

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
Tom Dailly
Schaumburg

Vice-President
Rodney Craig
Hanover Park

Secretary
Donna Johnson
Libertyville

Treasurer
John Lockerby
Skokie

Executive Director
Mark L. Fowler

NORTHWEST COUNCIL OF MAYORS

TECHNICAL COMMITTEE

Agenda

Friday, October 27, 2023

8:30 a.m.

Barrington Village Hall

- I. Call to Order**
- II. Approval of July 21, 2023 Meeting Minutes (Attachment A)**
Action Requested: Approval of minutes
- III. Agency Reports**
 - a. CMAP Report (Attachment B)
 - b. Cook County Department of Transportation and Highways
 - c. IDOT Highways Report
 - d. IDOT Local Roads Update (Attachment C)
 - e. Illinois Tollway (Attachment D)
 - f. Metra (Attachment E)
 - g. Pace (Attachment F)
 - h. RTA (Attachment G)**Action Requested:** Informational
- IV. Northwest Council Surface Transportation Program**
 - A. Current Program Update (Attachment H)**
Staff will provide an overview of the current program, noting carryover changes that had occurred since the previous meeting.
Action Requested: Informational/Discussion
 - B. Approval of Current Program (Attachment I)**
Committee approval is needed to include changes in the current program.
Action Requested: Approve program
- V. Proposed Change to STP Methodology (Attachment J)**
Staff will present a proposed change that has the support of the STP Methodology Working Group for consideration by the Technical Committee.
Action Requested: Approve Change
- VI. Surface Transportation Handbook (Attachment K)**
Staff will present the revised Northwest Surface Transportation Handbook that will be used for the upcoming Call for Projects that includes all of the approved methodology changes from the past year.
Action Requested: Approve Handbook
- VII. STP-L Call for Projects**
Staff will announce the opening of the STP-L Call for Projects for FFY 2028.
Action Requested: Informational

VIII. Meeting Dates (Attachment L)

Staff will present proposed meeting dates for FFY 2024 and requests feedback and approval from the committee.

Action Requested: Approve meeting dates

IX. Other Business

X. Next Meeting

The next Northwest Council of Mayors Technical Committee meeting is scheduled for Friday, January 26 at 8:30 a.m. at the Barrington Village Hall.

XI. Adjourn

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NORTHWEST COUNCIL OF MAYORS

TECHNICAL COMMITTEE

Minutes

Friday, July 21, 2023

8:30 a.m.

Barrington Village Hall

The Northwest Council of Mayors Technical Committee met on Friday, July 21, 2023 at the Barrington Village Hall. The following committee members were in attendance:

President Karen Darch, Chair
 Village President Tom Hayes
 Dane Bragg
 Michael Cassidy
 Reid Ottesen
 Brian Townsend
 Jon Sfondilis

Others Present:

Mike Pagonis
 Aldair Vargas
 Heather Lis
 Scott Anderson
 Eric Schmidt
 Alan Wenderski
 Tom Powers
 Matt Barry
 Aaron Grosskopf
 Mayor Paula McCombie
 Dan Kaup
 Alex Househ
 Jessica Rybarczyk
 Jon Haadsma
 Kasia Hart
 Bill Barnes
 Katie Herdus
 Kelsey Passi
 Dave Block
 Zubair Haider
 Janice Pang
 Derek Mall
 Jack Melhuish
 Jacob Thede
 Duane O’Laughlin
 Eric Czarnota
 Mark Fowler

Village of Barrington
 Village of Arlington Heights
 Village of Buffalo Grove
 Village of Mount Prospect
 Village of Palatine
 Village of Schaumburg
 Village of Wheeling

Village of Arlington Heights
 Village of Arlington Heights
 Village of Barrington
 Village of Barrington
 Village of Elk Grove Village
 Village of Hoffman Estates
 Village of Niles
 Village of Palatine
 City of Rolling Meadows
 Village of South Barrington
 Village of Wheeling
 IDOT
 Pace
 CMAP
 CMAP
 CMAP
 IDOT Highways
 IL Tollway
 Transystems
 Baxter & Woodman
 Chastain & Associates
 Civiltech
 HR Green
 BLA
 Ciorba Group
 NWMC
 NWMC

I. Call to Order

President Darch called the meeting to order at 8:30 a.m., and asked attendees to introduce themselves.

II. Approval of April 28, 2023 Meeting Minutes

Mayor Hayes moved approval of the April 28, 2023 meeting minutes. Mr. Sfondilis seconded the motion, which was unanimously approved.

III. Agency Reports**a. CMAP Report**

Mr. Haadsma reported that CMAP has recently released the draft recommended program for the TAP-L, Carbon Reduction Program (CRP), and STP Shared Fund Call for Projects and are now accepting public comments on the program. He also mentioned that CMAP has updated their community snapshot data, which is now available for viewing.

b. IDOT Highways Report

Ms. Herdus introduced herself and informed the committee that she will be replacing Mr. Farmer as the IDOT highways representative moving forward. She reported on the IDOT Multiyear Highway Improvement program, noting that through FY 2024-2028, \$307 million will be allocated for state routes within the Northwest Council.

c. IDOT Local Roads Update

Mr. Househ announced the opportunity to apply for various grants, including the Community Connect Grant, Illinois Trails Grant Program, Reconnecting Communities and Neighborhoods Grant, Safe Routes to School, and the Wildlife Crossings Program.

d. Illinois Tollway

Ms. Passi reported that the Tollway is partnering with the Illinois State Police for six child safety seat events throughout the region. She discussed the IPASS Assist program, which assists income-eligible individuals and families in realizing the benefits of I-PASS. Additionally, Ms. Passi mentioned that the Illinois Tollway has started sending out notices of violation, with over 6 million invoices totaling more than \$110 million remaining unpaid over the last few years. She also announced that the Illinois Tollway now offers an app that users can use to pay tolls or set up transponders.

e. Cook County Department of Transportation and Highways

Written report provided.

f. Metra

Written report provided.

g. Pace

Ms. Rybarczyk reported on the recently launched pilot Pace Connect program, which is a late-night ride-hailing service designed to meet first/last-mile transportation needs during times when fixed-route public transportation isn't readily available. Additionally, she announced that Pace will soon start offering Sunday service on the Pulse Dempster line.

h. RTA

Written report provided.

IV. CMAP PART Presentation

Bill Barnes, Deputy of Regional Policy and Implementation at the Chicago Metropolitan Agency of Planning (CMAP), presented the Plan of Action for Regional Transit (PART) project. The General Assembly tasked CMAP with developing legislative recommendations for the region's transit system to address an anticipated budget shortfall of \$730 million in 2026. The plan is scheduled to be submitted to the governor and General Assembly on or before January 1, 2024.

V. Northwest Council Surface Transportation Program**A. Current Program Update**

Staff provided an overview of the current program, noting any changes since the previous meeting.

B. Cost Increase Request

Mr. Czarnota reported that the council received four cost increase requests due to the return of funding to the council budget. However, he said only two projects, one in Elk Grove and one in Palatine, were recommended to receive a cost increase on the other projects were deemed ineligible. *Mr. Ottesen moved for approval to return the funding to the council, Mr. Townsend seconded the motion, which was unanimously approved. Mr. Bragg moved for approval of the cost increase, Mr. Cassidy seconded the motion, which was unanimously approved.*

C. Approval of Current Program

Mayor Hayes moved approval of the current program. Mr. Bragg seconded the motion, which was unanimously approved.

VI. Proposed Changes to STP Methodology

Staff presented a summary of proposed changes discussed by the STP Methodology Working Group, which convened on July 6. The Technical Committee approved the Working Group's recommendation to adopt a new scoring breakdown for complete streets, while maintaining the Safety Data scoring without changes. However, there was still no consensus reached regarding the level of service scoring within the congestion mitigation section. The committee directed staff to review the matter and present a suggestion at the next meeting.

VII. Other Business

Mr. Czarnota announced that the tentative start date for the STP-L Call for Projects will be October 30.

VIII. Next Meeting

Mayor Darch said the next meeting is scheduled for Friday, October 27 at 8:30 a.m. at the Barrington Village Hall.

IX. Adjourn

Mr. Townsend moved to adjourn the meeting at 9:48 a.m. Mr. Bragg seconded the motion, which was unanimously approved.

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CMAP News

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

Job Opportunities

CMAP is hiring for several full-time positions: a [Senior Research Analyst](#) and an [Air Quality Analyst](#) in the Research, Analysis and Programming Department; a [Designer](#) in the Communications and Engagement Department; and a [Policy Principal](#) and [Senior Climate Policy Analyst](#) in the Regional Policy and Implementation Department. Visit CMAP's [Careers page](#) to discover more job opportunities.

Additionally, Kane County Division of Transportation is hiring for a [Regional Planning Liaison and Special Projects Coordinator](#).

Plan of Action for Regional Transit (PART)

As directed by [Public Act 102-1028](#), CMAP has developed a [Draft Plan of Action for Regional Transit](#) (PART) report, a set of legislative options to strengthen the regional transit system, which is facing a funding crisis that has the potential to decimate service, cripple our regional and local economies, and diminish quality of life. The PART report leverages findings and input from the RTA and its [Transit is the Answer](#) strategic plan, as well as CMAP's [Mobility Recovery](#) project. Recommendations for system improvements and funding approaches are available on the [PART web page](#).

As part of this process, CMAP was also required to assemble a [steering committee](#) comprised of business, civic, labor, and environmental stakeholders who helped guide development of the recommendations. The PART steering committee met five times. At their joint meeting on October 11, 2023, the CMAP Board and MPO Policy Committee authorized the submission of the PART report to the General Assembly and Governor's Office for consideration.

Program Status Updates

CRRSAA Program

On December 27, 2020, Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) resulted in the allocation of \$42,647,247 to be programmed and managed by CMAP. The [Regional CRRSAA Status Report](#) and [Accounting Summary](#) were updated in July 2023.

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

Surface Transportation Program

The [STP Project Selection Committee](#) last met on August 31, 2023. At the meeting, the committee approved the Recommended FFY 2024 – 2028 Shared Fund [Active](#) and [Contingency](#) programs. TIP changes incorporating the active program were approved by the MPO Policy Committee on October 11, 2023. The committee is scheduled to meet next on **November 2, 2023** at 9:30 am. [Meeting Materials](#) are posted on CMAP's Legistar page one week in advance of the meetings. Program status reports for the STP Shared Fund, based on quarterly updates submitted by project sponsors and an accounting of available, programmed, and obligated funds for the region are available on CMAP's [STP web page](#).

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

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

The most recent CMAQ Project Selection Committee (PSC) meeting was held on August 31, 2023, and the committee approved the Recommended FFY 2024-2028 [CMAQ, CRP](#) and [TAP-L](#) programs. TIP changes incorporating the programs were approved by the MPO Policy Committee on October 11, 2023. The committee's next meeting is scheduled for **November 2, 2023**. [Meeting materials](#) are posted on CMAP's Legistar page one week in advance of the meetings. Information for submitting change requests for CMAQ or TAP-L funded projects can be found on CMAP's [CMAQ web page](#).

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

Safe Travel for All Roadmap (STAR)

CMAP's STAR program continues to work to improve regional travel safety with assistance, resources and policy development. CMAP's Speed management paper is in the final stages of review to share with partners and the public. Our *Safe Streets and Roads for All* Regional Safety Action Plan program will kick off before the end of the year, with six county-led safety action plans across the region. The procurement process is nearing completion, with staff and county representatives reviewing 11 proposals for the 6 county safety action plans, hoping to align the responses with county needs and budgets. The Regional Equity and Engagement consultant responses are also under review.

Technical assistance work also includes:

- Glendale Heights Bicycle and Pedestrian Plan (Recommendations phase)
- Round Lake Beach Bicycle and Pedestrian Plan (Recommendations phase)
- Alsip Bicycle and Pedestrian Plan (anticipated start late October)
- Richmond Bicycle and Pedestrian Plan (anticipated start November)
- West Cook Bicycle and Pedestrian Plan (anticipated start November)
- Greater Ashburn Safety Action Plan (anticipated start November)

Staff Contact: Lindsay Bayley, 312-386-8826

CMAP Products and Data

New CMAP Data Hub

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

2023 Community Data Snapshots

Updated CMAP [Community Data Snapshots](#) are now available. The annual snapshots provide data-driven profiles for every county, municipality, and Chicago Community Area (CCA) in our region. The snapshots include updated demographic, socioeconomic, and employment data from the American Community Survey (ACS) datasets, updated land use summaries using data from the [Land Use Inventory](#),

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and updated estimated vehicle miles traveled per household. Staff has also created a [toolkit](#) to help communities share this information.

Improving Accessibility in the Region

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

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

- The ADA and Title II and Illinois Accessibility Code training - September 14, Glen Ellyn Police Department (ADA and Title II materials can be found [here](#), Illinois Accessibility Code materials can be found [here](#), and a recording will be available soon)
- ADA coordinator training - October 11, Brookfield Village Hall (materials and recording will be available soon)
- ADA self-evaluation and design standards - November 8, Arlington Heights Senior Center
- ADA transition plans - November 9, Arlington Heights Senior Center

IJA Booklet and Resources for Communities

CMAP has launched an [online resource](#) to provide communities and partners with the essential information they need to know about IJA and its benefits to the region. This includes funding estimates for existing transportation programs as well as new programs that can make our regional transportation system stronger and more resilient for the next generation of users.

CMAP has also been working with partners and stakeholders to prioritize and achieve consensus around sustainable solutions to our region's transportation challenges. The highest priority projects for the region are reflected in the [IJA booklet](#). These projects align with the [core principles](#) that guide IJA and our region — inclusive growth, resilience, and prioritized investment.

From Our Partners

IDOT 2022 Pavement and Structure Data

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

2022 Statewide Crash Data

On June 20, 2023 IDOT released [Circular Letter 2023-18](#) regarding the 2022 statewide crash data and safety portal. The information can be accessed by logging into [IDOT's Safety Portal](#), which provides access to search and retrieve individual crash reports, view the location of a crash on a map, access the full 10-year retention period for historical and trend analysis purposes of sites and crashes, and generate standardized summary reports of crash data based on various input parameters. Additional crash data may be requested by contacting the Bureau of Data Collection at DOT.DTS.DataRequests@illinois.gov.

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Additionally, the 2021 Illinois [Crash Facts and Statistics Publications](#) are also available on the IDOT website.

Bicycle Facility Inventory System

IDOT has launched the [Bicycle Facility Inventory System](#). Users have access to add new facilities, update existing facilities, and mark facilities as decommissioned. A recording of the April 5th [webinar](#) which demonstrates how to use the system is available. For questions and additional information please email: DOT.BikePed@Illinois.gov.

Vulnerable Road User Safety Assessment

On March 15, 2023, IDOT released [Circular Letter 2023-10](#). With the passage of IJJA, IDOT is required to assist and support LPAs to perform a Vulnerable Road User (VRU) Safety Assessment as part of the state's Highway Safety Improvement Plan. The law establishes that the VRU Safety Assessment must be completed no later than **November 15, 2023**. You can help improve safety by identifying areas in your community that may be unsafe for bicyclists, pedestrians, or other vulnerable road in a new [online map](#).

Funding Opportunities

Illinois Special Bridge Program

On September 19, 2023 IDOT released [Circular Letter 2023-27](#) detailing the FY 2029 Illinois Special Bridge Program. Local and state major highway bridges meeting all the criteria will be eligible. Only construction and construction engineering costs will be eligible for funding. However, the total project cost for all engineering, utilities, land acquisition, and construction costs, including minimal approach work, must be at least \$1,000,000. Application must be submitted to the appropriate District Local Roads office by **October 31, 2023**. District offices are responsible for submitting applications to the Central Bureau of Local Roads and Streets by November 3, 2023. Questions should be directed to Melinda Kos, (217) 785-5178 or Melinda.Kos@illinois.gov.

Electric Vehicle Charger Reliability and Accessibility Accelerator

U.S. DOT has released the [NOFO](#) for the Electric Vehicle Charger Reliability and Accessibility Accelerator grant program. The program will provide up to \$100 million in Federal funding to repair and replace existing but non-operational, EV charging infrastructure. Eligible applicants include only State DOTs and Local Public Agencies; however, the chargers may be publicly or privately owned provided they are available to the public without restriction. Applications are by **November 13, 2023** through [Grants.gov](#). A webinar will be held on September 21, 2023 at 2:00pm CT. Register [here](#).

Bridge Investment Program, Large Bridge Project Grants

U.S. DOT has released the [NOFO](#) for the FY 2023-2026 Bridge Investment Program, Large Bridge Project Grants. Large Bridge Project Grants under the Bridge Investment Program are available for bridges with total eligible project costs over \$100 million. The minimum grant award is \$50 million and the maximum grant awards is 50 percent of the total eligible project costs. Visit the [Bridge Investment Program website](#) to find more information, including a Benefit-Cost Analysis Tool, a fact sheet, Q&A, and information about 2022 recipients.

The deadlines for applications to be submitted via [Grants.gov](#) are:

- **November 27, 2023**, for consideration of FYs 2023 and 2024 funds.
- **August 1, 2024**, for consideration of FY 2025 funds.
- **August 1, 2025**, for consideration of FY 2026 funds.

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FY 2023 Thriving Communities Program (TCO)

USDOT has released information on the [FY 2023 Thriving Communities Program](#). Applications are being accepted for two programs. The [Thriving Communities National Capacity Builder Program](#) is for applicants interested in providing support to communities. Additional information can be found in the [NOFO](#). The application period will close on **November 28, 2023**. The [Regional Pilot Program](#) is for applicants seeking to receive support. These applicants must submit a [Letter of Interest](#) by **November 15, 2023**. Webinar for both programs will be held in September. Registration information is available [here](#).

Public Input Opportunities

Pathways to Removing Obstacles to Housing (PRO Housing)

Cook, DuPage, Kane, Lake, McHenry, and Will counties are partnering with CMAP to apply for the U.S. Department of Housing and Urban Development [Pathways to Removing Obstacles to Housing \(PRO Housing\)](#) grant program, which supports communities in developing affordable housing.

CMAP is hosting a [public hearing](#) on the application (in-person and virtual) on **Thursday, October 19 from 3:00 to 5:00 p.m.** The draft application will be available online for public review and comment on October 15. For those wishing to attend the public hearing virtually, [registration](#) is required.

Training Opportunities

IDOT's T2 Fall Training Program

The Illinois Technology Transfer Center has an exciting lineup of course offerings this fall. The course [program](#) is now available online. Please register for all courses using [this form](#). IDOT also offers on demand, virtual courses through the [Learning Management System](#). For questions, contact Barry Kent at barry.kent@illinois.gov.

New FHWA Learning Management System

FHWA's National Highway Institute launched its new [Blackboard Learning Management System \(LMS\)](#) to provide a more interactive and user-friendly platform, offering easier access to course information, simplified course registration, transcript viewing, and online management of profile information and passwords. More than 30 self-directed training courses are currently available through NHI's LMS, and NHI will continue to migrate its Self-Directed Training courses between now and the Fall of 2023.

Integrating Transportation and Land Use

The [Integrating Transportation and Land Use](#) web-based training (WBT) course is designed to help practitioners plan multimodal transportation systems that supports community development goals and shape land use patterns that support transportation system performance goals. Course lessons include determining the interplay between transportation systems and land use development patterns, the processes and principles that influence integrated transportation and land use planning, and strategies for applying integrated land use and transportation principles to different types and scales of planning and decision-making processes. Target audience includes Mid-level State DOT employees, City and County engineers and planners, MPO staff, transit operators, Federal employees (FHWA, FTA, EPA), resource agency staff, consultants, elected officials, regulatory agency staff, local zoning officials, site designers, citizen activists, developers, media representatives and business leaders.

Every Day Counts (EDC) Virtual Summit

The EDC-7 summit was conducted virtually and included 2,000 attendees from State DOTs, local agencies, federal land management agencies, tribes and industry. The seven initiatives feature strategies

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to improve safety for all users, build sustainable infrastructure for the future, and grow an inclusive workforce. The presentations, fact sheets, videos, virtual booths, and pdfs of homegrown innovations developed by the National State Transportation Innovation Council (STIC) Network are available on-demand to all registered participants **through February 2024**. Register for the on-demand summit [here](#).

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Federally-Funded Project Implementation and Active Program Management Reminders – October and November 2023

10/19/2023

Change requests due for CMAQ, CRP, and TAP-L funded construction phases targeting the January 2024 state letting, or non-construction projects targeting federal authorization before December 1, 2023

10/20/2023

Fall 2023 TIP conformity amendments due

11/17/2023

Pre-final plans due for projects targeting the April 2024 state letting

11/27/2023

Final agreements due for projects targeting the January 2024 state letting

Final PS&E and Draft Agreements due for projects targeting the March 2024 state letting

###

This information is compiled from these official sources:

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

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

Selections: RCO: 03	Engineer:
Fund:	Tip Fund:

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

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	Environmental Approval	Public Hearing Status	Design Appv Requested CD	ROW Req CD Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
1	ARLINGTON HTS 220021700RS	FAU2633 - Wilke Rd S of US 14 to IL 62 RESURFACING	4,988,610	03-20-0035 E1: / / / / E2: / / / / RW: / / / / C: FFY24 / STPL / 4,988,610 / 2,398,000 /	CE 1 8 /19/2022	NR		No		1/19/2024	AH CR CBBEL	NR	* NR * * * * * * * * * *
3193								REMARKS:					
2	BARRINGTON 110008700GS	FAP0305 - US14 IL 59 to E Valencia Ave GRADE SEPARATION	43,000,000	03-14-0010 E1: / / / / E2: / / / / RW: / / / / C: FFY24 / STPL / 43,000,000 / 34,000,000 / / ILL / 4,500,000 /	CE 2 8 /29/2014	NR		Yes	A 8 /29/2014	3/8/2024	AH CR Civiltech	A No	NR * NR * * * * * * * * *
3202								REMARKS: Letting dependent upon ROW and RR Clearance (9-22-23).					
3	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 ROW (3-13-19).					
4	ELK GROVE VILL 190007000BR	MS - Willngtn/Leicstr Lake Cosman CULVERT REPLACEMENT	3,300,000	03-19-0007 E1: FFY20 / BRPP / 156,219 / 124,219 / A / / / / 0 / E2: FFY21 / BRP2 / 260,000 / 208,000 / A / / / / / RW: FFY23 / BRPR / 400,000 / 320,000 / / / / / / C: FFY24 / BRP / 3,300,000 / 2,640,000 / / / / / /	CE 1 9 /27/2021	NR		Yes		3/8/2024	AH CR B & W	NR Yes	* NR * * * * * * * * * * *
2951								REMARKS:					

Selections: RCO: 03	Engineer:
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
 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 CD DT	ROW Req CD Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
5 HOFFMAN ESTATES 190010600RS 3203	FAU3725 - Beverly Rd Prairie Stone Pkwy to Beacon Pointe Dr RESURFACING BIKEWAYS	2,167,000	03-22-0001 E1: / / / / E2: / / / / RW: / / / / C: FFY24 / STPL / 2,167,000 / 1,625,250 /	CE 1 10/19/2021	NR		Yes A 9/15/2023		11/17/2023	AH CR Civiltech	NR	* NR * * * * * * * * * *
6 MOUNT PROSPECT 230017800RS 3215	FAU1300 - Central Rd Westgate Rd to Wolf Rd RESURFACING	990,000	03-22-0029 E1: / / / / E2: / / / / RW: / / / / C: FFY24 / STPL / 990,000 / 565,000 /	CE 1	NR		No E 9/30/2023		3/8/2024	AH CR	NR	* NR * * * * * * * * * *
7 NILES 130011800WR 3074	FAP0341 - Touhy Ave Gross Point Rd INTERSECTION IMPROVEMENT	3,177,016	03-09-0072 E1: / / / / E2: FFY21 / STPL / 224,000 / 112,000 / / SO / 100,974 / RW: FFY21 / LAO / 553,000 / C: FFY22 / STPL / 3,177,016 / 2,500,000 / / SO / 563,559 /	CE 2 3/20/2020	NR		Yes A 11/9/2022 A 3/20/2020		3/10/2023 3,923,898	AH CR H. R. Gree	NR	* NR * * * * * * * * * *
8 NILES 180013100SW 3194	Var - Various See Notes SIDEWALKS INTERSECTION IMPROVEMENT	4,383,445	03-19-0040 E1: / / / / E2: / / / / RW: / / / / C: FFY23 / HSIP / 1,040,000 / 909,000 / / CMAQ / 862,945 / 636,577 / / STE / 2,480,500 / 1,984,400 /	CE 1 12/10/2020	NR		Yes		11/17/2023	AH CR HR Green	NR	* NR * * * * * * * * * *

Selections: RCO: 03	Engineer:
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
 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 CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
9 PALATINE 170010200PV	FAU1285 - Palatine Rd to Quentin Rd RECONSTRUCTION ADDITIONAL LANES/BIKEWAY	10,304,500	03-16-0008 E1: FFY18 / STPL / 380,000 / 190,000 / A E2: FFY23 / STPL / 958,000 / 479,000 / RW: FFY24 / STPL / 506,000 / 253,000 / C: FFY26 / STPL / 10,304,500 / 2,874,500 / 6,711,375 /	CE 2 3/17/2022	NR		Yes		1/16/2026	AH CR BLA	NR	* NR * * * * * * * * * *
2885												
10 PALATINE 220011200RS	MS4480 - Illinois Ave to S Quentin Rd RESURFACING	1,807,000	03-23-0040 E1: / / / / E2: / / / / RW: / / / / C: FFY24 / STPL / 1,807,000 / 830,000 /	CE 1 1/26/2023	NR		No		1/19/2024	AH CR BLA	NR	* NR * * * * * * * * * *
3214												
11 PROSPECT HEIGHT 190005400SW	AU2692 - Wolf Road to Palatine Frontage Rd Edward Rd/METRA Station SIDEWALKS	3,812,799	03-22-0009 E1: / / / / E2: / / / / RW: / / / / C: FFY24 / CMAQ / 985,949 / 788,759 / ITEP / 1,408,413 / 1,126,730 / HIP / 1,408,418 / 1,126,734 /	CE 1 3/8/2022	NR		Yes		1/19/2024	MS CR	NR	* NR * * * * * * * * * *
3170												
12 ROLLING MEADOWS 090009800CH	- Algonquin Road at New Wilke Road INTERSECTION IMPROVEMENT MODERNIZE TRAFFIC SIGNALS	2,700,000	03-06-0006 E1: / / / / E2: / / / / RW: MYB / STPL / 600,000 / 300,000 / C: MYB / STPL / 2,700,000 / 1,890,000 /	CE 2 9/27/2021	E PM		Yes		1/1/2024	AH CR CBBEL	Exempt	* Exempt * * * * * * * * * *
1390												

Selections: RCO: 03	Engineer:
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
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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	ROW Req CDCertified DTCD 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 *
13 ROLLING MEADOWS 190012300BT 3182	various - Euclid/Hicks W of Vemont to Hicks to Euclid to N of Kirchoff BIKEWAYS	982,200	03-22-0002 E1: / / / / E2: FFY22 / STE2 / 162,000 / 129,600 / RW: FFY23 / STER / 96,000 / 48,000 / C: FFY23 / STE / 982,200 / 785,760 /	CE 1 9/10/2021	NR		Yes		6/14/2024	AH CR	NR	* NR * * * * * * * * * *
14 ROLLING MEADOWS 200012400CH 3213	FAP0339 - Algonquin Rd New Wilke Rd INTERSECTION IMPROVEMENT	4,142,000	03-06-0006 E1: / / / / E2: FFY22 / STPL / 304,000 / 152,000 / RW: FFY23 / STPL / 70,000 / 35,000 / C: FFY24 / STPL / 4,142,000 / 3,313,000 /	CE 1 9/27/2021	NR		Yes		1/19/2024	AH CR CBBEL	NR	* NR * * * * * * * * * *
15 SCHAUMBURG 180013100PV 2911	FAP0559 - Knollwood Dr Bode Rd to Golf Rd RECONSTRUCTION	3,821,250	03-19-0035 E1: / / / / E2: / / / / RW: / / / / C: MYB / STPL / 3,821,250 / 3,057,000 /	CE 1 10/12/2018	NR		No		7/31/2026	AH CR Thomas	NR	* NR * * * * * * * * * *
16 SCHAUMBURG 190013300BT 3206	FAU2585 - Meacham/Golf American Ln to Higgins Rd to Meacham to Roosevelt Bl BIKEWAYS	1,400,000	03-19-0022 E1: / / / / E2: FFY21 / CMAQ / 239,201 / 191,360 / A RW: FFY23 / CMAQ / 345,000 / 276,000 / C: FFY24 / STE / 1,440,000 / 1,120,000 /	CE 1 12/19/2019	NR		Yes		4/26/2024	AH CR Civiltech	NR	* NR * * * * * * * * * *

Selections: RCO: 03	Engineer:
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
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Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
17 STREAMWOOD 100005502WR 3212	FAU1321 - Irving Park Rd E of Schaumburg Rd to IL 59 RECONSTRUCTION	5,737,000	03-09-0073 E1: / / / / E2: FFY21 / STPL / 468,000 / 234,000 / A RW: / / / / C: FFY24 / STPL / 5,737,000 / 3,150,000 /	CE 1 9/22/2015	NR		No		1/19/2024	AH CR H R Green	NR	* NR * * * * * * * * * *
18 STREAMWOOD 210006700BR 3185	Off - Ped Bridge IL 59 PEDESTRIAN OVERPASS	5,900,000	03-21-0003 E1: / / / / E2: FFY22 / STE2 / 479,000 / 184,000 / RW: / / / / C: FFY23 / STE / 5,900,000 / 1,816,000 /	CE 1 4/27/2022	NR		No		1/19/2024	AH CR Transyste	NR	* NR * * * * * * * * * *

Illinois Tollway Update

I-PASS Assist Program

More income-eligible drivers are receiving the cost-saving benefits of I-PASS after signing up for I-PASS Assist Accounts that also offer few up-front costs. We've put together a tool kit [I-PASS Assist Communications Toolkit - Illinois Tollway](#) if you'd like to promote this program to your residents.

Working through a partnership with the Illinois Department of Revenue and now the Illinois Department of Human services, the Tollway is able to verify the eligibility of households for I-PASS Assist using a secure web form that requires minimal information to determine if household incomes fall below the required threshold, which is based on 250 percent of Federal Poverty Guidelines or if households are currently participating in SNAP or TANF. I-PASS Assist offers eligible drivers all the benefits of I-PASS, including the standard 50 percent discount on tolls, as well as additional benefits, including waiving the transponder deposit fee and allowing drivers to open an account with as little as \$4 in prepaid tolls. In addition, participants may have fees accrued from unpaid tolls dismissed—and avoid future fees for missed tolls. Go to <https://www.illinoistollway.com/assist> to access the application.

The Official Illinois Tollway App

A quick, money-saving way for drivers to pay their tolls and avoid any fees or fines now is as close as their smartphone. It's the [Official Illinois Tollway App](#), which lets drivers use their phones or mobile devices to easily update or manage their I-PASS accounts, including adding or purchasing transponders, adding or changing payment methods and managing rental vehicle or new vehicles. Drivers who don't have I-PASS can use the app to create a Pay By Plate account that automatically pays their tolls. Because safety is priceless, drivers can use the app to call for roadside assistance with the press of a button for help with roadway emergencies so they can safely complete their trips. With the app, paying tolls and saving money is as easy as driving on the Illinois Tollway.

Notice of Violation for Unpaid Tolls

Starting in April, customers who have received multiple invoices and reminders for the same unpaid tolls will receive a notice of violation that, if ignored, will result in a \$20 fine assessed on each unpaid toll. These fines will be in addition to any previously assessed invoice fees.

Customers can go to <https://www.illinoistollway.com/ves> and search by license plate or invoice to identify unpaid tolls.

As the Tollway begins reinstating violation notices, customers with outstanding initial toll invoices issued between June 1, 2020, and September 30, 2022, will have a six-month hold placed on notices and will be eligible for a discount of up to 50 percent off fees on paid

invoices. In addition, income-eligible customers who qualify for I-PASS Assist and also establish an I-PASS account may have their fees dismissed.

Customers with outstanding initial toll invoices issued on or after October 1, 2022, will be issued a Notice of Violation, which may result in an additional \$20 fine per toll. However, customers will have an opportunity to dispute violations including via a hearing.

Since unpaid toll invoicing began in 2020 along with the agency's transition to cashless tolling, the Illinois Tollway estimates that more than 6 million invoices have gone unpaid, with a troubling trend of repeat non-compliance in a growing number of customers. This includes more than \$110 million in unpaid tolls over the past three years.

14 Days	Day 30	Day 60	Day 90	Day 120	Day 150	Day 180
Grace period to pay unpaid tolls with no fees	Invoice Issued	Second Invoice Issued	Third Invoice Issued	Notice of Violation <i>(On hold since March 2020-resuming in 2023)</i>	Final Order of Liability	Collections
<ul style="list-style-type: none"> I-PASS Pay By Plate (Non-I-PASS rate) 	<ul style="list-style-type: none"> Unpaid tolls owed \$3 per toll fee for passenger vehicles (\$5-\$15 commercial) 	<ul style="list-style-type: none"> Courtesy reminder-No additional fee 	<ul style="list-style-type: none"> Unpaid tolls owed \$3 per-toll fee for passenger vehicles (\$5-\$15 commercial) Additional \$5 fee per-toll fee added 	<ul style="list-style-type: none"> Payment via Violation Enforcement Services Customer has opportunity for dispute or hearing All unpaid tolls and fees still applicable, with warning of additional \$20 violation fine per toll 	<ul style="list-style-type: none"> Customer owes all unpaid tolls, fees and a \$20 violation fine per toll 	<ul style="list-style-type: none"> Customer may be subject to registration hold Customer may be subject to litigation

If you have any questions, please contact Kelsey Passi at kpassi@getipass.com

###



Metra Media Relations 312-322-6776

FOR IMMEDIATE RELEASE

Metra proposes \$1.1B operating budget that includes major revision to fare structure

Plan also includes \$574.9M in capital spending

CHICAGO (Oct. 11, 2023) – Metra today unveiled a \$1.1 billion operating budget for 2024 that includes a major revision to its fare structure and a new mix of fare products. It also proposed a \$574.9 million capital budget that continues significant investment in railcars, bridges, and stations. The plans will be the subject of public feedback, including hearings, before the Metra Board of Directors votes in November.

The operating budget is 4.9% higher than the 2023 budget (excluding \$65 million in added costs that will be reimbursed by Northern Indiana Commuter Transportation District, or NICTD). The increase is largely driven by expected inflationary (general, medical premiums, fuel, insurance) and contractual (union agreements) increases.

The operating budget incorporates a revision to the Metra fare structure that was proposed this summer. Under the new structure, fares will be equal to or lower than prepandemic levels. Major changes would include:

- Replacing the existing 10-zone distance-based structure with a simplified four-zone structure;
- Discontinuing the promotional the \$6 and \$10 Day Passes and \$100 Super Saver Monthly Pass;
- Replacing the 10-Ride Ticket with a Day Pass 5-Pack available only in the Ventra app;
- Discontinuing “incremental fares” – a surcharge to travel beyond the zones indicated on a ticket.
- Full details can be found at metra.com/2024FarePlan.

The operating budget projects Metra will start the year at 47% of prepandemic (2019) ridership and finish the year at about 54 % of prepandemic levels. This results in a projection of \$243.9 million in system-generated revenues, mostly fares. To cover the rest of the expected operating costs, Metra would use \$560.4 million in regional sales taxes and \$223.7 million in federal COVID-relief funding.

Metra and the region’s other transit agencies – the RTA, CTA, and Pace – are projecting that COVID-relief funding will run out in 2026, creating a “fiscal cliff.” Additional funding sources must be found, or public transportation agencies must implement other budget-balancing

actions in 2026 to cover the anticipated deficit. (The Chicago Metropolitan Agency for Planning, at the request of the Legislature, has issued recommendations for addressing the deficit and meeting other challenges; see www.cmap.illinois.gov to learn more.)

The capital budget of \$574.9 million funds 97 projects throughout the system. About 63% of the budget will fund work in four categories:

- Bridge and retaining wall replacement and rehabilitation: \$143.8 million;
- Stations and parking Rehabilitations: \$77.5 million;
- Yard improvements, including facility acquisitions: \$71.1 million;
- Railcar rehabilitation \$67.6 million.

The capital budget is funded by:

- \$252.1 million in federal formula funding;
- \$117 million USDOT Mega grant for Union Pacific North Line bridges;
- \$73.8 million in Illinois PAYGO funds;
- \$130 million in RTA bonds;
- \$2 million in RTA Section 5310 funds.

Public hearings about the budget will be held throughout the region on Nov. 1 and 2 between 4 p.m. and 6 p.m. The schedule is on the following pages. In addition, a virtual public hearing will be held on Nov. 1 between 4 p.m. and 6 p.m. Instructions for attending the virtual hearing, and for submitting budget comments via mail, email, or voicemail, are also on the following pages.

###

About Metra

Metra is an essential resource that safely and reliably connects individuals to the things that matter most in their lives — their work, their homes and their families.

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

**FY2024 Metra Proposed Program and Budget
Public Hearing Schedule**

Nov. 1 & 2

4-6 p.m.

Wednesday, Nov. 1

Will County

Joliet City Hall
Council chambers
150 W. Jefferson St.

DuPage County

Clarendon Hills Village Hall
Village Board Room
One N. Prospect Ave.

City of Chicago

Metra
Board Room 13th floor
547 W. Jackson Blvd.

Lake County

Mundelein Village Hall
Village Board Room
300 Plaza Circle

Virtual Public Hearing

Webex.com or
via phone at 844-517-1442
meeting ID number: 2345 109
8718

Thursday, Nov. 2

South Suburban Cook County

East Hazel Crest Village Hall
Village Board Room
1904 W. 174th St.

Kane County

Kane County Government Center
Building A – 1st Floor Auditorium
719 S. Batavia Ave.
Geneva

North Suburban Cook County

Hanover Park Police Department
Community Room
2011 Lake St.

McHenry County

Crystal Lake City Hall
City Council Chambers
100 W. Woodstock St.

Virtual Public Hearing

Any person may present views orally in person at a hearing or by participating at the virtual public hearing. Although it is not required, the public has the option to preregister if they wish to participate during the virtual public hearing. If you do not wish to preregister but would still like to participate in the virtual public hearing, please skip to Section II below for instructions.

During preregistration, Metra will ask you to enter your first name, last name, and email address. To efficiently facilitate the virtual public hearing, Metra will first call on those who preregistered, and then give all those who wish to provide comments an opportunity to participate.

Section I: Steps to preregister for the virtual public hearing:

Step 1: Log on to your computer and click to open a webpage browser (ex: Safari, Mozilla, Google Chrome, etc.).

Step 2: Once on the home page of your webpage browser, please enter the following website URL, *www.Webex.com*, in the internet browser search bar on top of the browser homepage.

Step 3: Once on the Webex homepage, please click on “Join” in the top right-hand of the homepage.

Step 4: You will be prompted to enter the meeting ID number: **2345 109 8718**

Step 5: You will be prompted to enter the meeting password: **2024budget**. Then press “register”.

Step 6: Complete the form by entering your first name, last name, and email address. Press “register now.” You will receive confirmation that the registration request was received.

Section II: For those not wishing to preregister:

Step 1: Log on to your computer and click to open a webpage browser (ex: Safari, Mozilla, Google Chrome, etc.).

Step 2: Once on the home page of your webpage browser, please enter the following website URL, *www.Webex.com*, in the internet browser search bar on top of the browser homepage.

Step 3: Once on the Webex homepage, please click on “Join” in the top right-hand of the homepage.

Step 4: You will be prompted to enter the meeting ID number: **2345 109 8718**

Step 5: You will be prompted to enter the meeting password: **2024budget**. Then press “ok”.

Step 6: Complete the form by entering your first name, last name, and email address. Press “join as guest.”

Follow these steps on Wednesday, Nov. 1, between 4 p.m. and 6 p.m. to present your comments. The virtual public hearing can also be attended by dialing toll free 844-517-1442 and entering access code: **2345 109 8718** or by submitting written material at any time, but not later than 24 hours after the conclusion of the hearings on Nov. 2, 2023.

Mail, Email and Voicemail Comments

Written comments via U.S. mail can be sent to the attention of Karen Hullinger, Assistant Secretary to the Commuter Rail Board, Room 1300, 547 West Jackson Boulevard, Chicago, Illinois, 60661. Comments will also be accepted via voicemail to 312-322-1006, or email to: *2024budgetcomments@metrarr.com*. The virtual public hearing will be recorded, and a copy will be retained by Metra in compliance with Illinois law.

Accommodations

Reasonable auxiliary aids or services necessary to afford an individual with a disability equal opportunity to participate will be provided. Persons requiring assistance are requested to notify Metra of their needs well in advance to provide sufficient time to make these accommodations. Requests for service should be made to Kim Borges at 312-322-6753.

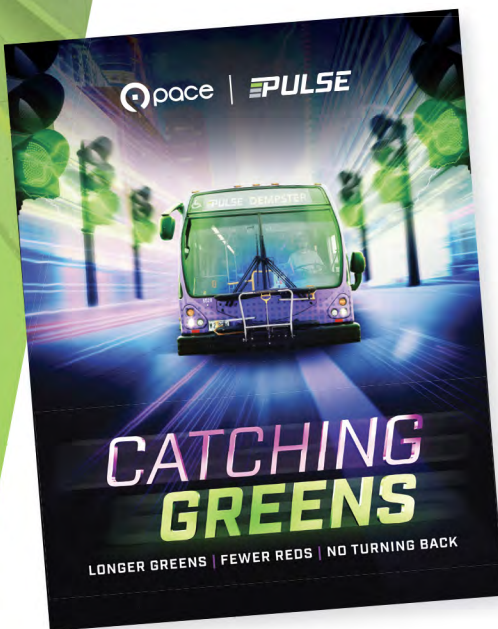
PULSE

CATCH GREENS WITH PULSE!

Dempster Line **Sunday Sneak Preview** started August 13

Pace is excited to announce the Sunday sneak preview of the Pulse Dempster Line, connecting Evanston to O'Hare International Airport. **Fast, frequent, reliable service** began on Sunday, August 13 to your favorite destinations. Don't miss your chance to try Pulse before the full daily service launches this fall.

Pulse is "catching greens" this fall through advanced Transit Signal Priority technology that extends green lights and minimizes reds, keeping Pulse buses on schedule. Pace invites your feedback as we roll out the service.



Hop on Board!

Starting August 13, Pulse buses will run on Sundays from 6 a.m. to midnight with service every 15 minutes between 7 a.m. to 10 p.m., and every 20 minutes during early morning and late evening hours. This significant increase in Sunday service along Dempster Street offers a tremendous benefit for those working or traveling on weekends. Don't miss this opportunity to try Pulse before daily service begins. Look out for Pulse stations and temporary stops with Pulse signs while construction continues.

Full daily service for Pulse Dempster Line will begin Fall 2023.
Visit PaceBus.com/Pulse for updates, schedules, and exciting developments.

On August 9, Pace, Senator Laura Murphy, and City of Des Plaines officials celebrated the opening of the new Pulse Dempster Line station in downtown Des Plaines. Pace is thrilled to partner with communities to provide innovative, accessible bus services.



FAST TRACK TO BETTER TRANSIT: Pulse Halsted Line Making Strides Forward

What's the scoop on the Pulse Halsted Line? Pace has been working hard to improve transit on South Halsted Street in the south suburban communities of Harvey, Phoenix, Calumet Park, Riverdale, and Dixmoor, as well as the City of Chicago neighborhoods of West Pullman, Morgan Park, Roseland, Washington Heights, and Auburn Gresham.

Pulse Halsted Line Wins \$20 Million Federal Grant



The Pulse Halsted Line was awarded \$20 million from the highly competitive federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant program in June! This incredible investment will keep the project **MOVING FORWARD** with final design and construction. Pace continues to seek additional funding to cover the remaining costs to fully implement the Halsted Line.

In December 2022, the Pulse Halsted Line reached a milestone as it obtained National Environmental Policy Act (NEPA) approval. The NEPA process ensures that environmental impacts are carefully considered and addressed, guaranteeing that the project aligns with NEPA standards while delivering improved transportation options to these communities.

So, what can you expect from the Pulse Halsted Line project? New buses and stations, making them easy and safe to reach. To keep the buses on schedule, the project team has proposed transit priority treatments to the roads, including a dedicated bus lane through one of the most congested parts of the corridor, and “queue jumps” that allow buses to skip traffic backups at several congested intersections. The project will also include Transit Signal Priority, ensuring reliable service. Riders will enjoy seamless connections to other transit services, making commuting a breeze.

The project will move into the Final Design phase with construction anticipated to begin in 2025. Pace anticipates launching service in 2027. Stay tuned for more updates on the South Halsted Line by visiting PaceBus.com/Pulse.



Advancing Transit Connectivity and Progress on the 95th Street Line



PULSE SERVICE Coming to DuPage County



Pace has taken the first step toward making the Pulse Cermak Line a reality with the start of the Project Definition Study. The project aims to bring what customers have come to expect from Pulse to a corridor encompassing portions of Cermak Road, 22nd Street, and Butterfield Road and serving 10 communities within Cook and DuPage counties.

The project kicked off earlier this year with initial data collection. The study team is currently analyzing travel patterns and development conditions within the corridor to define the project limits and draft station locations. Stakeholder involvement will begin this fall with the first meeting of the Corridor Advisory Group, comprised of elected officials and other representatives from the impacted communities for feedback on initial service concepts.



THE PULSE 95TH STREET LINE IS MAKING PROGRESS. This route is set to connect the CTA Red Line 95th/Dan Ryan Station in Chicago with Moraine Valley Community College in Palos Hills. With key destinations and connections to other Pace and CTA bus routes, as well as Metra's Rock Island and Southwest Service Lines, passengers on the 95th Street Line will enjoy a wide range of local and regional travel options.

Pace has successfully completed the conceptual design phase and the project is awaiting approval of its environmental review by the Federal Transit Administration. Once approved, the project will move into final design followed by construction.

Both remaining phases are fully funded through a Congestion Mitigation and Air Quality (CMAQ) grant awarded by the Chicago Metropolitan Agency for Planning (CMAP).

Once complete, the Pulse 95th Street Line will offer commuters fast, reliable, and frequent service. Pulse buses will have the distinct Pulse purple branding. Pulse stations will feature conveniences such as near-level boarding, heated shelters and real-time bus arrival information.

Pace plans to open the Pulse 95th Street Line in 2027.

PACE SAVES THE DAY During Kennedy Expressway Construction

Pace provides suburban commuters an alternative to sitting in congestion on the Kennedy Expressway caused by a three-year construction project. As construction continues, riders are taking advantage of the Pulse Milwaukee Line and other services to connect to the CTA Blue Line and Metra Union Pacific Northwest Line at Jefferson Park, getting to their destination quickly and comfortably. In addition to Pulse Milwaukee, which serves Milwaukee Avenue between Jefferson Park and Niles, Pace also offers express bus routes to CTA stations for connections into Chicago by utilizing the I-90 Flex Lane or the shoulder lane of I-94.

Commuters are encouraged to explore the Pulse Milwaukee Line and I-90 and I-94 express routes. Find how to avoid Kennedy Expressway construction traffic by planning your trip on the Transit app, using Pace's online Trip Planner, or contacting RTA's Travel Information Center to improve your commute while construction continues. Express routes include:

PULSE MILWAUKEE LINE:

Niles to Jefferson Park Transit Center

ROUTE 600:

Schaumburg to CTA Rosemont Transit Center

ROUTE 603:

Elgin to CTA Rosemont Transit Center

ROUTE 605:

I-90/Randall Rd to CTA Rosemont Transit Center

ROUTE 606:

Woodfield Mall to CTA Rosemont Transit Center

ROUTE 626:

Buffalo Grove to Dempster-Skokie
CTA Yellow Line Station

Pace Partners WITH LOCAL COMMUNITIES

To ensure the Pulse Halsted Line aligns with community goals, Pace coordinated with the Far South Community Development Corporation in Chicago. Together, we selected a location for a Pulse station that would provide the best visibility and pedestrian access to the new station from the planned 12-acre Morgan Park Commons mixed-use redevelopment.

"Exciting transformations are in the works to bring life to a crucial intersection. A new Pulse station will seamlessly link residents and visitors to the area, and help us create a thriving hub in the community."

— Far South Community Development Corporation President, Abraham Lacy

Pace is coordinating with the City of Chicago Department of Planning and Development and CTA on the 95th Street Corridor Study. Pace's planned improvements along 95th Street as part of both the Pulse Halsted and 95th Street projects will play a big part in leveraging goals of the study such as multimodal connectivity -- to improve equitable transit options in the area.

Stay in the Know!

Be the first to know about exciting developments! Visit **[PaceBus.com/Pulse](https://pacebus.com/pulse)** and sign up to receive updates on upcoming meetings and all the latest news. Follow us on social media to stay connected and track Pulse progress.

HAVE YOU TRIED THE APP?

Pace's Transit App makes trip planning easy with real-time bus tracking and a trip planner for transit connections.



Download the app at <https://transitapp.com>.



Public Hearings on 2024 Budget



Pace is holding virtual and in-person public hearings on its proposed 2024 Operating Budget, 2025-2026 Two-Year Financial Plan, and 2024-2028 Five-Year Capital Program in accordance with the public hearings schedule on the back.

Pace presents a balanced and stable budget for 2024

- ✓ **A FARE REDUCTION is proposed on the Pace fixed-route system for ADA-certified customers.**

Presently, the RTA ADA Paratransit Permit ID Card enables an ADA-certified customer to ride on the Pace fixed-route system at the reduced fare rate. Beginning in 2024, Pace is proposing to offer a free fare on the Pace fixed-route system to ADA-certified customers with a valid RTA ADA Paratransit Permit ID Card.

- ✓ **Pace is proposing NO FARE INCREASE or service reductions for Suburban Service or Regional ADA Paratransit.**

Any person wishing to comment on the proposed budget may do so by attending an in-person or virtual public hearing, at Pace's website: <https://www.PaceBus.com/public-hearing-feedback>, by email to: public.hearings@PaceBus.com, by telephone to 847-354-7943, or by mail to: Pace, Community Relations Department, 550 W. Algonquin Rd., Arlington Heights, IL 60005-4412. All comments must be received by 5:00 pm on Friday, October 27, 2023.

To provide live comments during a virtual public hearing, pre-register for a hearing at <https://www.PaceBus.com/Budget-Hearings-2024>. To view a virtual hearing without making live comments, you can access the hearing (in view-only mode) at [PaceBus.com/streaming](https://www.PaceBus.com/streaming) at the applicable time. Closed captioning of the hearing will be available.

For information about the public hearings and service changes, call (847) 364-7223 or visit [PaceBus.com](https://www.PaceBus.com).

Para Información en Español sobre las audiencias públicas y cambios de servicio llame al (847) 228-3575 o visite [PaceBus.com](https://www.PaceBus.com).



pace

Public Hearings Schedule

Lake County	Thursday October 19, 2023 1:30 pm - 3:30 pm	Waukegan Public Library Bradbury Room, Lower Level 128 N. County St. Waukegan, IL 60085
Will County	Friday October 20, 2023 2:00 pm - 4:00 pm	Joliet Public Library McGuire Meeting Room 150 N. Ottawa St. Joliet, IL 60432
Virtual Hearing	Monday October 23, 2023 12:00 pm	Register at: PaceBus.com/Budget-Hearings-2024
Kane County	Monday October 23, 2023 4:00 pm - 6:00 pm	Kane County Government Ctr. Auditorium 719 S. Batavia Ave. Geneva, IL 60134
Cook County	Tuesday October 24, 2023 4:00 pm - 6:00 pm	Elmer Wolf Community Ctr. 2607 North Thatcher Ave. River Grove, IL 60171
Virtual Hearing	Wednesday October 25, 2023 12:00 pm	Register at: PaceBus.com/Budget-Hearings-2024
DuPage County	Wednesday October 25, 2023 4:00 pm - 6:00 pm	DuPage County Admin. Bldg. RM. 3500B 421 N. County Farm Rd. Wheaton, IL 60187
McHenry County	Thursday October 26, 2023 3:30 pm - 5:30 pm	Crystal Lake City Hall Council Chambers 100 W. Woodstock St. Crystal Lake, IL 60014

Individuals with disabilities who plan to attend a public hearing in person or wish to view a public hearing virtually and who require accommodations other than transportation, and individuals who require translation into a language other than English to allow them to view and/or participate are requested to contact Pace at (847) 364-7223 option 3, no less than five (5) business days prior to the scheduled hearing.

The 2024 budget information will be available after October 18, 2023 on Pace's website at <https://www.PaceBus.com/budgets>, at most public libraries, township, city, and village offices in the six county Pace region, and at Pace, 550 West Algonquin Road, Arlington Heights, IL 60005.

Po informacje w sprawie debat publicznych i zmianach w serwisie, proszę zadzwonić pod numer (847) 354-7967 albo odwiedzić stronę internetową, PaceBus.com

如果你需要了解有关公众听证会和巴士服务变化的信息, 请拨打电话 (847) 354-7949 或者访问 Pace 巴士的网站 PaceBus.com



Memorandum

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

October 2023 Update

Transit ridership reaches record post-pandemic highs

Ridership across Chicago's transit system continues to increase to a post-COVID peak, according to recent data from CTA, Metra, and Pace. The last week of August and the first week of September were particularly strong for CTA ridership, which saw over one million rides recorded on the four separate days. August 2023 was Metra's highest ridership month since the start of the COVID-19 pandemic, providing 3.1 million passenger trips, a 13 percent increase from July and a 29 percent increase from the same time last year. Pace recovery has been steady, providing 1.2 million rides in the month of July 2023, and new innovations – like the Pulse Dempster Line – are bringing back more riders. For the latest updates on ridership numbers and more, visit the [RTA's State of Transit Dashboard](#).

RTA launches new dashboards to track progress

The vision of *Transit is the Answer*, the regional transit system's strategic plan, is "safe, reliable, accessible public transportation that connects people to opportunity, advances equity, and combats climate change." Realizing this vision requires ensuring the system is in a state of good repair; financially stable; and safe, accessible, reliable, and useful for riders. To help track progress on these outcomes — and to understand how outcomes may vary across communities, by race, by income, or by other important factors — RTA has launched new Performance Measures Dashboards. The measures capture user experience, progress made in investing-in and maintaining transit infrastructure, and how well RTA and the Service Boards are maximizing use of our shared resources.

RTA strengthening rider voice in transit decision making

At their October 19 meeting, the RTA Board approved changes to the RTA Citizens Advisory Board (RTACAB) Bylaws. *Transit is the Answer* calls for the RTA to expand the role of the RTACAB to strengthen the rider voice and help track progress of the implementation of the goals of the plan. Changes to the current structure and membership are intended to help fill vacant positions, add more diverse transit riders to the membership pool, and reenergize the membership. More information on the RTACAB and its role can be found on the [RTA's website](#).



Memorandum

175 W Jackson Blvd
 Suite 1550
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 312 913 3200
 rtachicago.org

2024 regional transit budget advances

The [RTA's regional transit budget development](#) cycle continues as the Service Boards have submitted their proposed operating budgets and capital programs to the RTA and will begin holding public hearings throughout the region. The Service Boards will present their adopted budget submissions to the RTA Board at the November 16 meeting, after which the RTA will present a proposed regional operating budget, 2-year financial plan, and 5-year capital program at county board meetings throughout the next two months. The final proposed regional budget will be presented for consideration by the RTA Board at their December 14 meeting.

Now Open: Access to Transit Program Call for Projects

RTA's [Access to Transit Program](#) helps communities improve the infrastructure around their transit stations and stops. Using federal CMAQ and RTA funding, municipalities may apply for small-scale projects, up to \$1 million, that improve access to transit services. The 2023 Call for Projects opened on October 16 and applications are due no later than December 15. More details are available on the [RTA website](#), and a [toolkit](#) is available to promote to potential municipal applicants.

Legislation expands Transit Benefit Program

[PA 103-291](#) expands the pre-tax [Transportation Benefit Program](#) to certain workplaces across the RTA service region. The law requires all employers with 50 or more full-time employees and within one mile of fixed-route transit service to offer the program by January 1, 2024. The governor signed the legislation into law on July 28. RTA staff have published a [searchable map](#) of the coverage area, as required by the law, and developed a [communication toolkit](#) for state lawmakers, local officials, and business groups as part of outreach to promote the program.

Follow new RTA social media accounts

RTA is officially on [TikTok](#) and [Threads](#), and can be followed at [@RTA_Chicago](#) on both platforms. These video-based platforms will enhance RTA's ability to reach riders and the public to promote the value transit has to the region, as well as make the case for sustainable funding to lawmakers who engage with their constituents on those platforms.

TIP ID	Project	Sponsor	Phase	24-00 TIP change	Programmed FFY	Target SFY	STP-L Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-L	Federal Share (Calculated)	Project Total	Authorization Deadline	Target Let/Auth
03-06-0006	IL 62 Algonquin Rd at New Wilke Rd	Rolling Meadows	ROW	good	2024	2024	\$35,000	Local	\$35,000	\$70,000	50%	50%	\$4,516,000	9/30/2024	10/2023
03-06-0006	IL 62 Algonquin Rd at New Wilke Rd	Rolling Meadows	C/CE	good	2024	2024	\$3,313,000	Local	\$829,000	\$4,142,000	80%	80%	\$4,516,000	9/30/2024	1/2024
03-09-0073	IL 19 Irving Park Road from Schaumburg Road to Bartlett Road - Stage 3	Streamwood	C/CE	good - updated	2024 EG	2024	\$3,150,000	Local, ITEP	\$2,368,004	\$5,518,004	80%	57%	\$21,913,416	3/31/2024	1/2024
03-09-0073	IL 19 Irving Park Road from Schaumburg Road to Bartlett Road - Stage 3	Streamwood	C/CE	good	2024	2024	\$175,000	Local	\$43,750	\$218,750	80%	80%	\$21,913,416	9/30/2024	1/2024
03-14-0010	US 14 NW Hwy at CN Railroad	Barrington	CON	good - on 24-01.2	2024 EG	2024	\$2,405,493	Local, STP-SF, State, Private	\$48,065,963	\$50,471,456	75%	5%	\$88,206,174	3/31/2024	1/2024
03-20-0035	Wilke Rd from Northwest Hwy to Algonquin Rd	Arlington Heights	C/CE	good on 24-01.1	2024 EG	2024	\$2,398,000	Local	\$2,590,610	\$4,988,610	75%	48%	\$5,381,610	3/31/2024	1/2024
03-23-0040	Illinois Avenue Resurfacing with Multi-Use Trail Extension and Pedestrian Upgrades	Palatine	C/CE	good	2024	2024	\$830,000	Local	\$976,572	\$1,806,572	80%	46%	\$1,961,379	9/30/2024	1/2024
03-20-0037	Busse Rd-Landmeier Rd Intersection Resurfacing	Elk Grove Village	C/CE	good	2024	2024	\$415,050	Local	\$138,350	\$553,400	75%	75%	\$700,107	9/30/2024	3/2024
03-22-0029	Central Rd from Westgate Rd to Wolf Rd	Mount Prospect	C/CE	good	2024	2024	\$564,465	Local	\$188,155	\$752,620	75%	75%	\$821,040	9/30/2024	3/2024
03-20-0052	Weber Dr from Central Rd to Algonquin Rd	Rolling Meadows	C/CE	good	2024	2024	\$1,393,600	Local	\$760,400	\$2,154,000	75%	65%	\$2,043,100	9/30/2024	6/2024
03-20-0050	Rand Rd-IL 83-Kensington Rd Intersection Improvements	Mount Prospect	ENG2	good	2024	2025	\$685,060	Local	\$685,060	\$1,370,120	50%	50%	\$13,556,855	9/30/2024	9/2024
03-20-0050	Rand Rd-IL 83-Kensington Rd Intersection Improvements	Mount Prospect	ROW	good	2024	2025	\$114,940	Local	\$800,000	\$914,940	50%	13%	\$13,556,855	9/30/2024	11/2024
03-16-0008	Palatine Rd from Quentin Rd to Smith St	Palatine	C/CE	good	2024	2025	\$2,874,500	Local	\$7,430,000	\$10,304,500	28%	28%	\$12,130,820	9/30/2024	11/2024
03-22-0028	Schoenbeck Rd from Camp McDonald Rd to US 12 Rand Rd	Mount Prospect	C/CE	good	2024	2025	\$297,000	Local	\$99,000	\$396,000	75%	75%	\$432,000	9/30/2024	3/2025
03-09-0073	IL 19 Irving Park Road from Schaumburg Road to Bartlett Road - Stage 3	Streamwood	ENG2	good	2024	Supp	\$59,000	IL	\$199,235	\$258,235	50%	23%	\$21,913,416	9/30/2024	Supp
03-20-0045	Jones/Hassel Rd from Rosedale Ln to Highland Blvd	Hoffman Estates	C/CE	good	2024	Supp	\$13,172	Local	\$4,391	\$17,563	75%	75%	\$667,000	9/30/2024	Supp
03-20-0032	Tonne Rd-Devon Ave Intersection Resurfacing	Elk Grove Village	C/CE	good	2025	2025	\$745,147	Local	\$248,382	\$993,529	75%	75%	\$1,117,529	9/30/2025	1/2025
03-20-0040	Tonne Rd from Elk Grove Blvd to Landmeier Rd	Elk Grove Village	C/CE	good	2025	2025	\$3,500,000	Local	\$6,125,700	\$8,848,700	36%	40%	\$9,625,700	9/30/2025	1/2025
03-20-0041	Woodfield Rd from Plum Grove Rd to Meacham Rd	Schaumburg	C/CE	good	2025	2025	\$3,000,000	Local	\$1,000,000	\$4,000,000	75%	75%	\$5,169,951	9/30/2025	1/2025
03-22-0021	Euclid Ave from Rohlfing Rd to US 12 Rand Rd	Arlington Heights	CON	good	2025	2025	\$3,500,000	Local	\$2,173,700	\$5,673,700	80%	62%	\$6,467,700	9/30/2025	1/2025
03-22-0023	North Ave from Oak Ave to Lake St	Bartlett	C/CE	good - updated	2025	2025	\$930,600	Local	\$310,200	\$1,240,800	75%	75%	\$1,306,190	9/30/2025	3/2025
03-22-0044	Hassel Rd from Fairway Ct to Rosedale Ln	Hoffman Estates	C/CE	good	2025	2025	\$726,000	Local	\$242,000	\$968,000	75%	75%	\$1,048,000	9/30/2025	3/2025
03-20-0050	Rand Rd-IL 83-Kensington Rd Intersection Improvements	Mount Prospect	C/CE	good	2026	2025	\$2,700,000	Local	\$8,328,670	\$11,028,670	75%	25%	\$13,556,855	9/30/2026	1/2025
03-22-0031	Braintree Dr from Bode Rd to Schaumburg Rd	Schaumburg	C/CE	good	2026	2026	\$2,252,250	Local	\$750,750	\$3,003,000	75%	75%	\$3,276,000	9/30/2026	11/2025
03-22-0032	Braintree Dr from Schaumburg Rd to Weathersfield Way	Schaumburg	C/CE	good	2026	2026	\$2,161,500	Local	\$720,500	\$2,882,000	75%	75%	\$3,144,000	9/30/2026	11/2025
03-22-0037	Hintz Rd from Kennicott Ave to Arlington Heights Rd	Arlington Heights	ENG2	good	2026	2026	\$106,500	Local	\$106,500	\$213,000	50%	50%	\$4,052,800	9/30/2026	11/2025
03-22-0033	Palatine Rd at Rohlfing Rd Intersection Improvements	Palatine	ENG2	good	2026	2026	\$55,000	Local	\$55,000	\$110,000	50%	50%	\$1,430,000	9/30/2026	1/2026
03-22-0027	Walnut Ln from Bode Rd to Schaumburg Rd	Schaumburg	C/CE	good	2026	2026	\$2,747,250	Local	\$915,750	\$3,663,000	75%	75%	\$3,996,000	9/30/2026	3/2026
03-22-0036	Jones Rd from Highland Blvd to IL 72 Higgins Rd	Hoffman Estates	C/CE	good	2026	2026	\$543,750	Local	\$181,250	\$725,000	75%	75%	\$795,000	9/30/2026	3/2026
03-22-0030	Shermer Rd from US 14 Dempster St to IL 43 Waukegan Rd	Niles	C/CE	good	2026	2027	\$1,981,952	Local	\$660,551	\$2,642,603	75%	75%	\$3,107,123	9/30/2026	7/2026
03-22-0026	Weathersfield Way from Barrington Rd to Springinguth Rd	Schaumburg	C/CE	good	2027	2027	\$2,961,750	Local	\$987,250	\$3,949,000	75%	75%	\$4,308,000	9/30/2027	11/2026
03-22-0034	Windsor Dr from Hintz Rd to Jane Ave	Arlington Heights	C/CE	good	2027	2027	\$1,458,150	Local	\$486,050	\$1,944,200	75%	75%	\$5,052,200	9/30/2027	11/2026
03-22-0024	Oakton St from Arlington Heights Rd to Shadywood Ln	Elk Grove Village	C/CE	good	2027	2027	\$1,776,570	Local	\$592,190	\$2,368,760	75%	75%	\$2,595,760	9/30/2027	1/2027
03-22-0035	Biesterfield Rd from Martha St to Arlington Heights Rd	Elk Grove Village	C/CE	good	2027	2027	\$3,500,000	Local	\$3,285,000	\$6,785,000	75%	52%	\$7,865,000	9/30/2027	1/2027
03-22-0022	Elmhurst Rd from Greenleaf Ave to Pan Am Blvd	Elk Grove Village	C/CE	good	2027	2027	\$2,226,000	Local	\$742,000	\$2,968,000	75%	75%	\$3,565,500	9/30/2027	6/2027
03-22-0038	Hicks Rd at IL 68 Dundee Rd Intersection Improvements	Palatine	ENG2	good - updated	2028	2024	\$43,050	Local	\$43,050	\$86,100	50%	50%	\$1,329,300	#N/A	11/2023
03-20-0036	Arlington Heights Rd-Devon Ave Intersection Resurfacing	Elk Grove Village	C/CE	good - updated	2028	2025	\$917,985	Local	\$305,995	\$1,223,980	75%	75%	\$1,376,980	#N/A	1/2025
03-22-0038	Hicks Rd at IL 68 Dundee Rd Intersection Improvements	Palatine	ROW	good - updated	2028	2025	\$105,000	Local	\$105,000	\$210,000	50%	50%	\$1,329,300	#N/A	1/2025
03-22-0040	Dryden Ave from Thomas St to Oakton St	Arlington Heights	ENG2	good - updated	2028	2025	\$33,500	Local	\$33,500	\$67,000	50%	50%	\$1,277,520	#N/A	1/2025
03-22-0042	Hillside Ave from IL 59 Hough St to US 14 Northwest Hwy	Barrington	ENG2	good - updated	2028	2025	\$261,500	Local	\$261,500	\$523,000	50%	50%	\$5,009,900	#N/A	6/2025
03-22-0041	Arthur Ave from Davis St to Central Rd	Arlington Heights	ENG2	good - updated	2028	2026	\$93,500	Local	\$93,500	\$187,000	50%	50%	\$3,553,014	#N/A	1/2026
03-22-0039	Central Rd from E. Frontage Rd to Old Wilke Rd	Rolling Meadows	ROW	good - updated	2028	2027	\$45,000	Local	\$45,000	\$90,000	50%	50%	\$4,402,500	#N/A	10/2026
03-22-0039	Central Rd from E. Frontage Rd to Old Wilke Rd	Rolling Meadows	ENG2	good - updated	2028	2027	\$218,750	Local	\$218,750	\$437,500	50%	50%	\$4,402,500	#N/A	11/2026
03-22-0033	Palatine Rd at Rohlfing Rd Intersection Improvements	Palatine	C/CE	good - updated	2028	2027	\$968,000	Local	\$242,000	\$1,210,000	75%	80%	\$1,430,000	#N/A	3/2027

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*

Memorandum

- MEMBERS**
- Antioch
- Arlington Heights
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- 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
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TO: Northwest Council of Mayors Technical Committee

FROM: Eric Czarnota, Northwest Council of Mayors Planning Liaison

RE: Revisions to the Northwest Council of Mayors STP Methodology

DATE: October 27, 2023

Action Requested: Determine an alternative amendment to the Northwest Council’s Surface Transportation Program (STP) methodology regarding congestion mitigation project selection criteria for roadways and intersections that support the Council’s broader goals.

Issue: The Northwest Council of Mayors Technical Committee and STP Methodology working group aim to prioritize intersection and roadway projects, aligning with the council's overall goals. In the Call for Projects two years ago, few intersection and roadway projects scored points within the congestion mitigation project selection criteria.

During the July 22 Northwest Council Technical Committee meeting, members expressed concern that the congestion mitigation project selection criteria did not adequately address the overall goals of the council in regards to roadway and intersection projects. The Technical Committee recommended further discussion of the congestion mitigation scoring for better alignment with the goals of the Northwest Council of Mayors. A revision to the congestion mitigation scoring was suggested to the STP Methodology working group prior to the technical committee, and the overall consensus of the group was to approve the change.

PROJECT SELECTION CRITERIA – ROADWAYS AND INTERSECTIONS

- 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. Congestion Mitigation

Level of Service: Currently, all intersection and reconstruction project types are subject to Level of Service (LOS) scoring, even though many reconstruction projects do not address Level of Service improvements. This puts many reconstruction projects at a disadvantage because they often receive zero points, despite this category accounting for 15% of the total points available. Below is the recommend change in scoring for level of service that would reduce the available points to 15.

Existing level of service

Level of Service	Points
F	7.5
E	5
A-D	0

Level of Service Improvement

Improvement	Points
3 levels	7.5
2 levels	5
1 level	2.5
No Improvement	0

Congestion Mitigation: The new addition to the Congestion Mitigation category aims to prioritize projects that are anticipated to improve air quality through reduction in idling or motorist delay. Points will be awarded based on the specific types of work being completed as part of the project, with a focus on those anticipated improvements.

High – 15 points	Medium – 7.5 points	Low – 0 points
Signal interconnects	Improve/modernize existing traffic signals	Resurfacing
New Traffic Signals (Warranted)	Auxiliary Lane (Turn Lane) Additions	Shoulder improvements
Modern Roundabout	Realignment offset intersection	Curb and gutter installation or repair
Full Channelization Improvement	Minor Channelization improvement (1 of 2 leg addition)	Reconstruct in kind
Add lane project	Widening and resurfacing	
Bottleneck Elimination	Consolidation of access	

October 27 recommendation: The working group reached a consensus to add 15 points for anticipated congestion mitigation improvements. After rescoring the bottom and top 5 roadway/intersection projects from the previous Call for Projects, those projects saw significant increases in their program ranking. The level of service scoring would be reduced to 15 points. The total points for the congestion mitigation section would remain unchanged at 30 points.

Action requested: Approve recommendation for new congestion mitigation scoring that would be a total of 15 points and to reduce level of service to 15 points.

Background: The Northwest Council of Mayors first approved a new STP scoring methodology in response to federal requirements in September 2019. The Council held its first call for projects (CFP) using the new system in January 2020. Following the first call for projects, several changes were proposed and discussed by a working group composed of members' staff. Proposed changes included several minor changes to the application as well as more significant changes to the Complete Streets category. The Technical Committee was presented with the proposed changes and elected to approve the minor clerical changes while deferring any for the Complete Streets category in favor of allowing another CFP to proceed under the original scoring and reassess in the future.

Attachment J

In November 2021, the Working Group reconvened to consider a modification allowing for cost increases during Phase II engineering. This change gained approval and was formally integrated into the methodology by February 2022. Following the January 2022 call for projects, the need for further adjustments to the council's methodology became evident. The Working Group was reconvened to explore solutions. Meetings were held in March and June, where additional suggested changes were discussed and refined for the safety, complete streets and the congestion mitigation sections of the scoring.

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

~~Approved on 2/9/2022~~ For Approval on 10/27/23

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 or via email NorthwestPL@NWMC-cog.org.

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~~Chair 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 Roadway and Intersection projects is \$5,000,000, inclusive of all phases. The maximum total amount of federal STP participation for any other project is \$3,500,000, inclusive of all phases, with the option to request up to \$5,000,000 with approval from the technical committee. ~~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.

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.
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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.

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, prioritization of construction phases, 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 of \$5,000,000 for Roadway and Intersection projects and 3,500,000 for any other project that had not received Technical Committee approval for an increase beyond that amount. 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
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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. ~~30-25~~ 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](#).

20-15 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 **20-15** points for the incorporation of new complete streets elements.

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	30 25
Project includes new or upgraded Complete Streets elements	20 15
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 to the Top 3 projects in this 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 and congestion mitigation infrastructure implemented. 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 7.5
E	10 5
A-D	0

Level of Service Improvement

Improvement	Points
3 levels	15 7.5
2 levels	10 5
1 level	5 2.5

No improvement	0
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Congestion Mitigation

Aims to prioritize projects that are anticipated to improve air quality through reduction in idling or motorist delay. Points will be awarded based on the specific types of work being completed as part of the project

<u>High – 15 points</u>	<u>Medium 7.5 points</u>	<u>Low – 0 points</u>
<u>Signal Interconnects</u>	<u>Improve/modernize existing traffic signals</u>	<u>Resurfacing</u>
<u>New traffic signals (warranted)</u>	<u>Auxiliary Lane (Turn Lane) Additions</u>	<u>Shoulder improvements</u>
<u>Modern Roundabout</u>	<u>Realignment of offset intersection</u>	<u>Curb and gutter installation or repair</u>
<u>Full Channelization improvement</u>	<u>Consolidation of access</u>	<u>Reconstruct in kind</u>
<u>Bottleneck Elimination</u>	<u>Minor Channelization improvement (1 or 2 leg addition)</u>	
<u>Add lane project</u>	<u>Widening and resurfacing</u>	

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 will receive five points.

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. ~~30-25~~ 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. ~~20-15~~ 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 ~~20-15~~ points for the incorporation of new complete streets elements.

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. An additional 10 points are available in a "bonus" category for the Top 3 projects in terms of the number of new or upgraded complete street elements.

Action Taken	Points
Community has adopted a Complete Streets policy	30 <u>25</u>
Project includes new or upgraded Complete Streets elements	20 <u>15</u>
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 to the Top 3 projects in this 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 on IDOT’s Condition Rating Survey Pavement Condition Index data provided by IDOT’s pavement data collection CMAP. Condition ratings range from poor to excellent good, 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. Communities are eligible to use their own pavement condition data if it is more up to date than when the IDOT data was collected.

~~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- 70 60)	25 30
Good (71 61- 100 75)	10 0

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 will receive five points.

NORTHWEST MUNICIPAL CONFERENCE

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- Streamwood
- Vernon Hills
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- Wheeling
- Wilmette
- Winnetka

TO: Northwest Council of Mayors Technical Committee

FROM: Eric Czarnota, Program Associate for Transportation

DATE: October 27, 2023

RE: Northwest Council of Mayors Technical Committee Meeting Dates for FFY 2024

Below are the proposed Northwest Council of Mayors Technical Committee meeting dates for FFY 2024. Unless otherwise noted in advance, all meetings will be held at Barrington Village Hall, 200 S. Hough St, Barrington, IL 60010.

- Friday January 26, 2024 8:30 a.m.
- Friday April 26, 2024 8:30 a.m.
- Friday July 26, 2024 8:30 a.m.
- Friday October 25, 2024 8:30 a.m.

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