

NORTHWEST MUNICIPAL CONFERENCE

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



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

MEMBERS

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

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Tom Dailly
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Rodney Craig
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Donna Johnson
Libertyville

Treasurer
John Lockerby
Skokie

Executive Director
Mark L. Fowler

**North Shore Council of Mayors
Technical Committee
Thursday, April 18, 2024
8:30 a.m.
Glenview Village Hall
2500 E. Lake Avenue, Glenview, IL
VIRTUAL NON-VOTING OPTION:
[Join the Teams meeting](#)
Meeting ID: 285 897 289 448
Passcode: CQxF3V**

AGENDA

- I. Call to Order**
- II. Approval of Meeting Minutes – January 18, 2024 (Attachment A)**
Action Requested: Approval of Minutes
- III. Agency Reports**
 - a. Chicago Metropolitan Agency for Planning (Attachment B)
 - b. IDOT Local Roads Update (Attachment C)
 - c. IDOT Highways Report
 - d. Illinois Tollway
 - e. Metra
 - f. Pace (Attachment D)
 - g. RTA (Attachment E)
 - 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. North Shore Council of Mayors Surface Transportation Program (STP) Cost Increase Requests (Attachments F, G)**
NWMC staff will share requested cost increases from projects already in the FFY 2024-2028 Program:
 - 1. Wilmette – Old Glenview Road (Skokie Blvd to Wilmette Ave) CON/CE – FFY2024**
 - 2. Winnetka – Willow Road CON – FFY2026**
 - 3. Northbrook – Shermer Road (Walters Ave to Willow Rd) CON – FFY2026**
 - 4. Glenview – Pfingsten Road (E Lake Ave to West Lake Ave) CON/CE – FFY2027**
 - 5. Glenview – Glenview Road and Harlem/Lehigh Ave CON/CE – FFY2028**
 - 6. Skokie – Gross Point Road (Old Orchard Rd to Golf Rd) CON/CE – FFY2024**
 - 7. Evanston – Green Bay Road Corridor Improvements CON – FFY2024**

b. Local Surface Transportation Program (STP-L) FFY2024 Update (Attachment G)
Staff will provide a brief overview of the current program for the remainder of the fiscal year, noting any changes since the previous meeting.

c. North Shore Council of Mayors Surface Transportation Program (STP) Recommended Program for FFY 2025-2029 (Attachment G)
NWMC staff will report on public comments received regarding the North Shore Council of Mayors Surface Transportation Program (STP) Recommended Program for FFY 2025-2029. The Technical Committee is requested to review the public comments and approve a program for the NWMC Board to review and approve.

Action Requested: Discussion/Approval of requested cost increases, FFY2024 Program, and Recommended Program for FFY 2025-2029 for NWMC Board Review

II. Other Business

III. Next Meeting

The next meeting of the North Shore Council of Mayors Technical Committee is Thursday, July 18, 2024 at 8:30 a.m. at Skokie Village Hall, 5127 Oakton Street, with a virtual non-voting option available.

IV. Adjourn

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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
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**North Shore Council of Mayors
Technical Committee
Thursday, January 18, 2024
8:30 a.m.
Skokie Village Hall and Virtual**

Members In Attendance

Jeff Mawdsley, Village of Glencoe
Adriana Webb, Village of Glenview
John Welch, Village of Lincolnwood
Mike Lukich, Village of Morton Grove (virtual)
Chris Tomich, Village of Morton Grove
Jack Bielak, Village of Northbrook
Russ Rietveld, Village of Skokie
Dan Manis, Village of Wilmette
James Bernahl, Village of Winnetka

Others In Attendance

Steve Andrews, Pace Suburban Bus (virtual)
John Beissel, Robinson Engineering (virtual)
Luke Bolzenius, Patrick (virtual)
Salvatore DiBernardo, Ciorba Group
Kama Dobbs, CMAP (virtual)
Gerardo Fierro, IDOT
Zubair Haider, Baxter Woodman
Mike Hartwig, Chastain and Associates (virtual)
Todd Hoffman, Baxter & Woodman (virtual)
Daniel Knickelbein, Transystems (virtual)
John “Tex” Mick, SE3
Jon Trent, Baxter & Woodman (virtual)
Mark Fowler, NWMC (virtual)
Larry Bury, NWMC (virtual)
Eric Czarnota, NWMC
Brian Larson, NWMC

I. Call to Order

Mr. Bernahl called the meeting to order at 8:42 a.m.

II. Approval of Meeting Minutes – October 19, 2023

Mr. Bielak moved approval of the October 19, 2023 meeting minutes. Ms. Webb seconded the motion, which was unanimously approved.

III. Agency Reports

- a. Chicago Metropolitan Agency for Planning

Ms. Dobbs presented on behalf of CMAP, highlighting in the agency report the IDOT Vulnerable Road User Safety Assessment report and webpage. Ms. Dobbs also emphasized recent funding opportunities including at-grade crossing protections, Section 130 Safety funding, IDOT non-infrastructure programs, and federal RAISE grants.
- b. IDOT Local Roads Update

Mr. Fierro indicated that there were no additional updates but more would be presented at the April meeting.

Mr. Bernahl asked for an estimate on shortening IDOT's permitting time. Mr. Fierro responded that because he doesn't work with that department directly, he could not answer about their processes, but could identify someone to talk about this.

Mr. Tomich and Mr. Manis both inquired about how to manage projects with approaching letting dates and agreements that had been submitted but not received executables. Mr. Manis shared that in these instances their agreements were still executed even after the fact, and village board can sign the revised versions. Mr. Fierro said there would not be a letting date pushoff due to execution delays, but to follow up with Salmon Danmole, sdanmole@milhouseinc.com, for a fast push. Mr. Bernahl requested that someone from IDOT come and speak about these project components, especially agreements.
- c. IDOT Highways Report

No report was presented and a representative on behalf of IDOT Highways was not present.
- d. Illinois Tollway

No report was presented and a representative on behalf of Illinois Tollway was not present.
- e. Metra

Report attached to agenda.
- f. Pace

Mr. Andrews presented on behalf of Pace. Pace will be holding its pre-hire event at Harper College on January 24 and hire-on-the-spot at Pace headquarters on every Thursday. Additionally, the Pulse Dempster service, while stations are still under construction, has seen ridership increase. Pace is implementing its Rideshare Access Program to provide alternatives to paratransit users to address systematic driver shortages and is beginning free fixed route fares for ADA certified riders on February 19. Pace is also creating Revision, a restructuring of the Pace bus system to address post-COVID ridership trends and is updating its Transit Supportive Guidelines to support Pulse corridors.

Mr. Tomich inquired whether Pulse Dempster construction is coordinating on a sidewalk clearance snow removal process, as several sites in Morton Grove are not seeing shoveling or ice removal. Mr. Andrews indicated he would look into this.

- g. RTA
Report attached to agenda.
- h. Cook County Department of Transportation and Highways
No report was presented and a representative on behalf of Cook County Department of Transportation and Highways was not present.

**IV. North Shore Council of Mayors Surface Transportation Program (STP)
Recommended Program for FFY 2025-2029**

The North Shore Council received 12 projects from six members in response to the Call for Projects. Sponsors were welcome to provide overviews and answer questions about their projects. Mr. Larson presented the draft active and contingency programs based upon the submitted project rankings, schedules, and available funding.

Mr. Manis asked whether all the projects on the proposed program were the Call for Project applicants and once they were approved by the Committee would they be added to the current program. Mr. Larson confirmed, indicating that the projects highlighted in yellow were the applicants to show what the program would look like with all projects included. Mr. Larson clarified that some existing projects due to later letting dates were actively reprogrammed, modifying the funding available.

Mr. Manis asked what the earliest possible letting date could be when a project is funded for a particular year. Mr. Czarnota confirmed it would be a November letting date. Mr. Larson clarified that September 30 is the cutoff date for the federal fiscal year. Mr. Czarnota added that there is generally not an October letting date. Mr. Czarnota said that if a project is ready to go in September the Council could plan to use redistributive funds if everything was fully obligated.

Mr. Manis inquired about Phase 2 funding and the different split mechanisms. Mr. Larson said if ENG2 is funded by the Council, the project would follow a 70/30 split, but if ENG2 is funded entirely by the municipality, it could receive an 80/20 split. Mr. Manis asked whether if a project initially applied for ENG2 funding, but then funded it themselves, whether they could then switch to an 80/20 split. Ms. Dobbs said a shift of funding from ENG2 to CON would be acceptable to meet the 80/20 split.

Mr. Bernahl said that if a project is on the contingency list and wants to advance its ENG2, a reallocation towards CON when funding is available would help as many people move forward as possible. Mr. Tomich indicated that the extended timelines resulting from Active Program Management and uncertainty about access to redistributive funds can become a delay and add stress.

Mr. Bernahl confirmed that use of redistributive funds needs to be better understood. Mr. Czarnota indicated that they are still working on a workshop about redistributive funds and the timeline, and CMAP is also organizing such an effort. The committee discussed hosting a separate meeting and how to get a date on the calendar within the next two months. Ms. Dobbs indicated CMAP could be available as part of a workshop in early March.

Mr. Tomich asked about barely being on the cutoff between active and contingency. Mr. Larson shared that new marks should be released in February which could affect and improve project access, whether from existing programmed projects, cost increases, or making contingency projects active. Mr. Tomich indicated that partnering up and getting additional points with some of the other proposed projects would have been helpful.

Ms. Webb asked what projects get prioritized if there is additional funding available. Mr. Larson said the foremost priority is meeting the federal split requirements and use of redistributive when moving forward. Mr. Czarnota added that with the remaining FFY2027 funds, depending on the mark, a project like Beckwith Road could be moved up. Mr. Larson shared that the full score sheets would be sent out to the applicants.

Mr. Bielak motioned to approve the draft active and contingency programs and release the North Shore Council of Mayors Surface Transportation Program (STP) Recommended Program for FFY2025-2029 for public comment. Mr. Manis seconded the motion, which was unanimously approved.

V. North Shore Council of Mayors Local Surface Transportation Program (STP-L)

Mr. Larson presented information on additional cost increase requests for STP-L funding in FFY 2026 and 2027. Two municipalities had requested additional funding for their projects. Mr. Larson indicated that these, and any further cost increase requests, would be discussed and approval determined at the April 18 committee meeting. Mr. Larson requested that any additional requests be submitted prior to the April meeting.

Mr. Bielak shared that the intention was to avoid affecting any other active projects, and moreso seeking usage of redistributive funds. Ms. Webb shared that they were attempting to be proactive prior to the letting stage. Mr. Bielak shared that Shermer Road was pushed to a later year but was intended for FFY2025. Mr. Czarnota said he would investigate the use of redistributive funds for cost increases. For cost increases that are in out-years, they would not take effect until that FFY.

Mr. Tomich shared concern about projects that are intending an earlier letting date than they are currently programmed, and how IDOT would perceive that difference due to a possible difference in programmed federal funds. Mr. Czarnota said that a new PPI would need to be submitted but should not affect other projects. Ms. Dobbs shared that based on the project status, the Council could plan for use of redistributive funding in order to ensure IDOT sees federal funding allocated. Once the project arrived at September, the funds could shift from shared to STP-L depending on the status of the Council

obligations. Ms. Dobbs said such would be great contingency planning depending on how projects proceed.

Mr. Tomich asked when funding is pulled from redistributive whether it affects future mark allocations. NWMC staff responded no, the marks would not change unless the entire region received less funding overall. Mr. Bernahl added that the Council should focus on ensuring projects are able to move along versus moving up a project, and how to ensure projects are advancing.

VI. Local Surface Transportation Program (STP-L) Update

Mr. Larson provided an overview of the current program for the remainder of the fiscal year, noting any changes since the previous meeting, and how the approved proposed program affected the status of the program.

Mr. Rietveld asked at what stage a project's funds are considered obligated. Mr. Czarnota responded that it is primarily when NWMC staff receives Advance Construction notices from IDOT and makes the change in eTIP, but it more generally is when the contractors invoice the state.

Mr. Rietveld asked how design funds are changed. Mr. Haider said that obligations for professional engineering funding agreements occur when the agreements are processed in the spring, Local Roads submits the agreement, and FHWA authorizes. Ms. Dobbs confirmed this. Mr. Hubair said the advance fund was devised when projects were obligated, FHWA had logged the funds, and the projects became inactive, which then gives time to address contractor and FHWA needs.

VII. Other Business

No other business.

VIII. Next Meeting

The next meeting of the North Shore Council of Mayors Technical Committee is Thursday, April 18, 2024 at 8:30 a.m. at Glenview Village Hall, 2500 E. Lake Avenue, with a virtual non-voting option available.

IX. Adjourn

Mr. Bielak moved to adjourn the meeting at 9:35 a.m. Mr. Welch seconded the motion, which was unanimously approved.

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CMAP News

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](#).

Job Opportunities

CMAP is hiring for several full-time positions: a [Senior Accountant](#) in the Finance division and a [Planner](#) in the Planning division. Visit CMAP's [Careers page](#) to discover more job opportunities.

Additionally, the Kane County DOT is seeking a [Bicycle/Pedestrian Planner](#).

Program Status Updates

Surface Transportation Program

The [STP Project Selection Committee](#) last met on November 2, 2023. The committee is scheduled to meet next on **April 11, 2024**, at 9:30 am. [Meeting Materials](#) are posted on CMAP's Legistar page 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 February and are available on CMAP's [STP web page](#).

Staff Contact: [Kama Dobbs](#) (312-386-8710)

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

The most recent [CMAQ Project Selection Committee](#) (PSC) meeting was held on February 15, 2024. The committee's next meeting is scheduled for **April 11, 2024**, at 11:00 am. [Meeting materials](#) are posted on CMAP's Legistar page 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. CMAP's Speed management paper is in the final stages of review to share with partners and the public. Our *Safe Streets and Roads for All* Regional Safety Action Plan program is starting, with six county-led safety action plans across the region. Contracts have been executed with six vendors; Cook, DuPage, Lake, McHenry, Kane, McHenry, and Will have executed contracts and meetings have kicked off. Communication and outreach strategies are being finalized across the counties. The Regional Equity and Engagement consultant will be notified once the three remaining contracts are executed.

Technical assistance work also includes:

- Glendale Heights Bicycle and Pedestrian Plan (Draft plan development phase)
- Round Lake Beach Bicycle and Pedestrian Plan (Recommendations phase)
- Alsip Bicycle and Pedestrian Plan (existing conditions phase)

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- Richmond Bicycle and Pedestrian Plan (initiation phase)
- West Cook Bicycle and Pedestrian Plan (initiation phase)
- Greater Ashburn Safety Action Plan (anticipated start early February)

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

CMAP News, Products, and Data

Improving Accessibility in the Region

CMAP has launched a program to help communities in northeastern Illinois improve accessibility for their residents and visitors with disabilities. This [CMAP webpage](#) provides communities and partners with essential information about improving accessibility and complying with the Americans with Disabilities Act. Sign-up to receive the Accessible Communities newsletter by updating your subscriber preferences [here](#).

CMAP also conducts a series of free ADA trainings, which cover ADA and Title II requirements, completing a self-evaluation, the role of an ADA coordinator, and developing a transition plan. Training slides and recordings from previous sessions are available on the [CMAP website](#). Registration is now open for spring [2024 ADA trainings](#), which will cover the following topics:

ADA self-evaluation and design standards

Monday, April 15, 9:00 a.m. to 1:00 p.m.

ADA transition plans

Tuesday April 16, 9:00 a.m. to 1:00 p.m.

Public Right-of-Way Accessibility Guidelines (PROWAG)

Wednesday, May 1, 9:00 a.m. to 12:15 p.m. (PROWAG I), 1:15 p.m. to 4:00 p.m. (PROGWAG II)

Illinois Accessibility Code

Thursday, May 2, 9:00 a.m. to 11:30 a.m.

Additionally, the U.S. Access Board has released a [series of videos](#) on PROWAG. These videos review the accessibility requirements to make sidewalks, crosswalks, shared use paths, on-street parking, and other pedestrian facilities accessible to people with disabilities.

2024 Northeastern Illinois Priority Transportation Investments

CMAP recently released [Northeastern Illinois Priority Investments](#), a blueprint documenting the highest-priority projects across the region for 2024. It reflects collaboration between CMAP and our partners at the Illinois Department of Transportation, the Chicago Department of Transportation, the Regional Transportation Authority (RTA), the Chicago Transit Authority (CTA), Metra, Pace, the region's seven counties, and the CREATE Program partners.

Our region has a vision, reflected in [ON TO 2050](#), the long-range plan for northeastern Illinois. As a legacy transportation system, implementers are working to maintain historic infrastructure while meeting current challenges with innovative and sustainable solutions. The projects described in this booklet reflect efforts to improve the lives of those who live, work, travel, and conduct business in

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northeastern Illinois. Additional [online resources](#) to provide communities and partners with the essential information they need to know about IJA and its benefits to the region are also available.

Plan of Action for Regional Transit (PART)

At the direction of the CMAP Board and MPO Policy Committee, CMAP delivered the PART report to the Governor and Illinois General Assembly. The final PART report can be found, [here](#) and a recording of the PART launch event can be found [here](#).

Next steps? The 132-page report includes legislative options that the agency will distill for state legislators to guide their work for a responsive and sustainable public transit system for northeastern Illinois. CMAP will also share that legislative guide with county and municipal officials. CMAP will continue to provide updates about legislative initiatives related to the PART report and the future of public transit in northeastern Illinois. Please contact Jane Grover (jgrover@cmmap.illinois.gov) if you would like a briefing on the PART report.

2024 Priority Climate Action Plan Released

CMAP collaborated with the Metropolitan Mayors Caucus to prepare the [Priority Climate Action Plan](#) that will set the region on a path to reduce greenhouse gas emissions and allow communities in northeastern Illinois to compete for investments from the U.S. EPA's Climate Pollution Reduction Grant Program.

The plan supports equitable investment in policies, practices, and technologies that can enhance the quality of life in our region. The goal is to reduce pollutant emissions, create high-quality jobs, and spur economic growth.

Up next, CMAP will work on the Comprehensive Climate Action Plan. Due in June 2025, the plan will provide an overview of major regional sources and sinks of emissions, develop emissions scenarios and targets, and recommend strategies to reduce emissions. Learn more about this work by watching [this presentation](#) from the March CMAP Board meeting.

Proposed FY2025 Budget and Work Plan

Every day, CMAP serves our region in an effort to make northeastern Illinois a stronger, more resilient place to live. Our work is strategically planned in the region's long-range plan and in its annual budget and work plan. The CMAP Board recently approved the [proposed FY2025 Budget and Work Plan](#) for the next fiscal year starting July 1, 2024.

[Watch this 7-minute video](#) that highlights our work to strengthen the region's transportation system, economy, and resiliency to climate impacts. In addition, read our informative budget document to understand who we are, what we do, how we serve the region, where the money comes from and where it goes, our governance structure, and more.

Explore the CMAP data hub

CMAP's [Data Hub](#) provides vetted and trustworthy information about northeastern Illinois so local governments, community organizations, academic researchers, businesses, and more can learn and make informed decisions about their communities. The Data Hub allows you to search or browse by

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categories and tags. You can find tables or shapefiles for transit routes and stops, greenhouse gas emissions, economically disconnected and disinvested areas, bikeway inventory system, and more!

2023 Community Data Snapshots

2023 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.

CMAP Legislative Update

During the March Board meeting the CMAP Board voted to approve language that [modernizes the Regional Planning Act](#) (RPA), CMAP's enabling legislation. CMAP is also seeking a [\\$5 million appropriation](#) from the Illinois General Assembly to support our work that stretches beyond the transportation sector. Additionally, the Illinois Municipal League (IML) is pursuing changes to the Open Meetings Act (OMA) that would allow more flexibility for public bodies to meet remotely. CMAP staff is evaluating the possibility of working with IML to provide amendatory language that would add federally designated metropolitan planning organizations (MPOs) with jurisdiction over a specific geographic area of more than 4,000 square miles to the legislation.

Explore CMAP's updated Land Use Inventory

The Chicago Metropolitan Agency for Planning (CMAP) [2020 Land Use Inventory](#), which identifies up to 50 different land categories in the region, is available now for download.

The Land Use Inventory is a resource for planners, transportation agencies, federal and state agencies, university researchers, non-governmental organizations, consulting firms, and more. It can help you understand existing land uses when creating a comprehensive plan and track progress towards goals. For example, you can analyze the success of development policies, such as tracking if recent policies have led to more infill and transit-oriented development.

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 6 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 certain sites over time.

From Our Partners

IDOT BLRS Circular Letter 2024-08: Updated Joint Funding Agreements Due to Public Act 102-1092

On March 1, IDOT BLRS issued [Circular Letter 2024-08](#) outlining updates to joint funding agreements (BLR 05310 suite of agreements) due to Public Act 102-1092 that are **effective immediately**.

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The new suite of agreements replaces the existing GATA Uniform Intergovernmental Grant Agreement (UIGA) with three agreement types, dependent on the phase of the project and funding source: [BLR 05310 PE](#) should be used for federally-funded engineering work, [BLR 05310 C](#) for federally-funded construction and construction engineering work, and [BLR 05310 S](#) for state-funded work. For all federally-funded projects, an LRS Federal Funds Risk Assessment (Schedule 3) and Attestation on Single Audit Compliance (Schedule 4) must be completed when submitting draft joint funding agreements for review. These schedules are included in the 5310 series forms. See the CL for details and always remember to download current forms from IDOT's [website](#) before submitting!

IDOT BLRS Circular Letter 2024-04 Phase I Engineering Forms Update

On February 13, IDOT BLRS issued [Circular Letter 2024-04](#) outlining changes to a number of phase 1 engineering forms. These forms are **effective immediately** and are required for all new projects initiated after March 1, 2024. See the CL for details and always remember to download current forms from IDOT's [website](#) before submitting!

IDOT BLRS Circular Letter 2024-05 QBS Threshold Limit Adjustment

On February 16, IDOT BLRS issued [Circular Letter 2024-05](#) amending the Qualified Based Selection (QBS) threshold value for procurement of engineering and professional services from \$40,000 to \$49,011 in Chapter 5 of the BLRS Manual, effective immediately.

Regional Transit Ridership Reached Post-Pandemic Highs in 2023

Ridership across the Chicago region's transit system continued to increase throughout 2023, according to the latest data from the CTA, Metra, and Pace. The region's fixed route system finished out the year with a total of 326.6 million rides, marking the first time since the pandemic that ridership was above 300 million. Adding 45 million rides over 2022 represents an increase that is equal to the annual transit ridership of Dallas. Read how ridership has changed in the [RTA Connections Blog](#).

Pace's First Electric Bus Enters Service

On Friday, January 19, Pace Suburban Bus debuted its inaugural battery-electric bus. The state-of-the-art GILLIG bus is now operational on [Route 381 95th Street](#) serving riders in the southwest suburbs, including Evergreen Park, Oak Lawn, Chicago Ridge, Bridgeview, Hickory Hills, and Palos Hills, and providing connections between the CTA Red Line and Moraine Valley College.

Pace, with its commitment to environmental stewardship as a key priority of the agency's [Driving Innovation](#) strategic vision plan, is actively working to reduce its carbon footprint and enhance air quality. Pace's ambitious initiative, [Project Zero](#), aims to convert its entire fleet of over 700 buses to zero-emission vehicles by 2040.

IDOT 2022 Pavement and Structure Data

Pavement and structure condition data, collected in 2022, is available on the IDOT website [here](#). At the bottom of the page, you can download a zip file, which contains Excel and GIS layer packages containing the data.

Vulnerable Road User Safety Assessment (VRUSA)

The IDOT [Vulnerable Road User Safety Assessment \(VRUSA\)](#) has been completed and is now available for download and use. The VRUSA contains the Department's efforts to help stakeholders identify programs

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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 our intention for this document to be an important tool for stakeholders to continue to address the needs of VRU's in their communities.

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

FHWA Publishes Notice of Proposed Rulemaking for Highway Safety Improvement Program

On February 21, 2024, the Federal Highway Administration (FHWA) published a Notice of Proposed Rulemaking (NPRM) in the Federal Register [[89 FR 13000](#)] to update the Highway Safety Improvement Program (HSIP) regulations under [23 CFR Part 924](#). The NPRM addresses provisions in the Infrastructure Investment and Jobs Act (IIJA) (also known as the "Bipartisan Infrastructure Law" (BIL)) and reflects current agency priorities and state-of-practice. The comment deadline is **April 22, 2024**.

Funding Opportunities

Federal Safe Streets and Roads for All Grant Application Opening Soon

The U.S. Department of Transportation (USDOT) has issued a NOFO for [Safe Streets and Roads for All \(SS4A\)](#) grant funding. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries, including CMAP's [Safe Travel for All Roadmap](#). There are multiple application deadlines for different grant types, starting **April 4, 2024**.

- **April 4, 2024, by 4 p.m.** — Deadline #1 for Planning and Demonstration Grants
- **April 17, 2024** — Deadline for technical questions related to the FY24 NOFO Deadline for the Pre-Application Action Plan Review for Implementation Grant applicants
- **May 16, 2024, by 4 p.m.** — Sole deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants
- **August 29, 2024, by 4 p.m.** — Deadline #3 for Planning and Demonstration Grants. NOFO closes

Statewide Planning and Research (SPR) Notice of Funding Opportunity (NOFO)

On March 4, 2024, IDOT BLRS issued [Circular Letter 2024-09](#) announcing a NOFO for the annual Statewide Planning and Research (SPR) Funds Program to external partners. SPR funds are federal funds for planning and research activities. Approximately \$7 Million is available for FY 2025. A 20 percent non-federal match is required except in certain circumstances including if the project benefits a disadvantaged/economically distressed community.

All proposed projects should be related to studying or implementing a goal, strategy or objective within the state's [Long Range Transportation Plan](#) (LRTP) or one of its associated plans, implementing performance-based program development, implementing asset management or benefiting a disadvantaged/economically distressed community. Detailed program guidance is available on IDOT's [Planning Website](#).

The application deadline for the funding opportunity is **Sunday, April 14 at 11:59pm**. Awards are anticipated to be announced in summer 2024.

April 1, 2024

Illinois National Electric Vehicle Infrastructure (NEVI) Program Funding Announced

On March 15, 2024, IDOT released a [NOFO](#) for Round One of the Illinois National Electric Vehicle Infrastructure (NEVI) Program, which will provide up to \$50 million for the construction of 46 charging stations across the state.

The Illinois NEVI program aims to accelerate the adoption of electric vehicles by providing reliable access to charging on Illinois interstates and is part of a series of comprehensive initiatives to achieve the state's goal of becoming a leader in manufacturing and deploying electric vehicles.

Applications for funding must be submitted by **May 7, 2024 at 5 p.m.** A webinar recording on the funding opportunity, application materials, and how to apply is posted on IDOT's [Drive Electric Illinois](#) website for reference throughout the application period. For more information, contact IDOT at dot.driveelectric@illinois.gov.

Illinois EPA Driving a Cleaner Illinois – CEJA EV Funding Announced

The Illinois EPA has opened Round 2 of the Driving a Cleaner Illinois – CEJA EV Chargers funding. In addition to funding private applicants and Level 3 DC Fast Charging ports, Round 2 expands eligibility to include Local Public Agencies and Level 2 charging ports. Additional points will be awarded to projects in [Equity Investment Eligible Communities](#) and to projects at public transportation park-and-ride facilities.

Applications will be accepted through **Friday, May 10, 2024**. For more information, see the press release below or visit the Driving a Cleaner Illinois page [here](#).

FHWA's New Active Transportation Infrastructure Investment Program (ATIIP)

FHWA has announced a [Notice of Funding Opportunity](#) for up to \$44.5 million in funding available for projects that will strengthen safety and improve bicycling, walking and access to public transit. FHWA will award competitive grants to help communities plan, design, or construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas and medical facilities within a community or metropolitan region. Grants will also be provided for projects used for trails, pedestrian facilities, bikeways and other routes that serve as backbones to connect two or more communities, metropolitan regions or states.

The funding is available for states, local and Tribal governments, as well as metropolitan and regional planning organizations, and applicants can apply for more than one grant. The deadline for applications is **10:59 p.m. (CDT) Monday, June 17, 2024**.

A webinar will be held on Tuesday, April 9, 2024, at 10:00 a.m. (CDT). A recording will be posted on the [ATIIP website](#). [Register here](#) to attend the webinar.

April 1, 2024

Training Opportunities

FHWA Learning Management System

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

IDOT BLRS 2024 MFT Eligibility and Spending Process T2 Training

IDOT's T2 Center has announced that a new, informative 2024 MFT [training](#) is now available for live access. For more information on how to navigate this training, along with 35+ additional trainings offered by T2 Center, please reference the [Getting Started Guide](#). New users will need to contact Barry.Kent@illinois.gov for credentials.

USDOT Climate Change Center 2024 Webinar Series

The USDOT Climate Change Center is hosting a webinar series on climate change and transportation topics, ranging from greenhouse gas reduction strategies to climate resilience activities to research and technology advancements. Register for all webinars and learn more about the [USDOT Climate Change Center](#).

April 1, 2024

Federally-Funded Project Implementation and Active Program Management Reminders – April 2024

4/12/2024: Pre-final plans due for projects targeting the September 2024 state letting

4/16/2024: TIP changes due (June 2024 state letting and other changes)

4/22/2024: Final agreements due for projects targeting the June 2024 letting

Final plans and draft agreements due for projects targeting August 2024 letting

###

This information is compiled from these official sources:

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

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

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

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

02

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Intagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
5 SKOKIE 080028000FP	- Old Orchard Rd Harms Rd/(1-94) to Skokie Blvd RECONSTRUCTION SIGNAL TIMING/PROGRESSION	16,400,000	02-97-0006 E1: / / / / E2: / / / / RW: FFY17 / CMAQ / 1,907,500 / 1,526,000 / A C: FFY23 / HPP / 1,000,000 / 800,000 / / CMAQ / 10,000,000 / 7,800,000 /	CE 2 12/10/2014	NR		Yes		1/1/2025	AH CR Transyste		* * * * * * * * * * *
1312												REMARKS: Bill #1809. Kick-off meeting held 4-4-08. Part of CCHD Project. Requires PE1 Addendum. Need s chedule (4-20-20).
6 SKOKIE 130029500BT	FAU1313 - Church St Linder Av to McCormick Blvd Bike Lanes	550,000	02-14-0003 E1: / / / / E2: FFY19 / CMAQ / 43,000 / 32,000 / A RW: / / / / C: FFY23 / CMAQ / 550,000 / 440,000 /	CE 1 5 /13/2013	NR		No		8/2/2024	AH CR CBBEL	NR	* * * * * * * * * * *
3023												REMARKS: Requires PE1 Addendum. PE2 kick-off held 2-11-20.
7 SKOKIE 150030300MS	Var - CTA Stations Dempster to Oakton LANDSCAPING BIKE RACKS	289,000	02-16-0013 E1: / / / / E2: FFY19 / CMAQ / 25,963 / 20,770 / A RW: / / / / C: FFY22 / CMAQ / 289,000 / 231,000 /	CE 1 6 /9 /2015	NR		Yes		1/1/2025	AH CR CBBEL	NR	* * * * * * * * * * *
3007												REMARKS: Com Ed/CTA lease agreement. PE2 kick-off meeting held 10/30/19. Letting TBD as of 11-15-2022.
8 SKOKIE 160030700BT	Off - Skokie Vly Tr Golf Rd to Dempster BIKEWAYS	3,190,000	02-18-0001 E1: / / / / E2: FFY20 / STE2 / 420,000 / 336,000 / RW: FFY23 / STER / 637,200 / 448,000 / C: FFY24 / STE / 3,190,000 / 2,096,000 /	CE 1 4 /5 /2019	NR		Yes		8/1/2025	AH CR	NR	* * * * * * * * * * *
3249												REMARKS:

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

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

02

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD 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 *
9 WILMETTE 210020901RS	FAU1077 - Old Glenview Rd Skokie Rd to Crawford Ave RESURFACING	1,351,884	02-23-0012 E1: / / / / E2: / / / / RW: / / / / C: FFY24 / STPL / 1,351,884 / 1,081,507 /	CE 1 11/29/2021		D1 No A 11/29/2021			3/8/2024 1,244,877	AH CR Thomas E NR	NR	* NR * * * * * * * * *
3242						REMARKS: Item No. 7. Peter Baker & Son Co.						

New affordable transit option for ADA Riders

Launched March 11, 2024

Pace's new Rideshare Access Program (RAP) offers a subsidy on Uber or UZURV rides to eligible riders. With RAP, your fare is only \$2!

Pace ADA-eligible riders now have access to subsidized rideshare services within the ADA service area. You can now choose this more convenient and less expensive option to get around your community.



- ➔ RAP is a great option for last-minute trips because you can schedule a ride at a moment's notice, instead of booking rides a day in advance..
- ➔ RAP is less expensive than a Paratransit ride. Pace will subsidize ADA-eligible rider's Rideshare trip cost up to \$30, after a \$2 fare, at a maximum of 8 trips per day.



How to enroll in RAP, Pace's new rideshare subsidy

- ✔ First, make sure you have an active Uber or UZURV account. You will then enroll in RAP by completing the required form available on the Pace website at PaceBus.com/RAP. If you have questions on how to enroll, please contact us at RAP@PaceBus.com. Uber and UZURV will not be able to help you enroll in RAP.
- ✔ You can only get the Pace RAP subsidy for trips on a single service, either Uber or UZURV.
- ✔ Schedule trips directly with your chosen ride provider by using that company's mobile app.
- ✔ Once you are enrolled, you'll see RAP as an option within your app to take advantage of the Pace subsidy for eligible trips. Only trips within Pace's designated ADA Paratransit service area are eligible for the \$2 fare.



Visit PaceBus.com/RAP to get started and book your next \$2 ride!



Local Government Update

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

April 2024 Update

RTA leads regional application for \$375 million to transform transit and fight climate change

The RTA is seeking \$375 million in federal grant funding to fight climate change in the Chicago region. [“Transforming Transit: Accelerating a Zero-Emission Fleet in the Chicago region”](#) would allow CTA, Metra, and Pace to purchase and deploy state-of-the-art electrification technology benefiting riders and residents over four counties, with a focus on communities overburdened by poor air quality and related health effects.

The project was submitted as part of the U.S. EPA’s Climate Pollution Reduction Grant (CPRG) program, which made \$4.6 billion available through competitive implementation grants under the Inflation Reduction Act to fund projects that will reduce regional carbon emissions. If awarded, the CPRG funding would be a transformative investment in the fight against climate change in our region, funding the following investments:

- **\$125 million for CTA to purchase up to fifty 60-foot articulated electric buses** and two charging cabinets supporting up to 40 pantograph chargers to be housed in their 103rd Street bus garage and used on at least two of 25 routes originating in the historic Pullman neighborhood on Chicago’s Far Southeast Side – a historically disadvantaged community and one of the areas of greatest concern for pollution burdens and vulnerability.
- **\$125 million for Pace to purchase up to eighty-three electric 40-foot buses** to be housed in their North (Waukegan) and Southwest (Bridgeview) Division garages and deployed along 23 routes. Waukegan and Bridgeview are historically disadvantaged communities vulnerable to pollution and air quality issues.
- **\$125 million for Metra to purchase 32 battery-powered trailer cars and 8 docking stations** that will allow Metra to retire 16 of its oldest diesel locomotives and add service on three high-ridership lines: Union Pacific North, Milwaukee District West, and the Rock Island Beverly Branch. Metra plans to become the first passenger rail provider in the U.S. to introduce battery-electric trains.

In 2023 the RTA secured [\\$414 million in discretionary grant funding](#) from the federal government - a 23% increase over 2022 and a 190% increase over 2021.



Local Government Update

175 W Jackson Blvd
Suite 1550
Chicago, IL 60604

312 913 3200
rtachicago.org

Access to Transit program awardees announced

The [RTA Access to Transit program](#) helps communities improve the infrastructure around their transit stations and stops. The 2023 Call for Projects closed on December 15, 2023, and the RTA has since reviewed all 11 applications. Nine of the proposals were chosen, five of which will fund Phase II Engineering and Construction and will be announced next year when the RTA learns if it has successfully obtained federal Congestion Mitigation and Air Quality Improvement (CMAQ) funding. The remaining four projects will fund Phase I Engineering for future pedestrian and bike facility projects in transit areas. Phase I Engineering is frequently a challenge for communities of high need, so the RTA will fund 100 percent of the engineering costs, estimated at \$220,000 total. Work on these projects can begin later this year. A full list of awardees can be found on the [RTA website](#).

Thousands of high-need residents apply for reduced transit fares since launch of Access Pilot Program

The [Access](#) Pilot Program offers reduced fares on all Metra lines and zones for individuals living in households enrolled in the Illinois Supplemental Nutrition Assistance Program (SNAP) and who live within the RTA six-county region. Since the program opened in February, the online [RTA Fare Portal](#) has seen an increase in applications for all programs compared to this time last year. The Access Pilot Program, which is a partnership between RTA, Metra, and Cook County, will run through July 31, 2025, and eligible riders may apply online. The RTA and partners are seeking additional funding to expand the program to include CTA and Pace service.

Transit is the Answer Coalition reviews Access Pilot progress, Legislative Agenda, new data tool

RTA's *Transit is the Answer* Coalition met on April 10 to discuss a variety of topics relevant to transit, including the development of the Access to Opportunities data platform, launch of the [Access Pilot Program](#) which makes transit more affordable to Metra riders experiencing low incomes, the recent [Public Transit Safety and Security Summit](#), and ongoing progress on the [2024 State Legislative Agenda](#). After brief updates from RTA staff, participants joined breakout rooms to discuss topics of their choice in greater detail. A full recording will be made available [online](#), and the next meeting of the *Transit is the Answer* Coalition will take place in June.



Village of
WINNETKA, IL

510 Green Bay Road • Winnetka, IL 60093 • 847.501.6000
contactus@villageofwinnetka.org • villageofwinnetka.org

February 5, 2024

Brian M. Larson, Program Associate for Transportation
Northwest Conference of Mayors
1600 East Golf Road, Suite 0700
Des Plaines, IL 60016

Re: Willow Road from Forest Way Drive to Provident Avenue
Section 08-00103-00-FP

Dear Brian,

In 2008, the Village of Winnetka began the Phase I planning engineering for the reconstruction of Willow Road from Forest Way Drive to Provident Avenue. This project received design approval in 2013. At the time, the project had an opinion of probable construction cost of \$5,086,800.

Shortly after design approval, the Village embarked on a stormwater study of their Westside to solve severe flooding issues that included this section of Willow Road causing a delay in the project. The Village recently completed their stormwater study and was able to move forward with Phase II design engineering of the Willow Road project.

The Village's consultant, Strand Associates, Inc., prepared a revised opinion of probable construction cost for construction of Willow Road in 2026. The revised OPCC was \$10 mil. The NWCOM currently has allocated \$2,469,214 of STU funding for construction. The Village is requesting additional STU funding from NWCOM for the construction of the project to assist in the construction funding of the project.

Please let us know if you would like to discuss this further.

Sincerely,

James J. Bernahl, P.E., CFM
Director of Engineering/Village Engineer

Cc: Rob Bahan, Village Manager
Tim Sloth, Director of Finance



January 16, 2024

Eric Czarnota
 Program Associate for Transportation
 Northwest Municipal Conference
 Via email to eczarnota@nwmc-cog.org

Subject: Shermer Road from Willow Rd to Walters Ave
 TIP ID: 02-22-0013
 Request for Additional funding

Dear Mr. Czarnota,

On October 12, 2022 the CMAP Board and MPO Policy Committee approved funding for the Shermer Road Improvements in FFY 2025. The funding was approved for the construction phase of the project with STP-Local committing \$2,002,400 based on an estimated project cost of \$2,503,000.

The submitted project cost at that time was based on a preliminary cost estimate provided by the consultant completing the Phase I engineering for the project. The project scope increased to include additional green infrastructure elements and traffic calming measures. The preliminary cost estimate did not include a comprehensive list of all pay items that were included in the final IDOT approved Phase I project development report (PDR). These items include asphalt pavement resurfacing, concrete pavement patching, and transition lighting for the proposed sidepath. Phase II engineering is currently in progress and is being funded through an Invest in Cook grant and local funding. This project is scheduled to be let in September of this year.

The current construction cost estimate that was provided in the final phase I PDR, the quarterly reports, and the current PPI is \$5,029,000. The Village is requesting 80% of the estimated construction cost or \$4,023,200, an increase in funding of \$2,020,800. The Village understands that this request is a substantial increase from the initial approved funding and would be receptive to any additional assistance that can be provided. Please do not hesitate to reach out if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads 'Jack Bielak'.

Jack Bielak, P.E.
 Village Engineer

Cc: Kelly Hamill, Director of Public Works

Village President
 Kathryn L. Ciesla

Board of Trustees
 Joy U. Ebhomielen
 Johannah K. Hebl
 Robert P. Israel
 Michelle Z. Kohler
 Daniel H. Pepoon
 Heather E. Ross

Village Clerk
 A.C. Buehler III

Village Manager
 Cara L. Pavlicek

TIP ID	Project	Lead Agency	Phase	Original Programmed Amounts			Revised Amounts			Increase Request
				STP Programmed	Village Share	Total Cost	STP Funding Request	Village Share	Total Cost	
				2027	2027	2027 prior	2027 revised	2027 revised	2027 revised total	
02-22-0019	Pfingsten Road from E Lake Avenue to West Lake Avenue Improvments	Village of Glenview	CON/CE	\$2,390,440	\$597,610	\$2,988,050	\$2,697,600	\$674,400	\$3,372,000	\$307,160
				2026	2026	2026 Total	2026 revised	2026 revised	2026 revised total	
02-22-0016	Glenview Road and Harlem/Lehigh Avenue Improvements	Village of Glenview	CON/CE	\$2,928,800	\$732,200	\$3,661,000	\$3,240,000	\$810,000	\$4,050,000	\$311,200
							2028 revised dollars	2028 revised dollars	2028 dollars Total	
							\$3,369,600	\$842,400	\$4,212,000	\$440,800

**Village Hall**

5127 Oakton Street
Skokie, Illinois 60077

Phone (847) 673-0500
Fax (847) 673-0525

www.skokie.org
SkokieVision Municipal Cable
1660 AM Skokie

Council-Manager Government

Mayor	George Van Dusen
Clerk	Pramod C. Shah
Trustees	James H. Johnson
	Khem Khoeun
	Ralph Klein
	Alison Pure Slovin
	Keith A. Robinson
	Edie Sue Sutker
Manager	John T. Lockerby
Counsel	Michael M. Lorge

Awards and Distinctions

American Public Works Association
(APWA) Accreditation

Commission on Fire Accreditation
International (CFAI)

Gold Level Clean Air Counts
Community

Government Finance Officers
Association Budget Award

Government Finance Officers
Association Certificate of
Achievement for Excellence in
Financial Reporting

Illinois Law Enforcement
Accreditation (ILEAP)

Insurance Services Office (ISO)
Class One Fire Department

State of Illinois Certified Health
Department

Tree City U.S.A. Distinction

Village of Skokie

April 17, 2024

Mr. Brian Larson
Planning Liaison – North Shore Council of Mayors
Northwest Municipal Conference
1600 E. Golf Road, Suite 700
Des Plaines, IL 60016

**Re: Request for STU Funding for Construction
Gross Point Road
Section No. 08-00279-00-FP**

Dear Mr. Larson:

We are nearing the end of the construction phase for the Gross Point Road improvement project, targeting completion later this summer. Unfortunately, we find ourselves in a funding shortfall for construction. Gross Point Road is currently a state route, and the Village committed to taking jurisdiction of the roadway from IDOT upon completion of construction. In exchange for this agreement for jurisdictional transfer, the Village is leading the federal process from Phase 1 through construction.

Unanticipated construction cost increases included additional non-special waste removal and disposal, additional storm sewer costs to satisfy MWRD requirements, winterization costs, and resolving utility conflicts.

We anticipate an increase of \$260,000 in construction costs, and we are requesting \$182,000 (70%) in federal STU funds from the North Shore Council of Mayors.

We appreciate your consideration of our request and please let us know if you need any other information.

If you have any questions or need any additional information, please contact me at Russ.Rietveld@skokie.org / (847) 933-8231.

Sincerely,

Russ Rietveld, PE
Director of Engineering

IDOT Contract 61H23
Gross Point Road Reconstruction

Contract Value \$ 6,788,127.70

Additions/Deductions

Change Orders		\$ 258,034.73
Additional Overages***		\$ 46,000.00
Savings to date		\$ (60,258.33)
Additional for resurfacing Area		\$ 16,680.00
Total		\$ 260,456.41

Estimated Construction Costs \$ 7,048,584.11

Comments:

Non Special Waste Items from above:

Monitoring \$ 75,000.00
 Non Special Waste \$ 15,500.00
 Total \$ 90,500.00

Potential Savings not included \$100,000

*** additional overages are estimated or outstanding items not on authorization yet.



Public Works Agency
 Capital Planning &
 Engineering
 2100 Ridge Avenue,
 Evanston, Illinois 60201
 T 847.866.2967
 www.cityofevanston.org

April 10, 2024

Mr. Brian Larson
 Program Associate for Transportation
 Northwest Municipal Conference
 1600 East Golf Road, Suite 0700
 Des Plaines, Illinois 60010

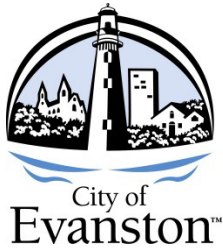
Reference: Request for Additional Funding
 Green Bay Road Corridor Improvements
 McCormick Boulevard to Isabella Street
 City of Evanston, Cook County
 Section: 19-00285-00-CH
 TIP ID 02-20-0014

Dear Mr. Larson,

The City of Evanston is submitting this letter to the Northshore Council of Mayors to request additional funding for the improvements of Green Bay Road from McCormick Boulevard to Isabella Street, and Central Street from Prairie Avenue to Broadway/Poplar Avenue. This project is planned for September 2024 letting and the construction to be completed in 2025.

The City previously received approval for Surface Transportation Program (STP) local funding for the Construction and Construction (Phase III) Engineering in 2019. The requested funding amounts were based estimates prepared during the Phase I. The approved STP funding amounts are as follows:

Phase	Estimated Total Cost	Federal Participation	Local
Construction	\$4,087,428	\$2,861,200	\$1,226,228
Construction Eng.	\$490,491	\$343,344	\$147,147



The City of Evanston is in the process of completing prefinal PS&E and has developed detailed cost estimates for both construction and construction engineering. The cost of materials & services has significantly increased after the pandemic and all the project costs have been significantly higher than the pre pandemic estimates. The revised costs for both construction and construction engineering are higher than the previous estimates because of historic inflation.

Based on the revised estimates, the City requests additional \$1,970,000 in STP funds from NWMC for increase in the construction cost. This funding is critically important for the City to successfully complete the project and per the approved scope. The City continues to work with North Shore Council of Mayors to submit projects of regional significance for funding consideration and strongly requests the NSCM to approve this additional funding request.

Should you have any questions specific to the project, please contact Sat Nagar, Senior Project Manager at snagar@cityofevanston.org or 847-866-2967.

Sincerely,

A handwritten signature in black ink, appearing to read "Sat Nagar", with a horizontal line extending to the right.

Sat Nagar, P.E.
Senior Project Manager
Capital Planning & Engineering, Public Works Agency

Enclosures

C: Sagar Sonar, Project Manager, Kimley-Horn and Associates

North Shore Council of Mayors
FFY 2024-2029 STP-L Program DRAFT

NORTH SHORE COUNCIL OF MAYORS FFY 2024-2029 PROGRAM														COUNCIL MARKS/PAST YEAR OBLIGATIONS								
TIP ID	Project	Muni/Lead	Phase	Programmed:	2024	2024-Redist	2025	2025-Redist	2026	2027	2028	2029	Target Letting/Auth.	Original Request	% Request Funded	2024	2025	2026	2027	2028	2029	
					\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$
02-16-0005	US 41 Skokie Blvd at Lake Ave	Village of Wilmette	ENG II	\$	53,048								Jan-25									
02-06-0035	Gross Point Rd from Old Orchard Rd to Golf Rd	Village of Skokie	ENG II	\$	31,924								Mar-23									
02-06-0035	Gross Point Rd from Old Orchard Rd to Golf Rd	Village of Skokie	CON/CE	\$	776,650								Mar-23									CON cost increase of \$776,650 for STP-L programmed for FFY2024. Letting date changed from 3/2022 to 3/2023.
02-06-0035	Gross Point Rd from Old Orchard Rd to Golf Rd	Village of Skokie	CON/CE	\$	182,000								Mar-23	\$	260,456	69.9%						Original cost increase request: \$260,456 Maximum (Programmed is <25% annual = 100% of programmed): \$260,456
02-18-0007	Chestnut Ave from LeHigh ave to Waukegan Rd	Village of Glenview	CON	\$	624,883								Apr-22									
02-22-0004	Wilmette Ave from Ridge Rd to Green Bay Rd	Village of Wilmette	CON/CE*	\$	636,361								Jan-23									Project received obligation extension. Cost increase funds of \$699,120 shifted from FFY2023 to usable in FFY2024 as not yet obligated. Reprogrammed in eTIP to \$636,361. Original approval: NTE \$1,131,214
02-13-0002	Austin Ave from Lincoln Ave to Oakton St	Village of Morton Grove	CON/CE	\$	2,940,124								Mar-24									
02-23-0012	Old Glenview Road from Skokie Blvd to Wilmette Ave	Village of Wilmette	CON/CE*	\$	1,081,507								Mar-24									Project received obligation extension. Funds shifted from FFY2023 to usable in FFY2024 as not yet obligated. Bid costs have come out to \$1,244,877.10
02-23-0012	Old Glenview Road from Skokie Blvd to Wilmette Ave	Village of Wilmette	CON/CE*	\$	163,370								Mar-24	\$	163,370	100.0%						Original cost increase request: \$163,370 Maximum (Programmed is <25% annual = 100% of programmed): \$163,370
02-16-0004	Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	ENG II	\$	260,150								Aug-24									
02-22-0013	Shermer Rd from Walters Ave to Willow Rd	Village of Northbrook	CON*	\$	1,265,076	\$	737,324						Sep-24									Letting date corrected to 9/2024. Actively reprogrammed to FY2024 with planned use of Redistribution due to fiscal constraint.
02-20-0014	Green Bay Road Corridor Improvements	City of Evanston	CON					\$	3,204,543				Sep-24									Actively reprogrammed to align with target letting, use full funds.
02-20-0015	Happ Road Corridor Improvements	Village of Northfield	CON					\$	3,144,005	\$	1,401,217		Aug-25									Actively reprogrammed to align with new target letting (now targeting August 2025). Early NSCOM program obligation will enable use of Redistribution.
02-16-0004	Devon Ave from Lincoln Ave to McCormick Blvd	Village of Lincolnwood	CON							\$	1,678,068		Aug-25									Letting date changed from 10/2024 to 8/2025. Actively reprogrammed due to fiscal constraint. Should be able to be reprogrammed back to FFY 2025 using Redistribution once funds obligate.
02-22-0014	Skokie Blvd from Lake Cook Rd to Village Limits	Village of Northbrook	CON*							\$	2,017,049		Sep-25									Letting date revised from 1/2026 to 9/2025. Actively reprogrammed due to fiscal constraint. Should be able to be reprogrammed back to FFY 2025 using Redistribution once funds obligate.
02-06-0021	Willow Rd from Winnetka Village Limits to Green Bay Rd	Village of Winnetka	CON							\$	2,469,214		Nov-25									Actively reprogrammed to meet letting date change from 4/2026 to 11/2025 per 03/2024 OSU
02-22-0021	Beckwith Rd from Harlem Ave to Waukegan Rd	Village of Morton Grove	ENG II							\$	24,500		Jan-26									Actively reprogrammed due to available funds and to meet project timeline.
02-20-0017	Howard St from Crawford Ave to McCormick Blvd (East)	Village of Skokie	CON/CE*							\$	942,739		Jan-26									Actively reprogrammed from FFY2026 to FFY2027 due to fiscal constraint.
02-22-0018	Walters Ave from Pflingsten Rd to Shermer Rd	Village of Northbrook	CON*							\$	927,022		Sep-26									Actively reprogrammed from FFY2026 to FFY2027 due to fiscal constraints.
02-22-0019	Pflingsten Road from E Lake Ave to West Lake Ave Improvements	Village of Glenview	CON/CE*							\$	2,390,440		Nov-26									Letting date changed from 1/2026 to 11/2026.
02-22-0019	Pflingsten Road from E Lake Ave to West Lake Ave Improvements	Village of Glenview	CON/CE*							\$	307,160		Nov-26	\$	307,160	100.0%						Original cost increase request for 2026: \$307,160 Maximum (programmed is <25% annual = up to 100% of programmed): \$307,160
02-22-0021	Beckwith Rd from Harlem Ave to Waukegan Rd	Village of Morton Grove	CON/CE							\$	356,465		Jan-27									
02-22-0015	Howard St from Skokie Blvd to Crawford Ave (West)	Village of Skokie	CON/CE*							\$	1,118,400		Jan-27									Actively reprogrammed from FFY2026 to FFY2027 due to letting date of January 2027.
02-22-0017	Gross Point Rd from Main St to Church St	Village of Skokie	CON/CE*							\$	1,600,000		Jan-27									Actively reprogrammed from FY 2027 to FY 2028 due to fiscal constraints
02-22-0020	Illinois Rd from Locust Rd to Wilmette Ave	Village of Wilmette	CON/CE*							\$	1,099,277		Jan-27									Actively reprogrammed from FY 2027 to FY 2028 due to fiscal constraints
02-22-0016	Glenview Rd and Harlem/Lehigh Ave Improvements	Village of Glenview	CON/CE*							\$	2,928,800		Jan-28									Actively reprogrammed to align with new target letting.
02-22-0016	Glenview Rd and Harlem/Lehigh Ave Improvements	Village of Glenview	CON/CE*							\$	311,200		Jan-28	\$	311,200	100.0%						Original cost increase request for 2026: \$311,200 Maximum (programmed is <25% annual = up to 100% of programmed): \$311,200
	Shermer Road from Central Ave to Golf Rd	Village of Glenview	CON/CE*							\$	233,200		Apr-25	\$	1,166,000	20.0%						Should be able to be reprogrammed in to FFY 2025 once program obligates early
	Shermer Road from Lake Ave to Central Ave	Village of Glenview	CON/CE*							\$	281,600		Apr-25	\$	1,408,000	20.0%						Should be able to be reprogrammed in to FFY 2025 once program obligates early
	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	ENG II							\$	132,538		Mar-25									Originally requested for 2025. Should be able to be reprogrammed to FFY 2025 once program obligates early
	Hibbard Road from Willow Rd to Tower Rd	Village of Winnetka	CON/CE							\$	946,270		Mar-26	\$	3,785,080	25.0%						Originally requested \$3,785,080 for 2026. CON total is \$7,888,430. Less than 80/20 split, but ENG2+ Max CON/CE (\$4,337,310) is \$5MM limit Should be able to slot in to FFY 2025 once program obligates early
	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CON*							\$	236,500		Oct-27	\$	946,000	25.0%						Originally requested for 2027. Reprogrammed to FFY 2028 due to fiscal constraint.
	Hibbard Road from Hill Rd to Willow Rd	Village of Winnetka	CE*							\$	25,340		Oct-27	\$	101,360	25.0%						Originally requested for 2027
	Cherry Lane	Village of Northbrook	CON*							\$	240,200		Nov-27	\$	960,800	25.0%						Originally requested for 2027
	Lake Avenue from Green Bay Road to Sheridan Road	Village of Wilmette	CON/CE							\$	5,000,000		Jan-27	\$	5,329,958	93.8%						Originally requested \$5,814,500 under 80/20 ratio for ENG II, CON/CE, for 2027. Project revised to exclude ENG II to meet 80/20 ratio requirement, now requesting \$5,329,958 for CON/CE. Amount above \$5MM requires NSCOM approval.

Preferred Year
Out of Year
Preferred Year - Partial Funding
Partial Funding
Program Funding Actively Reprogrammed Due to Project Change or Fiscal Constraint
Proposed Cost Increase

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

	2025	2026	2027	2028	2029
OLD	\$6,070,514	\$6,174,075	\$6,279,707	\$6,387,452	\$6,373,204
NEW	\$6,348,548	\$6,204,899	\$6,304,178	\$6,405,045	\$6,507,525
Difference	\$278,034	\$30,824	\$24,471	\$17,593	\$134,321

North Shore Council of Mayors
FFY 2024-2029 STP-L Program DRAFT

FFY2025-2029 Contingency Program (Not Currently Programmed)															
02-22-0013	Shermer Rd from Walters Ave to Willow Rd	Village of Northbrook	CON*			\$ 1,501,800						Sep-24	\$2,020,800	74.3%	Original cost increase request: \$2,020,800 Maximum (programmed is 25-50% annual, 75% of programmed \$2,002,400): \$1,501,800 Cannot program a cost increase for planned use of redistributive funds
02-20-0014	Green Bay Road Corridor Improvements	City of Evanston	CON			\$ 1,602,272						Sep-24	\$ 1,970,000	81.3%	Original cost increase request: \$1,970,000 Maximum (Programmed is 50% annual = 50% of programmed \$3,204,543): \$1,970,000 Cannot program a cost increase for planned use of redistributive funds
02-06-0021	Willow Rd from Winnetka Village Limits to Green Bay Rd	Village of Winnetka	CON						\$ 1,851,911			Nov-25	\$5,530,786	33.5%	Original cost increase request: \$5,530,786 to meet 80/20 split Maximum (Programmed is 25-50% annual = 75% of programmed): \$1,851,911 Cannot program a cost increase to utilize planned redistributive funds.
	Beckwith Road from Waukegan Rd to Austin Ave	Village of Morton Grove	ENG II,						\$ 136,500	\$ 2,142,000		Apr-28			
	Shermer Road from Harlem Ave to Golf Rd	Village of Morton Grove	ENG II,						\$ 49,000	\$ 868,000		Apr-28			
	Glenview Road from Shermer Rd to Milwaukee Ave	Village of Glenview	CON/CE*			\$ 2,173,600						Apr-25			
	Pratt Avenue Pedestrian Bridge	Village of Lincolnwood	ENG II,			\$ 120,000			\$ 140,000			Apr-28			
	Gross Point Road from Oakton St to Main St	Village of Morton Grove	CON/CE						\$ 74,900	\$ 1,176,000		Apr-28			
	Central Avenue from Dempster St to Golf Rd	Village of Morton Grove	CON/CE						\$ 63,000	\$ 1,169,000		Apr-28			
						Subtotals	\$0	\$3,895,872	\$1,851,911	\$463,400	\$5,355,000		\$0		
						Total							\$11,566,183		