

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*

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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
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Schaumburg
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South Barrington
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West Dundee
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NORTHWEST COUNCIL OF MAYORS

TECHNICAL COMMITTEE

Agenda

Friday, April 25, 2025

8:30 a.m.

**Barrington Village Hall
200 S. Hough Street, Barrington, IL 60010**

I. Call to Order

II. January 24, 2025 Meeting Minutes (Attachment A)

Action Requested: Approve meeting 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 (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 changes that had occurred since the last meeting.

Action Requested: Informational/Discussion

B. Cost Increase Request (Attachment I)

Staff will provide an overview of two cost increase requests: The Village of Niles is requesting an additional \$80,000 for the Touhy/Gross Point Road project. The Village of Buffalo Grove is requesting an additional \$1.5 million for the Bernard Drive project. The funding would come from the planned use of redistribution.

Action Requested: Approve Cost increases

C. Approval of Current Program (Attachment H)

Committee approval is needed to include changes in the current program.

Action Requested: Approve program

V. Northwest Methodology Changes (Attachment J)

- ##### **A. Staff will present a proposed change to the Northwest Council Technical Committee membership bylaws.**

Action Requested: Approve Change

- B. Staff will provide a summary of the most recent Northwest Council Methodology Working Group meeting and solicit feedback from the committee on potential methodology changes.

Action Requested: Informational/Discussion

VI. Northwest Council of Mayors Vacancies

Staff will discuss the process of filling two upcoming vacancies on the Northwest Council of Mayors and the Northwest Technical Committee.

Action Requested: Informational/Discussion

VII. Other Business

VIII. Next Meeting

The next Northwest Council of Mayors Technical Committee meeting is scheduled for Friday, July 25, 2025 at 8:30 a.m., location TBD.

IX. Adjourn

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NORTHWEST COUNCIL OF MAYORS**TECHNICAL COMMITTEE****Minutes****Friday, January 24, 2025****8:30 a.m.****Barrington Village Hall**

The Northwest Council of Mayors Technical Committee met on Friday, January 24, 2025, at the Barrington Village Hall. The following committee members were in attendance:

Village President Karen Darch, Chair
Mayor Tom Hayes
Dane Bragg
Michael Cassady
Matt Barry
Brian Townsend
Dan Kaup

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

Others Present:

Daniel Hoscilo Village of Arlington Heights
Tommy Sakkos Village of Arlington Heights
Heather Lis Village of Barrington
Marie Hansen Village of Barrington
Briget Schwab Village of Buffalo Grove
Kyle Johnson Village of Buffalo Grove
Colby Basham Village of Elk Grove Village
Karla Bastien Village of Hanover Park
Oscar Gomez Village of Hoffman Estates
Tim O'Brien Village of Niles
Brandon Saccone Village of Palatine
Marie Higginson City of Rolling Meadows
Brent McQueen Village of Schaumburg
Mayor Paula McCombie Village of South Barrington
Mike Dropka Village of South Barrington
Kyle Goetzelmann Village of Wheeling

Alex Househ IDOT
Wesley Tredinnick IDOT
Jessica Rybarczyk Pace
Richard Norwood CMAP
Albert Stefan Christopher B. Burke
Duane O'Laughlin Ciorba Group
Zubair Haider Baxter & Woodman
Dave Block Gannett Fleming Transsystems
Greg Ellwanger BLA
Tom Gill Thomas Engineering Group
Joel Christell Peralte-Clark
Akram Chaudhry HR Green
Dan Brinkman Gewalt Hamilton Assoc.
Eric Czarnota NWMC
Mark Fowler NWMC
Larry Bury NWMC
Brian Larson NWMC

I. Call to Order

President Darch called the meeting to order at 8:33 a.m., and asked attendees to introduce themselves.

II. Approval of October 25, 2024 Meeting Minutes

President Hayes moved approval of the October 25, 2024 meeting minutes. Mr. Townsend seconded the motion, which was unanimously approved.

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

Mr. Norwood reported that CMAP had released its 2024 agency report that covers the main activities that the agency had completed in the past year and that it was available online.

b. **IDOT Highways Report**

No report.

c. **IDOT Local Roads Update**

Mr. Househ provided the committee with an update on projects targeting upcoming lettings since the last meeting.

d. **Illinois Tollway**

Written report provided.

e. **Cook County Department of Transportation and Highways**

No report. Mr. Czarnota did highlight that the application period is now open for Invest in Cook Grant Funding and that there would be a webinar on the program scheduled for February 5.

f. **Metra**

Written report provided.

Pace

Ms. Rybarczyk updated the committee on Pace's ongoing ReVision network restructuring initiative. She noted that the public survey for ReVision would be closing that day, but that Pace would continue working with and gathering feedback from communities during the draft plan phase.

She also reported on Pace's performance in 2024, noting that the agency ended the year with over 7 million rides in December alone, and that systemwide trips throughout the year increased by 4 million—approximately a 20% year-over-year increase.

She highlighted the Pace Rideshare program, which launched in March 2024 and provided 640,000 trips between March and December. Additionally, she reported that Pulse Milwaukee service line ridership was up 22.3%, and the Pulse Dempster line was up 18.1%.

She also asked that communities share any upcoming roadway projects with her so that Pace can plan ahead for any potential impacts.

President Darch asked if there would be a more municipal-focused survey, as she felt the current version was aimed more at current Pace riders. She noted that since Barrington does not currently have Pace service and she was not a rider herself, she wasn't sure she could complete the survey. Ms. Rybarczyk responded that non-riders could still complete the survey and provide input on what kind of service they would like to see in the area.

Mr. Czarnota also noted that an NWMC Pace ReVision resolution was drafted at the most recent NWMC Transportation Committee and would be presented to the NWMC Executive Board for approval.

g. **RTA**

Written report provided.

IV. Northwest Council Surface Transportation Program

A. Current Program Update

Mr. Czarnota provided an overview of the current STP program, emphasizing changes since the last meeting. He said that some projects delayed their expected lettings and therefore would no longer be using planned use of redistribution (PUR) for the year. That said, he noted the Council has still requested over \$20 million in PUR funding.

B. Cost Increase Request

Mr. Czarnota provided an overview of Elk Grove Village's request for an additional \$1.5 million in funding to bring the Tonne Road – Landmeier Road to Elk Grove Boulevard reconstruction project to the maximum allowable amount of funding allowable by the NWCOM. He noted the additional funding would come from the planned use of redistribution funds.

Mr. Cassady moved approval of the cost increase request. Mr. Bragg seconded the motion, which was unanimously approved.

C. Approval of Current Program

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

V. Subregional Priority Points

Mr. Czarnota highlighted four projects from the Northwest Council that had applied for either STP-Shared Fund or CMAQ / TAP-L Funding and one regional project that would also be eligible for subregional priority points. He asked that the committee rank the five projects based on which they thought the highest priority for the region was via a proxy vote. He would then share the results prior to sending them to CMAP.

Mr. Czarnota also mentioned that the McHenry Council of Mayors inquired about potentially receiving priority points for their Woodstock Railyard project on the Union Pacific Northwest Line. However, since it was the only project submitted from that council, he said it already received full points. Instead, they requested a letter of support from the Council. Mr. Czarnota asked if there were any objections to writing the letter. There were none.

VI. Northwest Council of Mayors Replacement

Mr. Czarnota provided information on the need for the Northwest Council of Mayors to replace President Darch and Mayor Hayes on both the Technical Committee and the CMAP Council of Mayors Executive Committee due to their retirements. He noted that the current Northwest methodology requires four mayors and four managers to serve on the Technical Committee, but this could change with the upcoming revisions to the methodology that the Council is planning. He also mentioned that he would solicit interest from mayors to serve as the Northwest representative on the CMAP Council of Mayors after the municipal elections were completed.

Members of the committee expressed interest in allowing more managers to serve on the Technical Committee.

There was a recommendation to host a special meeting to vote on changes to the methodology regarding Technical Committee membership.

Mr. Bragg moved approval of conducting the special meeting. Mr. Cassidy seconded the motion, which was unanimously approved.

VII. Other Business

Mr. Czarnota noted that he would schedule a NW methodology working group meeting sometime before the next technical committee to discuss changes to the Council's methodology ahead of the next Call for Projects in the fall.

VIII. Next Meeting

President Darch said the next meeting is scheduled for Friday, April 25, 2025 at 8:30 a.m. at the Barrington Village Hall.

IX. Adjourn

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



CMAP Update

March 31, 2025

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

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

March 11th USDOT guidance on competitive award selections

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

The guidance outlines three steps for this review process:

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

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



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

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

USDOT rescission of Biden Administration IIJA memoranda

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

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

FY25 Continuing Resolution

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

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

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

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



Other:

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

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

Resources:

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

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

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

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

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

CMAP contact:

Kasia Hart, Intergovernmental Affairs Senior, khart@cmap.illinois.gov

CMAP news

2024 Annual Report now available

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

CMAP Board approves 2025-2026 Advocacy Agenda

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

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

Regional Transportation Plan (RTP)

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

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

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

Regional Mobility Council seeking member organizations

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

Job opportunities

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

March 31, 2025

Program status updates

Surface Transportation Program

The [STP Project Selection Committee](#) last met on March 11, 2025. The committee's next meeting is scheduled for **April 3, 2025**. The staff recommended FFY 2026 – 2030 STP Shared Fund program will be presented at this meeting for consideration to release for public comment. [Meeting Materials](#) are posted on CMAP's Legistar site one week in advance of the meetings. Program status reports for the STP Shared Fund, based on quarterly updates submitted by project sponsors, and an accounting of available, programmed, and obligated funds for the region were updated in April and are available on CMAP's [STP web page](#).

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

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

The most recent [CMAQ Project Selection Committee](#) meeting was held on March 6, 2025. The committee's next meeting is scheduled for **April 3, 2025**. The staff recommended FFY 2026 – 2030 CMAQ, CRP, and TAP-L programs will be presented at this meeting for consideration to release for public comment. [Meeting materials](#) are posted on CMAP's Legistar site one week in advance of the meetings. Information for submitting change requests for CMAQ, CRP, or TAP-L funded projects can be found on CMAP's [CMAQ web page](#).

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

Safe Travel for All Roadmap (STAR)

CMAP's [STAR program](#) continues to work to improve regional travel safety with assistance, resources and policy development.

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

Accessible Communities Program

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

CMAP launched the Accessible Communities Program to help communities in northeastern Illinois improve accessibility for their residents and visitors with disabilities. Essential information about improving accessibility can be found on this [CMAP webpage](#) and in the Accessible Communities newsletter. Recordings and slides for CMAP's ADA trainings, which cover ADA and Title II requirements, completing a self-evaluation, the role of an ADA coordinator, developing a transition plan, and PROWAG are [available](#). CMAP has also developed [templates and guidance](#) that public entities can use to help meet their legal obligations of providing an ADA notice, grievance procedure, and designating an ADA coordinator.

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

CMAP products and data

2024 Community Data Snapshots

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

Plan of Action for Regional Transit (PART)

Since CMAP's delivery of the [PART report](#) to the General Assembly and Governor's Office, legislative deliberations about the future of transit funding have continued. Most recently, The Senate Transportation Committee and House Transportation: Regulations, Roads and Bridges Committee have held subject matter hearings to gather feedback on two proposals for transit reform filed this legislative session. Meanwhile, Illinois House Speaker Emanuel "Chris" Welch has established a House Public Transit Working Group to closely examine the state's public transit system and develop recommendations for improvements and funding.

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

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

Explore the CMAP data hub

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

Discover historical aerial photos of the region

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

From our partners

Metra seeking feedback on potentially renaming lines

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

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

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

ReVision: Pace's network restructuring project

Pace is seeking to update the system to reflect how travel patterns have changed. Pace is rethinking the entire network of services, building on the principles of accessibility, equity, and productivity defined in the [Driving Innovation strategic plan](#). The Network Concepts survey is now closed, but Pace is still accepting public comments on the Network Concepts or your suggested improvements via the revision@pacebus.com email. Visit the [ReVision website](#) to learn more and stay updated!

CTA developing long-term strategic plan

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

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

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

2023 IDOT statewide crash data

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

Vulnerable Road User Safety Assessment (VRUSA)

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

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

Funding opportunities

CMAP and RTA 2025 Call for Technical Assistance Projects accepting applications

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

Section 5310 Program Call for Projects accepting applications

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

Training opportunities

IDOT Special Program Assistance Conference (SPAC) 2025

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

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

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

National ADA Symposium

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

- **Virtual ADA Symposium: May 5-7, 2025 — [Register Here](#)**
- **In-Person ADA Symposium: June 15-18, 2025, Atlanta, Georgia — [Register Here](#)**

National Association of Development Organizations (NADO) Regional Transportation Conference

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

March 31, 2025

Modeling Mobility (MoMo) Conference

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

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

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

FHWA Learning Management System

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

IDOT BLRS 2025 MFT Eligibility and Spending Process T2 training

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

Engage with CMAP

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

March 31, 2025

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

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

###

This information is compiled from these official sources:

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

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

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD Est/Act CD DT	ROW Req 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 * * *	Review * NIPC
Record id													
1	ARLINGTON HTS 220021800CH to FAU2656 - Windsor Dr Dryden Av/Jane Av Hintz Rd RESURFACING/BIKE LANE SIDEWALKS 3372	4,129,900	03-22-0034 E1: / / / / E2: FFY25 / ITEP / 2,960,000 / 236,000 / RW: / / / / C: FFY27 / ITEP / 2,185,700 / 1,748,560 / / STPL / 1,944,200 / 1,458,150 / / / / /	CE 1 10/21/2024	NR		Yes E		11/6/2026	AH CR Civiltech	NR	NR	* * * * * * * * * *
2	ARLINGTON HTS 230021900SP to FAU2633 - Wilke Rd Kirchoff Rd W Kirchoff Rd SAFETY IMPROVEMENTS GUARDRAIL 3255	175,000	03-23-0005 E1: / / / / E2: / / / / RW: / / / / C: FFY24 / / 175,000 / 131,000 / / / / / / / / /	CE 1 4 /1 /2023	NR		No		1/1/2030	AH CR HLR	NR	NR	* * * * * * * * * *
3	ARLINGTON HTS 230022100RS to FAU1292 - Euclid Ave Rohlwing Rd Rand Rd (US 12) RESURFACING 3373	5,673,700	03-22-0021 E1: / / / / E2: / / / / RW: / / / / C: FFY26 / STPL / 5,673,700 / 3,500,000 / / / / / / / / /	CE 1 6 /13/2024	NR		No		1/16/2026	AH CR CBBEL	NR	NR	* * * * * * * * * *
4	BARTLETT 160008900RS to FAU1345 - North Ave Oak St Lake St (US 20) RESURFACING 3330	1,240,800	03-22-0023 E1: / / / / E2: / / / / RW: / / / / C: FFY25 / STPL / 1,240,800 / 930,600 / / / / / / / / /	10/12/2016	NR		No		4/25/2025	AH CR Chastain &	NR	NR	* * * * * * * * * *

2/14/2025		Selections: RCO: 03		Engineer:		LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS																							
03		Fund:		Tip Fund:		LOCATED IN THE CMAP NORTHWEST REGIONAL COUNCIL																							
Local Agency/ Section		Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/		Current CE3 Estimate		T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized				Environ- mental Approval		Public Hearing Status		Design Appv Requested CDCertified Est/Act CD DT		ROW Req CD DT		Plans to CO CD DT		Target Let/ Low Bid/ Award Date Award Amt		E1/E2 Consultant		Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt		A-95 Review STATE * * * *			
Record id																													
5		COOK CO. FP 18F300028BT		Off - Des Plns Rvr Tr N of Golf Rd to S of Central Rf BIKEWAYS PEDESTRIAN OVERPASS		4,512,000		03-19-0042				CE 1 3/16/2020		NR				Yes				6/13/2025		AH CR Terra		E		NR * * * * * * * * * *	
						E1:		/ / / /																					
						E2:		FFY21 / GCPF / 136,000 /																					
						RW:		/ / / /																					
						C:		FFY24 / CMAQ / 3,162,000 / 2,529,000 /																					
3253								/ GCPF / 1,350,000 /																					
								/ / / /																					
												REMARKS:																	
6		DES PLAINES 170022200BT		FAU3512 - NW Hwy NW Hwy to Miner St BIKEWAYS		2,297,770		03-23-0035				CE 1		NR				Yes E				11/6/2026		AH CR V3				NR * * * * * * * * * *	
						E1:		/ / / /																					
						E2:		FFY25 / ITEP / 208,890 / 156,660 /								E 12/31/2025													
						RW:		/ / / /																					
						C:		FFY27 / ITEP / 2,297,770 / 1,723,320 /																					
3374								/ / / /																					
								/ / / /																					
												REMARKS:		PACE Access.															
7		ELK GROVE VILL 200007301PV		FAU2652 - Tonne Rd Landmeier Rd to Touhy/Elk Gr Bl RECONSTRUCTION MODERNIZE TRAFFIC SIGNALS		10,026,000		03-20-0040				CE 1 4/22/2024		NR				No				6/13/2025		AH CR HR Green		NR		NR * * * * * * * * * *	
						E1:		/ / / /																					
						E2:		/ / / /																					
						RW:		/ / / /																					
						C:		FFY25 / STPL / 7,387,000 / 3,500,000 /																					
3298								/ HSIP / 2,039,000 / 1,853,184 /																					
								/ HIP / 600,000 / 500,000 /																					
												REMARKS:																	
8		ELK GROVE VILL 220007800RS		FAU1333 - Landmeier Rd 950 ft w/o IL 83 (Busse R to 50 ft e/o Cambridge Dr RESURFACING		932,970		03-20-0037				CE 1 8/1 /2023						No				4/25/2025		AH CR Eng Enter		NR		NR * * * * * * * * * *	
						E1:		/ / / /																					
						E2:		/ / / /																					
						RW:		/ / / /																					
						C:		FFY25 / STPL / 932,970 / 415,050 /																					
3230								/ / / /																					
								/ / / /																					
												REMARKS:																	

*2/14/2025	Selections: RCO: 03 Engineer:		LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS										
03	Fund: Tip Fund:		LOCATED IN THE CMAP NORTHWEST REGIONAL COUNCIL										
Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD Est/Act CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * * *	* NIPC
Record id													
9	ELK GROVE VILL 230007900RS to RESURFACING	1,552,119	03-20-0036 E1: / / / E2: / / / RW: / / / C: FFY25 / STPL / 1,552,119 / 917,985 /	CE 1 4 /18/2024	NR		No		1/17/2025 1,585,102	AH CR Civiltech	NR	* * * * * * * * *	NR
3316						REMARKS: Item No. 144. Plote Construction, Inc.							
10	ELK GROVE VILL 230008000PV to RESURFACING PEDESTRIAN SIGNALS	1,539,886	03-20-0032 E1: / / / E2: / / / RW: / / / C: FFY25 / STPL / 1,539,886 / 745,147 /	CE 1 5 /3 /2024	NR		No		1/17/2025 1,405,063	AH CR EEI	NR	* * * * * * * * *	NR
3317						REMARKS: Also Tonne Rd from Center St to Devon Av. Item No. 97. Plote Construction, Inc.							
11	HOFFMAN ESTATES 220011100RS to RESURFACING	725,000	03-22-0036 E1: / / / E2: / / / RW: / / / C: FFY26 / STPL / 725,000 / 543,750 /	CE 1 1 /12/2023	NR		No		3/7/2026	AH CR	NR	* * * * * * * * *	NR
3375						REMARKS:							
12	HOFFMAN ESTATES 220011200RS to RESURFACING	1,738,740	03-22-0044 E1: / / / E2: / / / RW: / / / C: FFY25 / STPL / 1,738,740 / 726,000 /	CE 1 3 /7 /2022	NR		No		3/7/2025	AH CR Civiltech	NR	* * * * * * * * *	NR
3320						REMARKS: Item No. 13.							

03

Engineer:

Tip Fund:

LOCATED IN THE CMAP **NORTHWEST REGIONAL COUNCIL**

rptRC

Page 4 of 7

*2/14/2025	Selections: RCO: 03 Engineer:		LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS										
03	Fund: Tip Fund:		LOCATED IN THE CMAP NORTHWEST REGIONAL COUNCIL										
Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested Est/Act CD DT	ROW Req CDCertified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * * *	NIPC
Record id													
17	NILES 230014000BR	2,528,000	03-23-0029 E1: FFY25 / BRPP / 208,000 / 166,400 / / / / 0 / E2: FFY27 / BRP2 / 208,000 / 166,400 / / / / / RW: FFY27 / BRPR / 40,000 / 32,000 / / / / / C: FFY28 / BRP / 2,528,000 / 2,022,400 / / / / / / / / /	CE 1	NR	E 6 /30/2026	Yes E		11/6/2027	AH CR HR Green	NR Yes	NR	* * * * * * * * *
3380													
18	PALATINE 170010200PV	10,304,500	03-16-0008 E1: FFY18 / STPL / 380,000 / 190,000 / A / / / 0 / E2: FFY23 / STPL / 958,000 / 479,000 / / / / / RW: / / / / / / / / C: FFY26 / STPL / 10,304,500 / 2,874,500 / / / 6,711,375 / / / / / /	CE 2	NR	A 3 /17/2022	Yes		11/7/2025	AH CR BLA	NR No	NR	* * * * * * * * *
2885													
19	PALATINE 190010500BR	1,034,000	03-19-0020 E1: FFY20 / BRPP / 128,100 / 102,480 / / / / 0 / E2: FFY22 / BRP2 / 158,600 / 126,880 / / / / / RW: FFY23 / BRPR / 10,000 / 8,000 / / / / / C: FFY24 / BRP / 1,034,000 / 827,200 / / / / / / / / /	CE 1	NR		Yes		9/19/2025	AH CR Ciorba	NR No	NR	* * * * * * * * *
3250													
20	ROLLING MEADOWS 190012300BT	982,200	03-22-0002 E1: / / / / / / / 0 / E2: FFY22 / STE2 / 162,000 / 129,600 / / / / / RW: FFY23 / STER / 96,000 / 48,000 / / / / / C: FFY25 / STE / 982,200 / 785,760 / / / / / / / / /	CE 1	NR		Yes		1/17/2025 1,051,893	AH CR	NR No	NR	* * * * * * * * *
3182													

*2/14/2025	Selections: RCO: 03 Engineer:		LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS										
03	Fund: Tip Fund:		LOCATED IN THE CMAP NORTHWEST REGIONAL COUNCIL										
Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD Est/Act CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * * *	* NIPC
Record id													
21	ROLLING MEADOWS 200012400CH	FAP0339 - Algonquin Rd New Wilke Rd	4,142,000	03-06-0006	CE 1 9/27/2021	NR	Yes		1/17/2025 2,851,746	AH CR CBBEL	NR	NR	* * * * * * * * * *
		INTERSECTION IMPROVEMENT	E1: / / / / E2: FFY22 / STPL / 304,000 / 152,000 / RW: FFY23 / STPL / 70,000 / 35,000 / C: FFY24 / STPL / 4,142,000 / 3,313,000 /					REMARKS: Item No. 140. Schroeder Asphalt Services, Inc.			No		
3213			/ / / / / / / /										* * * * * * * * * *
22	ROLLING MEADOWS 210012600PV	MS6150 - Weber DR Central RD to Algonquin RD RECONSTRUCTION	2,251,200	03-20-0052	CE 2 12/12/2022		Yes		6/13/2025	AH CR CBBEL	NR	NR	* * * * * * * * * *
			E1: / / / / E2: FFY24 / STPL / 241,200 / 99,000 / RW: / / / / C: FFY24 / STPL / 2,251,200 / 1,393,600 /			A 12/12/2022							
3290			/ / / / / / / /					REMARKS:					* * * * * * * * * *
23	SCHAUMBURG 180013300PV	FAP0559 - Knollwood Dr Bode Rd to Golf Rd RECONSTRUCTION	3,821,250	03-19-0035	CE 1 10/12/2018	NR	No		7/31/2026	AH CR Thomas	NR	NR	* * * * * * * * * *
			E1: / / / / E2: / / / / RW: / / / / C: MYB / STPL / 3,821,250 / 3,057,000 /								No		
2911			/ / / / / / / /					REMARKS: PE2 kick-off meeting held 10-25-18. Currently unfunded in NW CoM MYB (1-9-20).					* * * * * * * * * *
24	SCHAUMBURG 190013300BT	FAU2585 - Meacham/Golf American Ln to Higgins Rd to Meacham to Roosevelt Bl BIKEWAYS	1,400,000	03-19-0022	CE 1 12/19/2019	NR	Yes		4/25/2025	AH CR Civiltech	NR	NR	* * * * * * * * * *
			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 /								No		
3206			/ / / / / / / /					REMARKS: E2/ROW: CMAQ; C/CE: ITEP.					* * * * * * * * * *

2/14/2025		Selections: RCO: 03 Engineer:		LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS																					
03		Fund: Tip Fund:		LOCATED IN THE CMAP <u>NORTHWEST REGIONAL COUNCIL</u>																					
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 * * *	
Record id																									
25 SCHAUMBURG 200013400RS		FAU3073 - Woodfield Rd Plum Grove Rd to Meacham Rd RESURFACING BP; SW; TS Rep; Lighting		5,180,000		03-20-0041		CE 1 9/27/2021		NR				Yes				4/25/2025		AH CR Thomas E		NR		* * * * * * * * *	
3340						E1: / / / / E2: / / / / RW: / / / / C: FFY25 / STPL / 5,180,000 / 3,000,000 /		REMARKS:																	
26 SCHAUMBURG 220014201PV		MS7008 - McConnor Pkwy Meacham Rd to Roosevelt Blvd RECONSTRUCTION		10,500,000		03-25-0002		CE 1 3/27/2024		NR				Yes				4/25/2025		AH CR BLA		NR		* * * * * * * * *	
3341						E1: / / / / E2: / / / / RW: / / / / C: FFY25 / STPL / 10,500,000 / 5,000,000 /		REMARKS:																	
27 SCHAUMBURG 220014202PV		MS7008 - McConnor Pkwy Roosevelt Blvd to Golf Rd RECONSTRUCTION		10,500,000		03-25-0003		CE 1 3/27/2024		NR				Yes				4/25/2025		AH CR BLA		NR		* * * * * * * * *	
3342						E1: / / / / E2: / / / / RW: / / / / C: FFY25 / STPL / 10,500,000 / 500,000 /		REMARKS:																	

Illinois Tollway Update

Capital Plan – Investing in the Future

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

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

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

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

Bridging the Future

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

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

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

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

If you have any questions, please reach out to Kelsey Passi at kpassi@getipass.com.

Northwest Municipal Conference – Transportation Committee

Metra Report

April 24, 2025

Ridership

Systemwide average weekday ridership for March 2025 was 61% of pre-pandemic 2019 levels.

MDN – 57%

MDW- 49%

NCS- 45%

UPNW – 66%

UPN – 79%

Safety Poster Contest

Students across Chicagoland are being asked to put their creativity to work for rail safety and enter the rail agency's 18th annual Metra Safety Competition, which officially kicked off April 1, 2025.

This year's contest theme is "See Tracks? Stay Back." Students can win up to \$500 in prizes for their original artwork, which will be featured in Metra's 2026 safety calendar and on Metra's Saturday/Sunday/Holiday Day Passes. Students in grades K through 4 can submit a hand-drawn poster, and students in grades 5 through 12 can submit either hand-drawn or digital artwork, which will be judged in separate categories.

This year all entries must be received by 11:59 p.m. June 1. Winners will be notified via email the week of June 16. First-place winners will be invited to the Metra Board meeting on July 16 to be recognized for their achievements.

For complete contest rules and information on how to submit an entry, please visit the Safety Competition website, metra.com/safety-competition. The contest is open to all students in grades K-12 who reside in Metra's six-county service area.

Take Your Child to Work Day

Metra will recognize Take a Child to Work Day, today, April 24, by allowing young people 12 and under who are accompanied by an adult to ride for free.

Take a Child to Work Day and Beyond is sponsored by Junior Achievement. The event is designed to inspire children to explore career opportunities, develop essential skills, and envision their future with confidence. For more information on this event and resources, parents can visit <https://tacw.ja.org/>

Learn about the benefits of joining our team!



Bus Operator

Mechanic

Servicer



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

EVERY THURSDAY AT:

550 W. Algonquin Road in Arlington Heights

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

2107B W. 163rd Place in Markham

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

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

Working for Pace has many advantages:

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

What to expect at the event:

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



Local Government Update

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

April Local Government Update

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

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

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

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

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

Local Government Update

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

RTA to host *Transforming Transit* Summit on April 15

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

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

Section 5310 Program Call for Projects closes April 24

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

Local Government Update

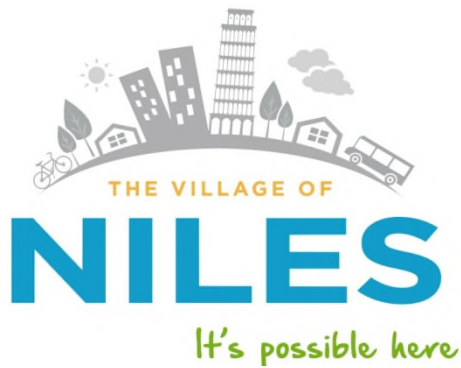
175 W Jackson Blvd
Suite 1550
Chicago, IL 60604
312 913 3200
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Local leaders support sustainable transit funding, raise concerns about consolidation

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

Northwest Council of Mayors
FY 2025-2029 STP-L Program
For Approval on 4/25/25

TIP ID	Project	Muni/Lead	Phase	Northwest COM FY 25-29 Program							COUNCIL MARKS/PAST YEAR OBLIGATIONS						
				Programmed Balance	2025	2025 PUR	2026	2027	2028	2029	2025	2026	2027	2028	2029		
					\$12,989,504	\$13,342,316	\$8,735,250	\$12,072,470	\$12,216,103	\$6,337,250	\$12,989,504	\$12,895,590	\$12,898,720	\$13,105,099	\$13,314,791		
Points												Notes					
85.25	03-20-0032	Tonne Rd-Devon Ave Intersection Resurfacing	Village of Elk Grove Village	CON/CE*		\$745,147						Jan-25					
81.5	03-22-0021	Euclid Ave from Rohlfing Rd to Rand Rd	Village of Arlington Heights	CON*			\$3,500,000					Nov-25					
79.63	03-24-0009	Dee Road Resurfacing	City of Park Ridge	CON/CE			\$2,752,076			\$2,752,076		Sep-25					
79	03-24-0010	Gannon Drive Bicycle Improvements and Resurfacing	Village of Hoffman Estates	CON/CE				\$832,500				Mar-26					
79	03-22-0022	Einhardt Rd from Greenleaf Ave to Pan Am Blvd	Village of Elk Grove Village	CON/CE*				\$2,226,000				Jun-27					
78.25	03-22-0023	North Ave from Oak Ave to US 20 Lake St	Village of Bartlett	CON/CE*		\$930,600		\$930,600				Apr-25					
75.25	03-20-0036	Arlington Heights Rd-Devon Ave Intersection Resurfacing	Village of Elk Grove Village	CON/CE*		\$917,985						Jan-25					
75.25	03-20-0037	Busse Rd-Landmeier Rd Intersection Resurfacing	Village of Elk Grove Village	CON/CE*		\$1,125,831	\$1,125,831		\$415,050			Apr-25					
74.13	03-24-0011	Kirchoff (west)/Plum Grove Road Resurfacing and Median Landscaping	City of Rolling Meadows	CON/CE							\$2,333,250	Jun-29					
71.44	03-22-0024	Oakton St from Arlington Heights Rd to Shadywood Ln	Village of Elk Grove Village	CON/CE*					\$1,776,570			Jan-27					
70.25	03-20-0039	Busse Rd-Devon Ave Intersection Resurfacing	Village of Elk Grove Village	CON*			\$200,000					Apr-23					
69.5	03-22-0026	Weathersfield Way from Barrington Rd to Springguth Rd	Village of Schaumburg	CON/CE*					\$2,961,750			Nov-26					
69	03-24-0012	Wolf Road Rehabilitation	Village of Mount Prospect	CON/CE						\$1,914,832		Jan-28					
67.94	03-22-0027	Walnut Ln from Bode Rd to Schaumburg Rd	Village of Schaumburg	CON/CE*				\$2,747,250				Mar-26					
67.5	03-20-0040	Tonne Rd from Landmeier Rd to Elk Grove Blvd	Village of Elk Grove Village	CON/CE*		\$2,799,329	\$2,200,671					Jun-25					
66.19	03-22-0028	Schoenbeck Rd from Camp McDonald Rd to US 12 Rand Rd	Village of Mount Prospect	CON/CE*			\$297,000					Nov-25					
65	03-06-0006	IL 62 Algonquin Rd at New Wilke Rd	City of Rolling Meadows	ROW			\$352,000					Sep-24					
65	03-06-0006	IL 62 Algonquin Rd at New Wilke Rd	City of Rolling Meadows	CON/CE*		\$2,956,000						Jan-25					
64.88	03-22-0030	Shermer Rd from Dempster St to Waukegan Rd	Village of Niles	CON/CE*						\$1,981,952		Jul-26					
64.53	03-24-0013	Braintree Drive Reconstruction – Wise Rd to Weathersfield Way	Village of Schaumburg	CON/CE						\$607,919		Jan-26					
64.31	03-22-0031	Braintree Dr from Bode Rd to Schaumburg Rd	Village of Schaumburg	CON/CE*				\$2,252,250				Jan-26					
64.31	03-22-0032	Braintree Dr from Schaumburg Rd to Weathersfield Way	Village of Schaumburg	CON/CE*				\$2,161,500				Jan-26					
64.31	03-16-0008	Palatine Rd from Quentin Rd to Smith St	Village of Palatine	CON/CE*		\$5,000,000				\$2,874,500		Nov-25					
63.13	03-24-0014	Springguth Road Resurfacing – Wise Rd to Weathersfield Way	Village of Schaumburg	CON/CE						\$1,943,000		Mar-29					
62.8	03-20-0041	Woodfield Rd from Plum Grove Rd to Meacham Rd	Village of Schaumburg	CON/CE*		\$2,471,172	\$528,828					Jun-25					
62.5	03-20-0050	Rand Rd-IL 83-Kensington Rd Intersection Improvements	Village of Mount Prospect	ENG II			\$685,000			\$685,060		Sep-25					
62.5	03-20-0050	Rand Rd-IL 83-Kensington Rd Intersection Improvements	Village of Mount Prospect	ROW		\$114,940				\$114,940		Sep-25					
62.5	03-20-0050	Rand Rd-IL 83-Kensington Rd Intersection Improvements	Village of Mount Prospect	CON			\$2,700,000	\$2,700,000				Nov-25					
62.5	03-22-0033	Palatine Rd at Rohlfing Rd Intersection Improvements	Village of Palatine	ENG II			\$91,500					Jan-26					
62.5	03-22-0033	Palatine Rd at Rohlfing Rd Intersection Improvements	Village of Palatine	CON/CE*						\$2,288,000		Mar-27					
61.88	03-22-0034	Windsor Dr from Hintz Rd to Jane Ave	Village of Arlington Heights	CON/CE*				\$1,458,150				Nov-26					
61.5	03-22-0035	Biesterfeld Rd from Martha St to Arlington Heights Rd	Village of Elk Grove Village	CON/CE*				\$3,500,000				Jan-27					
60	03-22-0038	IL Route 68 (Dundee Road) and Hicks Road Intersection Improvements	Village of Palatine	CON/CE						\$2,383,200		Nov-26					
60	03-22-0038	IL Route 68 (Dundee Road) and Hicks Road Intersection Improvements	Village of Palatine	ENG II		\$202,500						Feb-25					
60	03-22-0038	IL Route 68 (Dundee Road) and Hicks Road Intersection Improvements	Village of Palatine	ROW				\$105,000				Jun-27					
59.88	03-24-0015	Weathersfield Way Resurfacing – Salem Drive to Roselle Road	Village of Schaumburg	CON/CE							\$2,061,000	Mar-29					
59.25	03-22-0036	Jones Rd from Highland Blvd to IL 72 Higgins Rd	Village of Hoffman Estates	CON/CE*				\$543,750				Mar-26					
58.3	03-22-0039	Central Rd from E. Frontage Rd to Old Wilke Rd	City of Rolling Meadows	ENG II			\$218,750					Aug-25					
58.3	03-22-0039	Central Rd from E. Frontage Rd to Old Wilke Rd	City of Rolling Meadows	ROW				\$45,000				Nov-26					
58.34	03-22-0039	Central Road Reconstruction/Widening	City of Rolling Meadows	CON/CE						\$3,040,200		Jan-27					
56.25	03-25-0003	McConnor Parkway Reconstruction – Roosevelt to Golf (West)	Village of Schaumburg	CON			\$5,000,000					Jun-25					
50.25	03-22-0037	Hintz Rd from Kennicott Ave to Arlington Heights Rd	Village of Arlington Heights	ENG II				\$106,500				Nov-25					
49.58	03-22-0044	Hassell Rd from Fairway Ct to Rosedale Ln	Village of Hoffman Estates	CON/CE*		\$726,000						Mar-25					
47.63	03-25-0002	McConnor Parkway Reconstruction – Meacham to Roosevelt (East)	Village of Schaumburg	CON			\$5,000,000					Jun-25					
42.31	03-22-0040	Dryden Ave from Thomas St to Oakton St	Village of Arlington Heights	ENG II			\$33,500			\$33,500		Jan-25					
41.16	03-22-0041	Arthur Ave from Davis St to Central Rd	Village of Arlington Heights	ENG II			\$93,500			\$93,500		Jan-26					
40.46	03-20-0052	Weber Dr from Central Rd to Algonquin Rd	City of Rolling Meadows	CON/CE*			\$1,393,600					Jun-25					
39.34	03-22-0042	Hillside Ave from Hough St to US 14 Northwest Hwy	Village of Barrington	ENG II			\$261,500	\$261,500				Jun-25					
				FFY= Federal Fiscal Year (Oct. 1 – Sept. 30)													
				ENG II= Phase II Engineering (50/50 match ratio)													
				ROW= Right of Way (50/50 match ratio)													
				CON/CE= Construction/Construction Engineering													



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Dean Strzelecki

Marryann Warda

April 1, 2025

Eric Czarnota
Program Associate for Transportation
Northwest Municipal Conference
1616 Golf Road, Des Plaines, IL 60016

RE: Funding Request
Section No: 13-00118-00-WR
Tip No: 03-09-0072
Touhy/Gross Point Road
Village of Niles

Dear Mr. Czarnato

The Village of Niles is thankful for your continued support, hard work, and assistance in moving forward STP projects in the Village of Niles. This project was on March 10, 2023 State letting. Due to utility conflicts, the Contractor did not start work until August 23. The Construction sequence had to be revised for the Contractor to start working. It was anticipated that the project would have been completed in one construction season in 2023. The delayed start pushed work into the winter of 2023/2024, the summer of 2024, and the winter of 2024/2025. The Contractor has worked an additional 100 days. This extended time through two unanticipated winters required our Phase III Engineer to be on site to cover the construction activities. The project is 75% complete and will require an additional 25 days to finish the remaining work. This will result an increase in cost to the Village in the amount of \$100,000. Therefore, the Village of Niles is requesting an additional \$80,000 in STP funds which is 80% of the additional cost. We would greatly appreciate your favorable response to our request for this very important improvement project in the Village of Niles.

If you need additional information, please contact me at your convenience.

Sincerely,

Timothy O'Brien, P.E.
Village Engineer

Cc: Akram Chaudhry, P.E., HR Green, Inc., Vice President

VILLAGE OF BUFFALO GROVE

Department of Public Works

1650 Leider Lane, Buffalo Grove, IL 60089

Phone: 847-459-2500 | Fax: 847-459-0332



April 17, 2025

Eric Czarnota
Program Associate for Transportation
Northwest Conference of Mayors
Transportation Committee
1600 East Golf Road
Des Plaines, IL 50462

Re: Village of Buffalo Grove
Bernard Drive
from Arlington Heights Road to Lincoln Terrace
Section No. 20-00108-02-RS
Additional Federal Funding Request for Construction

Dear Mr. Czarnota:

The Village of Buffalo Grove applied for and received STP Federal funds in the amount of \$3,500,000 from the Northwest Conference of Mayors (NWMC) for the reconstruction of Bernard Drive from Arlington Heights Road to Lincoln Terrace.

Based on the strong need for the overall Bernard Drive corridor improvement due to age, condition and usage, the Village utilized all local funding to complete the first stage of the Bernard Drive corridor from Lincoln Terrace to Buffalo Grove Road to deliver the project as quickly as possible. To continue to deliver this project on an aggressive schedule, the second and third stage of the corridor improvement were combined, and this combined final stage has an estimated construction cost of \$9,600,000 to finish Bernard Drive corridor improvements. This final project was on the September 2024 state letting.

In addition to STP funding, the Village applied for and received financial support from ITEP funds. The remainder of the costs are the Village's responsibility. The Village has been proactive in leading the project and applying for financial support as needed and has continually updated the NWMC of their financial needs. Therefore, the Village is

respectfully requesting an additional \$1,500,000 in redistribution funds which will bring the total amount to \$5,000,000 which is the current funding limit.

We would greatly appreciate your favorable response to our request for this very important improvement project in the Village of Buffalo Grove. (Please see the table below for a detailed distribution of funds for Bernard Drive from Arlington Heights Road to Lincoln Terrace).

	Estimated Cost	Federal/State Participation	Local Participation	Local Non-Participation	Requested Federal Funding Change ³
Phase I Engineering (2019)	\$ 304,845.50	-	\$ 304,845.50	-	-
Phase II Engineering (2021/2022) ¹	\$ 1,103,169	\$ 350,000	\$ 753,169	-	-
ROW (2023)	\$ 138,480	-	\$ 138,480	-	-
Construction ²	\$ 9,600,000	\$ 4,970,000	\$ 3,128,000	\$1,502,000	\$1,500,000
Construction Engineering ²	\$ 1,150,006	\$180,000	\$970,006	-	-

1: \$350,000 STP-Local Funding for PH II.

2: \$3,150,000 STP-Local Funding for CON (FFY 2024). \$2,000,000 State participation ITEP for CON/CE.

3: \$1,500,000 requested to match \$5,000,000 maximum from original \$3,500,000 received. Current local participation 49%; Proposed local participation 35%.

If you should have any questions or require additional information, please contact me at 847-459-2523 or via email at KJohnson@vbg.org.

Thank you,



Kyle Johnson, P.E.
Deputy Public Works Director/Village Engineer



NORTHWEST MUNICIPAL CONFERENCE

1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
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A Regional Association of Illinois
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Memorandum

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: April 25, 2024

Recommendation: Discuss/approve potential changes to the council's STP methodology and propose recommendations for consideration by the Northwest Council of Mayors STP Methodology Working Group at their next meeting.

Issue: Several revisions to the Northwest Council of Mayors STP methodology have been proposed in response to member experiences during the call for projects, functional classification change process and general federal funding use. Below is a summary of key issues for discussion, along with proposed solutions and reference to the April 2 meeting of the Northwest STP Methodology Working Group.

Proposed STP Methodology Changes

- A. Technical Committee Membership:** The existing rule mandates that only a Mayor may replace a departing Mayor and only a Manager may replace a departing Manager. This restricts flexibility in filling vacancies.

Potential solution: *Modify the language to allow vacancies to be filled by either a Mayor or a Manager, ensuring broader representation and flexibility. The revised language could state:*

*The Northwest Council of Mayors Technical Committee shall be comprised of ~~four mayors and four managers~~ **eight mayors or managers** from municipalities within the Northwest Council of Mayors.*

~~*Only a mayor may fill a vacancy left by a mayor, and only a manager can fill a vacancy left by a manager.*~~

April 2 Meeting Minutes: There seemed to be a general consensus from the working group to move forward with the potential solution.

- B. Cost Increases:** The methodology does not specify when cost increases can be requested.

Potential solution: *Require that cost increase requests be submitted to the Planning Liaison no later than two weeks before a Technical Committee meeting. Requests must include a formal letter from the municipality detailing the justification for the increase and the exact amount requested.*

April 2 Meeting Minutes: There was a suggestion to allow cost increases only twice a year. However, NWMC staff raised concerns about projects not all being on the same schedule and the fact that there are only four opportunities per year to submit an increase. A member recommended revisiting this once redistributive funding could no longer be relied upon and when projects would only be able to use unused council allocation funding.

There was a consensus to add to the methodology that cost increase requests should be submitted two weeks in advance of the meeting at the latest. Additionally, the consensus was that if NWMC staff determined that an additional cost increase form was unnecessary, the working group felt like a new form would be unnecessary and the current process of submitting a letter to the Technical Committee would suffice.

- C. Regional Transportation Significance:** The current methodology uses different divisors (800 for roadways/intersections, 400 for resurfacing) when calculating significance.

Potential solution: *Standardize the divisor used in calculations to ensure consistent evaluation across project types. Staff recommends 800 for both categories.*

April 2 Meeting Minutes: There was concern regarding the total points a project could receive since the maximum points for reconstruction and intersection projects differed from resurfacing projects.

NWMC staff said they would rescore the last call for projects using divisors of 400, 600, and 800 to analyze the impact on maximum point allocation and present the findings at the next working group meeting.

- D. Prior Agency Funding:** The current methodology awards points based on prior agency funding, but this category is underutilized as the same communities tend to apply each year. At the same time, there has been a significant regional push to ensure compliance with ADA regulations, and it is likely that having an ADA Transition Plan will become a future requirement. To proactively support municipalities in meeting these standards, staff proposes replacing the Prior Agency Funding category with an ADA Transition Plan category, awarding points to municipalities that have adopted or are actively developing a plan. However, to avoid disadvantaging communities that don't typically apply for STP funding, we could also consider awarding bonus points to municipalities that have not received funding in a certain number of years.

Potential solution: *Replace the "Prior Agency Funding" category with an ADA Transition Plan category. Municipalities that have adopted or are in the process of developing an ADA Transition Plan would receive points. During the first Call for Projects, municipalities that have started developing a plan would receive full points. In future calls, stricter criteria would apply, requiring communities to have a complete ADA Transition Plan to receive full points, while communities still working on a plan would receive a reduced number of points.*

Additionally, consider bonus points for communities that have not received STP funding in a certain number of years.

April 2 Meeting Minutes: The working group asked what specifically would fulfill the requirement of having an ADA Transition Plan. NWMC staff stated they would provide a list of the necessary components at the next meeting.

The idea of awarding points for periodically updating the ADA Transition Plan to ensure it remains current was also discussed.

There was additional discussion about removing the category entirely and reallocating the points to the Safety or Regional Transportation Significance categories. A concern was raised that once most communities have an ADA Transition Plan on file, the category could face similar issues as the Complete Streets section currently does. It was recommended that the proposed changes be brought to the Technical Committee for their input.

- E. Eligible Project Types:** The methodology lacks clarity on when a Functional Classification Change request would be eligible to be considered by the Technical Committee.

Potential Solution: Modify the methodology to state that any project scoring over 25 points on the Northwest Functional Classification Change Request scoring form will be eligible to submit a change to IDOT/FHWA upon approval by the Technical Committee. This will ensure consistency in classification requests going forward.

April 2 Meeting Minutes: There was a suggestion to use the recommended minimum point threshold on the Northwest Council Functional Classification Change Form as the deciding factor for sending routes to IDOT/FHWA for their review.

However, the general consensus was to bring the matter to the Technical Committee for input on how to proceed with approving functional classification changes at the council level before forwarding them to IDOT/FHWA for review.

- F. Complete Streets:** All municipalities now have Complete Streets policies, making the current point system less effective for differentiation. Here's what the category scoring currently looks like.

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

Potential solution: *Adjust scoring to focus on the number and quality of Complete Streets elements rather than policy adoption. Shifting emphasis from policy adoption to project implementation ensures funding supports tangible infrastructure improvements. Additionally, consider awarding bonus points for projects located on NWMC priority corridors.*

Action Taken	Points
Community has adopted a Complete Streets policy	5
Project includes new or upgraded Complete Streets elements	25
Project includes replacement or maintenance of existing Complete Streets infrastructure OR sponsor has documented an exception in Phase I or Phase II	20
Additional points to the Top 3 projects in this category	10

April 2 Meeting Minutes: There was a split among the working group regarding the removal of the Complete Streets policy.

Some members supported reducing the number of points awarded for having a Complete Streets policy. However, concerns were raised about Complete Streets elements being overly weighted in the overall project scoring.

NWMC staff noted that 25% of the total points in the methodology must come from the Complete Streets category and identified additional options beyond Complete Streets elements that could count toward that 25%. It was also mentioned that during the last methodology revision, this section was discussed, but ultimately no changes were made, as the proposed revisions did not align with the council's overall goals. It was recommended that the proposed changes be brought to the Technical Committee for their input.

- G. Safety:** The methodology currently recognizes only eight safety improvements for full points, and few locations in the Northwest Council have a Critical or High Safety Risk Index (SRI).

Current

CRF	Points
Above 50%	15
36%-49%	11.25
26%-35%	7
16%-25%	3.75
15% and under	0

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

Potential solution: *Revise the Crash Reduction Factor (CRF) scoring to align with CMAP's STP-Shared Fund safety project methodology, increasing CRF percentage weight while redistributing points from SRI categories. Updating the scoring criteria ensures alignment with best practices and enhances project selection for maximum safety benefits.*

Revised

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

CRF	Points
Above 50%	20
36%-49%	15
26%-35%	10
16%-25%	5
15% and under	0

April 2 Meeting Minutes: Without knowing how the scoring changes might affect projects, NWMC staff will provide further analysis at the next working group meeting comparing how the CMAP CRF percentages align with those currently used by the council and how the scoring could change.

- H. Pavement Condition:** The current system heavily favors resurfacing projects, making it easy for them to score highly.

Current

Pavement Condition Rating	Points
Poor (0-45)	50
Fair (46-70)	25
Good (71-100)	0

Potential Solution: Reduce the maximum points for resurfacing projects while considering awarding additional points to municipalities that proactively maintain pavement (e.g., crack sealing) with local funds. Rewarding proactive maintenance encourages responsible asset management while ensuring that funding prioritizes necessary resurfacing projects.

Revised

Pavement Condition Rating	Points
Poor (0-45)	40
Fair (46-70)	20
Good (71-100)	0

April 2 Meeting Minutes: There was consensus on reducing the number of points allocated to the pavement condition section for resurfacing projects. There was also interest in awarding points based on whether pavement maintenance had been completed within a specific timeframe, as well as considering the date of the last resurfacing. Additionally, it was suggested that resurfacing projects on county or state routes should not be considered. It was recommended that the proposed changes be brought to the Technical Committee for their input.

- I. Project Readiness (Resurfacing):** Projects that are further along in the planning process should be incentivized.

Current

Project Status	Points
Phase II engineering contract executed	25

Right-of-Way Status	Points
ROW acquisition is complete or not required	15

Potential Solution: Redistribute points (10) taken from Pavement Data into Project Readiness to reward shovel-ready projects.

Revised

Project Status	Points
Phase II engineering contract executed	30

Right-of-Way Status	Points
ROW acquisition is complete or not required	20

April 2 Meeting Minutes: The Working Group expressed interest in reallocating points removed from the pavement condition category. There was stronger support for shifting these points to the Regional Transportation Significance or Safety categories rather than the Project Readiness category. These recommendations will be brought to the Technical Committee for their input.

Background: The Northwest Council of Mayors first adopted its STP scoring methodology in September 2019 to comply with federal regulations. Since the first Call for Projects in 2020, multiple revisions have been considered, including adjustments to Complete Streets, congestion mitigation, and pavement condition scoring.

Next Steps: Recommendations from the working group will be presented at the Northwest Technical Committee meeting on April 25. Feedback from that meeting may necessitate another NW Methodology Working Group discussion. If not, final recommendations will be considered at the July Technical Committee meeting before approval by the Full Northwest Council of Mayors, ahead of the next Call for Projects kickoff in the fall.