

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

President
Kathleen O'Hara
Lake Bluff

Vice-President
Joan Frazier
Northfield

Secretary
Dan Shapiro
Deerfield

Treasurer
Ray Keller
Lake Zurich

Executive Director
Mark L. Fowler

NORTHWEST COUNCIL OF MAYORS

TECHNICAL COMMITTEE

Amended Agenda

Friday, January 22, 2021

8:30 a.m.

Via Zoom Video Conference

<https://us02web.zoom.us/j/86321658225?pwd=SUphMkZ1eG1aREZmMDVPVTdNeUJCdz09>

- I. **Call to Order**
- II. **Approval of October 23, 2020 Meeting Minutes (Attachment A)**
Action Requested: Approval of minutes
- III. **Agency Reports**
 - a. CMAP Report (Attachment B)
 - b. IDOT Highways Report
 - c. IDOT Local Roads Update (Attachment C)
 - d. Illinois Tollway (Attachment D)
 - e. Cook County Department of Transportation and Highways (Attachment E)
 - f. Metra (Attachment F)
 - g. Pace (Attachment G)
 - h. RTA (Attachment H)**Action Requested:** Informational
- IV. **Northwest Council Surface Transportation Program**
 - A. **Current Program Update (Attachment I)**
Staff will provide a brief overview of the current program, noting any changes since the previous meeting.
Action Requested: Informational/Discussion
 - B. **Cost Increase Request – City of Rolling Meadows (Attachment J)**
Staff recommends approval of the City of Rolling Meadows' request for \$115,200 in Construction Engineering funding in FY 2024.
Action Requested: Approve funding request
 - C. **Approval of Current Program (Attachment K)**
Committee approval is needed to include changes in the current program.
Action Requested: Approve program

V. STP-Shared Fund Regional Priority Points (Attachment L)

Staff will provide an overview of the new rules for allocating sub-regional priority points formerly known as bonus points. Staff requests feedback from the Committee as to any parameters that should be set specifically for the Northwest Council of Mayors before soliciting interest from other councils' project sponsors.

Action Requested: Discussion

VI. Prior STP Program Issue

Staff will provide a report on a funding issue that has arisen since close-out of the Northwest Council's prior STP program.

Action Requested: Informational

VII. STP Methodology Working Group & Staff Recommendations (Updated Attachment M)

Staff will present the recommendations from the working group convened in December with staff to revise the Northwest Council's STP methodology. These changes are summarized in Attachment L and are also shown in the draft application (Attachment N) and draft handbook (Updated Attachment O).

Action Requested: Approve recommendations

VIII. Other Business

IX. Next Meeting

The next Northwest Council of Mayors Technical Committee meeting is scheduled for Friday, April 23 at 8:30 a.m. via video conference.

X. Adjourn

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**Attachment A**

*A Regional Association of Illinois
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MEMBERS

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Evanston
Fox Lake
Glencoe
Glenview
Grayslake
Hanover Park
Highland Park
Hoffman Estates
Kenilworth
Lake Bluff
Lake Forest
Lake Zurich
Libertyville
Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
Northfield Township
Palatine
Park Ridge
Prospect Heights
Rolling Meadows
Schaumburg
Skokie
Streamwood
Vernon Hills
West Dundee
Wheeling
Wilmette
Winnetka

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NORTHWEST COUNCIL OF MAYORS**TECHNICAL COMMITTEE****Minutes****Friday, October 23, 2020****8:30 a.m.****Via Zoom Video Conference**

The Northwest Council of Mayors Technical Committee met on Friday, October 23, 2020 via video conference. The following persons were in attendance:

President Karen Darch, Chair

Dane Bragg

Mayor Tom Hayes

Ray Rummel

Michael Cassidy

Reid Ottesen (representing Mayor Jim Schwantz)

Brian Townsend

Matt Mann (representing President Billie Roth)

Village of Barrington

Village of Buffalo Grove

Village of Arlington Heights

Village of Elk Grove Village

Village of Mount Prospect

Village of Palatine

Village of Schaumburg

Village of Streamwood

Mike Pagones

Marie Hansen

Darren Monico

Eric Heiker

Brian Lovering

Mayor Bill McLeod

Jenny Horn

Jeff Wulbecker

Bob Pilat

Tom Powers

Rob Horne

Anna Kesler

Gerry Heimsoth

Jon Vana

Kama Dobbs

Cecilia Diaz

Joe Cwynar

Dan Brinkman

Amy McSwane

Akram Chaudhry

Alex Househ

Lauren Platt

Sagar Sonar

Katie Renteria

Rick Mack

Steven Andrews

Rafael Herrera

Village of Arlington Heights

Village of Barrington

Village of Buffalo Grove

City of Des Plaines

Village of Elk Grove Village

Village of Hoffman Estates

Village of Hoffman Estates

Village of Mount Prospect

Village of Niles

Village of Niles

City of Rolling Meadows

Village of Schaumburg

Ciorba Group

CivilTech

CMAP

Cook County DOTD

Engineering Enterprises Inc.

Gewalt Hamilton

HLR Engineering

H.R. Green

IDOT

Illinois Tollway

Kimley-Horn

Metra

Metra

Pace

SE3

Tom Gill
Brian Fairwood
Kendra Johnson
Larry Bury
Mark Fowler

Thomas Engineering
TranSystems
NWMC
NWMC
NWMC

I. Call to Order

President Darch called the meeting to order at 8:30 a.m., and asked those present to provide introductions.

II. Approval of May 29, 2020 Meeting Minutes

Mr. Ottesen moved approval of the May 29, 2020 meeting minutes. Mayor Hayes seconded the motion, which was approved by a roll call vote of 6 yeas and one abstaining. Mr. Cassady was not present at this point in the meeting.

III. Agency Reports

a. CMAP Report

Ms. Dobbs referred the Committee to the written report provided and noted that she was available for any questions.

b. IDOT Highways

Written report provided.

c. IDOT Local Roads

Mr. Househ reported no new updates since the last meeting, but advised the Committee to contact Local Roads with any questions regarding Rebuild Illinois Bond funds. He listed several projects in the Northwest Council of Mayors service territory that were all on schedule. He reported that there were new requirements for virtual public meetings and to contact District 1 staff with any questions. Lastly, Mr. Househ noted new procedures for submitting Phase I and MFT with electronic submittals and asked anyone with questions to follow up with him after the meeting.

d. Illinois Tollway

Ms. Platt noted that the Tollway Board had met in October and was presented a tentative balanced budget for FY 2021. She reported that the Illinois Tollway website includes resources for the public to review the budget and two virtual public hearings would be held on November 4.

e. Cook County Department of Transportation and Highways

Ms. Diaz noted that the written report provided should answer most questions with regard to local project updates. Ms. Diaz then reviewed a brief presentation on the County's transportation operations for 2021 and how MFT revenue is used throughout their service area. She referred the Committee to Tara Orbon, Bureau Chief of Project Development with any further questions.

f. Metra

Ms. Renteria provided a brief overview of Metra's FY 2021 operating and capital budgets, noting that there are no fare increases or service reductions from current levels in the operating budget. The operating budget includes a deficit of

\$70 million that will need to be addressed either internally or through additional federal relief. She reported that a virtual public hearing for the budgets would be held on November 5 for those who would like to submit comments. Ms. Renteria also noted that Metra had filed a lawsuit against Union Pacific (UP) to recoup lost ticket revenue from alternate fare collection policies implemented by the UP during the pandemic. Mayor Hayes noted that he is a current Metra rider and reported that he has noticed a small uptick in ridership that has made it more apparent that conductors are not present on the railcars to enforce social distancing and increase passenger safety. He reiterated his support for Metra's efforts to resolve their dispute with the UP in order to resume normal operations for ticket collection as soon as possible. Mr. Cassady reported that the Village of Mount Prospect was recently contacted by the UP encouraging the Village to bid on a commuter parking lot in their downtown area. He asked for any insight on UP's divestment in properties adjacent to stations. Mr. Mack noted that Metra is currently attempting to buy the UP service rather than leasing those lines through a service agreement. Part of the negotiations have included UP-owned real estate, so he noted that this encounter might have to do with those negotiations. Mr. Mack said he would look into the issue and report back to the Committee with any updates.

g. Pace

Mr. Andrews provided a brief overview of Pace's FY 2021 budget, which was released in mid-October. He noted that virtual public hearings would be held over several days via livestream on YouTube and referred the Committee to Attachment H included in their packets for specific dates and times. He noted that the budget did not include any fare increases, while revenue deficits resulting from the decrease in ridership and sales tax revenues came were filled through reductions in administrative expenses, reductions in service, and federal CARES Act funding. Mr. Andrews noted that pending future increases in ridership, there could be opportunity to restore suspended routes, and that Pace is monitoring its operations and ridership to respond to demand within its means. He reported that the 2021 capital program is proceeding as scheduled with funding from the Rebuild Illinois capital bill. Mr. Andrews also reported a balanced budget for FY 2021 for ADA Paratransit services with no fare increases.

IV. Northwest Council Surface Transportation Program

a. Current Program Update

Ms. Johnson provided an update on the council's current STP program, noting new formatting and inclusion of new projects for FFY 2021-2025. Mr. Rummel noted his approval of the new formatting.

b. Approval of Current Program

Mr. Rummel moved approval of the current program. Mayor Hayes seconded the motion, which was unanimously approved by a roll call vote.

V. Lessons Learned - FFY 2021-2025 STP-L Call for Projects

Ms. Johnson provided an overview of the staff recommendations included in the attached memo, and asked the Committee for feedback. Mr. Ottesen suggested reconvening the subcommittee for the Northwest Council's STP methodology to review the issues and provide some formal recommendations for the Technical

Committee. Ms. Darch concurred with Mr. Ottesen's suggestion and Ms. Johnson agreed to follow up with more information for the next meeting.

VI. Northwest Council of Mayors Proposed Meeting Dates for FFY 2021

President Darch referred the Committee to the meeting dates included in the agenda packet and asked the Committee if there were any schedule conflicts.

Mayor Hayes moved approval of the proposed meeting dates. Mr. Bragg seconded the motion, which was unanimously approved by a roll call vote.

VII. Other Business

There was no other business.

VIII. Next Meeting

The Committee scheduled the next meeting of the Northwest Council of Mayors Technical Committee for Friday, January 22 at 8:30 a.m., likely via video conference.

IX. Adjourn

Mayor Hayes moved adjournment of the meeting at 9:04 a.m. Mr. Bragg seconded the motion, which was unanimously approved.

CMAP News

In accordance with the stay at home order, the CMAP office remains closed for the foreseeable future, but [staff](#) are working remotely and are available via email and telephone. [CMAP committee meetings](#) continue to be conducted virtually.

For general questions, you can send an email through our [contact form](#) and remember to stay up-to-date by subscribing to CMAP's Weekly Update emails or [viewing online](#).

Meeting recordings available

Did you miss a CMAP committee meeting? You can now watch recordings of public meetings since June. CMAP will continue to post the recordings for all public committee meetings going forward. You can find them linked on each [committee page](#).

CMAP Board Meeting

The CMAP Board meets this on Wednesday, January 13, from 9:30 to 11:00 a.m. via Zoom. Find the agenda and link on the [meeting materials page](#).

COVID-19 Response and Resources

CMAP wants to keep you updated on COVID-19 impacts to the region. Each week, we will bring you more information and analysis to help shape decision making. You can find previous analyses on our [COVID-19 Response](#) page, as well as a [list of resources](#) to aid our partners in this uncertain time.

Since the start of the coronavirus response and stay-at-home order, transit and transportation use has significantly changed. We've [updated our transportation system analysis](#) — covering roads, trips, safety, transit, and freight rail — with the latest data.

Program Status Updates

Regional Transportation Call for Projects

CMAP is accepting funding applications for surface transportation projects from January 8, 2021, through March 5, 2021. Visit cmap.is/2021callforprojects for more information, including links to register for the second informational webinar:

Friday, January 15, 2021, at 10:00 a.m. for a webinar on how to submit an application via the eTIP website.

CMAP programs funding for these projects through three federal sources, including: the regional [Surface Transportation Program](#) (STP) Shared Fund, [Congestion Mitigation and Air Quality Improvement Program](#) (CMAQ), and the locally programmed [Transportation Alternatives Program](#) (TAP-L). Projects may address safety, transit, bicycle, or pedestrian improvements, as well as traffic and freight movement, bridge and road reconstruction, and vehicles and equipment that use alternative fuel sources. To learn about the transportation funding CMAP programs see our [latest video](#).

Surface Transportation Program

The next STP Project Selection Committee (PSC) meeting will be April 1, 2021. A full calendar of 2021 meetings is available on the [committee web page](#). 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 is for the region are available on CMAP's [STP web page](#). Questions regarding

specific projects, subregional status reports, and subregional accounting should be discussed with your planning liaison.

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

Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TAP)

The next CMAQ Project Selection Committee (PSC) meeting will be held virtually on January 21, 2021. The PSC will consider project change requests for the April state letting at this meeting. Change requests for projects targeting the June state letting must be submitted by March 25, 2021 for considerations by the PSC on April 1, 2021.

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

Calls for Projects

Highway safety grant opportunities

The Illinois Department of Transportation's Bureau of Safety Programs and Engineering posted notice of funding opportunities for five highway safety programs: Pedestrian and Bicycle Safety Program, Motorcycle Awareness Program, Non-Enforcement Program, Traffic Records Local Agency Program, and Sustained Traffic Enforcement Program. Applications close on **Wednesday, February 3, at 4:00 p.m.** Find the applications and other materials on the [Illinois Traffic Safety Grants webpage](#).

Five Star and Urban Waters Restoration program

Public and private groups interested in restoring habitats, enhancing water quality, and making other ecological improvements can apply now for the Five Star and Urban Waters Restoration program. This program will award about \$1.5 million in grants to public and private community partners throughout the country. Proposals are due by **Thursday, January 28, 2021**. For eligibility information, visit the National Fish and Wildlife Foundation's [website](#).

Flood Mitigation Assistance Program

The FEMA [Flood Mitigation Assistance Program](#) provides funding for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program. The application period closes **Friday, January 29, 2021**.

Building Resilient Infrastructure and Communities

FEMA's [Building Resilient Infrastructure and Communities](#) grants support states, local communities, tribes, and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards. The application period closes **Friday, January 29, 2021**.

CMAQ Products and Data

Sidewalk Inventories

ON TO 2050, the region's long-range plan, encourages the development of compact, walkable communities. To support this recommendation, CMAP created the [Sidewalk Inventory](#). This publicly available tool provides data that identifies gaps or opportunities for connections in a community's sidewalk network. Watch our new [video](#) to learn how communities can use the database to prioritize sidewalk improvements in the future.

Improving local development incentives

Local governments in northeastern Illinois commonly use incentives to recruit and retain businesses. However, incentives can have higher costs and lower public benefits than intended. ON TO 2050, the region's comprehensive plan, calls for local governments to reform their use of incentives. CMAP has created a new guide, [Improving local development incentives](#), with clear strategies and practices for more effective incentive use, tailored specifically to northeastern Illinois.

CMAP's Cohorts tool can help groups apply equity lens to funding decisions

As the pandemic continues to expose long-standing disinvestment in communities of color and low-income communities, CMAP's partners have begun using our data-driven Community Cohorts evaluation tool to create their own equitable funding formulas. Cook County recently adapted the tool when deciding how to distribute \$51 million in federal coronavirus relief funding to suburban communities. [Read more](#) on how Community Cohorts can help ensure equitable decision-making.

Community Data Snapshots

[Community Data Snapshots](#) are available for all municipalities, counties, and Chicago Community Areas in the CMAP region. The Community Data Snapshots are a series of data profiles that feature demographic, housing, transportation, employment, land use, and water data from multiple sources. The data used in the snapshots are publicly available on the [CMAP Data Hub](#).

ON TO 2050 indicators dashboard and data

Since the adoption of ON TO 2050, CMAP has continued to track the many indicators chosen to measure progress toward the implementation of the plan's recommendations. Now, CMAP's new [dashboard website](#) provides an up-to-date snapshot of the trends for each indicator. Additionally, anyone interested in viewing or using the raw data can find it on our [GitHub page](#), which we will update continually over the life of the plan.

Public Input Opportunities

Fox River Corridor Plan Visioning Workshop

McHenry County and the City of McHenry, in partnership with CMAP will host two virtual visioning workshops via Zoom for the Fox River Corridor Plan:

January 19 at 2:00 pm - [Register](#)

January 21 at 6:30 pm - [Register](#)

Attend a workshop to share your vision and goals for the future of the Fox River and its communities, from Burtons Bridge to Johnsburg. This is a great opportunity to share your ideas with your family, friends, and neighbors. Everyone is welcome!

From our partners

RTA highlights communities' work to improve transit

The Regional Transportation Authority (RTA) is spotlighting communities throughout northeastern Illinois and their efforts to implement improvements identified in RTA's Community Planning Program, which encourages transit-oriented development. RTA's recently released [story map](#) amplifies the work happening locally to create greater access to affordable transportation options in the region.

NACTO Releases *Streets for Pandemic Response and Recovery Guide*

[*Streets for Pandemic Response and Recovery*](#) compiles emerging practices from around the world and includes implementation resources for cities and their partners. Recognizing the rapidly changing nature of this pandemic, Streets for Pandemic Response and Recovery will be revised and expanded to include new strategies, address changing conditions, and provide the best possible information on each design practice.

Training Opportunities

IDOT Announces January dates for Disadvantaged Business Enterprise program workshops

The Illinois Department of Transportation is hosting free virtual workshops in January as part of its Building Blocks of Success series for firms interested in participating in the Disadvantaged Business Enterprise program strengthening their skills and bidding on state projects. The workshops are open to all, but some are tailored to specific districts/regions of the state.

Workshop information, including dates and times, will be made available through Eventbrite at bit.ly/DBEworkshops. Advance registration is required.

Administered by IDOT, the DBE program provides minorities, women and other eligible small businesses an opportunity to participate in highway, transit and airport contracts that are federal and state funded. For more information on becoming a certified DBE and learning more about IDOT resources that are available, visit www.idot.illinois.gov/dbe.

TC3 Free Online Training Modules

Transportation Curriculum Coordination Council (TC3) is offering free online training modules when using the below promotional code. Courses are developed using a Core Curriculum Matrix model that focuses on six technical categories: construction, employee development, maintenance, materials, pavement preservation, and traffic and safety. Each category is divided into four skill levels that define a career progression, from entry level (Level I) through management and administrative (Level IV). Additionally, more than 90 percent of the courses also qualify for professional development hours (PDHs) that can contribute to continuing education and licensure renewal. A certificate will be earned for any completed course.

To get started:

- Create an AASHTO account login at <https://register.transportation.org>
- Select Register. Then you must enter your agency email address.
- After registration is complete, you will have unlimited access to the curriculum.
- To browse and gain access to the TC3 course offerings, go to <https://tc3.transportation.org/>
- Use promotion code: D5X3-B3D9-52CB-4XCX
- For additional help, watch this YouTube video: <https://youtu.be/NcFONY2R78s>

National Highway Institute (NHI) Web-based Training

The NHI has no-cost trainings available that are recommended for engineers and construction workers. These includes topics such as such as Introduction to Safety Inspection of In-Service Bridges, Chip Seal Best Practices, Pipe Installation, Inspection, and Quality, Introduction to a Transportation Asset Management Plan and Hot In-Place Recycling. To browse courses and register visit <http://bit.ly/nhitraining> and enter your government email.

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 C DTCD Est/Act CD DT	ROW Req Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * * *	* NIPC
1	ARLINGTON HTS 170020900RS	FAU1295 - Kensington Rd Dryden Pl to Regency Dr W RESURFACING	1,759,000	03-19-0005 E1: / / / / E2: / / / / RW: / / / / C: FFY21 / STPL / 1,759,000 / 1,407,000 /	CE 1 7 /26/2018	NR		No		4/23/2021	AH CR HLR	NR	NR	* * * * * * * *
3051				/ / / /			REMARKS:							*
2	BARRINGTON 110008701PV	MS1000 - Lake Zurich Rd Citizen's Park Dr to US Route 14 RECONSTRUCTION/BIKEPATH INTERSECTION IMPRVMT/TS	3,487,000	03-14-0010 E1: / / / / E2: FFY16 / STPL / 371,926 / 185,963 / A / ILL / 92,982 / / A RW: FFY17 / STPL / 1,826,000 / 913,000 / A / ILL / 456,500 / / C: MYB / STPL / 3,487,000 / 2,789,600 / / ILL / 348,700 / / / / / /				Yes		1/1/2050	AH CR Civiltech			* * * * * * * *
2538							REMARKS: DA under GS project by State. PE2 kick-off meeting held 1/13/16. Anticipated schedule due to R OW (3-13-19).							*
3	BARRINGTON 120008900PK	- Parking Garage at Metra Station PARKING GARAGE INSTALL SIGNALS	2,300,500	03-06-0005 E1: / / / / E2: FFY17 / STPL / 240,092 / 120,046 / A / ILL / 92,982 / / A RW: FFY18 / STPL / 95,000 / 47,500 / A / ILL / 456,500 / / C: FFY20 / STPL / 2,300,500 / 1,840,400 / / ILL / 348,700 / / / / / /	CE 1 10/28/2014	NR		No		3/5/2021	AH CR Gewalt Ha	NR		* * * * * * * *
1392							REMARKS: Proposing stage construction: 1-access rd/signals (FY18); 2-parking deck (FYtbd).							*
4	DES PLAINES 140022100BT	Var - Rand Rd Central Rd to Elk Blvd BIKEWAYS INTERSECTION IMPROVEMENT	1,602,038	03-14-0014 E1: / / 119,911 / / E2: / / 153,571 / / / ILL / 92,982 / / A RW: / / / / / ILL / 456,500 / / C: FFY20 / STE / 1,602,038 / 1,281,630 / / ILL / 348,700 / / / / / /	CE 1 12/4 /2017	NR		Yes		3/5/2021	AH CR Civiltech	NR	NR	* * * * * * * *
2820							REMARKS: Max STE: \$1,281,630. Using FFM. PE2 kick-off 3-26-18 for Wolf to Golf reduced limits. Need updated PPI.							*

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 C DTCD Est/Act CD DT	ROW Req Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * * *	NIPC
Record id													
5	ELK GROVE VILL 150006100BR	MS1210 - Brickdale Dr Willow Creek	1,492,343	03-15-0006 E1: FFY16 / BRPP / 79,441 / 63,552 / A / / / 0 / E2: FFY20 / BRP2 / 84,838 / 67,870 / A / / / / RW: / / / / / / / / C: FFY21 / BRP / 1,492,343 / 756,275 /	CE 1 3 /5 /2018	NR	A 3 /5 /2018	Yes	6/11/2021	AH CR Civiltech	NR Yes	NR *	* * * * * * * * *
2731													
6	ELK GROVE VILL 180006600BR	- Clearmont PedBr over Salt Creek	2,530,000	E1: / / / / / / / 0 / E2: / / / / / / / / RW: / / / / / / / / C: FFY22 / / 2,530,000 /	CE 1 5 /15 /2019	NR	A 5 /15 /2019	No	1/21/2022	AH CR WBK	NR Yes	NR *	* * * * * * * * *
2978													
7	ELK GROVE VILL 190007000BR	MS - WIngtn/Leicstr Lake Cosman	220,000	03-19-0007 E1: FFY20 / BRPP / 160,000 / 128,000 / / / / 0 / E2: FFY21 / BRP2 / 150,000 / 120,000 / / / / / RW: / / / / / / / / C: FFY22 / BRP / 220,000 / 1,760,000 /	CE 1 3 /9 /2017	NR	E 6 /30 /2021	Yes	11/18/2022	AH CR B & W	NR Yes	NR *	* * * * * * * * *
2951													
8	HOFFMAN ESTATES 170010000RS	- See Note	620,000	03-20-0045 E1: / / / / / / / 0 / E2: / / / / / / / / RW: / / / / / / / / C: FFY21 / STPL / 620,000 / 465,000 /	CE 1 3 /9 /2017	NR		No	4/23/2021	AH CR Civiltech	NR No	NR *	* * * * * * * * *
3052		RESURFACING											

1/12/2021		Selections: RCO: 03 Engineer		LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS																					
03		Fund: Tip Fund:		LOCATED IN THE CMAP NORTHWEST REGIONAL COUNCIL																					
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 C DTCD Est/Act CD DT		ROW Req Certified DT		Plans to CO CD DT		Target Let/ Low Bid/ Award Date Award Amt		E1/E2 Consultant		Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt		A-95 Review STATE * * * * * * * *	
Record id																									
9		MOUNT PROSPECT 170016600CH		Var - Rand/Central/MP Various		6,722,990		03-19-0011		CE 1		NR		Yes				1/21/2022		AH CR CBBEL		NR		* * * * * * * *	
						E1: FFY18 / LO / 316,000 / 0 /		6 /25/2020																	
						E2: FFY21 / CMAQ / 576,666 / 421,840 /																			
						RW: FFY22 / CMAQ / 1,388,000 / 314,960 /																			
						C: FFY23 / CMAQ / 6,722,990 / 4,640,240 /		REMARKS:																	
3035						/ / / /																			
10		NILES 120011400SP		- Cleveland St Caldwell Ave to Waukegan Rd PEDESTRIAN CROSSINGS ADVANCE WARNING BEACONS		117,000		03-12-0012		CE 1		NR		No				1/20/2023		AH CR Gewalt Ha		NR		* * * * * * * *	
						E1: FFY12 / CMAQ / 10,000 / 8,000 /		9 /4 /2015																	
						E2: / / / /																			
						RW: / / / /																			
						C: FFY23 / CMAQ / 117,000 / 93,600 /		REMARKS: Need schedule (9-25-19).																	
2247						/ / / /																			
11		PALATINE 170010200PV		FAU1285 - Palatine Rd Quentin Rd to Smith Rd RECONSTRUCTION ADDITIONAL LANES/BIKEWAY		5,318,000		03-16-0008		CE 2		NR		Yes				1/1/2023		AH CR BLA		NR		* * * * * * * *	
						E1: FFY18 / STPL / 380,000 / 190,000 /																			
						E2: / / / /								E 5 /31/2021											
						RW: / / / /																			
						C: / / / /		REMARKS: STPL for E1 only. Other phases unfunded (7-30-18).																	
2885						/ / / /																			
12		PROSPECT HEIGHT 180005300PV		FAU1662 - Old Willow Rd Wolf Rd to US 45 RESURFACING SIDEWALKS		751,558		03-20-0038		CE 1		NR		No				4/23/2021		AH CR Gewalt		NR		* * * * * * * *	
						E1: / / / /		5 /6 /2020																	
						E2: / / / /																			
						RW: / / / /																			
						C: FFY21 / STPL / 751,558 / 556,168 /		REMARKS:																	
3046						/ / / /																			

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 C DTCD Est/Act CD DT	ROW Req Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * * *	Review NIPC *	
Record id														
13	ROLLING MEADOWS 090009800CH	- Algonquin Road at New Wilke Road	2,700,000	03-06-0006	CE 2	E	Yes		1/1/2022	AH CR CBBEL		Exempt	* * * * * * * * * *	Exempt
		INTERSECTION IMPROVEMENT MODERNIZE TRAFFIC SIGNALS	E1: / / / / E2: / / / / RW: MYB / STPL / 600,000 / 300,000 / C: MYB / STPL / 2,700,000 / 1,890,000 /			PM	E 5 /31/2021							
1390			/ / / / / / / /				REMARKS:							
14	SCHAUMBURG 160012700PV	FAU1103 - National Pkwy IL Route 72 to IL Route 58 RECONSTRUCTION INTERSECTION IMPROVEMENT	10,470,000	03-19-0006	CE 2	NR	Yes		1/1/2023	AH CR CBBEL	NR	NR	* * * * * * * * * *	NR
			E1: / / / / E2: MYB / STPL / 1,200,000 / 600,000 / RW: MYB / STPL / 400,000 / 200,000 / C: / / / /				A 3 /4 /2019				No			
2949			/ / / / / / / /				REMARKS: Construction unfunded (3-5-19).							
15	SCHAUMBURG 170012900PV	MS0001 - Weathersfield W Braintree Dr to Salem Dr RESURFACING BIKEWAYS	1,540,000	03-20-0042	CE 1		No		4/23/2021	AH CR Thomas	NR	NR	* * * * * * * * * *	NR
			E1: / / / / E2: / / / / RW: / / / / C: FFY21 / STPL / 1,540,000 / 1,155,000 /								No			
3050			/ / / / / / / /				REMARKS:							
16	SCHAUMBURG 180013100PV	FAP0559 - Knollwood Dr Bode Rd to Golf Rd RECONSTRUCTION	3,821,250	03-19-0035	CE 1	NR	No		1/1/2022	AH CR Thomas	NR	NR	* * * * * * * * * *	NR
			E1: / / / / E2: / / / / RW: / / / / C: MYB / STPL / 3,821,250 / 3,057,000 /								No			
2911			/ / / / / / / /				REMARKS: PE2 kick-off meeting held 10-25-18. Currently unfunded in NW CoM MYB (1-9-20).							

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 C DTCD Est/Act CD DT	ROW Req Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * * *	NIPC	
Record id														
17	STREAMWOOD 100005501WR	FAU1321 - Irving Park Rd Bartlett Rd	5,338,316	03-09-0073	CE 2	NR	Yes		7/30/2021	AH CR HR Green		NR	* * * * * * * * * *	NR
		INTERSECTION IMPROVEMENT	E1: / / / / / / / 0 /	E2: FFY20 / STPL / 100,000 / 80,000 / / ILL / 10,000 /			A 2 / 2 / 2015							
3024			RW: /	C: FFY21 / STPL / 5,338,316 / 3,909,247 / / ILL / 381,077 /	REMARKS: DA under 10-55-00-WR. Stage 2 of 2. STP-Shared funds. Max IL: \$391.077 (E2/C./CE).									
18	STREAMWOOD 130005600SW	- US20 Ped Access HP Metra Station	435,000	03-18-0001	CE 1	NR	No		1/15/2021	AH CR H R Gree	NR	NR	* * * * * * * * * *	NR
		PEDESTRIAN PATH MODERNIZE TRAFFIC SIGNALS	E1: / / / / / / / 0 /	E2: FFY19 / CMAQ / 60,000 / 48,000 / A /						No				
3033			RW: /	C: FFY21 / CMAQ / 435,000 / 348,000 /	REMARKS: Item No. 68.									
19	STREAMWOOD 150006300RS	FAU2958 - Park Blvd Schaumburg Rd to Irving Park Rd RESURFACING	960,000	03-19-0029	CE 1	NR	No		4/23/2021	AH CR HR Green	NR	NR	* * * * * * * * * *	NR
			E1: / / / / / / / 0 /	E2: /						No				
2973			RW: /	C: MYB / STPL / 960,000 / 768,000 /	REMARKS: PE2 kick-off meeting held 5-31-19. 6/11/21 per PL (9-16-20).									

IL Tollway Update – January 2021

Budget

In December 2020, the Illinois Tollway Board of Directors approved a balanced 2021 Budget with \$1.42 billion in revenue allocated to fund maintenance and operations, debt service transfers and capital investments for the 294-mile system. The 2021 Budget allocates nearly \$1.04 billion for direct funding and debt service on capital investments, as well as \$380 million for maintenance and operations – the same as budgeted in 2020. The 2021 Budget will allow the Tollway to commit \$1.53 billion in capital spending, including funding for the 10th year of the agency's 15-year, \$14 billion *Move Illinois* capital program.

Operations during COVID-19

Since March 2020, extensive protocols have been in place to protect employees, keep our essential and front-line workers safe and the entire agency working. The Illinois Tollway Board of Directors has continued to meet virtually each month to keep all business and construction activity moving and, as well as to advance significant tolling reforms reflecting their efforts to modernize our approach to unpaid tolls.

The agency is continuing to work closely with contractors to ensure the proper safety precautions are taken to protect workers engaged in outdoor construction activities along our system. Tollway contractors and consultants continuing their work are always required to have comprehensive safety plans in place, and those plans have been updated to account for the safety precautions during the COVID-19 pandemic.

In addition, we've done all we can to keep our customers safe and we continue to prevent the thousands of potential exposures from person to person and person to surface caused by cash toll collection.

In an effort to mitigate the spread of the coronavirus in the region, the Illinois Tollway continues to implement all-electronic tolling as a precaution to limit the potential spread of coronavirus to customers, as well as Tollway employees.

Mainline toll plazas, automatic toll payment machines and in-person customer service centers are currently offline. Toll collection is currently handled via I-PASS, E-ZPass and through the Tollway's website. The Tollway Customer Service Call Center is operational and assisting customers.

Reform and Relief

In June 2020, thanks to the Illinois Tollway Board's actions, we launched our Tolling 2020 initiative which not only reduced the initial cost of missed tolls from \$20 per toll to \$3 per toll, but also reduced all outstanding \$20 and \$50 fines to three dollars through the end of the year.

Since then, the Tollway has seen unprecedented success with more than 17 percent of all outstanding notices – more than 160,000 – cleared, saving customers an estimated \$100 million in fines.

And with a recognition that there are many at this difficult time who would still benefit from these savings, the Tollway Board granted a six-month extension, doubling the length and providing an additional six months for customers with existing tolls to participate in the Violation Relief Program.

More information and assistance for customers is available on the Tollway's website www.illinoistollway.com.

Construction

In 2020, the Tollway moved forward with all scheduled construction projects, as well as roadway maintenance and repair work systemwide.

In 2020, the Tollway awarded 31 contracts that provided opportunities for small, diverse and veteran-owned firms to take on roles as prime contractors and consultants. In all, 75 construction and professional engineering services contracts totaling more than \$1.5 billion were approved by the Tollway Board in 2020.

Northwest construction projects:

- I-490 Tollway Project includes interchange construction for ramps to westbound I-90, the I-490 bridge that will carry traffic over the Touhy Avenue Reservoir and collector-distributor roads along I-90.
- Central Tri-State Tollway (I-294) Project mainline roadway construction and widening continues between the O'Hare Oasis and North Avenue. Additional bridge, sewer and ramp work is underway throughout the rest of the corridor to prepare for mainline work.

#

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS (CCDOH)
NORTHWEST COUNCIL OF MAYORS REPORT
2018-2023

PHASE III - CONSTRUCTION

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
PAVEMENT PRESERVATION AND REHABILITATION PROGRAM NORTH 2019							
West Lake Avenue (Wolf Road to Landwehr Road)	Construction	\$4,600,000	2019	August 2019		March 2020	EST 2021
Municipalities: Glenview, Mount Prospect							

Project Status: 100% Completed West Lake and Dempster- Patching, overlaying with asphalt, and installing new traffic signal.

BARTLETT ROAD							
Over Poplar Creek	Design Engineering	In-House	2017				
Municipalities: Hoffman Estates	Construction - Remove and replace the existing expansion details and minor deck slab and approach slab repairs as needed.	\$ 250,000.00	2019	3/29/19		Est. 2020	Est. 2020
	Construction Engineering	In-House	2018				

Project Status: 100% Completed - Construction complete and pending final inspection before opening up traffic.

LAKE COOK RD							
Raupp Boulevard to Hastings Lane	Design Engineering (Village-led)	\$ 209,850.00	2017				
Municipalities: Buffalo Grove, Wheeling	ROW Acquisition	\$ 9,352,000.00	2017				
	Construction - Widening and Pavement Reconstruction,	\$ 53,927,313.03	2018	Aug-19	Jan-20	Mar-20	Est 2021
	Construction Engineering	\$ 8,089,096.95	2018				
	Material Testing	\$ 404,454.85	2018				

Project Status: 40% completed – Majority of stage 2 storm sewer and water main completed, working on earth excavation, base prep, aggregate base and paving on all roads involved in project, work on both bridges continues, creek is being relocated, traffic signal work continues, retaining walls are being constructed. Roadway work is shut down for the winter. Work is ongoing for the Buffalo Grove Road Bridge, Buffalo Creek realignment and retaining walls.

PHASE II - DESIGN

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
TOUHY AVE							
Elmhurst Road to Mount Prospect Road	Design Engineering	\$ 5,900,000.00	2017				
Municipalities: Chicago, Des Plaines, Elk Grove	Construction - Pavement Reconstruction, New Alignments, Grade Separations, Intersection Improvements, Drainage Improvements, New Street Lights, Bike path	\$ 64,263,390.00	2018	Nov-21		TBD	TBD
	Construction Engineering	\$ 6,950,085.63	2019				
Project Status: The Grade Separation agreement at final stage between CCDOTH, IDOT and UPRR. Joint meeting to complete agreement. Tollway working to finalize ROW. Letting pushed to November 2021.							

SHOE FACTORY RD							
Essex Drive to East of Beverly Road	Design Engineering (Village-led)	\$ 400,000.00	2018-19				
Municipalities: Hoffman Estates	ROW Acquisition	\$ 800,000.00	2018-19				
	Construction - Pavement reconstruction and widening, median improvements, roadway realignment, PCC sidewalks, hot-mix asphalt (HMA) bike path, upgraded drainage systems, traffic signal modernization, pavement markings, landscape restoration	\$ 10,026,392.00	2022	Est. Q4 2019		Est 2022	
	Construction Engineering	\$ 790,636.00	2022				
Project Status: MWRD WMO permit submitted. IEPA permit was submitted and under review. Per USACE: a permit under the section 404 Clean Water Act is not required. The ESR is underreview by IDOT. Utility conflict under review but ComEd as been responsive with information. Letter of understanding and IGA under review. Pending the ROW, the construction schedule to be revised.							

BUSSE RD							
	Preliminary Engineering	\$ 685,943.97	2017				
Golf Rd to Central Rd	Design Engineering	\$ 700,000.00	2018	Est 2021-2023			
Municipalities: Mount Prospect	ROW	\$ 155,000.00	2020	Est 2021-2023			
	drainage improvements.	\$ 7,000,000.00	2020			Est 2023-2024	
	Construction Engineering	\$ 700,000.00	2021				
Project Status: Project has been added to the CMAP TIP. The Phase II RFQ is till on going. The project is expected to let for construction in 2023.							

PHASE I - PRELIMINARY ENGINEERING

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
CENTRAL RD							
Barrington Rd to Huntington Blvd	Preliminary Engineering	\$ 292,604.06	2017				
Municipalities: Hoffman Estates, South Barrington	Design Engineering	\$ 1,500,000.00	2018				
	Construction - Reconstruction or resurfacing of Central Road from Barrington Road to Huntington Blvd and the construction of an off-street path on Central Road.	\$ 9,000,000.00	2020				
	Construction Engineering	\$ 1,300,000.00	2020	Spr 2020		Est 2020	
Project Status: Project has been added to the CMAP TIP. Draft PDR from IDOT under review.							
LAKE COOK ROAD							
At Old Hicks Road	Preliminary Engineering	\$ 20,000.00					
Municipalities: Palatine	Design Engineering	\$ 20,000.00					
	Construction - Traffic Signal Modernization, installation of advance warning signs and upgraded pavement markings with a "No Turn on Red" sign.	\$ 35,700.00					
	Construction Engineering	In-House				EST 2022	
Project Status: Received IDOT approval on December 4, 2020.							
QUENTIN RD							
Dundee Rd to Lake Cook Rd	Preliminary engineering	\$ 425,041.14	2017				
Municipalities: Deer Park, Palatine	Design engineering	\$ 1,500,000.00	2020				
	Construction - Reconstruction of roadway with potential widening, drainage improvements, and channelization.	\$ 34,000,000.00	2021			EST 2024	
	Includes replacement of bridge over Salt Creek and new multi-use path connecting to Forest Preserve.			EST 2021			
	Construction engineering	\$ 3,400,000.00	2021				
Project Status: Ongoing evaluation of alternatives 3C & 5C. CCDOH anticipates concurrence on a preferred alternative is now set for 2021.							

INVEST IN COOK 2017

Project name	Applicant	Project type	Project phase	Awarded
West Bartlett Road/Devon Avenue swale and bike path replacement	Village of Bartlett	Bike/Ped	Design engineering	\$75,000
Des Plaines River Trail at the Union Pacific Railroad	Forest Preserve District of Cook County	Bike/Ped	Preliminary engineering	\$100,000
Wolf Road Sidewalk Connectivity Project	City of Prospect Heights	Bike/Ped	Construction	\$140,000
Des Plaines River Trail - Touhy Avenue to North Avenue	Village of Rosemont/West Central Municipal Conference	Bike/Ped	Preliminary engineering	\$309,000
Greater Woodfield Area Traffic Flow Improvements	Village of Schaumburg	Roadway	Construction	\$200,000
Barrington Road Bike Path	Village of South Barrington	Bike/Ped	Construction	\$76,000

INVEST IN COOK 2018

24 projects approved by the Cook County Board on July 25, 2018

Nearly \$7 million investment of *Invest in Cook* funds leverages an additional \$26.8 million in federal, state, and local funds

Project name	Applicant	Project type	Project phase	Awarded
Beverly Road Bicycle Tollway Crossing and Road Resurfacing	Hoffman Estates	Roadway	Preliminary engineering	\$60,000

INVEST IN COOK 2019

The Cook County Board approved 34 projects on July 25, 2019 including 5 transit, 14 bike/ped, 7 freight and 8 roadway projects

Nearly \$43.6 millions requested for the \$8.5 million available

Project name	Applicant	Project type	Project phase	Awarded
Oakton Street Side path	Des Plaines	Bike/Ped	Preliminary Eng.	67,500
Rand Road, Central and Mount Prospect Intersection	Mount Prospect	Roadway, bike path	Design Engineering	460,500
Buffalo Creek Multi-Use Trail Extension	Arlington Heights	Bike/Ped	Construction	75,000
Biesterfield Road Bike Path	Elk Grove Village	Bike/Ped	Construction	250,250

INVEST IN COOK 2020

The call for projects closed on March 13, 2020. A total of 58 applications were received for a \$8.5 million program.

Project name	Applicant	Project type	Project phase	Awarded
Main Street Corridor Improvements	Evanston	Roadway	Construction	500,000
Beverly Road Bicycle Tollway Crossing	Hoffman Estate	Bike/Ped	Design Engineering	100,000
Pratt Avenue Bike Lane Improvements	Lincolnwood	Bike/Ped	Preliminary Eng.	42,000
Oakton St and Caldwell Ave Sidewalk Connectivity	Morton Grove	Bike/Ped	Construction	267,000
Bicycle and Pedestrian Bridge over Northwest Highway and UP Railroad	Mount Prospect	Bike/Ped	Preliminary Eng.	62,000
Algonquin Rd, New Wilke Rd Intersection Improvements	Rolling Meadows	Bike/Ped	Preliminary Eng.	87,000
Midblock Pedestrian Crossing Improvements	Schaumburg	Bike/Ped	Construction	145,000
Illinois Route 59 Bicycle and Pedestrian Overpass	Streamwood	Bike/Ped	Design Engineering	170,000

PLANNING STUDIES**COOK COUNTY FREIGHT PLAN**

Received by Cook County Board in October 2018

COOK COUNTY TRANSIT PLAN

Cook County has secured funding to complete a countywide transit plan. The plan will define the County's role in the transit arena, including the types of policies and improvements where the County can add the most value. The Department is initially focusing on studying the transit needs in south Cook County, where the loss of jobs and population over the course of decades has significantly reduced transit ridership.



Metra Media Relations 312-322-6776

FOR IMMEDIATE RELEASE



(A video about the new cars can be found at https://youtu.be/DYfJ_X3gUMI)

Metra Board approves purchase of up to 500 modern railcars

Cutting-edge design will deliver enhanced passenger experience while significantly reducing operating costs

CHICAGO (Jan. 13, 2021) – The Metra Board of Directors today approved the purchase of up to 500 state-of-the-art railcars from Alstom Transportation Inc., opting for new multilevel cars that will be more comfortable, accessible, reliable and safe than the outdated gallery cars they will replace.

“This move is truly transformational,” said an elated Metra CEO/Executive Director Jim Derwinski. “We are finally modernizing one of the oldest fleets in the country and, in doing so, we will improve operations while elevating our passenger experience to an entirely new level. It’s really part of our long-term plan to evolve and serve the changing needs of today’s commuters.”

About 40 percent of Metra’s current fleet of 840 cars are rated in marginal or poor condition, although they are still safe to operate. The new cars will offer increased reliability, while reducing operating costs – a substantial improvement over the increasing expense of maintaining the older cars.

This acquisition has been part of Metra's Board plan since 2014. The Board reviewed and discussed the need for new railcars through a lens of fiscal responsibility, while acknowledging this as the first coach fleet purchase in more than two decades. With consideration given to the impact of operational cost savings, the Board voted unanimously to approve the purchase.

The new cars will have two entranceways on each side with doors nearly level to the platform, thereby requiring only one step to enter instead of multiple steps on the old gallery cars. These changes will improve passenger flow, increase safety and reduce time spent boarding and deboarding at each station. The cars will also be wheelchair accessible for people with disabilities, deploying lifts to bridge the slight difference between the platform and entrance.

Driven by consumer research conducted in 2019, the new cars will be designed for modern-day comfort and teeming with passenger amenities, including video screens, bike racks, storage for bags, charging outlets, cupholders, arm rests and more.

From a mechanical perspective, the new cars will be significantly quieter and deliver a noticeably smoother ride. But, one upgrade that may interest today's riders is the addition of the most advanced HVAC system available, which will scrub the circulated air – reducing staleness, allergens and airborne viruses.

"From an operational perspective, most people don't realize that we are constantly making upgrades to tracks, bridges and our car servicing," said Bruce Marcheschi, Chief Operating Officer/Deputy Executive Director. "But this is something that our passengers will immediately see, feel and smell. This is a real game-changer for our riders."

The new cars will have stainless steel bodies and be compatible with Metra's existing fleet, which means they can be coupled to current cars. They will also feature many reliability and safety upgrades, including a microprocessor-controlled braking system, electrically operated doors and passenger area cameras.

The initial order will be for 200 cars. Metra will have the option to buy up to 300 additional cars for up to \$1.8 billion total. The cars specified in the contract are a customized version of Alstom's Coradia Duplex model and will be built at their Hornell, N.Y. manufacturing facility. It should be noted that Alstom is an Illinois company headquartered in Naperville. The company indicated that a third of the railcar contract value will be provided by Illinois-based suppliers. The first car is expected to be delivered 42 months after the contract is finalized, with the full base order complete 30 months later.

###

About Metra

Metra is one of the largest and most complex commuter rail systems in North America, serving Cook, DuPage, Will, Lake, Kane and McHenry counties in northeastern Illinois. The agency provides service to and from downtown Chicago with 242 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track.

Connect with Metra: [Facebook](#) | [Twitter](#) | [YouTube](#) | [Instagram](#) | [LinkedIn](#) | [metrarail.com](#)

Cook County and Partners Launch Metra Fare Reduction and Improved Pace Service

Fair Transit South Cook is taking first steps toward more equitable transit service in south Cook and north Will counties.

Cook County Board President Toni Preckwinkle and Metra, Pace and Regional Transportation Authority (RTA) leaders today officially launched a pilot project to improve public transportation in south Cook County, starting with reduced Metra fares on the Metra Electric and Rock Island lines and extended service on Pace's 352 Halsted route.

Fair Transit South Cook, a three-year pilot project, aims to reduce costs and make transit more convenient for residents and essential workers in south Cook and north Will counties. Ultimately, the pilot seeks to provide seamless transfers between all transit operators in subsequent phases.

"Making transit an easier choice for our south Cook communities is a top priority and I am thrilled we have finally arrived at the point where we can put our vision of a regional transit partnership into action," said President Preckwinkle "This is an important component of my administration's overall focus on equitable policies and programs to ensure that our whole community has the opportunity to prosper."

Under the pilot, all riders on the Metra Electric and Rock Island lines will pay Metra's reduced fare rates – which are normally for seniors, K-12 students and other eligible groups – for all tickets. The reduced fare tickets are available now from ticket agents, ticket machines and the Ventra app. The paper and mobile tickets will be marked for use on the Metra Electric and Rock Island lines only.

Updated timetables for Pace's Halsted 352 service can be viewed from their website. Information about both pilot initiatives can be found on the County's website at: www.cookcountyil.gov/FAIRTRANSIT.

"I would like to thank President Preckwinkle for her leadership and financial backing for this pilot," said Metra Board Chair Romayne Brown. "With this effort, we are promoting transit equity and supporting essential workers and those most in need. We are making transit an easier choice and a better choice. It's truly a win-win situation for everyone."

Pace's Board Chair Richard A. Kwasneski said, "Pace appreciates working together with Metra and the County on this important initiative. The Halsted route is carrying more than 2,300 people each day during the pandemic and we're looking forward to serving even more people with increased frequency and extended hours."

For years, many stakeholders have helped advance the goals of Fair Transit South Cook to maximize the positive impact. The County will foster momentum through a robust public engagement campaign to raise awareness and participation in the program.

“Fair Transit South Cook is an exciting example of collaboration between agencies to improve service, lower costs and achieve real impact for residents with critical transit needs by investing in the current system,” said RTA Board Chairman Kirk Dillard. “This partnership will also provide us with invaluable lessons as we look to our transit system’s post-pandemic recovery and beyond. I commend President Preckwinkle on her and the County on their leadership on this important step forward.”

The County recently launched a Fair Transit public survey which garnered nearly 500 responses from residents and transit riders. The results and comments are being analyzed to better understand how the pandemic has shaped transit ridership and how the pilot can be most effective.

One survey respondent highlighted, “Metra Electric is an amazing and strategic infrastructure resource that unfortunately is underutilized. Lowering the fare will go a long way to helping those in need and revitalizing communities that have suffered too long under systemic disinvestment.”



Regional Transportation Authority January Update

As we enter the new year, the Regional Transportation Authority ("RTA") continues to move forward on the agency's [three-step strategy](#) for the regional transit system's recovery from the pandemic. The RTA remains committed to sustaining critical transit. We continue to work with the CTA, Metra, and Pace to execute the [operating budget and five-year capital program](#) that the RTA Board approved on December 17.

Transit Federal Relief Package

A new federal COVID relief package was signed into law on December 27, 2020. The RTA and the three Service Boards are grateful for our partners' continued advocacy of federal relief, without which system-wide operations would face a \$500 million gap in 2021. The \$900 billion COVID relief package sets aside approximately \$14 billion for transit nationwide. It stipulates that no transit system can receive more than 75 percent of its total 2018 regional operating budget when combining funds from this package and the earlier CARES Act, which provided \$1.4 billion to the RTA region. Therefore, the greater Chicago urbanized area should receive approximately \$486.2 million.

Relief Funding Allocation

The RTA is committed to a transparent and accountable distribution policy for federal relief funds.

The goal of this process will be to establish a policy that sustains critical transit services and provide mobility for those who most need public transportation at this time, including bus riders, essential workers, residents with economic hardships across the region, and people with disabilities.

In February, RTA staff will recommend a distribution policy for that relief funding. This recommendation will be released for public comment before the RTA Board makes any final allocation decision.

We encourage all interested parties to monitor these activities at www.rtachicago.org and provide public comments, which are due by noon on the day before any Board meeting.



Call for Community Planning Proposals

In addition to its impacts on transit, the COVID-19 pandemic has strained the capacity of local governments like never before. From January 20 through February 3, the RTA Community Planning program and the Chicago Metropolitan Agency for Planning (CMAP) Local Technical Assistance program invite applications for planning assistance, with a special focus on high need and very high need communities. Starting January 20, one simple online application at www.rtachicago.org/cp will allow a community to be considered for both programs.

COVID Transit Dashboard

The RTA dashboard, which is updated weekly, shows that ridership as of December 5 was 66 percent less than the 2019 baseline. Explore the COVID Transit dashboard at <http://rtachicago.org/covid-dash>.

NORTHWEST MUNICIPAL CONFERENCE

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

**Attachment I**

*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
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Memorandum

TO: Northwest Council of Mayors Technical Committee

FROM: Kendra Johnson, Northwest Council of Mayors Planning Liaison

RE: Northwest Council of Mayors STP Program Updates

DATE: January 22, 2021

The following table summarizes updates to the Council's program since the October 23, 2020 Technical Committee Meeting. Updates are generally only included for projects with at least one phase in the current year in the eTIP database.

Project	Target Letting and Status
Barrington – Metra Access Road Current FY: 2021 (Construction: \$2,300,500/1,840,400) Scope: New Access Road to Metra Station	Target Letting: March 2021 Status: Project originally scheduled for January 2021 letting. Agreements submitted on time but ROW issues caused it to move back to March 2021.
Hoffman Estates – Jones/Hassell Rd and Salem Dr Resurfacing Current FY: 2021 (Construction: \$620,000/\$465,000) Scope: Resurfacing & Bike-Ped Improvements	Target Letting: April 2021 Status: Originally included in program as two separate projects, they were combined in the TIP and are now going through the IDOT process as one project.
Schaumburg – Weathersfield Way from Braintree Dr to Salem Dr Current FY: 2021 (Construction: \$1,540,000/\$1,155,000) Scope: Resurfacing & Bike-Ped Improvements	Target Letting: June 2021 Status: Project originally scheduled for April 2021 letting. Delays in final design caused it to move back to June 2021.
Rolling Meadows – Weber Dr from Central Rd to Algonquin Rd Current FY: 2024 (Construction: \$1,742,000/\$1,393,600) Scope: Reconstruction & Bike-Ped Improvements	Target Letting: June 2024 Status: Original funding application included two different amounts for construction/construction engineering totals. Due to what is mostly a clerical error, project sponsor is requesting funding for construction engineering.

Executive Director
Mark L. Fowler



"PROGRESS THRU PARTICIPATION"

Department of Public Works

3900 Berdnick Street • Rolling Meadows, Illinois 60008 • 847-963-0500 • Fax: 847-963-0555

December 3, 2020

Northwest Municipal Conference
1600 East Golf Road
Des Plaines, IL 60016

Attention: Ms. Kendra Johnson

Subject: Weber Drive Reconstruction Project
City of Rolling Meadows

TIP ID: 03-20-0052

Dear Ms. Johnson:

It has come to the City's attention that the funding amount for the Weber Drive Reconstruction project, which is proposed jointly with the Village of Arlington Heights, is listed inaccurately on the Northwest Municipal Conference's approved 2021-2025 STP-L funding spreadsheet that was approved last fall. It appears that the funding amount for construction engineering was not included with the funding amount for construction. The STP funding breakdown spreadsheet which was submitted with the City's application had the correct funding amount shown for construction and construction engineering separately, but the two dollar amounts were not combined when entered into the table for construction cost on the application. It is likely that this was a simple oversight, so the City respectfully requests that the construction engineering amount be added to the construction cost for the Weber Drive Reconstruction Project. I have attached the two documents which illustrate the oversight.

In summary, the City is requesting that the federal construction funding amount for this project be increased by \$115,200 (from \$1,278,400 to \$1,393,600) to cover the federal share of the construction engineering costs.

Should you have any questions, please feel free to call me at (847) 963-0500, or Gary Rozwadowski of Christopher B. Burke Engineering, Ltd. (CBBEL) at (847) 823-0500. Thank you in advance for your consideration and resolution to this matter.

Sincerely,

Rob Horne
Public Works Director
City of Rolling Meadows

Cc: Gary Rozwadowski, CBBEL
Attachments

Weber Drive Roadway Reconstruction STP Funding Breakdown

	<u>TOTAL</u>	<u>FEDERAL</u>	<u>LOCAL</u>	<u>FEDERAL/ LOCAL SPLIT</u>
Construction	\$ 1,598,000	\$ 1,278,400	\$ 319,600	80%/20%
Phase II Engineering (8%)	\$ 128,000	\$ 64,000	\$ 64,000	50%/50%
Phase III Engineering (9%)	\$ 144,000	\$ 115,200	\$ 28,800	80%/20%
Right-of-Way	\$ 70,000	\$ 35,000	\$ 35,000	50%/50%
	\$ 1,940,000	\$ 1,492,600	\$ 447,400	

Northwest Council of Mayors

Surface Transportation Program (STP) Project Application

Application Instructions

1. Before submitting a project application, the applicant must contact the Planning Liaison to discuss the proposed project. It is highly encouraged for project sponsors to also meet with IDOT Bureau of Local Roads staff to discuss project scoping.
2. Certain sections of the application may not apply to the applicant's project. If this is the case, please leave these sections blank.
3. Project applications and the necessary exhibits should be submitted to kjohnson@nwmc-cog.org. Hard copies are discouraged.
4. The deadline to submit project applications is March 16 at 5:00 p.m.

General Information

1. Name of Municipality/Lead Agency: City of Rolling Meadows
2. Contact Person: Rob Horne, Dir. of Public Works
3. Contact Phone: (847) 963-0500
4. Contact Email: horne@cityofrm.org
5. Project Title: Weber Drive Reconstruction
6. Project limits:
 - a. First reference point/street: Algonquin Road (IL Rte 62)
 - b. Second reference point/street: Central Road

Existing and Proposed Condition

1. Describe the existing condition:

Weber Drive is currently a 27-foot back to back of curb collector road with curb and gutter. It has an existing 10-foot bike path on the west side of the street along a portion of the road and a 5-foot sidewalk for the remainder. There is a signalized intersection at the southern terminus with Algonquin Road (IL Rte 62) and a 3-way stop at the northern terminus with Central Avenue.

The existing pavement is in poor condition, with severe, deep transverse cracks, most likely due to a pozzolonic base.

2. Describe the proposed improvements:

The proposed improvement would be to reconstruct Weber Drive in place, except for the southern terminus with Algonquin, where an additional turn lane would be added to facilitate right turns. The bike path would be rebuilt on the west side of Weber drive where it exists and extended southward for the entire length. Traffic signals would be upgraded at Weber/Algonquin to account for a right turn overlap phase. All pedestrians crossings would be ADA compliant.

3. What are the work types? ([see guide](#))

H-INTIMP
H-RCINKND
E-ADAIMP
E-BIKEIMP
E-BIKENEW
S-MOD

Scope of Project

1. Please enter the scope of work for the project:

It will be determined during Phase I whether to remove the entire pavement and base and replace conventionally or use Full Depth Reclamation. All curb and gutter will be removed and replaced. Drainage structures will be repaired/replaced as needed. New bike path installed on the west side of Weber. At the intersection with Algonquin, a right turn lane will be added and signals upgraded to incorporate a SB right turn overlap.

Regional Transportation Significance

1. Please provide the annual average daily traffic (AADT) for the subject roadway or intersection*:
Weber Drive = 5725 vpd

**Note: If the project is at an intersection, or the traffic volume changes within the project limits, please provide the higher AADT value.*

2. Please indicate the number of financially contributing participants in the proposed project, and attach relevant documentation to this application: 1 participant

Safety

1. Is there a safety issue at this location that will be addressed by the proposed project? Yes
2. If yes, please check all safety improvements expected to be included in the project on the attached Safety Sheet. If improvement is not listed, please describe it below:

Click or tap here to enter text.

Complete Streets/Multimodal

1. Has the sponsor agency adopted a complete streets policy or ordinance?* If yes, please attach the relevant policy or ordinance to this application. Yes
2. If applicable, please describe any exceptions to the inclusion of complete streets elements in this project, and attach relevant documentation to this application: Click or tap here to enter text.

*Please note, in order to receive points in this category, only complete streets policies that have received municipal board/council approval will be considered.

Congestion Mitigation *(If project does not address congestion mitigation, leave this section blank)*

1. Does the project improve the level of service (LOS)? Yes
2. If yes, please select the current LOS category and the degree of improvement. Attach LOS analysis as evidence of improvement:
 - a. Pre-implementation LOS: A-D

- b. LOS Improvement: 1 level

Project Readiness*

1. Has the project sponsor:
 - a. Entered into a Phase I engineering contract? No
 - b. Committed to completing Phase I
2. Has a Phase I Project Development Report?
3. Has the project received Design Approval from IDOT? No
4. Has a Phase II engineering contract been executed? No
5. Is ROW acquisition required as part of the proposed project? Yes
 - a. If yes, please indicate the status of ROW acquisition: ROW acquisition not started

Should have been \$1,278,400 + \$115,200 = \$1,393,600

**Please attach relevant documentation demonstrating project readiness to this application.*

Project cost estimate

	Federal		Local			Total
	STP	Other (ITEP, CMAQ, Etc.)	Municipal	State	County	
Phase I Engineering (only for CMAQ/TAP projects)	0		103,100			\$103,100
Phase II Engineering	\$64,000		\$64,000			\$128,000
Right-Of-Way Acquisition	\$35,000		\$35,000			\$70,000
Construction (includes Phase III Engineering)	\$1,278,400		\$319,600			\$1,598,000

Please note: The Northwest Council of Mayors limits match ratios depending on project types and project phases. The maximum federal funding a single project can receive is \$3.5 million. Please see the Northwest Council of Mayors STP Handbook for more information.

Project Schedule (list date)

Activity	Estimated Date
1. Initial Phase I Engineering Kick-off Meeting:	8/1/2020
2. Submit draft Phase I Engineering Report (PDR) to IDOT (3-6 month review period)	3/1/2021
3. Submit Final PDR: (BLR 19100 without report)	7/1/2021
4. Submit Draft Local Agency Agreement (BLR 5310) for Phase II Engineering:	8/1/2021
5. Phase I Engineering Design Approval:	8/1/2021
6. Execute Local Agency Agreement (BLR 5310) for Phase II Engineering:	9/1/2021
7. Submit of Pre-Final Plans w/ Estimates to IDOT (1-4 month review period)	2/1/2022
8. Submit Draft Local Agency Agreement (BLR 5310) for Construction and Phase III Engineering Agreement:	6/1/2022
9. Submit final Plans, Spec. & Estimates (PS&E):	7/1/2022
10. Execute Local Agency Agreement (BLR 5310) for Construction and Phase III Engineering Agreement:	8/1/2022
11. Right-of-Way Certification (if applicable):	10/1/2022
12. Target Letting:	1/22/2023

Required Documents

1. Please submit the following with this application
 - a. Map showing location of project within the region
 - b. Map showing location of project within municipality
 - c. Existing typical section
 - d. Proposed typical section
 - e. Evidence of additional financial contributors to proposed project, if applicable
 - f. Completed Safety Sheet, if applicable
 - g. Local Complete Streets policy or ordinance, if applicable
 - h. Evidence of level of service (LOS) improvement, if applicable
 - i. Evidence of project readiness

STP Safety Sheet

Facility		Check all that apply:	Countermeasure
Intersection	Signal/Stop Control	<input type="checkbox"/>	Convert stop/yield control to signal
		<input type="checkbox"/>	Convert pedestal to mast arm
		<input type="checkbox"/>	Convert span wire to mast arm
		<input checked="" type="checkbox"/>	Improve signal visibility
		<input type="checkbox"/>	Install pedestrian countdown timer
		<input type="checkbox"/>	Install adaptive signal control
		<input type="checkbox"/>	Add protected phase to left turn
		<input type="checkbox"/>	Increase all red clearance interval
		<input type="checkbox"/>	Provide flashing beacons at stop controlled intersections
	Turn Lanes	<input checked="" type="checkbox"/>	New turn lane (none present)
		<input type="checkbox"/>	Add turn lane (to existing)
		<input type="checkbox"/>	Extend turn lane
		<input type="checkbox"/>	Positive left turn lane offset
	General	<input type="checkbox"/>	Remove minor approach left turns (use right turn and downstream U-turn)
		<input type="checkbox"/>	Increase intersection radii
		<input type="checkbox"/>	Convert signal to roundabout
		<input type="checkbox"/>	Convert stop/yield control to roundabout
		<input type="checkbox"/>	Improve intersection lighting
		<input type="checkbox"/>	Convert unsignalized intersection warning beacons from static to dynamic
		<input type="checkbox"/>	Improve skew angle – 3 leg intersection
		<input type="checkbox"/>	Improve skew angle – 4 leg intersection
		<input type="checkbox"/>	Median treatment for pedestrian/bike safety (pedestrian island)
		<input type="checkbox"/>	Implement systemic signing and visibility improvements
<input type="checkbox"/>	Improve at-grade pedestrian crossing		
Seb	Gen	<input type="checkbox"/>	Intelligent Transportation System for Advanced Traffic Management

		<input checked="" type="checkbox"/>	Alignment reconstruction
		<input type="checkbox"/>	Shoulder/clear zone improvement
		<input type="checkbox"/>	Add shoulder where not provided (0'-4')
		<input type="checkbox"/>	Add shoulder where not provided (4' or greater)
		<input type="checkbox"/>	Access management
		<input type="checkbox"/>	Improve roadway lighting
		<input type="checkbox"/>	Add sidewalk
		<input checked="" type="checkbox"/>	Add bike lane
		<input type="checkbox"/>	Add separate 10' mixed-use trail
		<input type="checkbox"/>	Install curve warning signs
		<input type="checkbox"/>	Install raised median
		<input type="checkbox"/>	Install guardrail
		<input type="checkbox"/>	Install median barrier
		<input type="checkbox"/>	Install centerline rumble strips
		<input type="checkbox"/>	Increase pavement friction
		<input type="checkbox"/>	Prohibit on-street parking
	Lane Configuration	<input type="checkbox"/>	Widen travel lanes (by 2'-3')
		<input type="checkbox"/>	Widen 2-lane to 4-lane divided
		<input type="checkbox"/>	Widen 2-lane to 6-lane divided
		<input type="checkbox"/>	Widen 4-lane to 6+-lane divided
		<input type="checkbox"/>	Addition of truck climbing/passing lanes
		<input type="checkbox"/>	Two-Way-Left-Turn-Lane – 4 to 5-lane conversion
		<input type="checkbox"/>	Two-Way-Left-Turn-Lane – 2 to 3-lane conversion
		<input type="checkbox"/>	Pavement re-utilization (road diet)
		<input type="checkbox"/>	Convert from 2-way to 1-way traffic
	Bridges	<input type="checkbox"/>	Widen shoulders
		<input type="checkbox"/>	Widen 2-lanes to 4-lane divided
		<input type="checkbox"/>	Widen 2-lane to 6-lane divided
		<input type="checkbox"/>	Widen 4-lane to 6+-lane divided

				NORTHWEST COUNCIL OF MAYORS FFY 2021-2025 PROGRAM					Target Letting/Auth.	COUNCIL MARKS					
TIP ID	Project	Muni/Lead	Phase	Programmed:	2021	2022	2023	2024		2025	2021	2022	2023	2024	2025
				Balance:	\$9,478,088	\$8,802,085	\$8,322,725	\$8,031,150		\$8,163,132	\$9,556,127	\$8,910,214	\$8,571,675	\$8,571,675	\$8,571,675
											Notes				
03-20-0031	Biesterfield Rd from Meacham Rd to Village Limits	Village of Elk Grove Village	CON/CE*			\$751,410				Jun-22	Phase I Kickoff meeting held 12/14/20				
03-20-0032	Tonne Rd-Devon Ave Intersection Resurfacing	Village of Elk Grove Village	CON/CE*						\$745,147	Jan-25					
03-19-0005	Kensington Rd Resurfacing	Village of Arlington Heights	CON/CE*		\$1,581,300					Apr-21	Draft agreements submitted 1/8/21				
03-20-0034	Meacham Rd from Golf Rd to Higgins Rd	Village of Schaumburg	CON/CE*			\$1,560,225				Mar-22					
03-20-0035	Wilke Rd from Northwest Hwy to Algonquin Rd	Village of Arlington Heights	CON/CE*				\$2,278,000			Mar-23					
03-20-0036	Arlington Heights Rd-Devon Ave Intersection Resurfacing	Village of Elk Grove Village	CON/CE*						\$917,985	Jan-25					
03-20-0037	Busse Rd-Landmeier Rd Intersection Resurfacing	Village of Elk Grove Village	CON/CE*					\$415,050		Mar-24					
03-20-0045	Jones/Hassell Rd and Salem Dr Resurfacing	Village of Hoffman Estates	CON/CE*		\$465,000					Apr-21	Project was combined with Salem Dr resurfacing under one TIP ID. Draft a				
03-20-0038	Old Willow Rd from Wolf Rd to US 45	City of Prospect Heights	CON/CE*		\$556,168					Apr-21	Draft CON agreements submitted 1/11				
03-20-0042	Weathersfield Way from Braintree Dr to Salem Dr	Village of Schaumburg	CON/CE*		\$1,155,000					Jun-21	PPI Approved 10/29/20; Pre-finals submitted 11/13/20				
03-20-0039	Busse Rd-Devon Ave Intersection Resurfacing	Village of Elk Grove Village	CON/CE*				\$430,725			Mar-23					
03-09-0072	Touhy Ave at Gross Point/Harts Rd Intersection Improvements	Village of Niles	ENG II		\$112,000					Apr-21	Updated PPI submitted 12/2/20				
03-09-0072	Touhy Ave at Gross Point/Harts Rd Intersection Improvements	Village of Niles	CON/CE'			\$2,500,000				Apr-22					
03-20-0040	Tonne Rd from Landmeier Rd to Elk Grove Blvd	Village of Elk Grove Village	CON/CE'						\$3,500,000	Nov-24					
03-09-0073	IL 19 Irving Park Road from Schaumburg Road to Bartlett Road	Village Streamwood	ENG II		\$175,000					Apr-21					
03-09-0073	IL 19 Irving Park Road from Schaumburg Road to Bartlett Road	Village Streamwood	ROW			\$175,000				Aug-22					
03-09-0073	IL 19 Irving Park Road from Schaumburg Road to Bartlett Road	Village Streamwood	CON/CE'				\$3,150,000			Sep-23					
03-06-0006	IL 62 Algonquin Rd at New Wilke Rd	City of Rolling Meadows	ENG II		\$152,000					Sep-21					
03-06-0006	IL 62 Algonquin Rd at New Wilke Rd	City of Rolling Meadows	ROW			\$35,000				Oct-22					
03-06-0006	IL 62 Algonquin Rd at New Wilke Rd	City of Rolling Meadows	CON/CE'					\$3,313,000		Jan-24					
03-19-0029	Park Blvd from Schaumburg Rd to Irving Park Rd	Village of Streamwood	CON/CE*		\$825,000					Apr-21					
03-16-0008	Palatine Rd from Quentin Rd to Smith St	City of Palatine	ENG II		\$372,000					Aug-21					
03-16-0008	Palatine Rd from Quentin Rd to Smith St	City of Palatine	ROW			\$253,000				Oct-22					
03-16-0008	Palatine Rd from Quentin Rd to Smith St	City of Palatine	CON/CE'					\$2,874,500		Mar-24					
03-06-0005	Barrington Metra Access Road	Village of Barrington	CON/CE'		\$1,840,400					Mar-21	Executed agreements submitted 9/24/20				
03-20-0051	Bode Rd from Barrington Rd to Springinsguth Rd	Village of Schaumburg	CON/CE*			\$1,746,900				Mar-22	Combined Phase I & II Kickoff Meeting held 1/15/21				
03-19-0006	National Parkway from Golf Rd to Higgins Rd	Village of Schaumburg	CON/CE*			\$399,900				Jun-22					
03-20-0041	Woodfield Rd from Plum Grove Rd to Meacham Rd	Village of Schaumburg	CON/CE*						\$3,000,000	Jan-25					
03-20-0048	Rodenburg Rd from Irving Park Rd to Village Limits	Village of Schaumburg	CON/CE'				\$1,600,000			Sep-23					
03-20-0044	Algonquin Rd-Hammond Dr Intersection Improvements	Village of Schaumburg	CON/CE'				\$800,000			Nov-22					
03-20-0047	Summit Dr from Wise Rd to Schaumburg Rd	Village of Schaumburg	CON/CE*		\$1,594,220					Jun-21					
03-20-0050	Rand Rd-IL 83-Kensington Rd Intersection Improvements	Village of Mount Prospect	ENG II		\$300,000					Sep-21					
03-20-0050	Rand Rd-IL 83-Kensington Rd Intersection Improvements	Village of Mount Prospect	ROW			\$500,000				Sep-22					
03-20-0043	Springinsguth Rd from Bode Rd to Schaumburg Rd	Village of Schaumburg	CON/CE*			\$880,650				Mar-22	Combined Phase I & II Kickoff Meeting held 1/15/21				
03-20-0049	Bernard Dr from Arlington Heights Rd to Buffalo Grove Rd	Village of Buffalo Grove	ENG II		\$350,000					Jun-21					
03-20-0052	Weber Dr from Central Rd to Algonquin Rd	City of Rolling Meadows	ENG II				\$64,000			Jan-23					
03-20-0052	Weber Dr from Central Rd to Algonquin Rd	City of Rolling Meadows	ROW					\$35,000		Jan-24					
03-20-0052	Weber Dr from Central Rd to Algonquin Rd	City of Rolling Meadows	CON/CE'					\$1,393,600		Jun-24					
Contingency Program															
03-19-0035	Knollwood Dr from Golf Rd to Bode Rd	Village of Schaumburg	CON/CE		\$3,060,000					In Advance Construction Project Let					
03-20-0050	Rand Rd-IL 83-Kensington Rd Intersection Improvements	Village of Mount Prospect	CON/CE				\$2,700,000			Converted from AC					
03-19-0006	National Parkway from Golf Rd to Higgins Rd	Village of Schaumburg	CON/CE		\$3,500,000					* resurfacing (75/25 match ratio)					
N/A	Tonne Rd from Elk Grove Blvd to Devon Ave	Village of Elk Grove Village	CON/CE					\$3,500,000		* intersection improvement/reconstruction (80/20 match ratio)					
03-20-0049	Bernard Dr from Arlington Heights Rd to Buffalo Grove Rd	Village of Buffalo Grove	CON/CE			\$3,150,000				FFY= Federal Fiscal Year (Oct. 1 - Sept. 30)					
				Subtotals	\$6,560,000	\$3,150,000	\$2,700,000	\$3,500,000	\$0	ENG II= Phase II Engineering (50/50 match ratio)					
										ROW= Right of Way (50/50 match ratio)					
										CON/CE= Construction/Construction Engineering					

Surface Transportation Program (STP) Shared Fund

2021 Subregional Priority Points Application – Northwest Council of Mayors

Eligibility: A project sponsor can request Subregional Priority Points for any project partially or wholly located within any Northwest Council of Mayors members' municipal boundaries, or in an adjacent area if the project demonstrates transportation benefits to the Northwest Council service area. To qualify for a project not located in within any of the Northwest Council members' municipal boundaries, the project must be located within a Council of Mayors territory that borders a Northwest Council of Mayors municipality. For more information on the Northwest Council of Mayors and its membership, please visit the [Council's website](#).

Instructions: To be considered to receive Subregional Priority Points from the Northwest Council of Mayors, fill out this form and submit no later than March 5, 2021 at 4:00 PM. To submit, email a PDF copy of this form to northwestpl@nwmc-cog.org. The application form can be found on the next page, and applicants are limited to one-page, 12-point font, Times New Roman. Applications that do not meet these requirements, or are received after March 5, 2021 at 5:00 PM, will be ineligible to be awarded Subregional Priority Points from the Northwest Council of Mayors.

**Surface Transportation Program (STP) Shared Fund
2021 Subregional Priority Points Application – Northwest Council of Mayors**

Project Information

Project Title:

Project Sponsor:

Partner Sponsors (if applicable):

Contact Person:

Contact Email:

Project Description: Please provide a brief description of the project scope:

Impact on Northwest Council area: Describe how this project improves transportation and mobility in the Northwest Council's area. What are the project's benefits? Does the project help implement any county- wide or multi-jurisdictional planning initiatives?

Relevance to Northwest Council: Does the project build on any previously supported Northwest Council of Mayors initiatives such as a prior STP project, Northwest Council or NWMC-involved plan, or other initiative?

Potential Shared Fund Score: Please address how the project is anticipated to score in the Project Readiness, Transportation Impact, and Planning Factors scoring categories:

NORTHWEST MUNICIPAL CONFERENCE

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



Attachment M

*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
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Deerfield

Treasurer
Ray Keller
Lake Zurich

Executive Director
Mark L. Fowler

Memorandum

TO: Northwest Council of Mayors Technical Committee

FROM: Kendra Johnson, Northwest Council of Mayors Planning Liaison

RE: Proposed Changes to Northwest Council of Mayors STP-L Program Handbook and Application

DATE: January 22, 2021

On November 19, the Northwest Council of Mayors' STP Working Group met with staff virtually to discuss changes to the Council's STP-L Program Handbook and Application. The following is a summary of their discussion and recommendations as well as a staff recommendation on Council Prerogative. Any changes approved by the Technical Committee will be presented to the full Northwest Council of Mayors for approval at the next Northwest Municipal Conference Board meeting.

Changes to Handbook

- A. Grandfathering:** This section only applied to the 2020 Call for Projects and is no longer relevant.

Working Group Recommendation: Remove section.

- B. Council Prerogative:** Prior versions of the Northwest Council's methodology included a section regarding Council Prerogative. Staff is recommending adding this language to allow the Council to be flexible when unique circumstances arise. Below is the proposed language:

Council Prerogative

The Northwest 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.

Staff Recommendation: Add language.

- C. Complete Streets:** The Working Group agreed that changes should be made to the Complete Streets category, but to do so in a way that takes into account that some communities are in a better position, financially or otherwise, to incorporate Complete Streets elements than others are. Since ADA improvements are required in most projects by federal and/or local policies, the Working Group proposed making

these improvements ineligible for points in this category. Since most communities have board or council approved Complete Streets policy on file, the amount of points awarded for this was lowered. The Working Group came up with new scoring that is intended to reward projects that go above and beyond in Complete Streets upgrades, while not penalizing projects or sponsors that do not have this ability. Below is the proposed scoring:

Action Taken	Points
Community has adopted a Complete Streets policy	25
Project includes new or upgraded Complete Streets elements	15
Project includes replacement or maintenance of existing Complete Streets infrastructure OR sponsor has documented an exception in Phase I or Phase II	10
Additional points to the Top 3 projects in this category	10

Working Group Recommendation: Keep total points available the same. Change scoring for the adoption of a Complete Streets policy from 30 points to 25 points. Lower the points awarded for new or upgraded elements to 15 points from the current 20 points. Keep the point amount for replacement/maintenance and documented exceptions the same. The remaining 10 points will be made into a “bonus” category awarded to the top 3 projects in terms of the number of new or upgraded Complete Streets elements.

- D. Regional Transportation Significance:** Current scoring does not require any particular source for AADT—some applications used IDOT’s info, others used their own traffic data.

Working Group Recommendation: Require the use of IDOT’s AADT data available on [Getting Around Illinois](#) website to maintain consistency.

- E. Inclusion in Current Program:** Current scoring is worded to only apply to the 2020 Call for Projects.

Working Group Recommendation: Keep category, but award points to projects that were included in current program’s contingency list.

Changes to Application

- A. Complete Streets Improvements:** With the proposed changes to the Complete Streets category, project sponsors will need to specifically list out the number of upgraded or maintained Complete Streets elements. Currently, this is not included as a field in the application.

Working Group Recommendation: Add a field in the application that asks for more detailed Complete Streets information.

- B. Project Limits:** Currently this section only asks for project limits, and not length. This is a required field in the TIP.

Working Group Recommendation: Revise section to include project length to keep the application consistent with the TIP.

- C. Work Types:** Currently this section only asks for project sponsors to identify work types. Projects with non-exempt work types require additional modeling info when being entered into the TIP.

Working Group Recommendation: Include section for modeling info for projects that include non-exempt work types.

- D. Funding Table:** Current table combines construction and construction engineering funding, but the TIP has the amounts separated.

Working Group Recommendation: Add separate row for construction engineering to keep the application's funding table consistent with TIP funding table.

Northwest Council of Mayors

Surface Transportation Program (STP) Project Application

Application Instructions

1. Before submitting a project application, the applicant must contact the Planning Liaison to discuss the proposed project. It is highly encouraged for project sponsors to also meet with IDOT Bureau of Local Roads staff to discuss project scoping.
2. Certain sections of the application may not apply to the applicant's project. If this is the case, please leave these sections blank.
3. Project applications and the necessary exhibits should be submitted to kjohnson@nwmc-cog.org. Hard copies are discouraged.
4. The deadline to submit project applications is March 16 at 5:00 p.m.

General Information

1. Name of Municipality/Lead Agency: Click or tap here to enter text.
2. Contact Person: Click or tap here to enter text.
3. Contact Phone: Click or tap here to enter text.
4. Contact Email: Click or tap here to enter text.
5. Project Title: Click or tap here to enter text.
6. Project limits:
 - a. First reference point/street: Click or tap here to enter text.
 - b. Second reference point/street: Click or tap here to enter text.
 - b-c. Project length: Click or tap here to enter text.

Existing and Proposed Condition

1. Describe the existing condition:
Click or tap here to enter text.
2. Describe the proposed improvements:
Click or tap here to enter text.
3. What are the work types? ([see guide](#))
Click or tap here to enter text.
4. If any "Non-Exempt" work types are listed above, please provide the following information for the portion of the project for which the Non-Exempt work type applies to:
 - a. Length: Click or tap here to enter text.
 - b. Before # of Lanes: Click or tap here to enter text.
 - c. After # of Lanes: Click or tap here to enter text.
 - d. Before Lane Width: Click or tap here to enter text.
 - e. After Lane Width: Click or tap here to enter text.
 - f. Before Speed Limit: Click or tap here to enter text.
 - g. After Speed Limit: Click or tap here to enter text.
 - h. Are signals currently interconnected? Choose an item.
 - i. Will signals be interconnected after the improvements? Choose an item.

Scope of Project

1. Please enter the scope of work for the project:
Click or tap here to enter text.

Regional Transportation Significance

1. Please provide the annual average daily traffic (AADT) for the subject roadway or intersection*:
Click or tap here to enter text.
**Note: If the project is at an intersection, or the traffic volume changes within the project limits, please provide the higher AADT value.*
2. Please indicate the number of financially contributing participants in the proposed project, and attach relevant documentation to this application: Choose an item.

Safety

1. Is there a safety issue at this location that will be addressed by the proposed project? Choose an item.
2. If yes, please check all safety improvements expected to be included in the project on the attached Safety Sheet. If improvement is not listed, please describe it below:
Click or tap here to enter text.

Complete Streets/Multimodal

1. Has the sponsor agency adopted a complete streets policy or ordinance?* If yes, please attach the relevant policy or ordinance to this application. Choose an item.
2. Please describe any proposed Complete Streets-related improvements:
- 1- Click or tap here to enter text.
3. Number of Replaced/Maintained Complete Streets elements: Click or tap here to enter text.
4. Number of New/Upgraded Complete Streets elements: Click or tap here to enter text.
- 2-5. If applicable, please describe any exceptions to the inclusion of complete streets elements in this project, and attach relevant documentation to this application: Click or tap here to enter text.

*Please note, in order to receive points in this category, only complete streets policies that have received municipal board/council approval will be considered. "Please refer to CMAP's Complete Streets toolkit or the NWMC Multimodal Plan Street Design Toolbox for examples of eligible Complete Streets design elements."

Congestion Mitigation (If project does not address congestion mitigation, leave this section blank)

1. Does the project improve the level of service (LOS)? Choose an item.
2. If yes, please select the current LOS category and the degree of improvement. Attach LOS analysis as evidence of improvement:
 - a. Pre-implementation LOS: Choose an item.
 - b. LOS Improvement: Choose an item.

Project Readiness*

1. Has the project sponsor:
 - a. Entered into a Phase I engineering contract? Choose an item.
 - b. Committed to completing Phase I locally? Choose an item.
2. Has a Phase I Project Development Report been submitted to IDOT? Choose an item.
3. Has the project received Design Approval from IDOT? Choose an item.
4. Has a Phase II engineering contract been executed? Choose an item.

5. Is ROW acquisition required as part of the proposed project? Choose an item.

a. If yes, please indicate the status of ROW acquisition: Choose an item.

**Please attach relevant documentation demonstrating project readiness to this application.*

Project cost estimate

	Federal		Local			Total
	STP	Other (ITEP, CMAQ, Etc.)	Municipal	State	County	
Phase I Engineering (only for CMAQ/TAP projects)	N/A	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.
Phase II Engineering	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.
Right-Of-Way Acquisition	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.
Construction (includes Phase III Engineering)	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.
<u>Phase III Engineering (CE)</u>	<u>Click or tap here to enter text.</u>	<u>Click or tap here to enter text.</u>	<u>Click or tap here to enter text.</u>	<u>Click or tap here to enter text.</u>	<u>Click or tap here to enter text.</u>	<u>Click or tap here to enter text.</u>

Please note: The Northwest Council of Mayors limits match ratios depending on project types and project phases. The maximum federal funding a single project can receive is \$3.5 million. Please see the Northwest Council of Mayors STP Handbook for more information.

Project Schedule *(list date)*

Activity	Estimated Date
1. Initial Phase I Engineering Kick-off Meeting:	Click or tap to enter a date.
2. Submit draft Phase I Engineering Report (PDR) to IDOT (3-6 month review period)	Click or tap to enter a date.
3. Submit Final PDR: (BLR 19100 without report)	Click or tap to enter a date.
4. Submit Draft Local Agency Agreement (BLR 5310) for Phase II Engineering:	Click or tap to enter a date.
5. Phase I Engineering Design Approval:	Click or tap to enter a date.
6. Execute Local Agency Agreement (BLR 5310) for Phase II Engineering:	Click or tap to enter a date.
7. Submit of Pre-Final Plans w/ Estimates to IDOT (1-4 month review period)	Click or tap to enter a date.
8. Submit Draft Local Agency Agreement (BLR 5310) for Construction and Phase III Engineering Agreement:	Click or tap to enter a date.
9. Submit final Plans, Spec. & Estimates (PS&E):	Click or tap to enter a date.
10. Execute Local Agency Agreement (BLR 5310) for Construction and Phase III Engineering Agreement:	Click or tap to enter a date.
11. Right-of-Way Certification (if applicable):	Click or tap to enter a date.
12. Target Letting:	Click or tap to enter a date.

Required Documents

1. Please submit the following with this application
 - a. Map showing location of project within the region
 - b. Map showing location of project within municipality
 - c. Existing typical section
 - d. Proposed typical section
 - e. Evidence of additional financial contributors to proposed project, if applicable
 - f. Completed Safety Sheet, if applicable
 - g. Local Complete Streets policy or ordinance, if applicable
 - h. Evidence of level of service (LOS) improvement, if applicable
 - i. Evidence of project readiness

STP Safety Sheet

Facility		Check all that apply:	Countermeasure
Intersection	Signal/Stop Control	<input type="checkbox"/>	Convert stop/yield control to signal
		<input type="checkbox"/>	Convert pedestal to mast arm
		<input type="checkbox"/>	Convert span wire to mast arm

Segments		<input type="checkbox"/>	Improve signal visibility
		<input type="checkbox"/>	Install pedestrian countdown timer
		<input type="checkbox"/>	Install adaptive signal control
		<input type="checkbox"/>	Add protected phase to left turn
		<input type="checkbox"/>	Increase all red clearance interval
		<input type="checkbox"/>	Provide flashing beacons at stop controlled intersections
	Turn Lanes	<input type="checkbox"/>	New turn lane (none present)
		<input type="checkbox"/>	Add turn lane (to existing)
		<input type="checkbox"/>	Extend turn lane
		<input type="checkbox"/>	Positive left turn lane offset
	General	<input type="checkbox"/>	Remove minor approach left turns (use right turn and downstream U-turn)
		<input type="checkbox"/>	Increase intersection radii
		<input type="checkbox"/>	Convert signal to roundabout
		<input type="checkbox"/>	Convert stop/yield control to roundabout
		<input type="checkbox"/>	Improve intersection lighting
		<input type="checkbox"/>	Convert unsignalized intersection warning beacons from static to dynamic
		<input type="checkbox"/>	Improve skew angle – 3 leg intersection
		<input type="checkbox"/>	Improve skew angle – 4 leg intersection
		<input type="checkbox"/>	Median treatment for pedestrian/bike safety (pedestrian island)
		<input type="checkbox"/>	Implement systemic signing and visibility improvements
		<input type="checkbox"/>	Improve at-grade pedestrian crossing
	General	<input type="checkbox"/>	Intelligent Transportation System for Advanced Traffic Management
		<input type="checkbox"/>	Alignment reconstruction
		<input type="checkbox"/>	Shoulder/clear zone improvement
		<input type="checkbox"/>	Add shoulder where not provided (0'-4')
		<input type="checkbox"/>	Add shoulder where not provided (4' or greater)
		<input type="checkbox"/>	Access management
		<input type="checkbox"/>	Improve roadway lighting
		<input type="checkbox"/>	Add sidewalk
		<input type="checkbox"/>	Add bike lane
		<input type="checkbox"/>	Add separate 10' mixed-use trail
		<input type="checkbox"/>	Install curve warning signs
		<input type="checkbox"/>	Install raised median
		<input type="checkbox"/>	Install guardrail
		<input type="checkbox"/>	Install median barrier
		<input type="checkbox"/>	Install centerline rumble strips
		<input type="checkbox"/>	Increase pavement friction
		<input type="checkbox"/>	Prohibit on-street parking
	Lane Configuration	<input type="checkbox"/>	Widen travel lanes (by 2'-3')
		<input type="checkbox"/>	Widen 2-lane to 4-lane divided
		<input type="checkbox"/>	Widen 2-lane to 6-lane divided

		<input type="checkbox"/>	Widen 4-lane to 6+-lane divided
		<input type="checkbox"/>	Addition of truck climbing/passing lanes
		<input type="checkbox"/>	Two-Way-Left-Turn-Lane – 4 to 5-lane conversion
		<input type="checkbox"/>	Two-Way-Left-Turn-Lane – 2 to 3-lane conversion
		<input type="checkbox"/>	Pavement re-utilization (road diet)
		<input type="checkbox"/>	Convert from 2-way to 1-way traffic
	Bridges	<input type="checkbox"/>	Widen shoulders
		<input type="checkbox"/>	Widen 2-lanes to 4-lane divided
		<input type="checkbox"/>	Widen 2-lane to 6-lane divided
		<input type="checkbox"/>	Widen 4-lane to 6+-lane divided

***Northwest Council of Mayors
Surface Transportation Program
Handbook***

DRAFT 1/22/2020

I. INTRODUCTION: A GUIDE FOR STP FUNDING APPLICATIONS

The following municipalities form the Northwest Council of Mayors:

Arlington Heights	Niles
Barrington	Palatine
Bartlett (Cook County portion only)	Park Ridge
Buffalo Grove (Cook County portion only)	Prospect Heights
Des Plaines	Rolling Meadows
Elk Grove Village	Schaumburg
Hanover Park (Cook County portion only)	South Barrington
Hoffman Estates	Streamwood
Inverness	Wheeling
Mount Prospect	

As a member of the Northwest Council of Mayors, you are eligible to submit project proposals to the Council for federal Surface Transportation Program (STP) funding. The STP utilizes funds from the Fixing America's Surface Transportation Act or "FAST Act" federal transportation legislation to assist sponsoring municipalities with implementing eligible transportation projects.

The Northwest Council of Mayors has assembled this guidebook, which is divided into the following sections, in order to help facilitate the application process:

- Background description of the Surface Transportation Program
- Program Development
- Program Management
- Description of eligible projects
- Project selection criteria used by the Council's Technical Committee

Please note that in order for a potential project to be eligible for STP funding, the following criteria need to apply:

1. The project is on a Surface Transportation Program eligible route.
2. The project work type is eligible under the STP component of the FAST Act.
3. The project sponsor can fund the required local match.

Your main point of contact for initiating the STP funding process is the Planning Liaison to the Northwest Council of Mayors. The Liaison should be contacted to begin the process or answer any questions regarding the program. The Liaison can be reached through the Northwest Municipal Conference at (847) 296-9200.

II. THE NORTHWEST COUNCIL OF MAYORS SURFACE TRANSPORTATION PROGRAM

A. Fixing America's Surface Transportation Act or "FAST Act"

The Fixing America's Surface Transportation Act, or "FAST Act," provides federal funding, guidelines and requirements for all transportation projects seeking federal funding. Within the FAST Act there are various funding programs. The most important of these sources, from the Council of Mayors' perspective, is the Surface Transportation Program (STP).

The STP allocates funding directly to state departments of transportation. In Illinois, the Illinois Department of Transportation designates a portion of this funding for the Council of Mayors system. 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.

B. The Council's Role in the Surface Transportation Program

Each year the Council receives federal funds to be programmed for transportation projects within the Northwest region. Local municipalities apply for these funds during a call for projects by contacting the local Council Planning Liaison at the Northwest Municipal Conference, and by completing the appropriate application form. See section III c., "New Project Programming" for more details.

Each Council has developed a set of project selection guidelines. As its name implies, these guidelines set the parameters by which the Councils select which of the locally submitted projects will receive federal funding.

C. How the Council Utilizes STP Funding

The Northwest Council funds Phase II engineering, right-of-way acquisition, construction, and Phase III engineering (also known as construction engineering) for highway, transit, bicycle and other transportation projects. See section Vb., "Eligible Project Types," for more information. A 20% local match is required for construction and Phase III engineering phases. For Phase II engineering and right-of-way acquisition, a 50% local match is required. Phase I engineering will be the responsibility of the municipal sponsor.

D. Technical Committee Membership

The Northwest Council of Mayors Technical Committee shall be comprised of four mayors and four managers from municipalities within the Northwest Council of Mayors. Alternates may be chosen by members, with notification given to the Technical Committee and the Planning Liaison. No municipality shall have more than one representative on the Technical Committee.

The Chairman or Chairwoman of the Technical Committee, elected by the members of the Technical Committee, will serve as one of the Northwest Council's two representatives on the

Council of Mayors Executive Committee. The second Executive Committee representative shall be chosen by the Council as a whole.

When a vacancy occurs on the Technical Committee, the whole Northwest Council will be asked for nominations. Only a mayor may fill a vacancy left by a mayor, and only a manager can fill a vacancy left by a manager. The seats on the committee belong to the individual, not the municipality. A municipality's replacement for a departing Technical Committee member does not by default become their replacement on the Technical Committee.

The nominees will be voted on by the Technical Committee. The chosen nominee must then receive the approval of the Northwest Council of Mayors and the president of the Northwest Municipal Conference.

III. PROGRAM DEVELOPMENT

A. Match Ratio

Roadways and Intersections

The match ratio for the construction phase of a roadway or intersection project is an 80/20 federal/local split. Federal funds may be used for up to 80% of the eligible expenses. The sponsoring agency is responsible for the remaining 20%. Phase II engineering and right-of-way acquisition are funded at 50% federal funds and 50% local funds. A sponsor may elect to provide a local match greater than the minimum required for each phase.

Resurfacing, LAFOs, and LASOs

The match ratio for the construction phase of a resurfacing, Local Agency Functional Overlay (LAFO), or Local Agency Structural Overlay (LASO) project is a 75/25 federal/local split. Federal funds may be used for up to 75% of the eligible expenses. STP funding may not be used for Phase II engineering or right-of-way acquisition for resurfacing, LAFO, or LASO projects.

If it is determined during the course of Phase I engineering that the project's scope will expand to a full reconstruction, the funding ratio for the construction phase of the project will remain at 75/25.

B. Maximum Federal Participation

The maximum total amount of federal STP participation for any project is \$3,500,000, inclusive of all phases. Any expense over the maximum federal STP participation amount will be the sole responsibility of the sponsoring agency.

C. New Project Programming

The Council will hold a call for projects every two years, with the first call occurring in January 2020. Each call will solicit projects covering the next five federal fiscal years (FFYs). The call will open in January, and final applications will be due on March 15th of each call year. From April to

August, applications will be scored by NWMC staff using the methodology outlined in the project selection criteria section of this document. Recommended active and contingency programs will be released after scoring has been complete, which will be followed by Technical Committee review and a public comment period. A CMAP TIP Amendment to incorporate the recommended program will be prepared in the fall for CMAP Transportation Committee consideration, with final approval of the program occurring when the MPO Policy Committee takes action in October. The project application workbook will be posted on the NWMC website prior to the opening of the call for projects.

Proposed new projects and previously programmed projects with significant changes to scope and/or schedule that include not exempt work types cannot be included in the TIP until the next semi-annual conformity analysis. Work types that will require a project to undergo conformity analysis include adding or widening lanes, constructing a new road or bridge, signal interconnect projects, and other miscellaneous projects that may affect roadway capacity. These projects will be identified and recommended for inclusion in the Northwest Council of Mayors program, contingent upon the next conformity determination. Based on the semi-annual conformity amendment schedule, not exempt projects cannot be programmed within the first year of either an active or contingency program. Please see the [conformity analysis](#) page on the CMAP website for more information.

D. Active Programs

The result of each Call for Projects will be the development of a fiscally constrained, multi-year program of projects to be completed, in whole or in part, with STP funds. Active programs will be included in the region's TIP and are therefore subject to fiscal constraint. The amount of funding programmed in a given fiscal year of the active program may not exceed the Northwest Council's projected available funding levels provided by CMAP. The first year of the active program will be considered the "current year" and will be subject to obligation deadlines described in the Program Management section of this document. The next four years will be considered the "out years." Project phases programmed in out years are not subject to obligation deadlines and can be actively reprogrammed in other out years at any time, subject to each year of the multi-year program maintaining fiscal constraint at all times.

Since the active program contains projects selected through a performance-based ranking process, sponsors of project phases that are programmed in out years should reaffirm their commitment to the scheduled implementation in subsequent calls, but should not be required to re-apply, as described in the program management section of this document.

E. Contingency Programs

It is anticipated that during each call for projects there will be more applications than can be programmed within the years of the call cycle. Additionally, in order to facilitate the region's goal of obligating 100% of available funding each year, the Northwest Council of Mayors can effectively "over program" by developing a contingency program of projects during each call cycle. The contingency program should include, in rank order, the next highest ranked projects that were unable to be funded in the call for projects (CFP) due to fiscal constraint. Sponsors of

contingency projects must be committed to keeping projects active and moving forward toward obligation of federal funding in the two years between calls for projects. If sponsors of potential contingency program projects are not committed to moving forward, for example because funding was requested in an out year, those projects should not be included in the contingency program. Projects requiring a conformity determination that are not already included in the current conformed TIP may be included in contingency programs, but cannot be reprogrammed into the current year of the active program after the TIP change submittal deadline for the spring semi-annual conformity analysis. These projects can be reprogrammed into an out year of the program at any time. Projects, or phases of projects, that did not apply for funding during a call for projects cannot be added to a contingency program until the next applicable call for projects. **No applications will be accepted outside of a regular call for projects.**

Inclusion of a project in a contingency program is not a guarantee of future federal funding for any phase of a project. The contingency program will expire with each subsequent call for projects. Projects included in the contingency program from the prior CFP must reapply for funding consideration during the next call. If the first phase of a project in the contingency program is moved to the active program, there is no guarantee that the subsequent phases will be funded via the contingency program or future active programs. There shall be no “automatic” reprogramming of subsequent phases from the contingency program to the active program.

Active projects that are reprogrammed in the contingency program, either voluntarily or due to missing an obligation deadline, must also reapply for funding consideration during the next call. This reapplication will reset all deadlines associated with project phases and make phases eligible for obligation deadline extensions, as discussed in more detail in the Program Management section of this document. If unsuccessful with future applications for STP funding, the sponsor may complete the project using another fund source. If the project is not completed within the timeframe required by federal law, the sponsor will be required to pay back federal funds used for previous phases of the project.

F. Grandfathering

~~Project phases which are currently part of the Northwest Council of Mayors active program that are not expected to be obligated prior to the end of Federal Fiscal Year 2020 (September 2020) will not be automatically reprogrammed into the active or contingency programs that result from the 2020 call for projects. Any project phase that remains unobligated after September 2020 will need to reapply as part of the upcoming call for projects.~~

~~In addition, any programmed project phase targeting obligation in FFY 2020 that has not been obligated before the call for projects in January 2020 will be required to reapply for funding, should the sponsor wish to maintain the project’s eligibility for funding in FFY 2021 or later. If funding for the project phase is obligated by September 2020, the project phase will be dropped from the Northwest Council’s FY 2021-2025 program, and may be replaced by a project on the contingency list, subject to available funding and Technical Committee approval. See the Program Management section below for more information.~~

IV. PROGRAM MANAGEMENT

A. Training

Stakeholders throughout the region, including public and private sector implementers, have indicated that a thorough understanding of the project implementation process is critical for the successful completion of projects. An understanding of the process leads to realistic expectations and better overall scheduling and project planning. NWMC staff will work with CMAP, FHWA, and IDOT to develop an STP workshop and training materials for project sponsors and consultants. While not required, it is strongly recommended that project sponsors attend a training session prior to their project being formally adopted into the Northwest Council of Mayors STP program. Details on training will be transmitted to project sponsors after the conclusion of the STP application period in March.

B. Designated Project Managers

Communication is critical at all levels of project implementation. Throughout project implementation there are a number of agencies and individuals involved in the process, including state and federal staff, CMAP programming staff, councils of mayors' staff and officials, consulting firms, sponsor staff, elected leaders, and the public. The staff of the various agencies will monitor project progress and finances. To facilitate comprehensive understanding and communication regarding projects, each sponsor shall designate the following from their staff upon inclusion in an active or contingency program:

1. A Technical Project Manager that will be responsible for overseeing the implementation of the project, managing any consultants involved in the project, ensuring that all federal, state, and local requirements are met and, in conjunction with the Financial Project Manager, ensuring that the required agreements between the sponsor agency and IDOT are approved and executed in an appropriate and timely manner.
2. A Financial Project Manager that will be responsible for ensuring that any required local matching funds are included in the sponsor agency budget in the appropriate fiscal year(s) in which federal obligation and/or project expenditures will occur, and, in conjunction with the Technical Project Manager, that the required agreements between the sponsor agency and IDOT are approved and executed in an appropriate and timely manner.

The Technical Project Manager and Financial Project Manager generally should not be the same person, unless the Technical Project Manager has a direct role in developing the sponsor's budget and/or securing local funding. For each project phase utilizing consulting services, a Consultant Project Manager must also be designated.

The project managers must be reported to the Northwest Council of Mayors Planning Liaison and should also be documented in the CMAP eTIP database. In the event of staff changes, a new designee(s) shall be assigned as soon as possible. These managers should be familiar with the federally funded project implementation process and are strongly encouraged to take

advantage of training opportunities. Required project status updates described below may only be submitted by one of these managers, and all managers are jointly responsible for the content and timely submittal of updates. Correspondence from the Northwest Council of Mayors and/or CMAP regarding project status, upcoming programming deadlines, or any other information regarding the programming status of projects will be sent to each of these managers. Correspondence from the Northwest Council and/or CMAP regarding the technical details of projects may be sent only to the Technical Project Manager and/or Consultant Project Manager, as appropriate.

C. 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. The Northwest Council Planning Liaison will send out reminder notices to each community with a project in the active or contingency program at the beginning of each month in which a status update is due. 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 the Northwest Council Planning Liaison assigned to the project sponsor 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 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 in Table 1, may result in significant project delay or the loss of funding for current and subsequent phases of projects.

Table 1

	If required quarterly updates are not submitted...
Projects with any phase programmed in the current FFY	The project phase, and all subsequent phases, will be moved from the active program to the contingency program. Funds programmed in the CMAP TIP for these phases will be moved to "MYB", and a formal TIP amendment will be required to reinstate these phases
Projects with any phase(s) programmed in an out year (years 2-5)	The project phase, and all subsequent phases, will be removed from the active program. Out year projects removed will not be placed in the contingency program, and

	must re-apply for funding during the next CFP.
Contingency projects	The project phase, and all subsequent phases, will be removed from the contingency program, and must re-apply for funding during the next CFP.

D. Obligation Deadlines

Any project phase programmed in the current FFY on or after the first day (October 1) of that FFY is required to fully obligate the programmed federal funds prior to the end of that FFY. For the purposes of obligation deadlines, a project phase is considered to be obligated if federal funds have been authorized as “current” or “Advance Construction (AC)” in FHWA’s FMIS database. The entire phase must be obligated, up to the programmed amount or the final engineer’s estimate, whichever is less, to be considered fully funded. “Staged” construction, or “combined” engineering phases are not considered fully obligated until all stages/phases under a single State Job or Federal Project Number are fully obligated. The table below describes the actions necessary to obligate each federally funded phase, and the milestone deadlines that should be met in order to meet the obligation requirement. Please note that milestone deadlines may need to be adjusted based on IDOT agreement review times.

Table 2

Federally Funded Phase	Federal Obligation Action	Milestone(s)	Milestone Deadline
Phase II Engineering	Execution of Local Agency Agreement and Engineering Agreement	1. Phase II QBS Completed	1. Before submitting draft agreements (may be completed with Phase I QBS; may begin before DA received).
		2. Phase I Design Approval (DA) received	2. Before submitting draft agreements
		3. Draft agreements	3. April 30 th (approx.)
Right-of-Way	Execution of Local Agency Agreement	1. Phase I Design Approval (DA) received	1. Before submitting documents
		2. Approved plats and legals, cost estimates, and documentation of use of approve firms	2. Before submitting draft agreement

		3. Draft agreements submitted to IDOT district 1	3. April 30 th (approx..)
Construction (state let)	Execution of Local Agency Agreement (approx. 6 weeks prior to letting)	1. Phase II pre-final plans submitted	1. Date specified on the IDOT region 1 Letting schedule for the November State Letting (typically late May-early June)
Construction (local let)	For construction phases that will be locally let, the sponsor must reasonably demonstrate that construction funds will be authorized within the federal fiscal year.		

If these milestones are not anticipated to be achieved, based on the March status update, the project sponsor may by April 15th:

1. Request a six (6) month extension of the phase obligation deadline.

a. For Phase 1 Engineering, Phase 2 Engineering, and Right-of-Way, the extended deadline will be March 30 of the following calendar year.

b. For Construction/Construction Engineering, the extended deadline will be the federal authorization date for the April state letting in the following calendar year.

Programmed funds will be eligible to be carried over (subject to carryover limitations described later in this document) to the next FFY if the request is approved. Each project phase may only be granted one extension. If an extended project phase misses the extended obligation deadline, the phase, and all subsequent phases of the project, will immediately be moved to the contingency program, and the funds programmed in the current year will be removed from the selecting body's programming mark. If not moved back into the active program prior to the next call for projects, the sponsor must reapply for funding consideration. If the end of the six-month extension period has been reached, and the phase remains unobligated solely due to agreement review and the agreement was submitted to IDOT before August 1st of the prior year in a good faith attempt to ensure timely obligation of funds within the programmed FFY, an additional three-month extension will be automatically granted for that phase. The additional extension will be to June 30 for engineering and right-of-way phases, and to the federal authorization date for the August state letting for construction/construction engineering phases.

2. Request the current phase and all subsequent phases be immediately removed from the active program and placed in the contingency program. Programmed funds will not be

automatically carried over, but will be available for immediate active reprogramming in the current FFY as described below. The obligation deadline for the phase will be removed, and the phase will remain eligible for a future extension request. If not moved back into the active program prior to the next call for projects, the sponsor must reapply for funding consideration.

3. Proceed at their own risk. If the programmed funds are not obligated as of September 30, the programmed phase and all subsequent phases will be removed from the active program, and will not be added to the contingency program. Programmed funds will not be carried over or available for reprogramming, and will be permanently removed from the Northwest Council's programming mark. The sponsor may reapply for funding during the next call for projects.

Requests for extensions will be reviewed by NWMC staff, in consultation with CMAP, IDOT, and/or FHWA staff as needed. Extension requests will be granted based only on the ability of the sponsor to meet the extended obligation deadline. Program updates including extension requests will need to be approved by the Northwest Council of Mayors Technical Committee before being published. The reason for delay, whether within sponsor control or not, shall not be a factor in decisions to grant extensions, except as it pertains to the likelihood that the phase will be obligated before the extended obligation deadline. If an extension request is denied by staff, the sponsor may appeal to the Northwest Council of Mayors Technical Committee, or may choose another option. Following review of the March status updates, and any subsequent requests for extensions, sponsors of project phases included in the Contingency Program that have indicated potential for current year obligation of funds will be notified of the possible availability of funding and will be encouraged to take necessary actions to prepare for obligation of funds between June and October. Program changes to move project phases from the Contingency Program to the Active Program will occur no later than June 30. Formal TIP Amendments will be required to move contingency project phases into the current year of the TIP, therefore the current CMAP TIP Amendment schedule should be considered when making reprogramming decisions.

E. Active Reprogramming

It is the goal of the region to obligate 100% of the federal STP funding allotted to the region each year. Recognizing that implementation delays can and do occur, the Northwest Council of Mayors shall have the flexibility to actively reprogram funds. Staff will provide a recommendation to the committee when an opportunity to actively reprogram funds presents itself. However, all program updates will need to be approved by the Northwest Council of Mayors Technical Committee prior to the updates being published. If necessary, the Technical Committee may approve of program updates electronically via email correspondence with the Planning Liaison. This may be done in order to ensure that TIP revision deadlines are met and projects remain on schedule. TIP revision deadlines typically fall four to five months before the target construction letting date for a project.

Within the current FFY, active reprogramming can be used for:

- Cost changes for already obligated phases
- Cost changes for current FFY phases that are expected to meet the obligation deadline

- Accelerating phases programmed in out years of the active program that are ready to obligate in the current FFY
- Accelerating phases included in the contingency program that are ready to obligate in the current FFY

When considering active reprogramming, the fiscal constraint of the program must be maintained at all times. No active reprogramming decision can be made that would push the council over its projected amount of available funds in any year of the active program, unless funds have been authorized for carry over. It may be necessary to move another project phase(s) out of the current FFY in order to accommodate ready to obligate phases.

Within out years of the active program, reprogramming from one out year to another out year or making cost changes in out years shall be limited only by fiscal constraint in those years. Any project moved into the current FFY through active reprogramming is subject to the same obligation deadlines as all other current year phases.

Each call for projects is an additional opportunity to request reprogramming in a different FFY. Sponsors may request to have project phases reprogrammed in a different FFY, based on the implementation status of those projects, without the need to re-apply or be re-ranked as long as the sponsor reaffirms their commitment to completing the project according to the requested schedule. Sponsors may reaffirm their commitment by doing one of the following:

1. Submitting a resolution specific to the project(s) and schedule(s);
2. Submitting a resolution or appropriate record of elected body action within one year of the CFP adopting a Capital Improvements Program (CIP), or similar, containing the project(s).
3. Submitting a letter signed by the Village Manager/Administrator, Clerk, Mayor/President, or similar, that addresses the sponsor's commitment to the project(s) and schedule(s).

For sponsors with multiple projects being reaffirmed, a single resolution or letter may be submitted that addresses each project.

In the event that a project included in the active program has not started phase 1 engineering (or equivalent) since the prior call for projects, whether that phase is to be federally or locally funded, that project must re-apply in the next call, except if the project is for pavement preservation techniques that were selected and programmed in out years to align with sponsor/subregional/regional pavement management system recommendations.

F. Cost Increases

A project that has already received the maximum federal funding allowed by the Northwest Council of Mayors is not eligible for a cost increase. All cost increases will be considered by the Technical Committee on a case-by-case basis, subject to the availability of additional STP funding within the requested Federal Fiscal Year. The cost increase will need to be approved by

the full Northwest Council of Mayors before it can be included in a published program update. The Technical Committee may also vote to approve a cost increase that is lower than the amount requested. Cost increases can only be requested for project phases which have already been obligated, or which are targeting obligation in the current federal fiscal year.

Cost increases may only be requested for right-of-way and construction phases. Cost increase requests will not be considered for Phase II engineering.

For cost increases within the current federal fiscal year, including for already obligated phases, the project sponsor must wait until April to see if council funds will be available to accommodate the requested increase due to active reprogramming. Additionally, obligation deadlines must be met for each phase requesting an increase. Any phase of a project that does not meet the relevant obligation deadline will not be eligible for a cost increase within the current year.

If the Northwest Council is projected to have a balance of STP funds at the end of the fiscal year, cost increase requests will be reviewed by the Technical Committee at its next scheduled meeting. If requests for cost increases are greater than the Council's remaining balance of STP funds, the Technical Committee will determine approval based on project ranking and the potential for timely obligation of federal funds. Increases will continue to be reviewed until funds are exhausted. If Northwest Council funds have been exhausted, cost increases will be requested through the STP Shared Fund. If funds are not available through the Northwest Council or the STP Shared Fund, sponsors must notify the Northwest Council Planning Liaison about how they intend to proceed with the project. By June 1st, sponsors must declare their intent to:

1. Delay the project phase and actively reprogram it into either an out year of the current program or onto the contingency list; or
2. Keep the project in the current year and fund the increased project cost with local funds.

G. Carryover Limitations and Redistribution of Unobligated Funding

The Northwest Council is responsible for obligating 100% of the funding available to it each FFY. The amount of unobligated funding at the end of each FFY that can be carried over to the next year shall be limited to the Northwest Council's allotment (not including prior year carryover) for the year. Funds can only be carried over under the following circumstances:

1. The unobligated funds were programmed for a project that was granted an extension.
2. The unobligated funds are the result of an "obligation remainder" that occurs when the actual federal obligation was less than the funding programmed for the project phase.
3. The unobligated funds were unprogrammed at the end of the FFY due to one of the following:

- a. The cost of ready to obligate project(s) exceeds the unprogrammed balance available, no funds are available from the shared fund to fill the gap, and the Northwest Council has not accessed the shared fund in the current FFY; or
- b. No projects are ready to obligate the available funds, but the Northwest Council can demonstrate a reasonable expectation for using the carried over funds in the following FFY.

The Northwest Council must “pay back” any shared funds used in the current FFY before carrying over any unprogrammed balance. Any unobligated funding resulting from other circumstances, or in excess of the maximum allowed, will be removed from the Northwest Council’s programming mark and redistributed to the shared fund, where it will be available to all selecting bodies as described below.

Funds carried over with an extended project will expire on the obligation deadline of the extension. All other funds carried over will expire on March 31 of the following calendar year. Expired carryover that remains unobligated will be removed from the selecting body’s balance on the expiration date and will be placed in the shared fund where it will be available to all selecting bodies as described below.

H. Accessing Unobligated Funds

Unobligated funds which are redistributed to the shared fund can be used for project cost increases or to advance ready to obligate local program and shared fund projects if all of the selecting body’s current year funds have been obligated, including any funds carried over from the previous FFY. Access to funds redistributed to the shared fund will be on a “first ready, first funded” basis. Requests can only be made when obligation of funds is imminent. CMAP staff will determine if funds are available and will approve requests upon verification of obligation readiness. In the event that there are more requests for funds than those available, priority shall be given as follows:

- Regional program projects shall be accommodated before local program projects
- Construction phases shall be accommodated before right-of-way, right-of-way shall be accommodated before phase 2 engineering, and phase 2 engineering shall be accommodated before phase 1 engineering
- Cost increases shall be accommodated before advancing active or contingency project phases
- Active out year phases shall be accommodated before contingency project phases
- Readiness for obligation will have more weight than the date of the request for funding

Shared funds may be requested for increases in STP-eligible costs at the time of obligation, based on the IDOT approved estimated cost at the time, or for cost increases after obligation due to higher than estimated bids, change orders, or engineering supplements. STP funds cannot be requested for increased costs on project elements specifically funded with other sources (such as CMAQ, TAP, Economic Development, ICC, Invest in Cook, etc.). Cost increases from the shared fund are limited to 20% of the programmed STP funds. Cost increases from the

shared fund cannot be used to exceed the \$3.5 million Northwest Council funding limit. Shared funds may also be requested to advance ready to obligate phases from out years of the Northwest Council's active program or from the contingency program.

If a project sponsor requests and receives shared funds, but is unable to obligate those funds by the end of the current FFY, future requests from that sponsor may be denied. Extended phases that missed the extended obligation deadline are never eligible to utilize shared funds.

I. Council Prerogative

The Northwest 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.

V. ELIGIBLE PROJECTS

A. STP Eligible Routes

All projects must be on STP eligible routes. STP eligible routes serve a regional purpose and must serve more than a local land access function. Routes must be designated as a "collector" or higher. The IDOT Road Classification shall govern. Please contact the Planning Liaison if you are unsure if a project is along an STP eligible route.

Agencies may ask the Council to request a reclassification of a particular route by IDOT and the Federal Highway Administration (FHWA). The Council shall decide if such a request is appropriate, using the Council's Functional Classification Change Request scoring form as a guide. Approval of a functional classification change request by IDOT and FHWA can be a lengthy process, so please consider this when deciding on the timing of the project's implementation.

B. Eligible Project Types

The following list provides a general description of the types of projects eligible for STP funding:

- Construction, reconstruction, restoration and rehabilitation of roads and bridges
- Local Agency Functional Overlays (LAFO), Local Agency Structural Overlays (LASO), and Resurfacings
- Highway and transit safety improvements
- Traffic signalization projects
- Intersection improvements
- Facilities that provide access to transit, if undertaken in conjunction with a different approved project type (e.g. park and ride facilities, pedestrian accommodations, commuter parking lots, etc.)
- Bicycle and pedestrian facilities if undertaken in conjunction with a different approved project type.

- Lighting improvements if undertaken in conjunction with a different approved project type.
- Phase III engineering for any eligible project
- Right-of-way acquisition for any eligible project
- Phase II engineering for any eligible project

If you are unsure of a project's eligibility, contact the Council Planning Liaison.

C. County and Transit Agency Access

County transportation departments and regional transit agencies (CTA, Metra and Pace) may have access to Surface Transportation Program funds for capital costs of projects by obtaining the co-sponsorship of the project from at least one member of the Northwest Council of Mayors. This municipality would ultimately need to submit the application to the Northwest Council of Mayors for consideration.

VI. PROJECT SELECTION CRITERIA – ROADWAYS AND INTERSECTIONS

The following scoring methodology shall be used to score all roadway and intersection projects, except for resurfacings, Local Agency Functional Overlays (LAFOs) and Local Agency Structural Overlays (LASOs). Although roadway and intersection projects will be scored using a different system than resurfacing, LAFO, and LASO projects, all projects will ultimately be ranked in a single program of projects in order to generate the staff recommended program.

The maximum amount of points a project can receive is 200, and each category is worth a subset of the total maximum amount of points. Scoring will be carried out by Northwest Council staff once all applications have been received. Draft rankings will be released one month prior to the final rankings, during which time project sponsors will have the opportunity to provide comments on their scores. Staff will consider these comments and adjust rankings as necessary, before releasing final rankings and a draft recommended program to the Technical Committee for review. If staff is unable to come to a decision on a project's ranking, it may refer the issue to the Technical Committee for review and approval.

The Technical Committee will review the project rankings and draft recommended program before they are released for a 30-day public comment period. After the comment period, Northwest Council staff will revise the recommended program if necessary and will bring the final program before the Technical Committee for approval.

Regional Transportation Significance	35 points (17.5%)
Safety	35 points (17.5%)
Prior Agency Funding	5 points (2.5%)
Complete Streets/Multimodal Improvements	50 points (25%)
Congestion Mitigation	30 points (15 %)
Project Readiness	40 points (20 %)

Inclusion in Current Northwest Council STP Program

5 points (2.5%)

A. Regional Transportation Significance (35 Points)

Points for regional transportation significance will be based off of both the existing annual average daily traffic of the subject roadway and the number of participants who are financially contributing to the project, either directly or in-kind.

Traffic Volume

Points for annual average daily traffic will be awarded using the following formula:

$$Points = \frac{AADT}{800}$$

(Maximum 25 possible points)

Projects occurring on roadways with an AADT of 20,000 or greater will receive the maximum 25 points.

If the project is at an intersection, the higher AADT will be used. If the traffic volume of a project changes within the project's limits, the higher count will be used. The planning liaison will use AADT data from the Illinois Department of Transportation's Getting Around Illinois website to evaluate points for this category. If not available, the planning liaison may ask project sponsors to provide AADT data.

Contributing Participants

Participants must either make a direct financial contribution to the project or contribute in-kind via the donation of right-of-way or the granting of easements. Projects will not earn points for having additional sponsors who are not financially contributing. A letter of intent or other documentation of financial or in-kind support must be submitted in order for a project to receive points in this category.

Number of Contributing Participants	Points
3 or more participants	10
2 participants	5
1 participant	0

B. Safety (35 Points)

Safety scores are calculated based on both need and improvement. Safety need is calculated using IDOT's safety road index (SRI) for roadway segments, which is based on a road segment or intersection's Potential for Safety Improvement score. PSI scores are categorized within peer groups, ensuring that crash rates are compared across similar road types. IDOT has developed SRI scores for local and state routes, and that data will be available to NWMC staff.

The safety improvement score is based off of the expected benefit from the safety improvements included in the project. CMAP staff is developing a list of common safety improvements and their related crash reduction factors (CRFs). CRFs will be developed based on information from IDOT, the Crash Modification Clearinghouse, and the Highway Safety Manual. If multiple countermeasures are included in the project, NWMC staff will use the highest CRF when scoring the project's safety improvement. Only countermeasures which address type K and/or A (fatal or serious injury) crashes will be considered when assigning scores for this section.

More information on the calculation of SRI is available [here](#). More information on the SMART SCALE Safety Factor Evaluation is available [here](#).

Safety Need

SRI Category	Points
Critical	20
High	15
Medium	10
Low	5
Minimal	0

Safety Improvement

CRF	Points
Above 50%	15
36%-49%	11.25
26%-35%	7.5
16%-25%	3.75
15% and under	0

C. Prior Agency Funding (5 points)

In an effort to allow all communities equal access to funding, projects will earn points in this category based on the amount of STP-Local funding per capita that the sponsor agency has had obligated or federally authorized (i.e. in Advance Construction status in the eTIP database) in the past three federal fiscal years (FFYs). Funding data will be taken from the CMAP Transportation Improvement Program (TIP) database. Population figures will be based on the most recent U.S. Census. Funding which was originally programmed in a year prior to 2017, but which was eventually obligated between 2017-2019 due to the conversion of phases in advance construction, will not count toward a community's total. Funding allocated to a municipality through the STP-Shared Fund also will not count toward a community's total.

Any project being undertaken on a minor arterial or higher will receive the full five points in this category, regardless of the sponsor agency's previous level of STP funding.

STP Funding Per Capita in Previous Three Years	Points
≤ \$100	5
> \$100 and ≤ \$300	2.5
> \$300	0
Project on roadway classified as a minor arterial or above	5

D. Complete Streets/Multimodal Improvements (50 Points)

Projects can receive up to 50 points in this category. ~~25~~30 points will be awarded if a community has adopted a complete streets policy or ordinance. NWMC staff will use guidelines from Smart Growth America to evaluate each complete streets policy. Based on these guidelines, policies should include as many of the following as possible:

- **Vision and Intent** – includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete and connected network and specifies at least four modes, two of which must be walking or biking.
- **Diverse Users** – Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
- **Commitment in all projects and phases** – Applies to new, retrofit/reconstruction, maintenance and ongoing projects.
- **Clear, accountable expectations** – Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
- **Jurisdiction** – Requires interagency coordination between government departments and partner agencies on Complete Streets.
- **Design** – Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
- **Land use and context sensitivity** – Considers the surrounding community's current and expected land use and transportation needs.
- **Performance Measures** – Establishes performance standards that are specific, equitable, and available to the public.
- **Project Selection Criteria** – Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
- **Implementation steps:** Includes specific next steps for implementation of the policy.

Examples of Complete Streets policies from around the region are available on the [Active Transportation Alliance website](#).

~~1520~~ points will be awarded if the project includes incorporation of new complete streets elements. 10 points will be awarded if the project only involves the replacement or maintenance of existing complete streets infrastructure. If the project involves a substantial change to the design or function of a pedestrian, bicycle, or transit facility (i.e. replacing an on-street bicycle facility with an off-street multi-use path, or replacing sidewalks with a multi-use path), the project will receive the ~~1520~~ points for the incorporation of new complete streets elements. Three projects with the most Complete Streets elements included in their project scope will be awarded an additional 10 points in this category. Improvement or maintenance of ADA related elements is excluded from eligibility towards Complete Streets points.

If the project has documented an exception to the inclusion of complete streets elements in Phase I or Phase II engineering, the project will receive 10 points in this category. Possible exceptions include, but are not limited to:

- The costs of including accommodations for bicyclists, pedestrians, or transit are excessively disproportionate to the need for those accommodations.
- Construction of multimodal accommodations is not possible due to environmental concerns or surrounding land use.
- The use of certain modes of transportation is prohibited by law along the affected roadway.
- An existing project along the same corridor provides a comparable level of multimodal service to similar destinations as the proposed project.

Exceptions must be documented and submitted to the Planning Liaison as part of the application process. Ideally, these exceptions would also be documented in a municipality's Complete Streets policy. NWMC staff will evaluate each exception on a case-by-case basis, subject to approval by the Technical Committee. More information on Complete Streets policies and design elements can be found in the [CMAP Complete Streets Toolkit](#).

Action Taken	Points
Community has adopted a Complete Streets policy	25 30
Project includes new or upgraded Complete Streets elements	15 20
Project includes replacement or maintenance of existing Complete Streets infrastructure OR sponsor has documented an exception in Phase I or Phase II	10
<u>Additional points for the Top 3 projects in category</u>	<u>10</u>

E. Congestion Mitigation (30 Points)

Congestion mitigation points will be awarded based on the subject roadway's existing level of service and projected level of service improvement. Applicants will be required to demonstrate a projected level of service improvement in order to receive points. If the subject project does not address congestion mitigation, the project will receive zero points in this category.

Existing Level of Service

Level of Service	Points
F	15
E	10
A-D	0

Level of Service Improvement

Improvement	Points
3 levels	15
2 levels	10
1 level	5
No improvement	0

F. Project Readiness (40 Points)

Points will be awarded in this category based on the status of Phase I or Phase II Engineering, as well as the completion of right-of-way acquisition. Projects will also earn points if right-of-way acquisition is not required. Documentation will need to be submitted to the Planning Liaison in order for the project to earn points in any of the following categories.

Current Project Status

Project Status	Points
Phase II engineering contract executed	25
Design Approval granted by IDOT	20
Draft Phase I Engineering Report (PDR) Submitted to IDOT	10
Applicant has entered into Phase I engineering contract, or has committed to completing Phase I locally	3
Project has not started Phase I	0

Right-of-Way Acquisition Status

Right-of-Way Status	Points
ROW acquisition is complete or not required	15
ROW acquisition underway*	5
ROW acquisition has not started	0

*Right-of-way acquisition will be considered as “underway” if the applicant is able to provide documentation that appraisal of the subject properties has been completed and can reasonably demonstrate that negotiation is underway. An executed Right-of-Way agreement with IDOT will

also be sufficient to earn points in this category, if land acquisition is being federally funded. Documentation must be submitted as part of the application process.

G. Inclusion in Current Northwest Council STP Program (5 Points)

Projects which are included in the current Northwest Council STP Contingency Program ~~STP program, but for which construction funding has not yet been obligated,~~ will receive five points. ~~This provision will only apply for the 2020 call for projects.~~

VII. PROJECT SELECTION CRITERIA – RESURFACINGS

The following scoring methodology shall be used for LAFO, LASO, and resurfacing projects. The maximum amount of points a project can receive is 200.

Regional Transportation Significance	50 points (25%)
Complete Streets/Multimodal Improvements	50 points (25%)
Project Readiness	40 points (20%)
Pavement Condition	50 points (25%)
Prior Agency Funding	5 points (2.5%)
Inclusion in Current Northwest Council STP Program	5 points (2.5%)

A. Regional Transportation Significance (50 Points)

Points for regional transportation significance will be awarded based on the existing annual average daily traffic of the subject roadway.

Points for annual average daily traffic will be awarded using the following formula:

$$Points = \frac{AADT}{400}$$

(Maximum 50 possible points)

Projects occurring on roadways with an AADT of 20,000 or greater will receive the maximum 50 points.

If the project is at an intersection, the higher AADT will be used. If the traffic volume of a project changes within the project's limits, the higher count will be used. The planning liaison will use AADT data from the Illinois Department of Transportation's Getting Around Illinois website to evaluate points for this category. If not available, the planning liaison may ask project sponsors to provide AADT data.

B. Complete Streets/Multimodal Improvements (50 Points)

Projects can receive up to 50 points in this category. ~~2530~~ points will be awarded if a community has adopted a complete streets policy or ordinance. NWMC staff will use guidelines from Smart Growth America to evaluate each complete streets policy, which are listed in section VI D. of this handbook. ~~1520~~ points will be awarded if the project includes incorporation of new complete streets elements. 10 points will be awarded if the project only involves the replacement or maintenance of existing complete streets infrastructure. If the project involves a substantial change to the design or function of a pedestrian, bicycle, or transit facility (i.e. replacing an on-street bicycle facility with an off-street multi-use path, or replacing sidewalks with a multi-use path), the project will receive the full ~~1520~~ points for the incorporation of new complete streets elements. Projects with the top 3 most elements Complete Streets elements included in their project scope will be awarded an additional 10 points in this category. Improvement or maintenance of ADA related elements is excluded from eligibility towards Complete Streets points.

Projects will also earn 10 points in this category if an exception to the inclusion of complete streets infrastructure has been documented by the project sponsor in Phase I or Phase II engineering. More information on possible exceptions is provided in section VI D.

Action Taken	Points
Community has adopted a Complete Streets policy	2530
Project includes new or upgraded Complete Streets elements	1520
Project includes maintenance or replacement of existing Complete Streets infrastructure OR sponsor has documented an exception in Phase I or Phase II	10
<u>Additional points for the Top 3 projects in category</u>	<u>10</u>

C. Project Readiness (40 Points)

Points will be awarded in this category based on the status of Phase I or Phase II Engineering, as well as the completion of right-of-way acquisition. Projects will also earn points if right-of-way acquisition is not required. Documentation will need to be submitted to the Planning Liaison in order for the project to earn points in any of the following categories.

Engineering Status

Project Status	Points
Phase II engineering contract executed	25
Design Approval granted by IDOT	20
Draft Phase I Engineering Report (PDR) Submitted to IDOT	10
Applicant has entered into Phase I engineering contract, or has committed to completing Phase I locally	3
Project has not started Phase I	0

Right-of-Way Acquisition Status

Right-of-Way Status	Points
ROW acquisition is complete or not required	15
ROW acquisition underway*	5
ROW acquisition is required and has not started	0

*Right-of-way acquisition will be considered as “underway” if the applicant is able to provide documentation that appraisal of the subject properties has been completed and can reasonably demonstrate that negotiation is underway. An executed Right-of-Way agreement with IDOT will also be sufficient to earn points in this category, if land acquisition is being federally funded. Documentation must be submitted as part of the application process.

D. Pavement Condition (50 points)

Points in this category will be awarded based on Pavement Condition Index data provided by CMAP. Condition ratings range from poor to excellent, and are based on ratings for the International Roughness Index (IRI), percent cracking, rutting, and faulting. Data will be provided for all federal-aid eligible routes. Data collection is consistent with federal pavement performance measures.

[IDOT’s Condition Rating Survey \(CRS\)](#) data will be used where PCI data is not available. If neither data source is available, local pavement testing data will be considered. If no testing data is available, Council staff will estimate pavement condition index score.

Pavement Condition Rating	Points
Poor (0-45)	50
Fair (46-60)	30
Good (61-75)	10
Excellent (76-100)	0

E. Prior Agency Funding (5 points)

In an effort to allow all communities equal access to funding, projects will earn points in this category based on the amount of STP-Local funding per capita that the sponsor agency has had obligated or federally authorized (i.e. in Advance Construction status in the eTIP database) in the past three federal fiscal years (FFYs). Funding data will be taken from the CMAP Transportation Improvement Program (TIP) database. Population figures will be based on the most recent U.S. Census. Funding which was originally programmed in a year prior to 2017, but which was eventually obligated between 2017-2019 due to the conversion of phases in advance construction, will not count toward a community’s total. Funding allocated to a municipality through the STP-Shared Fund also will not count toward a community’s total.

Any project being undertaken on a minor arterial or higher will receive the full five points in this category, regardless of the sponsor agency’s previous level of STP funding.

STP Funding Per Capita in Previous Three Years	Points
≤ \$100	5
> \$100 and ≤ \$300	2.5
> \$300	0
Project on roadway classified as a minor arterial or above	5

F. Inclusion in Current Northwest Council STP Program (5 Points)

Projects which are included in the current Northwest Council ~~Contingency Program~~ STP program, but for which construction funding has not yet been obligated, will receive five points. ~~This provision will only apply for the 2020 call for projects.~~