-2029 PROGRAM												COUNCIL MARKS/PAST YEAR OBLIGATIONS AND ADJUSTMENTS											
TIP ID	Score	Project	Muni/Lead	Phase		2025	2025-Redist	2026	2027	2028	2029	Target Letting/Auth.	Original Request	% Request Funded														
															2024	2025	2026	2027	2028	2029								
															\$	\$	\$	\$	\$	\$								
					Programmed:	\$6,551,398	\$0	\$5,429,002	\$5,725,422	\$5,552,230	\$6,506,517					6,348,548	6,204,899	6,304,178	6,405,045	6,507,525								
Balance:		\$0	-\$10,060,138	\$775,897	\$578,756	\$852,815	\$1,008									\$	-	\$	202,850	\$	-	\$	-	\$	-			
																\$	8,015,093	\$	6,551,398	\$	6,204,899	\$	6,304,178	\$	6,405,045	\$	6,507,525	
02-20-0014	81.5	Green Bay Road Corridor Improvements	City of Evanston	CON		\$ 622,512						Sep-24																
02-13-0002		Austin Ave from Lincoln Ave to Oakton St	Village of Morton Grove	CON/CE		\$ 382,244						Mar-24																
02-23-0012		Old Glenview Road from Skokie Blvd to Wilmette Ave	Village of Wilmette	CON/CE*		\$ 54,975						Mar-24																
02-16-0005		US 41 Skokie Blvd at Lake Ave	Village of Wilmette	ENG II		\$ 53,048						Jan-25																
02-06-0035	81	Gross Point Rd from Old Orchard Rd to Golf Rd	Village of Skokie	ENG II		\$ 31,924						Mar-23																
02-06-0035	81	Gross Point Rd from Old Orchard Rd to Golf Rd	Village of Skokie	CON/CE		\$ 958,650						Mar-28																
02-18-0007	70.5	Chestnut Ave from Lehigh ave to Waukegan Rd	Village of Glenview	CON		\$ 624,883						Apr-22																
02-22-0004	47	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																
02-24-0003	49	Shermer Road from Lake Ave to Golf Rd (Combined Lake Ave to Centra	Village of Glenview	CON/CE*		\$ 2,574,000						Apr-25																
02-25-0004	36	Glenview Road from Shermer Rd to Milwaukee Ave	Village of Glenview	CON/CE*		\$ 448,858	\$ 1,724,742					Jun-25																
02-22-0021	27.5	Beckwith Rd from Harlem Ave to Waukegan Rd	Village of Morton Grove	CON/CE*								Jun-25																
02-25-0005	39	Beckwith Road from Shermer Rd to Austin Ave	Village of Morton Grove	CON/CE*			\$ 2,916,000					Jun-25																
02-25-0006	34	Gross Point Road from Oakton St to Main St	Village of Morton Grove	CON/CE*			\$ 906,558					Jun-25	\$ 1,344,000															
02-25-0007	31	Central Avenue from Dempster St to Golf Rd	Village of Morton Grove	CON/CE*			\$ 1,224,000					Jun-25																
02-25-0008	38	Shermer Road from Harlem Ave to Golf Rd	Village of Morton Grove	CON/CE*			\$ 908,838					Jun-25																
02-16-0004		Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	ENG II		\$ 36,614						Sep-25																
02-16-0004		Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	CON			\$ 2,380,000					Sep-25																
02-20-0017	60.5	Howard St from Crawford Ave to McCormick Blvd (East)	Village of Skokie	CON/CE*				\$ 942,739				Jan-26																
02-06-0021	56	Willow Rd from Winnetka Village Limits to Green Bay Rd	Village of Winnetka	CON				\$ 2,469,214				Mar-26																
02-22-0014	54.9	Skokie Blvd from Lake Cook Rd to Village Limits	Village of Northbrook	CON*				\$ 2,017,049				Mar-26																
02-22-0015	53.6	Howard St from Skokie Blvd to Crawford Ave (West)	Village of Skokie	CON/CE*					\$ 1,118,400			Jan-27																
02-22-0016	52.3	Glenview Rd and Harlem/Lehigh Ave Improvements	Village of Glenview	CON/CE*					\$ 3,680,000			Mar-26																
02-22-0018	50.7	Walters Ave from Pfingsten Rd to Shermer Rd	Village of Northbrook	CON*					\$ 927,022			Sep-26																
02-24-0008	58	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	49	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	ENG II						\$ 552,230		Sep-28																
02-22-0017	51.6	Gross Point Rd from Main St to Church St	Village of Skokie	CON/CE*							\$ 1,600,000	Sep-27																
02-24-0005	49	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	CON/CE							\$ 100,000	Oct-28	\$ 4,447,770	2.2%														
02-24-0006	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CON							\$ 23,500	Nov-28	\$ 946,000	2.5%														
02-24-0006	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CE							\$ 25,340	Nov-28	\$ 101,360	25.0%														
02-24-0007	48	Cherry Lane	Village of Northbrook	CON*							\$ 960,800	Nov-27																
02-22-0019	46.6	Pfingsten Road from E Lake Ave to West Lake Ave Improvements	Village of Glenview	CON/CE*							\$ 2,697,600	Nov-26																
02-22-0020	42.5	Illinois Rd from Locust Rd to Wilmette Ave	Village of Wilmette	CON/CE*							\$ 1,099,277	Jan-27																
		Project Let																										
		Obligated Funds																										
		Actively Reprogrammed																										
		Proposed Project																										
		Planned Use of Redistribution																										
Contingency Program (Not Currently Programmed)																												
						2025	2025-Redist	2026	2027	2028	2029	Target Letting/Auth.																
02-06-0021	56	Willow Rd from Winnetka Village Limits to Green Bay Rd	Village of Winnetka	CON				\$1,851,911				Mar-26																
													\$ 5,530,786	33.5%														
02-24-0006	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CON*							\$ 922,500	Oct-28	\$ 946,000	97.5%														
02-24-0006	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CE*							\$ 76,020	Oct-28	\$ 101,360	75.0%														
02-24-0005	49	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	CON/CE							\$ 4,347,770	Nov-28	\$ 4,447,770	97.8%														
02-20-0015	79	Happ Road Corridor Improvements	Village of Northfield	CON				\$ 4,545,222				Jun-26	\$ 4,545,222	100.0%														
	36	Pratt Avenue Pedestrian Bridge	Village of Lincolnwood	ENG II, CON/CE		\$ 120,000					\$ 1,740,000	Nov-28																
					Subtotals	\$120,000		\$6,397,133	\$0	\$0	\$7,086,290																	
					Total						\$13,603,423																	

\* eligible for 80/20 match ratio

COUNCIL MARKS/PAST YEAR OBLIGATIONS AND ADJUSTMENTS						
2024	2025	2026	2027	2028	2029	
\$	\$ 6,348,548	\$ 6,204,899	\$ 6,304,178	\$ 6,405,045	\$ 6,507,525	
\$ -	\$ 202,850	\$ -	\$ -	\$ -	\$ -	
\$ 8,015,093	\$ 6,551,398	\$ 6,204,899	\$ 6,304,178	\$ 6,405,045	\$ 6,507,525	
Unobligated \$382,244 carried over from FFY2024 to FFY2025 due to no obligation extension request.						
Unobligated \$54,975 carried over from FFY2024 to FFY2025 due to no obligation extension request.						
Unobligated \$53,048 carried over from FFY2024 to FFY2025 due to no obligation extension request						
Unobligated \$31,924 carried over from FFY2024 to FFY2025 due to no obligation extension request.						
Unobligated \$958,650 carried over from FFY2024 to FFY2025 due to no obligation extension request.						
Unobligated \$624,883 carried over from FFY2024 to FFY2025 due to no obligation extension request.						
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.						
02-24-0004 Merged into 02-24-0003 per IDOT. Funds have obligated.						
Shifted to increased proportional use of STP-L funds from Planned Use of Redistribution						
Corrected typo in Redistribution amount from \$1,688,128 to \$1,724,742						
Merged with 02-25-0005.						
Combined bidding for 02-22-0021 and 02-25-0005; TIP IDs merged. Expanded to include through Shermer Rd. NTE \$2,916,000.						
Adjusted to updated reduced costs. Allocation NTE \$1,344,000.						
Adjusted to updated reduced costs. Allocation NTE \$1,240,000.						
Reprogrammed from FFY 2027 to FFY2026 due to fiscal constraint.						
Letting date revised from 1/2026 to 3/2026.						
Reprogrammed from FFY 2027 to FFY2026 due to fiscal constraint.						
Letting date revised from 11/2025 to 3/2026.						
Reprogrammed from FFY 2026 to FFY2027 due to fiscal constraint.						
Letting date revised from 9/2025 to 3/2026.						
Reprogrammed from FFY 2026 to FFY2027 due to fiscal constraint.						
Reprogrammed from FFY 2027 to FFY2028 due to fiscal constraint.						
Reprogrammed from FFY 2027 to FFY2028 due to fiscal constraint.						
Reprogrammed from FFY 2028 to FFY2029 due to fiscal constraint.						
Reprogrammed from FFY 2028 to FFY2029 due to fiscal constraint.						
Reprogrammed from \$5,000,000 to \$3,945,000 due to fiscal constraint.						

					NORTH SHORE COUNCIL OF MAYORS FFY 2024-2029 PROGRAM												COUNCIL MARKS/PAST YEAR OBLIGATIONS AND ADJUSTMENTS								
TIP ID	Score	Project	Muni/Lead	Phase		2025	2025-Redist	2026	2027	2028	2029	Target Letting/Auth.	Original Request	% Request Funded	2024	2025	2026	2027	2028	2029					
					Programmed:	\$6,551,398	\$0	\$6,149,214	\$5,657,388	\$6,257,729	\$6,182,770					\$6,348,548	\$6,204,899	\$6,304,178	\$6,405,045	\$6,507,525					
					Balance:	\$0	-\$10,060,138	\$55,685	\$646,790	\$147,316	\$324,755														
02-20-0014	81.5	Green Bay Road Corridor Improvements	City of Evanston	CON		\$ 622,512						Sep-24													
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	81	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.							
02-06-0035	81	Gross Point Rd from Old Orchard Rd to Golf Rd	Village of Skokie	CON/CE		\$ 958,650						Mar-23						Unobligated \$958,650 carried over from FFY2024 to FFY2025 due to no obligation extension request.							
02-18-0007	70.5	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	47	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.							
02-24-0003	49	Shermer Road from Lake Ave to Golf Rd (Combined Lake Ave to Centra	Village of Glenview	CON/CE*		\$ 2,574,000						Apr-25						Unobligated amount carried over from FFY2024 to FFY2025.							
02-25-0004	36	Glenview Road from Shermer Rd to Milwaukee Ave	Village of Glenview	CON/CE*		\$ 448,858	\$ 1,724,742					Jun-25						02-24-0004 Merged into 02-24-0003 per IDOT. Funds have obligated.							
02-22-0021	27.5	Beckwith Rd from Harlem Ave to Waukegan Rd	Village of Morton Grove	CON/CE*								Jun-25						Shifted to increased proportional use of STP-L funds from Planned Use of Redistribution							
02-25-0005	39	Beckwith Road from Shermer Rd to Austin Ave	Village of Morton Grove	CON/CE*			\$ 2,916,000					Jun-25						Corrected typo in Redistribution amount from \$1,688,128 to \$1,724,742							
02-25-0006	34	Gross Point Road from Oakton St to Main St	Village of Morton Grove	CON/CE*			\$ 906,558					Jun-25	\$ 1,344,000					Merged with 02-25-0005.							
02-25-0007	31	Central Avenue from Dempster St to Golf Rd	Village of Morton Grove	CON/CE*			\$ 1,224,000					Jun-25						Combined bidding for 02-22-0021 and 02-25-0005; TIP IDs merged. Expanded to include through Shermer Rd. NTE \$2,916,000.							
02-25-0008	38	Shermer Road from Harlem Ave to Golf Rd	Village of Morton Grove	CON/CE*			\$ 908,838					Jun-25						Adjusted to updated reduced costs. Allocation NTE \$1,344,000.							
02-16-0004		Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	ENG II		\$ 36,614						Sep-25													
02-16-0004		Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	CON			\$ 2,380,000					Sep-25													
02-22-0016	52.3	Glenview Rd and Harlem/Lehigh Ave Improvements	Village of Glenview	CON/CE*				\$ 3,680,000				Mar-26						Letting date revised from 1/2026 to 3/2026.							
02-06-0021	56	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	60.5	Howard St from Crawford Ave to McCormick Blvd (East)	Village of Skokie	CON/CE*					\$ 942,739			Jan-26													
02-22-0014	54.9	Skokie Blvd from Lake Cook Rd to Village Limits	Village of Northbrook	CON*					\$ 2,017,049			Mar-26						Letting date revised from 9/2025 to 3/2026.							
02-22-0019	46.6	Pfingsten Road from E Lake Ave to West Lake Ave Improvements	Village of Glenview	CON/CE*					\$ 2,697,600			Nov-26						Actively reprogrammed from FFY2026 to FFY 2027 due to fiscal constraint							
02-22-0018	50.7	Walters Ave from Pfingsten Rd to Shermer Rd	Village of Northbrook	CON*						\$ 927,022		Sep-26						Letting date revised from 1/2027 to 9/2027							
02-22-0015	53.6	Howard St from Skokie Blvd to Crawford Ave (West)	Village of Skokie	CON/CE*						\$ 1,118,400		Jan-27						Actively reprogrammed from FFY2027 to FFY 2028 due to fiscal constraint							
02-22-0020	42.5	Illinois Rd from Locust Rd to Wilmette Ave	Village of Wilmette	CON/CE*						\$ 1,099,277		Jan-27													
02-22-0017	51.6	Gross Point Rd from Main St to Church St	Village of Skokie	CON/CE*						\$ 1,600,000		Sep-27													
02-24-0007	48	Cherry Lane	Village of Northbrook	CON*						\$ 960,800		Nov-27													
02-24-0005	49	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	ENG II						\$ 552,230		Sep-28													
02-24-0008	58	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	49	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	CON/CE						\$ 946,270		Oct-28	\$ 4,447,770	21.3%											
02-24-0006	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CON						\$ 236,500		Nov-28	\$ 946,000	25.0%											
02-24-0006	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CE						\$ 25,340		Nov-28	\$ 101,360	25.0%											

Project Let

Obligated Funds

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	56	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.
02-24-0006	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CON*							\$709,500	Oct-28	\$946,000	75.0%	Letting date revised from 11/2025 to 3/2026.
02-24-0006	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CE*							\$76,020	Oct-28	\$101,360	75.0%	
02-24-0005	49	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	79	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
	36	Pratt Avenue Pedestrian Bridge	Village of Lincolnwood	ENG II, CON/CE		\$120,000					\$1,740,000	Nov-28			Letting date revised from 1/2029 to 11/2028.
Subtotals						\$120,000		\$6,397,133	\$0	\$0	\$6,027,020				
Total											\$12,544,153				



						NORTH SHORE COUNCIL OF MAYORS FFY 2024-2029 PROGRAM						COUNCIL MARKS/PAST YEAR OBLIGATIONS AND ADJUSTMENTS					
TIP ID	Score	Project	Muni/Lead	Phase		2025	2025-Redist	2026	2027	2028	2029	2024	2025	2026	2027	2028	2029
											Target Letting/Auth.	Original Request	% Request Funded				
					Programmed:	\$6,551,398	\$0	\$6,149,214	\$5,685,761	\$6,229,356	\$6,182,770						
					Balance:	\$0	-\$10,060,138	\$55,685	\$618,417	\$175,689	\$324,755						
02-20-0014	81.5	Green Bay Road Corridor Improvements	City of Evanston	CON		\$ 622,512						Sep-24					
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	81	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.
02-06-0035	81	Gross Point Rd from Old Orchard Rd to Golf Rd	Village of Skokie	CON/CE		\$ 958,650						Mar-23					Unobligated \$958,650 carried over from FFY2024 to FFY2025 due to no obligation extension request.
02-18-0007	70.5	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	47	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	49	Shermer Road from Lake Ave to Golf Rd (Combined Lake Ave to Centra	Village of Glenview	CON/CE*		\$ 2,574,000						Apr-25					02-24-0004 Merged into 02-24-0003 per IDOT. Funds have obligated.
02-25-0004	36	Glenview Road from Shermer Rd to Milwaukee Ave	Village of Glenview	CON/CE*		\$ 448,858	\$ 1,724,742					Jun-25					Shifted to increased proportional use of STP-L funds from Planned Use of Redistribution Corrected typo in Redistribution amount from \$1,688,128 to \$1,724,742
02-22-0021	27.5	Beckwith Rd from Harlem Ave to Waukegan Rd	Village of Morton Grove	CON/CE*								Jun-25					Merged with 02-25-0005.
02-25-0005	39	Beckwith Road from Shermer Rd to Austin Ave	Village of Morton Grove	CON/CE*			\$ 2,916,000					Jun-25					Combined bidding for 02-22-0021 and 02-25-0005; TIP IDs merged. Expanded to include through Shermer Rd. NTE \$2,916,000.
02-25-0006	34	Gross Point Road from Oakton St to Main St	Village of Morton Grove	CON/CE*			\$ 906,558					Jun-25	\$ 1,344,000				Adjusted to updated reduced costs. Allocation NTE \$1,344,000.
02-25-0007	31	Central Avenue from Dempster St to Golf Rd	Village of Morton Grove	CON/CE*			\$ 1,224,000					Jun-25					
02-25-0008	38	Shermer Road from Harlem Ave to Golf Rd	Village of Morton Grove	CON/CE*			\$ 908,838					Jun-25					Adjusted to updated reduced costs. Allocation NTE \$1,240,000.
02-16-0004		Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	ENG II		\$ 36,614						Sep-25					
02-16-0004		Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	CON			\$ 2,380,000					Sep-25					
02-22-0016	52.3	Glenview Rd and Harlem/Lehigh Ave Improvements	Village of Glenview	CON/CE*				\$ 3,680,000				Mar-26					Letting date revised from 1/2026 to 3/2026.
02-06-0021	56	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.
02-22-0014	54.9	Skokie Blvd from Lake Cook Rd to Village Limits	Village of Northbrook	CON*						\$ 2,017,049		Mar-26					Letting date revised from 9/2025 to 3/2026. Actively reprogrammed from FFY2026 to FFY2028 due to fiscal constraint
02-20-0017	60.5	Howard St from Crawford Ave to McCormick Blvd (East)	Village of Skokie	CON/CE*					\$ 942,739			Jan-26					
02-22-0018	50.7	Walters Ave from Pfingsten Rd to Shermer Rd	Village of Northbrook	CON*					\$ 927,022			Sep-26					
02-22-0019	46.6	Pfingsten Road from E Lake Ave to West Lake Ave Improvements	Village of Glenview	CON/CE*					\$ 2,697,600			Nov-26					
02-22-0015	53.6	Howard St from Skokie Blvd to Crawford Ave (West)	Village of Skokie	CON/CE*					\$ 1,118,400			Jan-27					
02-22-0020	42.5	Illinois Rd from Locust Rd to Wilmette Ave	Village of Wilmette	CON/CE*					\$ 1,099,277			Jan-27					
02-22-0017	51.6	Gross Point Rd from Main St to Church St	Village of Skokie	CON/CE*					\$ 1,600,000			Sep-27					Letting date revised from 1/2027 to 9/2027
02-24-0007	48	Cherry Lane	Village of Northbrook	CON*					\$ 960,800			Nov-27					
02-24-0005	49	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	ENG II					\$ 552,230			Sep-28					Actively reprogrammed as ENG 2 letting delayed from 6/2027 to 9/2028.
02-24-0008	58	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	49	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	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CON						\$ 286,500	Nov-28	\$ 946,000	25.0%				
02-24-0006	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CE						\$ 25,340	Nov-28	\$ 101,360	25.0%				

Project Let

Obligated Funds

Actively Reprogrammed

Proposed Project

Planned Use of Redistribution

FFY=

ENG II=

CON/CE=

Federal Fiscal Year (Oct. 1 - Sept. 30)

Phase II Engineering (50/50 match ratio)

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	56	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	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CON*							\$ 709,500	Oct-28	\$ 946,000	75.0%	
02-24-0006	49	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CE*							\$ 76,020	Oct-28	\$ 101,360	75.0%	
02-24-0005	49	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	79	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
	36	Pratt Avenue Pedestrian Bridge	Village of Lincolnwood	ENG II, CON/CE		\$ 120,000					\$ 1,740,000	Nov-28			Letting date revised from 1/2029 to 11/2028.
Subtotals						\$120,000		\$6,397,133	\$0	\$0	\$6,027,020				
Total											\$12,544,153				

NORTH SHORE COUNCIL OF  
MAYORS  
SURFACE TRANSPORTATION  
PROGRAM METHODOLOGY  
DRAFT 2025

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# Introduction

## Overview

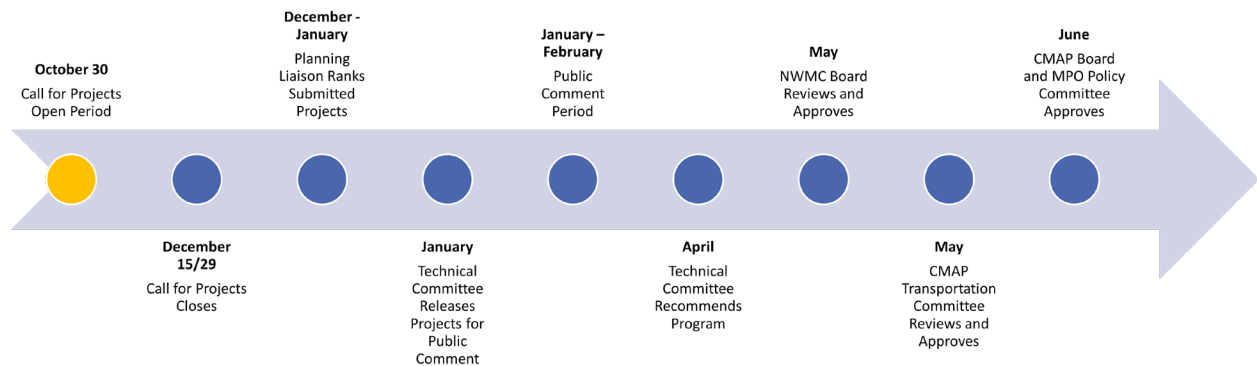
Federal surface transportation funding operates under multiyear authorizations. Northeastern Illinois is comprised of eleven regional Councils of Mayors and the City of Chicago. Each local council oversees the planning and programming of these STP funds within their own region. The STP provides flexible funding states and localities can use for projects on any federally eligible roadways, bridge projects on any public road, transit capital projects, or intercity and intercity bus terminals and facilities. Each Council has developed a set of project selection guidelines. These guidelines set the parameters by which the Councils program STP funds to locally submitted projects.

The North Shore Council is comprised of Evanston, Glencoe, Glenview, Golf, Kenilworth, Lincolnwood, Morton Grove, Northbrook, Northfield, Skokie, Wilmette and Winnetka. Project applications are reviewed by the North Shore Council of Mayors Technical Committee. The Technical Committee recommends projects to the North Shore Council of Mayors which makes final decisions based on Council vote.

## Key Terms

1. **Planning Liaison** - The Planning Liaison coordinates the Surface Transportation Program for the North Shore Council of Mayors. The liaison also represents the Council to county, state, regional and federal transportation agencies and performs other duties described in the contract scope of work with CMAP.
2. **North Shore Council of Mayors** - A cooperative body of municipalities comprised to plan and program the Surface Transportation Program for the North Shore region. The North Shore Council of Mayors membership includes the mayor or president from each municipality in the North Shore Council.
3. **North Shore Council of Mayors Technical Committee** - The committee contains municipal engineers (or other staff) that review and recommend projects for STP funds. Membership on the Technical Committee is made up of one engineer from each municipality.

## Project Application and Selection Process



## Project Submittal Process

### 1. Call for Projects

The North Shore Council of Mayors will develop a five-year program with a call for project every two years. The Technical Committee will only consider programming new projects after a call for projects. Project applicants should be given adequate notice of call for projects. In addition, project applicants should have no less than sixty days between the call for projects and the application deadline.

### 2. Project Scoping

Project applicants wishing to apply for STP funds must first contact the Planning Liaison to discuss the scope of the project. Project applicants may (but are not required to) get initial concurrence from the Bureau of Local Roads at the Illinois Department of Transportation (IDOT) regarding the project's scope, federal and state requirements and schedule. Project scoping prior to submittal of an application is extremely important. Requirements associated with the use of federal funds and the IDOT review process can delay and add costs to projects. Poorly scoped projects can face significant delays and considerable cost increases.

### 3. Project Application

Following project scoping, project applicants will complete the project application form provided to them by the Planning Liaison and located at the back of this packet.

### 4. Project Review

The Planning Liaison, with the assistance of the Technical Committee, shall review each project application in accordance with the project prioritization system outlined in Section III. The Planning Liaison will assign a "benefit number" which shall be used to compare project applications.

Once each project has been assigned a benefit number, the project applications will be placed on the agenda of a Technical Committee meeting. Prior to the project selection meeting of the Technical Committee, the Planning Liaison shall distribute copies of the project applications to all committee members. At the meeting, the project applicants should

be prepared to give a brief presentation and answer questions concerning the project. The Technical Committee will review project applications, project rankings and available funding in making programming recommendations. The Technical Committee will recommend projects with the five-year program and will recommend projects for inclusion in a Contingency Program.

## 5. Project Selection

The North Shore Council of Mayors will consider the Technical Committee's programming recommendation at its next regular scheduled meeting. Following the North Shore Council's approval, the Planning Liaison will submit the required documentation to the Chicago Metropolitan Agency for Planning (CMAP) so that the project may be considered for addition to the region's Transportation Improvement Program (TIP).

## 6. Project Kick-Off

Following inclusion in the TIP, the project sponsor and Planning Liaison will schedule a kick-off meeting with IDOT's Bureau of Local Roads. Similar to the project scoping, this meeting will confirm the project scope, engineering requirements and schedule. Although Phase I Engineering is not an eligible for STP funding, the project sponsor must hold a kick-off meeting at the beginning of Phase I Engineering to ensure that all federal and state requirements will be met.

The municipality must work closely with IDOT's Bureau of Local Roads. Any work that proceeds without the consent of IDOT may be ineligible to receive STP funding.

## Outside Agency Applications

Outside agencies, such as Cook County, townships and transit agencies have access to STP funds for capital costs of projects by obtaining the co-sponsorship of the project from at least one North Shore Council of Mayors member. This municipality would then present the project to the North Shore Council of Mayors Technical Committee for consideration for STP funding. Any applications from outside agencies must be for STP eligible projects.

# Project Prioritization

## Overview

The following project selection categories shall be considered by the Technical Committee in formulating their recommendations for STP projects.

Project Selection Category	Weight
A. Safety	20 %
B. Pavement Condition	20 %
C. Congestion Mitigation	10 %
D. Project Readiness	15 %
E. Local Needs	10 %
F. Complete Streets	15 %
G. Inclusive Growth	3 %
H. Green Infrastructure	2 %
I. Transit Supportive Land Use	5 %

The Planning Liaison will score each project on a 100-point scale. Point totals in the Congestion Mitigation and Complete Streets/Multimodal categories will be multiplied by a weighting factor.

## Safety

The Safety category aims to prioritize projects where major safety concerns exist and can be addressed by appropriate engineering solutions.

### Safety Need

The safety need score is calculated using IDOT's safety road index (SRI) for roadway segments and intersections. The SRI score is based on the locations Potential for Safety Improvement (PSI) score. IDOT developed SRI scores for local and state routes and categorized them by peer group into critical, high, medium, low, or minimal. Within each peer group, locations categorized as critical have the highest PSIs, and locations categorized as minimal are less likely to have safety benefits from treatments. CMAP will provide the data on SRI scores. The proposed project's safety need score will be the highest SRI category along the project location. This will include both segment and intersection locations.

SRI Category	Points
Critical	10
High	8
Medium	6
Low	4
Minimal	2

### Safety Improvement

This score is based on the improvement of the project and the planning level expected safety benefit (reduction in number and severity of crashes) after implementing the improvement. The planning level safety improvement score is modeled using the [US DOT Safe Systems Approach](#)-developed [Framework for Projects](#). Projects will complete a before improvement version and after improvement version of the project using separate Framework sheets for segments and/or intersections.



Vulnerable road user counts will be 14 times the project corridor or intersection's [Strava Metro bicycle and walk count](#), based on Lake County findings that Strava Metro accounts for approximately 7% of users. If a community does not have a Strava Metro account, NWMC staff can obtain this information. If a community has conducted a vulnerable road user count for the project, that number will be utilized instead.

The Safety Improvement score is measured by the sum of the segment and/or intersection before summary scores minus the sum of the segment and/or intersection after summary scores divided by the sum of the segment and/or intersection before summary scores.  $((\text{SUM}(\text{BEFORE\_INTERSECTION} + \text{BEFORE\_SEGMENT}) - \text{SUM}(\text{AFTER\_INTERSECTION} + \text{AFTER\_SEGMENT})) / (\text{SUM}(\text{BEFORE\_INTERSECTION} + \text{BEFORE\_SEGMENT})))$ . Point assignments are as follows:

<u>Exposure Reduction</u>	<u>Points (10 point maximum)</u>
Above 50%	10
36-49%	8
26-35%	6
15-25%	4
0.1-15%	2
0	0

## Pavement Condition

The Pavement Condition category aims to prioritize projects most in need of rehabilitation and repair. Scoring will be based on CMAP pavement condition data for all federally-eligible routes.

To assist the Council in identifying best practices for rehabilitation and rebuilding, projects are requested to submit the date the section was last rehabilitated/rebuilt, the technique utilized, and the funding source utilized, if known, at time of application.

<u>Condition Rating</u>	<u>Points (20 point maximum)</u>
1.0 to 4.5 (poor)	20
4.6 to 6.0 (fair)	15
6.1 to 7.5 (good)	10
7.6 to 9.0 (excellent)	0

## Congestion Mitigation

The Congestion Mitigation category aims to prioritize projects on roadways with severe congestion that threatens the transportation utility of a roadway or intersection. The project must address the level of service to qualify for congestion mitigation points. The project sponsor is asked to provide supporting documentation of the level of service improvement.

<u>Level of Service (Existing)</u>	<u>Points (5 point maximum)</u>
F	5
E	4
D	3
C	2
B	1
A	0

<u>Level of Service Improvement</u>	<u>Points (5 point maximum)</u>
3 levels	5
2 levels	4
1 level	3
No improvement	0

## Project Readiness

The Project Readiness category aims to prioritize those projects that are closer to construction. Given the complexities that go along with federal funding, project readiness is important for spending STP funds within a reasonable timeframe. Project sponsors will need to provide documentation to receive points for project readiness. In order for Phase I to be underway, the applicant must either have entered into a Phase I engineering contract with an outside firm, or be able to provide documentation showing that Phase I work has begun in-house. Documentation of in-house work may include interim work products, timesheets indicating that work on the project is underway, or some other form of documentation that clearly demonstrates that Phase I has begun. NWMC staff may bring documentation before the Technical Committee to ensure that it is sufficient.

To encourage active completion, projects on the Contingency List can request project score reevaluation if progress status has changed since submission. Project ranking will change accordingly if the project status has changed.

<u>Project Status</u>	<u>Points (15 point maximum)</u>
Project has received Design Approval from IDOT	15
A Phase I Project Development Report (PDR) has been submitted to IDOT	10
Phase I underway through IDOT	5
Project has not started Phase I	0

## Local Needs to 10 points

The Local Needs aims to prioritize that are most significant to the transportation network, assist communities that

have not been awarded STP funding for their transportation system to the same level as other communities, and to address community-identified needs.

(Up  
total)  
category  
projects  
  
region's

### Regional Significance and Historic and Future Funding (Up to 4 points total)

Funding will be based on the highest of whether a project's roadway classification is a minor arterial or higher, or the project community's per capita historic and future STP funding. Population will be based on the most recent [CMAP Community Data Snapshot](#). Funding numbers will be based on the most recent [North Shore Council STP program](#), with past three years consisting of the current FFY and past two FFYs, and future funding consisting of the next FFY.

	<u>Points (4 point maximum)</u>
<u>Per Capita STP Funding Past 3 Years</u>	<u>Points</u>
<\$100	4
\$100-300	2
>\$300	0
<u>Future STP Funding</u>	<u>Points</u>
No	2
Yes	0
<u>Minor Arterial or Higher Classification</u>	<u>Points</u>
Yes	4
No	0

### Community Planning

<u>Planning</u>	<u>Points (4 point maximum)</u>
Project appears in local, subregional or regional plan	4
Project not in any adopted plans	0

### ADA Transition Plans

Evaluated separately from the Local Needs, the ADA Transition Plans requirement prioritizes projects whose communities have adopted [ADA Transition Plans](#) and are building projects that are in furtherance of the ADA Transition Plan. ADA Transition Plans cannot be utilized for Community Planning points.

<u>ADA Transition Plans</u>	<u>Points (2 point maximum)</u>
Project furthers goals or items in the ADA Transition Plan	2
Project not in furtherance of ADA Transition Plan	0

### Complete Streets (Up to 15 points total)

The Complete Streets/Multimodal category aims to prioritize projects that account for all users of the transportation network. For transit projects, scoring is based off of the presence of a transit improvement or an improvement that makes transit more accessible. For bicycle and pedestrian projects, the full 10 points will be awarded to a project if it involves the construction of a new facility that connects users to one or more existing facilities, or if it involves a significant enhancement to an existing facility. Enhancements must make a substantial change to the design or function of the existing facility in order to earn the maximum 10 points. Projects that involve standard maintenance of an existing bicycle or pedestrian facility, or the construction of a new isolated facility, will receive five points in this category. The Planning Liaison will determine scoring based on information provided in the application, as well as online resources such as Google Maps or Google Street View.

<u>Transit*</u>	<u>Points (10 point maximum)</u>
Transit Improvement	5
Transit Access Improvement	5
No Transit Improvements	0

<u>Pedestrian*</u>	<u>Points (10 point maximum)</u>
New Connected Facility or Enhancement to Existing Facility	Up to 10
Maintenance of Existing Pedestrian Facility or New Isolated Facility	5
No Pedestrian Improvements	0

<u>Bicycle</u>	<u>Points (10 point maximum)</u>
New Connected Bicycle Facility or Enhancement to Existing Facility	Up to 10
Maintenance of Existing Bicycle Facility or New Isolated Facility	5
No Bicycle Improvements	0

\*A project with transit components can receive points for an improvement (bus pullout, transit shelter, transit signal priority, etc.) and for an access improvement (sidewalk to transit stop or station, bicycle access, etc.).

\*ADA improvements are not classified as new or enhanced pedestrian facilities.

### Inclusive Growth (3 points max)

Inclusive growth is a regional priority from ON TO 2050. The [CMAP inclusive growth map, which is created using data from CMAP's travel demand model](#), will be used to determine the allocation of points in this category.

<u>Percent of users that are low-income and people of color</u>	<u>Points</u>
10%+	3
5-10%	2
0-5%	0

### Green Infrastructure (2 points max)

<u>Element</u>	<u>Points</u>
Project incorporates a green infrastructure element (bioretention, bioswale, street trees, permeable pavement, native plants, other elements as approved by Technical Committee on a case-by-case basis)	2
Project does not incorporate green infrastructure elements	0

### Transit Supportive Land Use (Up to 5 points total)

<u>Element</u>	<u>Points</u>
A project adjacent zoning district has eliminated parking minimums	2

A project adjacent zoning district has parking maximums	2
A project adjacent zoning district requires parking behind, to the side, or underneath buildings	1
A project adjacent zoning district allows for shared parking	1
<i>Only score one of the below, if applicable:</i>	
A project adjacent zoning district allows for greater than 16 dwelling units/acre	2
A project adjacent zoning district allows for between 6 and 16 dwelling units/acre	1

## Programming Guidelines

### Eligible Routes

All projects must be on STP eligible routes (federal-aid eligible) prior to applying for STP funds. Routes must have a functional classification as a "collector" or higher. STP eligible routes serve a regional purpose and must serve more than a local land access function. Project applicants can review current roadway classifications at the following website:

<https://www.gettingaroundillinois.com/MapView/?config=RFCconfig.json>

The STP provides flexible funding. Under federal provisions, bridge projects on any public road are eligible for STP funding. In addition, carpool, pedestrian, bicycle and safety projects may be implemented with STP funding on roads of any functional classification.

### Eligible Projects

The following is a partial list of projects eligible for STP funding. Should a project applicant be unsure of a project's eligibility, contact the Planning Liaison.

- Construction, reconstruction, restoration and rehabilitation of roads and bridges
- Highway and transit safety improvements
- Traffic signalization projects
- Intersection improvements
- Bicycle and pedestrian facilities in conjunction with another approved STP project type
- Wetland mitigation, wetland banking, landscaping and mitigation of water quality impacts if undertaken with an approved STP project

### Project Requirements

Before submitting an STP application, project applicants must complete the following:

- Contact the Planning Liaison to discuss the project's scope, timetable and estimated costs
- Confirm that the project is on a STP eligible route
- Confirm that the project work type is STP eligible
- Confirm that the project sponsor can fund the required local match

### Regional Projects

The Technical Committee shall accept proposals for regional projects and may develop its own project proposals. Proposals for regional projects must go through project scoping and have the

support of the relevant jurisdictions before the Technical Committee will consider programming funds to regional projects.

## Active Program Management

Applicants must follow the guidelines in CMAP's [STP Active Program Management Policies](#). Training, when available, is encouraged for applicants but not required. Applicants are highly encouraged, but not required, to have projects in their capital improvement programs.

## Obligation Extensions

The North Shore Technical Committee must approve requests for the six month extensions of the phase obligation deadlines allowed in the active program management program. If denied, the applicant may appeal to the North Shore Council of Mayors.

## Cost Increases

All cost increases must be approved by the North Shore Technical Committee.

## Active and Contingency Program Changes

No project can be moved out of the active program without approval of the North Shore Technical Committee except as required in the active program management policies. NWMC staff may make other active reprogramming decisions without the need for Technical Committee approval. This includes accelerating projects into the active program and current FFY (if the project is ready to obligate and funding is available). NWMC staff must log any changes and present them to the North Shore Technical Committee at the next meeting.

## Quarterly Status Updates

Upon inclusion of any phase of a project within an active or contingency program, quarterly status updates detailing initial (time of application) estimated dates, current adjusted estimated dates (based on progress made since the application was submitted), and actual accomplishment dates of all project milestones, regardless of the phase(s) programmed with STP funds, shall be submitted by one of the project's designated project managers through CMAP's eTIP website. These updates are required to be submitted in December, March, June, and September of every federal fiscal year. Updates submitted any day within the required month will be considered to have met the deadline. Updates submitted in any other month of the year will not be considered an official quarterly update.

Submittals shall be verified by NWMC staff, in consultation with IDOT District 1 Bureau of Local Roads and Streets (BLRS) staff. Status updates may be submitted more often than required, at the NWMC's request and/or sponsor's discretion. Status updates must be submitted even if no progress has been made since the prior update. Failure to submit required status updates, as outlined below and in accordance with [Active Program Management requirements](#), may result in significant project delay or the loss of funding for current and subsequent phases of projects:

Failure to submit the required status updates will result in project phases being reprogrammed or removed from the programs. Projects that are removed from the programs must reapply for funding during a future call for projects.

- a. Projects with any phase programmed in the current year of the active program:  
If a required quarterly update is not submitted, the following actions will be taken by NWMC staff and/or CMAP:

- (i) The phase(s) programmed in the current year will be either reprogrammed in an out year of the active program (subject to fiscal constraint) or moved to the contingency program, at the selecting body's discretion.
  - (ii) All subsequent phases of the project that are included in the active program will be moved to the contingency program and will not be eligible to be moved back into the active program until the current year phase(s) is authorized/obligated or until the next call for projects, whichever comes first.
- b. Projects with any phase programmed in an out year of the active program:  
If a required quarterly update is not submitted, the following actions will be taken by NWMC staff and/or CMAP:
  - (i) All phases of the project that are included in the active program will be moved to the contingency program.
  - (ii) The earliest phase will be eligible to be reinstated into the current year of the active program.
  - (iii) Any phase(s) not reinstated into the active program prior to the next call for projects must reapply for funding consideration during that call.
- c. Contingency projects:  
If a required quarterly update is not submitted, all phases of the project will be removed from the contingency program.

## Funding Parameters and Policies

### Eligible Phases

The North Shore Council of Mayors dedicates STP funding for Phase II Engineering and Construction (including Construction Engineering). Phase I Engineering and any Right-of-Way acquisition are the responsibility of the project sponsor.

### Local Match Requirements

The North Shore Council of Mayors allocates STP funding to projects based on a 70/30 federal/local match ratio for phase II engineering. If an applicant does not utilize STP funds for phase II engineering they may receive an 80/20 federal/local match for construction and construction engineering. Project sponsors are responsible for the local match and any non-participating expenses.

### Funding Limit

The North Shore Council of Mayors limits the funding of a single project to \$5 million. This can be waived by a majority vote from the Technical Committee.

### Cost Increase Policies

All cost increases will be funded at the same match ratio they are receiving for the project unless otherwise specified. Projects that seek to change their match ratio after their project is included will have their request reviewed in the same manner as a regular cost increase. Project sponsors seeking cost increases will be required to submit a written request to the Planning Liaison. The written request must outline the updated project costs, explain the cause for the cost increase and state that the project sponsor agrees to pay the percent local match.

All cost increases will be subject to approval by the North Shore Council of Mayors via the Technical Committee. Approval will be contingent upon the following:

- a. Programming constraints and funding availability within that fiscal year.
- b. Special circumstances that resulted in an increase in project costs such as additional improvements that are being required by federal, state and/or county transportation agencies not considered in during the project scoping process.
- c. Project sponsor has not petitioned the Council for cost increases for the same project during that particular fiscal year.
- d. Request is in compliance with [Active Program Management guidelines](#).

### Limit on Cost Increases

The Technical Committee shall limit large cost increase requests as outlined below:

- a. If the programmed STP funding for a project phase is less than 25 percent of the Council's annual STP allocation, then the Council will not consider cost increases in excess of 100 percent of programmed STP funding for the project phase.
- b. If the programmed STP funding for a project phase is between 25 and 50 percent of the Council's annual STP allocation, then the Council will not consider cost increases in excess of 75 percent of the programmed STP funding for the project phase.
- c. If the programmed STP funding for a project phase is more than 50 percent of the Council's annual STP allocation, then the Council will not consider cost increases in excess of 50 percent of the programmed STP funding in the project phase.

Percent of Annual Allocation	Maximum Cost Increase Request
< 25 percent	100 percent
Between 25 and 50 percent	75 percent
> 50 percent	50 percent

If the cost increase request exceeds the limits outlined above, the project sponsor may choose to move the project to the contingency program or remove the project from the program and have it reconsidered during the next programming cycle.

Proper project scoping (see Section II.A.2) is important in developing project application cost estimates in order to avoid large cost increases. Requests for increases from the Shared Fund, per the regional APM policies, are subject to these same limitations.

### Cost Increase Requests Between Regular Technical Committee Meetings

All cost increase requests submitted between regular quarterly meetings of the Technical Committee shall be added to the agenda of the next quarterly meeting, unless a project's letting or local agency agreement is contingent on approval of the cost increase request before the next quarterly meeting. In such cases, the Technical Committee can vote via fax/email, with a simple majority of the twelve members constituting the requisite votes for passage. A fax/email vote shall not be used if the cost increase request is:

- Over 35 percent of the currently programmed project cost estimate, or
- Over 25 percent of the North Shore Council's annual STP allotment for the federal fiscal year.



If either of these two conditions is met, then the project shall require a special meeting of the Technical Committee to act on the request.

## Council Prerogative

The North Shore Council of Mayors has the authority to grant special exceptions to any of the above guidelines if in its opinion the circumstances so dictate and the exceptions are within federal and state guidelines, the provisions of the October 2017 agreement between the Council of Mayors, Chicago DOT, and CMAP Active Program Management policies. This can be granted by a majority vote from the Technical Committee.

NORTH SHORE COUNCIL OF  
MAYORS  
SURFACE TRANSPORTATION  
PROGRAM METHODOLOGY  
DRAFT 2025

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# Introduction

## Overview

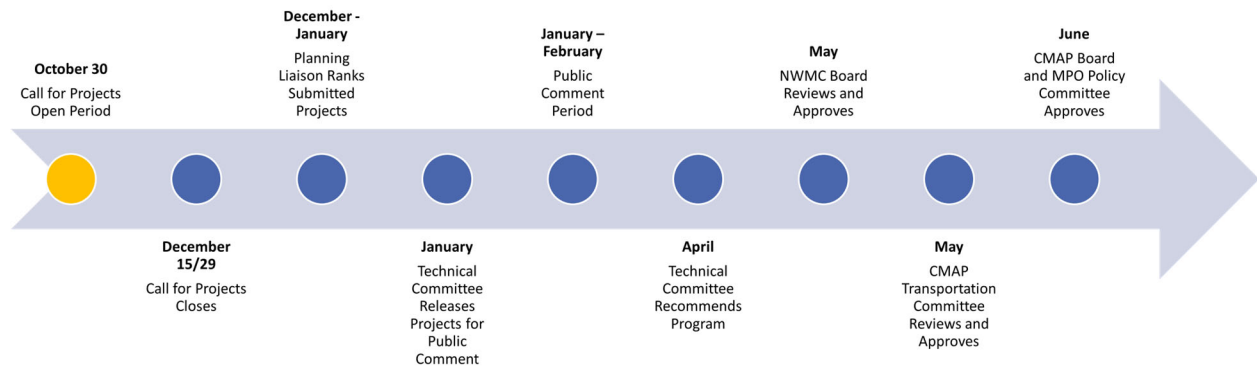
Federal surface transportation funding operates under multiyear authorizations. Northeastern Illinois is comprised of eleven regional Councils of Mayors and the City of Chicago. Each local council oversees the planning and programming of these STP funds within their own region. The STP provides flexible funding states and localities can use for projects on any federally eligible roadways, bridge projects on any public road, transit capital projects, or intercity and intercity bus terminals and facilities. Each Council has developed a set of project selection guidelines. These guidelines set the parameters by which the Councils program STP funds to locally submitted projects.

The North Shore Council is comprised of Evanston, Glencoe, Glenview, Golf, Kenilworth, Lincolnwood, Morton Grove, Northbrook, Northfield, Skokie, Wilmette and Winnetka. Project applications are reviewed by the North Shore Council of Mayors ~~Technical Committee~~Technical Committee. The ~~Technical Committee~~Technical Committee recommends projects to the North Shore Council of Mayors which makes final decisions based on Council vote.

## Key Terms

1. **Planning Liaison** - The Planning Liaison coordinates the Surface Transportation Program for the North Shore Council of Mayors. The liaison also represents the Council to county, state, regional and federal transportation agencies and performs other duties described in the contract scope of work with CMAP.
2. **North Shore Council of Mayors** — A cooperative body of municipalities comprised to plan and program the Surface Transportation Program for the North Shore region. The North Shore Council of Mayors membership includes the mayor or president from each municipality in the North Shore Council.
3. **North Shore Council of Mayors ~~Technical Committee~~Technical Committee** - The committee contains municipal engineers (or other staff) that review and recommend projects for STP funds. Membership on the ~~Technical Committee~~Technical Committee is made up of one engineer from each municipality.

## Project Application and Selection Process



## Project Submittal Process

### 1. Call for Projects

The North Shore Council of Mayors will develop a five-year program with a call for project every two years. The ~~Technical Committee~~Technical Committee will only consider programming new projects after a call for projects. Project applicants should be given adequate notice of call for projects. In addition, project applicants should have no less than sixty days between the call for projects and the application deadline.

### 2. Project Scoping

Project applicants wishing to apply for STP funds must first contact the Planning Liaison to discuss the scope of the project. Project applicants may (but are not required to) get initial concurrence from the Bureau of Local Roads at the Illinois Department of Transportation (IDOT) regarding the project's scope, federal and state requirements and schedule. Project scoping prior to submittal of an application is extremely important. Requirements associated with the use of federal funds and the IDOT review process can delay and add costs to projects. Poorly scoped projects can face significant delays and considerable cost increases.

### 3. Project Application

Following project scoping, project applicants will complete the project application form provided to them by the Planning Liaison and located at the back of this packet.

### 4. Project Review

The Planning Liaison, with the assistance of the ~~Technical Committee~~Technical Committee, shall review each project application in accordance with the project prioritization system outlined in Section III. The Planning Liaison will assign a "benefit number" which shall be used to compare project applications.

Once each project has been assigned a benefit number, the project applications will be placed on the agenda of a ~~Technical Committee~~Technical Committee meeting. Prior to the project selection meeting of the ~~Technical Committee~~Technical Committee, the Planning

Liaison shall distribute copies of the project applications to all committee members. At the meeting, the project applicants should be prepared to give a brief presentation and answer questions concerning the project. The ~~Technical Committee~~Technical Committee will review project applications, project rankings and available funding in making programming recommendations. The ~~technical Committee~~Technical Committee will recommend projects with the five-year program and will recommend projects for inclusion in a Contingency Program.

#### 5. Project Selection

The North Shore Council of Mayors will consider the ~~Technical Committee~~Technical Committee's programming recommendation at its next regular scheduled meeting. Following the North Shore Council's approval, the Planning Liaison will submit the required documentation to the Chicago Metropolitan Agency for Planning (CMAP) so that the project may be considered for addition to the region's Transportation Improvement Program (TIP).

#### 6. Project Kick-Off

Following inclusion in the TIP, the project sponsor and Planning Liaison will schedule a kick-off meeting with IDOT's Bureau of Local Roads. Similar to the project scoping, this meeting will confirm the project scope, engineering requirements and schedule. Although Phase I Engineering is not an eligible for STP funding, the project sponsor must hold a kick-off meeting at the beginning of Phase I Engineering to ensure that all federal and state requirements will be met.

The municipality must work closely with IDOT's Bureau of Local Roads. Any work that proceeds without the consent of IDOT may be ineligible to receive STP funding.

### Outside Agency Applications

Outside agencies, such as Cook County, townships and transit agencies have access to STP funds for capital costs of projects by obtaining the co-sponsorship of the project from at least one North Shore Council of Mayors member. This municipality would then present the project to the North Shore Council of Mayors ~~Technical Committee~~Technical Committee for consideration for STP funding. Any applications from outside agencies must be for STP eligible projects.



# Project Prioritization

## Overview

The following project selection categories shall be considered by the ~~Technical Committee~~Technical Committee in formulating their recommendations for STP projects.

Project Selection Category	Weight
A. Safety	20 %
B. Pavement Condition	20 %
C. Congestion Mitigation	10 %
D. Project Readiness	15 %
E. Local Needs	10 %
F. Complete Streets	15 %
G. Inclusive Growth	3 %
H. Green Infrastructure	2 %
I. Transit Supportive Land Use	5 %

The Planning Liaison will score each project on a 100-point scale. Point totals in the Congestion Mitigation and Complete Streets/Multimodal categories will be multiplied by a weighting factor.

## ~~A.~~ Safety

The Safety category aims to prioritize projects where major safety concerns exist and can be addressed by appropriate engineering solutions.

### Safety Need

The safety need score is calculated using IDOT's safety road index (SRI) for roadway segments and intersections. The SRI score is based on the locations Potential for Safety Improvement (PSI) score. IDOT developed SRI scores for local and state routes and categorized them by peer group into critical, high, medium, low, or minimal. Within each peer group, locations categorized as critical have the highest PSIs, and locations categorized as minimal are less likely to have safety benefits from treatments. CMAP will provide the data on SRI scores. The proposed project's safety need score will be the highest SRI category along the project location. This will include both segment and intersection locations.

SRI Category	Points
Critical	10
High	8
Medium	6
Low	4
Minimal	2

### Safety Improvement

This score is based on the improvement of the project and the planning level expected safety benefit (reduction in number and severity of crashes) after implementing the improvement. The planning level safety improvement score is modeled using the US DOT Safe Systems Approach-developed

Framework for Projects, after the SMART SCALE Safety Factor Evaluation method developed by the Virginia Department of Transportation (VDOT). Similar to VDOT's method, NWMC staff will develop a list of common improvement types (countermeasures) and the accompanying planning level crash reduction factors (CRFs). The planning level CRFs will be developed using information from CMAP, IDOT, Crash Modification Clearinghouse, and Highway Safety Manual. Projects will complete a before improvement version and after improvement version of the project using separate Framework sheets for segments and/or intersections. Vulnerable road user counts will be 14 times the project corridor or intersection's Strava Metro bicycle and walk count, based on Lake County findings that Strava Metro accounts for approximately 7% of users. If a community does not have a Strava Metro account, NWMC staff can obtain this information. If a community has conducted a vulnerable road user count for the project, that number will be utilized instead.

The Safety Improvement score is measured by the sum of the segment and/or intersection before summary scores minus the sum of the segment and/or intersection after summary scores divided by the sum of the segment and/or intersection before summary scores.  $((\text{SUM}(\text{BEFORE INTERSECTION} + \text{BEFORE SEGMENT}) - \text{SUM}(\text{AFTER INTERSECTION} + \text{AFTER SEGMENT})) / (\text{SUM}(\text{BEFORE INTERSECTION} + \text{BEFORE SEGMENT})))$ . NWMC staff will review project details from the application to determine the relevant countermeasure and the assigned planning level CRF for that countermeasure. If multiple countermeasures are to be employed as part of the project, NWMC staff will assign points based off the maximum planning level CRF. Planning level crash reduction factor (CRF) point assignments are as follows:

<u>CRF Exposure Reduction</u>	<u>Points (10 point maximum)</u>
Above 50%	10
36-49%	8
26-35%	6
15-25%	4
<u>Under 0.1-15%</u>	<u>2</u>
<u>0</u>	<u>0</u>

## **B. Pavement Condition**

The Pavement Condition category aims to prioritize projects most in need of rehabilitation and repair. Scoring will be based on CMAP pavement condition data for all federally-eligible routes.

To assist the Council in identifying best practices for rehabilitation and rebuilding, projects are requested to submit the date the section was last rehabilitated/rebuilt, the technique utilized, and the funding source utilized, if known, at time of application.

<u>Condition Rating</u>	<u>Points (20 point maximum)</u>
1.0 to 4.5 (poor)	20
4.6 to 6.0 (fair)	15
6.1 to 7.5 (good)	10
7.6 to 9.0 (excellent)	0

## Ⓒ Congestion Mitigation

The Congestion Mitigation category aims to prioritize projects on roadways with severe congestion that threatens the transportation utility of a roadway or intersection.—The project must address the level of service to qualify for congestion mitigation points.—The project sponsor is asked to provide supporting documentation of the level of service improvement.

<u>Level of Service (Existing)</u>	<u>Points (5 point maximum)</u>
F	5
E	4
D	3
C	2
B	1
A	0

<u>Level of Service Improvement</u>	<u>Points (5 point maximum)</u>
3 levels	5
2 levels	4
1 level	3
No improvement	0

## Ⓓ Project Readiness

The Project Readiness category aims to prioritize those projects that are closer to construction.—Given the complexities that go along with federal funding, project readiness is important for spending STP funds within a reasonable timeframe. Project sponsors will need to provide documentation to receive points for project readiness. In order for Phase I to be underway, the applicant must either have entered into a Phase I engineering contract with an outside firm, or be able to provide documentation showing that Phase I work has begun in-house. Documentation of in-house work may include interim work products, timesheets indicating that work on the project is underway, or some other form of documentation that clearly demonstrates that Phase I has begun. NWMC staff may bring documentation before the ~~Technical Committee~~Technical Committee to ensure that it is sufficient.

To encourage active completion, projects on the Contingency List can request project score reevaluation if progress status has changed since submission. Project ranking will change accordingly if the project status has changed.

<u>Project Status</u>	<u>Points (15 point maximum)</u>
<u>Project has received Design Approval from IDOT</u>	<u>15</u>
<u>A Phase I Project Development Report (PDR) has been submitted to IDOT</u>	<u>10</u>
<u>Phase I underway through IDOT</u>	<u>5</u>
<u>Project has not started Phase I</u>	<u>0</u>

<u>Project Status</u>	<u>Points (15 point maximum)</u>
<del>Project has received Design Approval from IDOT</del>	<del>15</del>
<del>A Phase I Project Development Report (PDR) has been submitted to IDOT</del>	<del>10</del>
<del>Phase I underway through IDOT</del>	<del>5</del>
<del>Project has not started Phase I</del>	<del>0</del>

### E. Local Needs (Up to 10 points total)

10

The Local Needs category aims to prioritize projects that are most significant to the region's transportation network, assist in communities that have not had the assistance of been awarded STP funding for their transportation system to the same level as other communities, and to address community-identified needs.

### Regional Significance and Historic and Future Funding (Up to 4 points total)

Funding will be based on the highest of whether a project's roadway classification is a minor arterial or higher, or the project community's per capita historic and future STP funding. Population will be based on the most recent CMAP Community Data Snapshot. Funding numbers will be based on the most recent North Shore Council STP program, with past three years consisting of the current FFY and past two FFYs, and future funding consisting of the next FFY.

<u>Years Since Last STP Project</u>	<u>Points (5-4 point maximum)</u>
<u>Per Capita STP Funding Past 3 Years</u>	<u>Points</u>
<u>10 years &lt; \$100</u>	<u>5</u>
<u>\$100-300</u>	<u>2</u>
<u>5 years &gt; \$300</u>	<u>2</u>
<u>Future STP Funding</u>	<u>Points</u>
<u>No</u>	<u>2</u>
<u>Yes</u>	<u>0</u>
<u>Minor Arterial or Higher Classification</u>	<u>Points</u>
<u>Yes</u>	<u>4</u>
<u>No</u>	<u>0</u>

### Community Planning

<u>Planning</u>	<u>Points (5-4 point maximum)</u>
<u>Project appears in local, subregional or regional plan</u>	<u>5</u>
<u>Project not in any adopted plans</u>	<u>0</u>

### ADA Transition Plans

Evaluated separately from the Local Needs, the ADA Transition Plans requirement prioritizes projects whose communities have adopted ADA Transition Plans and are building projects that are in

furtherance of the ADA Transition Plan. ADA Transition Plans cannot be utilized for Community Planning points.

<u>ADA Transition Plans</u>	<u>Points (2 point maximum)</u>
<u>Project furthers goals or items in the ADA Transition Plan</u>	<u>2</u>
<u>Project not in furtherance of ADA Transition Plan</u>	<u>0</u>

## **F. Complete Streets (Up to 15 points total)**

The Complete Streets/Multimodal category aims to prioritize projects that account for all users of the transportation network. For transit projects, scoring is based off of the presence of a transit improvement or an improvement that makes transit more accessible. For bicycle and pedestrian projects, the full 10 points will be awarded to a project if it involves the construction of a new facility that connects users to one or more existing facilities, or if it involves a significant enhancement to an existing facility. Enhancements must make a substantial change to the design or function of the existing facility in order to earn the maximum 10 points. Projects that involve standard maintenance of an existing bicycle or pedestrian facility, or the construction of a new isolated facility, will receive five points in this category. The Planning Liaison will determine scoring based on information provided in the application, as well as online resources such as Google Maps or Google Street View.

<u>Transit*</u>	<u>Points (10 point maximum)</u>
Transit Improvement	5
Transit Access Improvement	5
No Transit Improvements	0

<u>Pedestrian*</u>	<u>Points (10 point maximum)</u>
New Connected Facility or Enhancement to Existing Facility	Up to 10
Maintenance of Existing Pedestrian Facility or New Isolated Facility	5
No Pedestrian Improvements	0

<u>Bicycle</u>	<u>Points (10 point maximum)</u>
New Connected Bicycle Facility or Enhancement to Existing Facility	Up to 10
Maintenance of Existing Bicycle Facility or New Isolated Facility	5
No Bicycle Improvements	0

\*A project with transit components can receive points for an improvement (bus pullout, transit shelter, transit signal priority, etc.) and for an access improvement (sidewalk to transit stop or station, bicycle access, etc.).

\*ADA improvements are not classified as new or enhanced pedestrian facilities.

### Inclusive Growth (3 points max)

Inclusive growth is a regional priority from ON TO 2050. The [CMAP inclusive growth map, which is created using data from CMAP's travel demand model](#), will be used to determine the allocation of points in this category.

<u>Percent of users that are low-income and people of color</u>	<u>Points</u>
10%+	3
5-10%	2
0-5%	0

### Green Infrastructure (2 points max)

<u>Element</u>	<u>Points</u>
Project incorporates a green infrastructure element (bioretention, bioswale, street trees, permeable pavement, native plants, other elements as approved by <del>technical committee</del> <a href="#">Technical Committee</a> on a case-by-case basis)	2
Project does not incorporate green infrastructure elements	0

### Transit Supportive Land Use (Up to 5 points total)

<u>Element</u>	<u>Points</u>
A project adjacent zoning district has eliminated parking minimums	2
A project adjacent zoning district has parking maximums	2
<del>A project adjacent zoning district requires parking behind, to the side, or underneath buildings</del>	<del>1</del>
<del>A project adjacent zoning district allows for shared parking</del>	<del>1</del>
<del>A project adjacent zoning district allows for greater than 16 dwelling units/acre</del>	<del>2</del>
<i>Only score one of the below, if applicable:</i>	
<del>A project adjacent zoning district allows for shared parking</del>	<del>1</del>
<del>A project adjacent zoning district allows for greater than 16 dwelling units/acre</del>	<del>2</del>
<del>A project adjacent zoning district requires parking behind, to the side, or underneath buildings</del>	<del>1</del>
A project adjacent zoning district allows for between 6 and 16 dwelling units/acre	1

## Programming Guidelines

### Eligible Routes

All projects must be on STP eligible routes (federal-aid eligible) prior to applying for STP funds. Routes must have a functional classification as a "collector" or higher. STP eligible routes serve a regional purpose and must serve more than a local land access function. Project applicants can review current roadway classifications at the following website:

<https://www.gettingaroundillinois.com/MapView/?config=RFCconfig.json><https://www.cmap.illinois.gov/mobility/roads/roadway-functional-classification>

The STP provides flexible funding. Under federal provisions, bridge projects on any public road are eligible for STP funding. In addition, carpool, pedestrian, bicycle and safety projects may be implemented with STP funding on roads of any functional classification.

## Eligible Projects

The following is a partial list of projects eligible for STP funding. Should a project applicant be unsure of a project's eligibility, contact the Planning Liaison.

- Construction, reconstruction, restoration and rehabilitation of roads and bridges
- Highway and transit safety improvements
- Traffic signalization projects
- Intersection improvements
- Bicycle and pedestrian facilities in conjunction with another approved STP project type
- Wetland mitigation, wetland banking, landscaping and mitigation of water quality impacts if undertaken with an approved STP project

## Project Requirements

Before submitting an STP application, project applicants must complete the following:

- Contact the Planning Liaison to discuss the project's scope, timetable and estimated costs
- Confirm that the project is on a STP eligible route
- Confirm that the project work type is STP eligible
- Confirm that the project sponsor can fund the required local match

## Regional Projects

The ~~Technical Committee~~[Technical Committee](#) shall accept proposals for regional projects and may develop its own project proposals. Proposals for regional projects must go through project scoping and have the support of the relevant jurisdictions before the ~~Technical Committee~~[Technical Committee](#) will consider programming funds to regional projects.

## Active Program Management

Applicants must follow the guidelines in CMAP's [STP Active Program Management Policies](#). Training, when available, is encouraged for applicants but not required. ~~Applicants will be required to provide quarterly status updates as outlined in the Active Program Management Policies document.~~ Applicants are highly encouraged, but not required, to have projects in their capital improvement programs.

## Obligation Extensions

The North Shore ~~technical committee~~[Technical Committee](#) must approve requests for the six month extensions of the phase obligation deadlines allowed in the active program management program. If denied, the applicant may appeal to the North Shore Council of Mayors.

### Cost Increases

All cost increases must be approved by the North Shore ~~Technical Committee~~Technical Committee.

### Active and Contingency Program Changes

-No project can be moved out of the active program without approval of the North Shore ~~Technical Committee~~Technical Committee except as required in the active program management policies. NWMC staff may make other active reprogramming decisions without the need for ~~technical committee~~Technical Committee approval. This includes accelerating projects into the active program and current FFY (if the project is ready to obligate and funding is available). NWMC staff must log any changes and present them to the North Shore ~~Technical Committee~~Technical Committee at the next meeting.

### Quarterly Status Updates

Upon inclusion of any phase of a project within an active or contingency program, quarterly status updates detailing initial (time of application) estimated dates, current adjusted estimated dates (based on progress made since the application was submitted), and actual accomplishment dates of all project milestones, regardless of the phase(s) programmed with STP funds, shall be submitted by one of the project's designated project managers through CMAP's eTIP website. These updates are required to be submitted in December, March, June, and September of every federal fiscal year. Updates submitted any day within the required month will be considered to have met the deadline. Updates submitted in any other month of the year will not be considered an official quarterly update.

Submittals shall be verified by NWMC staff, in consultation with IDOT District 1 Bureau of Local Roads and Streets (BLRS) staff. Status updates may be submitted more often than required, at the NWMC's request and/or sponsor's discretion. Status updates must be submitted even if no progress has been made since the prior update. Failure to submit required status updates, as outlined below and in accordance with Active Program Management requirements, may result in significant project delay or the loss of funding for current and subsequent phases of projects:

Failure to submit the required status updates will result in project phases being reprogrammed or removed from the programs. Projects that are removed from the programs must reapply for funding during a future call for projects.

a. Projects with any phase programmed in the current year of the active program:

If a required quarterly update is not submitted, the following actions will be taken by NWMC staff and/or CMAP:

- (i) The phase(s) programmed in the current year will be either reprogrammed in an out year of the active program (subject to fiscal constraint) or moved to the contingency program, at the selecting body's discretion.
- (ii) All subsequent phases of the project that are included in the active program will be moved to the contingency program and will not be eligible to be moved back into the active program until the current year phase(s) is authorized/obligated or until the next call for projects, whichever comes first.

b. Projects with any phase programmed in an out year of the active program:

If a required quarterly update is not submitted, the following actions will be taken by NWMC staff and/or CMAP:

- (i) All phases of the project that are included in the active program will be moved to the contingency program.



- (ii) The earliest phase will be eligible to be reinstated into the current year of the active program.
- (iii) Any phase(s) not reinstated into the active program prior to the next call for projects must reapply for funding consideration during that call.
- c. Contingency projects:  
If a required quarterly update is not submitted, all phases of the project will be removed from the contingency program.

## Funding Parameters and Policies

### Eligible Phases

The North Shore Council of Mayors dedicates STP funding for Phase II Engineering and Construction (including Construction Engineering). Phase I Engineering and any Right-of-Way acquisition are the responsibility of the project sponsor.

### Local Match Requirements

The North Shore Council of Mayors allocates STP funding to projects based on a 70/30 federal/local match ratio for phase II engineering. If an applicant does not utilize STP funds for phase II engineering they may receive an 80/20 federal/local match for construction and construction engineering. Project sponsors are responsible for the local match and any non-participating expenses.

### Funding Limit

The North Shore Council of Mayors limits the funding of a single project to \$5 million. This can be waived by a majority vote from the ~~technical committee~~ Technical Committee.

### Cost Increase Policies

All cost increases will be funded at the same match ratio they are receiving for the project unless otherwise specified. Projects that seek to change their match ratio after their project is included will have their request reviewed in the same manner as a regular cost increase. Project sponsors seeking cost increases will be required to submit a written request to the Planning Liaison. The written request must outline the updated project costs, explain the cause for the cost increase and state that the project sponsor agrees to pay the percent local match.

All cost increases will be subject to approval by the North Shore Council of Mayors via the ~~Technical Committee~~ Technical Committee. Approval will be contingent upon the following:

- a. Programming constraints and funding availability within that fiscal year.
- b. Special circumstances that resulted in an increase in project costs such as additional improvements that are being required by federal, state and/or county transportation agencies not considered in during the project scoping process.
- c. Project sponsor has not petitioned the Council for cost increases for the same project during that particular fiscal year.
- ~~e.d.~~ Request is in compliance with Active Program Management guidelines.

## Limit on Cost Increases

The ~~Technical Committee~~Technical Committee shall limit large cost increase requests as outlined below:

- a. If the programmed STP funding for a project phase is less than 25 percent of the Council's annual STP allocation, then the Council will not consider cost increases in excess of 100 percent of programmed STP funding for the project phase.
- b. If the programmed STP funding for a project phase is between 25 and 50 percent of the Council's annual STP allocation, then the Council will not consider cost increases in excess of 75 percent of the programmed STP funding for the project phase.
- c. If the programmed STP funding for a project phase is more than 50 percent of the Council's annual STP allocation, then the Council will not consider cost increases in excess of 50 percent of the programmed STP funding in the project phase.

Percent of Annual Allocation	Maximum Cost Increase Request
< 25 percent	100 percent
Between 25 and 50 percent	75 percent
> 50 percent	50 percent

If the cost increase request exceeds the limits outlined above, the project sponsor may choose to move the project to the contingency program or remove the project from the program and have it reconsidered during the next programming cycle.

Proper project scoping (see Section II.A.2) is important in developing project application cost estimates in order to avoid large cost increases. Requests for increases from the Shared Fund, per the regional APM policies, are subject to these same limitations.

## Cost Increase Requests Between Regular ~~Technical Committee~~Technical Committee Meetings

All cost increase requests submitted between regular quarterly meetings of the ~~Technical Committee~~Technical Committee shall be added to the agenda of the next quarterly meeting, unless a project's letting or local agency agreement is contingent on approval of the cost increase request before the next quarterly meeting. In such cases, the ~~Technical Committee~~Technical Committee can vote via fax/email, with a simple majority of the twelve members constituting the requisite votes for passage. A fax/email vote shall not be used if the cost increase request is:

- Over 35 percent of the currently programmed project cost estimate, or
- Over 25 percent of the North Shore Council's annual STP allotment for the federal fiscal year.

If either of these two conditions is met, then the project shall require a special meeting of the ~~Technical Committee~~Technical Committee to act on the request.

## Council Prerogative

The North Shore Council of Mayors has the authority to grant special exceptions to any of the above guidelines if in its opinion the circumstances so dictate and the exceptions are within federal and state guidelines, the provisions of the October 2017 agreement between the Council of Mayors,

Chicago DOT, and CMAP Active Program Management policies. This can be granted by a majority vote from the Technical Committee.