

## **NORTHWEST MUNICIPAL CONFERENCE**

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



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

### **MEMBERS**

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

*President*  
Donna Johnson  
Libertyville

*Vice-President*  
Eric Smith  
Buffalo Grove

*Secretary*  
Paul Hoefert  
Mount Prospect

*Treasurer*  
Scott Anderson  
Barrington

*Executive Director*  
Mark L. Fowler

## **NORTHWEST COUNCIL OF MAYORS**

### **TECHNICAL COMMITTEE**

#### **Agenda**

**Friday, July 25, 2025**

**Immediately Following Northwest Council of Mayors Meeting**

**Barrington Village Hall**

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

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

#### **II. April 25, 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
- g. Pace (Attachment E)
- h. RTA (Attachment F)

**Action Requested:** Informational

#### **IV. Northwest Council Surface Transportation Program**

##### **A. Current Program Update (Attachment G)**

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 H & I)**

Staff will provide an overview of two cost increase requests: The Village of Mount Prospect is requesting an additional \$1,181,400 for their Schoenbeck Road Reconstruction project. The Village of Niles is requesting an additional \$617,430 for the Touhy/Gross Point Road project. The funding would come from the planned use of redistribution and would be available to use immediately by the projects.

**Action Requested:** Approve Cost increases

##### **C. Approval of Current Program (Attachment G)**

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

**Action Requested:** Approve program

#### **V. Northwest Methodology Changes (Attachment J)**

- A. 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. Other Business**

**VII. Next Meeting**

The next Northwest Council of Mayors Technical Committee meeting is scheduled for Friday, October 24, 2025 at 8:30 a.m., location TBD.

**VIII. Adjourn**

**NORTHWEST MUNICIPAL CONFERENCE**

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



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

**MEMBERS**

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

*President*  
Donna Johnson  
Libertyville

*Vice-President*  
Eric Smith  
Buffalo Grove

*Secretary*  
Paul Hoefert  
Mount Prospect

*Treasurer*  
Scott Anderson  
Barrington

*Executive Director*  
Mark L. Fowler

**NORTHWEST COUNCIL OF MAYORS****TECHNICAL COMMITTEE****Minutes****Friday, April 25, 2025****8:30 a.m.****Barrington Village Hall**

The Northwest Council of Mayors Technical Committee met on Friday, April 25, 2025, at the Barrington Village Hall. The following committee members were in attendance:

Village President Karen Darch, Chair

Mayor Tom Hayes

Dane Bragg

Reid Ottesen

Brian Townsend

Sharon Caddigan

Dan Kaup

**Others Present:**

Nanci Julius

Marie Hansen

Briget Schwab

Kyle Johnson

Matthew Roan

Ken Jay

Alan Wenderski

Matt Lawrie

Tim O'Brien

Matt Barry

Aaron Grosskopf

Marie Higginson

Brent McQueen

Mayor Paula McCombie

Katie Herdus

Jessica Rybarczyk

Albert Stefan

Zubair Haider

Dave Block

Dan Brinkman

Greg Ellwanger

Tom Gill

Nathan Murphy

Akram Chaudhry

Dan Brinkman

Eric Czarnota

Mark Fowler

Village of Barrington

Village of Arlington Heights

Village of Buffalo Grove

Village of Palatine

Village of Schaumburg

Village of Streamwood

Village of Wheeling

Village of Arlington Heights

Village of Barrington

Village of Buffalo Grove

Village of Buffalo Grove

Village of Elk Grove Village

Village of Elk Grove Village

Village of Hoffman Estates

Village of Mount Prospect

Village of Niles

Village of Palatine

City of Rolling Meadows

City of Rolling Meadows

Village of Schaumburg

Village of South Barrington

IDOT

Pace

Christopher B. Burke

Baxter &amp; Woodman

Gannett Fleming Transystems

Gewalt Hamilton

BLA

Thomas Engineering Group

Civiltech

HR Green

Gewalt Hamilton Assoc.

NWMC

NWMC

**I. Call to Order**

President Darch called the meeting to order at 8:31 a.m., and asked attendees to introduce themselves.

**II. Approval of January 24, 2025 Meeting Minutes**

*Mayor Hayes moved approval of the January 24, 2025 meeting minutes. Ms. Caddigan seconded the motion, which was unanimously approved.*

**III. Agency Reports**

**a. CMAP Report**

Written report provided.

**b. IDOT Highways Report**

Ms. Herdus provided an updated report on projects occurring on IDOT highways within the council. She also provided an update on the IL-83 project.

Mr. Townsend asked if she had any insight into the \$400 million that was supposed to go to local transportation projects. She said she did not and that she would follow up with him.

**c. IDOT Local Roads Update**

Written report provided. Mr. Czarnota also shared that any projects that used MFT funding could be substituted with RBI funds if the community was interested in doing that.

**d. Illinois Tollway**

Written report provided.

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

No report.

**f. Metra**

Written report provided.

**Pace**

Ms. Rybarczyk requested that members reach out to her with information about any summer construction occurring in their municipalities so Pace can plan its routes accordingly. Additionally, she noted that the “hire-on-the-spot” events are still taking place at Pace headquarters in Arlington Heights. She mentioned that the Pace Board recently approved an intergovernmental agreement with Metra and CTA to offer a regional day pass, allowing riders to use all three agencies seamlessly.

**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, highlighting changes since the last meeting. He noted that some projects delayed their expected lettings and as a result, would no longer be utilizing the planned use of redistribution (PUR) funding for this year. That said, he emphasized that the

Council has still requested over \$18 million in PUR funding and that the program remains in a strong position moving forward.

Mr. Ottesen asked when the PUR funding would actually be used and whether there was concern that when the Council is ready to tap into the fund, there might not be enough remaining. Mr. Czarnota responded that there is still a sizable amount of funding available regionally and that any projects letting after April are expected to begin drawing from the PUR as the Council's annual allotment will have been fully utilized.

Ms. Caddigan asked if once the Council begins using the PUR, it would continue to have access to that funding source through 2029. Mr. Czarnota clarified that the PUR is only available for the current fiscal year. In future years, the Council must again fully use its annual allotment in order to access additional redistributive funding.

#### **B. Cost Increase Request**

Mr. Czarnota provided an overview of the two cost increase requests received by the committee. The Village of Niles requested \$80,000 for the Touhy/Gross Point Road project.

Mr. Ottesen asked Niles for clarification on what the additional funding would be used for. Niles staff explained that ComEd-related issues had delayed the project. Mr. Bragg commented that he preferred cost increases be used for hard costs rather than soft costs associated with projects.

*Mr. Ottesen moved to table the cost increase request to the July meeting pending further information regarding the increase. Mr. Bragg seconded the motion, which was unanimously approved.*

The Village of Buffalo Grove requested \$1.5 million for the Bernard Drive project, which had previously been approved at an earlier letting. However, since the project let during the final letting of the fiscal year, the village did not have enough time to obligate 75% of the original funding, a requirement for accessing the increase. As a result, the request was brought back to the committee to approve additional funding in the current fiscal year.

*Mr. Townsend moved approval of the cost increase request. Mayor Hayes seconded the motion, which was unanimously approved.*

#### **C. Approval of Current Program**

*Ms. Caddigan moved approval of the current program minus the potential Niles cost increase. President Hayes seconded the motion, which was unanimously approved.*

#### **V. Northwest Methodology Changes**

- A. Mr. Czarnota reported that staff proposed a change to the methodology that would alter the requirement for the committee to be composed of four mayors and four managers, allowing instead for any combination of eight mayors or managers.

*Ms. Caddigan moved approval of the change to make the committee open to 8 mayors or managers and to change the language in the Methodology on eligibility to serve as the chair of the committee. President Hayes seconded the motion, which was unanimously approved.*

- B. Mr. Czarnota reported that the methodology does not currently specify when cost increase requests can be submitted. He recommended keeping the current process for submitting requests to the committee but adding language to the methodology stating that requests should be submitted no later than two weeks prior to the next meeting date.

President Darch asked whether there would be any language distinguishing between hard and soft costs for increases. Mr. Czarnota responded that nothing is currently proposed but he would investigate adding specific language about what types of cost increases the committee could approve.

Mr. Czarnota then provided an overview of the Regional Transportation Significance section of the methodology. He noted that resurfacing projects tend to score very well in this category, while reconstruction and intersection projects do not. He suggested this may be due to the fact that AADT is divided by 400 for resurfacing projects and by 800 for reconstruction/intersection projects. He said he would evaluate what scoring would look like if all project types used a standardized divisor of 600 using data from the previous Call for Projects and would report his findings back at the next methodology working group meeting.

He then discussed Prior Agency Funding and a potential recommendation to eliminate that category and instead award points for having an ADA Transition Plan. He acknowledged concerns raised by the working group that this could mirror the Complete Streets category, where every community receives full points, resulting in limited differentiation. The Technical Committee agreed that the points could be better utilized elsewhere and suggested reallocating them to the Safety or Regional Transportation Significance categories.

Regarding Eligible Project Types, Mr. Czarnota proposed adding language requiring projects to score at least 25 points on the Northwest Council's Functional Classification change request form to be considered by the committee, along with more clear criteria for what is needed for Technical Committee approval. Ms. Herdus from IDOT added context on IDOT and FHWA requirements for successfully changing a project's functional classification. She also offered to coordinate an IDOT presentation on the functional classification change process, which Mr. Czarnota expressed interest in organizing.

For the Complete Streets category, Mr. Czarnota proposed reducing the points awarded for having a Complete Streets policy from 25 to 5 and reallocating those points toward new or replaced/maintained infrastructure elements. Mr. Ottesen asked to see how this change would affect project scores and whether it might favor resurfacing projects over reconstruction/intersection projects. The committee also asked whether only one Complete Streets element would be enough to receive points. Mr. Czarnota responded that the current language is unclear but he would anticipate requiring a minimum number of elements. The committee further recommended exploring additional points for elements that improve vehicular travel, instead of those focused solely on bicycle or pedestrian improvements.

Mr. Czarnota then addressed the Safety section of the methodology. He explained that during the last Call for Projects, only two projects scored minimal and received 5 of 20 points available, while the rest scored minimal and received 0 points. He proposed flipping the weighting and assigning 20 points to CRF and 15 to SRI. He also suggested switching to CMAP's CRF values used for STP-Shared

Fund projects instead of the current list. However, he noted a key difference that under the Council's existing system, a pedestrian countdown timer would receive full points, whereas CMAP's methodology assigns it zero, based on evidence that such timers do not significantly reduce crashes. This change could significantly affect scoring for some projects.

Regarding Pavement Condition, Mr. Czarnota recommended reducing the total points available from 50 to 40. This would lower the weight for resurfacing projects and free up points to be added to the Project Readiness category, which would reward shovel-ready projects. The working group also recommended possibly reallocating those points to Regional Transportation Significance, Safety, or a new Pavement Maintenance category.

**VI. Northwest Council of Mayors Vacancies**

Mr. Czarnota described the process to replace President Darch and Mayor Hayes on the Technical Committee. He noted that requests to fill these vacancies would be sent after April 13, once all incoming Northwest Council mayors are seated.

**VII. Other Business**

Mr. Czarnota thanked President Darch and Mayor Hayes for their time and dedication serving on the Technical Committee and as the Northwest Council's representatives on the CMAP Council of Mayors Executive Committee.

**VIII. Next Meeting**

President Darch said the next meeting is scheduled for Friday, July 25, 2025 at 8:30 a.m. at a location to be determined.

**IX. Adjourn**

*Mr. Bragg moved to adjourn the meeting at 9:33 a.m. Ms. Caddigan seconded the motion, which was unanimously approved.*

## CMAP news

### Comprehensive Climate Action Plan for Greater Chicago survey

CMAP, in partnership with the Metropolitan Mayors Caucus and Northwestern Indiana Regional Planning Commission, is creating a plan to reduce greenhouse gas emissions in Greater Chicago by 2050. The [Comprehensive Climate Action Plan for Greater Chicago](#) will identify key actions needed to reduce greenhouse gas emissions from all major sources. It will build on previous plans from across the region, creating a coordinated strategy to reduce emissions and address climate impacts in low-income and disadvantaged communities and across the region.

Community input is important and will help inform the final plan's recommendations. Please fill out the [brief questionnaire](#) to share your experience on how climate change has impacted you and your community.

### Communities encouraged to update the Northeastern Illinois Development Database

Our region is constantly changing, with some communities experiencing rapid growth, while others experience significant changes to land uses. Since 1987, the [Northeastern Illinois Development Database \(NDD\)](#) has tracked significant developments and redevelopments in the seven-county northeastern Illinois region.

Municipalities are encouraged to submit proposed, in-progress, or completed developments, as all phases contribute valuable data. The NDD web map is tailored for local government staff to actively participate in the forecasting process by submitting and editing developments. This data informs CMAP's local forecast model, which predicts household and job placements in developments across the region.

### Regional Transportation Plan (RTP) survey

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

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

Additionally, the RTP team spent the last year reviewing plans and policy-related studies to understand the priorities, challenges, and trends for the regional transportation system. CMAP released the [Existing Conditions](#) report — a key step toward shaping the 2026 Regional Transportation Plan (RTP) for northeastern Illinois. This snapshot builds on the goal areas identified in the [Emerging Priorities](#) report to help inform how the region will achieve its vision for transportation.

### CMAP awarded \$2M in FY26 state budget

CMAP's Strengthen Communities legislative initiative, which called for a \$2M appropriation to CMAP to better address the broad range of planning objectives in the Regional Planning Act, was successfully incorporated in the FY26 budget signed by the Governor on June 16, 2025.

These resources will enable CMAP to provide more dynamic, responsive assistance to communities in alignment with evolving needs. CMAP is grateful for the General Assembly's recognition of the value of the agency's work and appreciates the outreach to legislators on the importance of this funding initiative.



July 7, 2025

### **Job opportunities**

CMAQ is hiring for full-time positions: an [Analyst/Senior Analyst or Planner/Senior Planner](#) in the Regional Policy and Implementation division; [Project Management Office \(PMO\) Lead](#) in the Finance division. CMAP's [Careers page](#) to discover more job opportunities.

### **Program status updates**

#### **Surface Transportation Program**

The [STP Project Selection Committee](#) last met on May 15, 2025. The committee's next meeting is scheduled for **August 21, 2025**. [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 are available on the [STP webpage](#).

On June 12, 2025, the MPO Policy Committee approved STP funding for [8 projects](#) to be added to the program for federal fiscal years 2026 through 2030.

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 May 15, 2025. The committee's next meeting is scheduled for **July 17, 2025**. [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 Management Resources web page](#).

On June 12, 2025, the MPO Policy Committee approved funding for [27 CMAQ projects](#) and [5 TAP-L projects](#) to be added to the program for federal fiscal years 2026 through 2030.

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. Information on the [Countywide Safety Action Plans](#) adopted by the MPO Policy Committee on May 30, 2025, and more, can be found on the STAR webpage.

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

#### **Accessible Communities Program**

CMAQ is excited to launch the newest initiative in our Accessible Communities program: the [Regional ADA Coordinators Group](#). Regional ADA Coordinators Group is a peer professional development group to provide resources and support to ADA coordinators. The next meeting is **Tuesday, August 12**.

CMAQ 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.

July 7, 2025

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**

#### **New water demand forecast highlights need for sustainable water management**

The Chicago Metropolitan Agency for Planning (CMAP), Illinois-Indiana Sea Grant (IISG), and University of Illinois Extension recently updated the [region's water demand forecast](#) to reflect new population and employment projections. This forecast estimates future water demand to the year 2050 at the municipal, county, and regional level, as well as by water source and sector for the seven-county region. It can help local and regional planners understand the sufficiency of water sources and take actions to conserve water, protect supplies, and explore alternative drinking water sources — [strategies highlighted in ON TO 2050](#), the region's comprehensive plan.

#### **New data to help communities make informed housing decisions**

Communities in northeastern Illinois now have access to new data on housing demand, supply, and affordability, along with regional trends for both renters and owners. The dataset, published by the Chicago Metropolitan Agency for Planning (CMAP) in partnership with the DePaul University Institute for Housing Studies, includes [Local Housing Profiles](#) for each of northeastern Illinois' 7 counties, 284 municipalities, and 77 Chicago community areas.

#### **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.

#### **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!

### **From our partners**

#### **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](#).

### **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**

**No current opportunities**

### **Training opportunities**

#### **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](#) is available now.

#### **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.

#### **IDOT Fall Planning Conference**

The Illinois Department of Transportation's 40th Annual Fall Planning Conference will take place **October 22-24, 2025**, in Moline, IL. This year marks a major milestone as we reflect on 40 years of collaborative progress in transportation planning—and looks ahead to the innovations and challenges shaping the next 40. Transportation professionals, planners, local governments, MPOs, consultants, and advocates from across Illinois are encouraged to [register](#) now.

If you or your organization would like to propose a topic or session, the [Call for Presentations](#) is now open through **July 11**.

### **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 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

July 7, 2025

trainings offered by the T2 Center, please reference the [T2 website](#). New users will need to contact [Barry.Kent@illinois.gov](mailto:Barry.Kent@illinois.gov) for credentials.

### **Engage with CMAP**

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

July 7, 2025

## **Federally-Funded Project Implementation and Active Program Management Reminders – July 2025**

**7/25/25:** Pre-final plans due for projects targeting the January 2026 letting

**7/28/25:** Final plans and draft agreements due for projects targeting the November 2025 letting

**Final ROW documents due for projects targeting the September 2025 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 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													
1	ARLINGTON HTS 220021800CH   <												

03

Engineer:

Tip Fund:

LOCATED IN THE CMAP **NORTHWEST REGIONAL COUNCIL**

rptRC Thursday, July 10, 2025 Page 2 of 6

7/10/2025		Selections: RCO: 03      Engineer:		LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS																							
03		Fund:      Tip Fund:		LOCATED IN THE CMAP <b>NORTHWEST REGIONAL COUNCIL</b>																							
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 * * *		Review * * *	
Record id																											
9		HOFFMAN ESTATES 220011100RS  to IL Route 72 RESURFACING		725,000		03-22-0036		CE 1		NR				No				2/27/2026		AH CR				NR		* * * * * * * * *	
3375				E1:      /      /      /      /		/      /      /      /		1/12/2023														NR				* * * * * * * * *	
				E2:      /      /      /      /		/      /      /      /																No				* * * * * * * * *	
				RW:      /      /      /      /		/      /      /      /																				* * * * * * * * *	
				C:    FFY26    /    STPL    /    725,000    /    543,750    /		/      /      /      /		REMARKS:																		* * * * * * * * *	
10		MOUNT PROSPECT 180017000CH  Var      -    See Note   INTERSECTION IMPROVEMENT LIGHTING; SHARED PATH		11,405,537		03-20-0050		CE 1		NR				Yes E				9/18/2026		AH CR Patrick		NR		NR		* * * * * * * * *	
3376				E1:      /      /      /      /		/      /      /      /		3/29/2022																		* * * * * * * * *	
				E2:    FFY25    /    STPL    /    1,370,120    /    685,060    /		/      /      /      /																No				* * * * * * * * *	
				RW:    FFY25    /    OTHR    /    2,250,000    /    1,685,060    /		/      /      /      /																				* * * * * * * * *	
				C:    FFY26    /    OTHR    /    11,405,537    /    5,314,940    /		/      /      /      /		REMARKS:    US 12 (Rand Rd); IL 83 (Main St); Kensington Ave. Other funds: \$7 from Cong, Jan Schakowsky.																		* * * * * * * * *	
				/      /      /      /		/      /      /      /																				* * * * * * * * *	
11		MOUNT PROSPECT 200017200BT  to Elmhurst Rd BIKEWAYS SIDEWALKS		2,303,872		03-21-0007		CE 1		NR				Yes				11/7/2025		AH CR CBBEL		NR		NR		* * * * * * * * *	
3377				E1:      /      /      /      /		/      /      /      /		12/5 /2022																		* * * * * * * * *	
				E2:    FFY25    /    CMAQ    /    245,588    /    196,470    /		/      /      /      /																No				* * * * * * * * *	
				RW:    FFY25    /    CMAQ    /    394,000    /    315,200    /		/      /      /      /																				* * * * * * * * *	
				C:    FFY26    /    CMAQ    /    2,303,872    /    1,843,098    /		/      /      /      /		REMARKS:																		* * * * * * * * *	
				/      /      /      /		/      /      /      /																				* * * * * * * * *	
12		MOUNT PROSPECT 210017400BR  FAU3512    -    US !4/NW Hwy Waterman Av   PEDESTRIAN OVERPASS		6,978,301		03-23-0036		CE 1		NR				Yes				1/16/2026		AH CR Ciorba		E		NR		* * * * * * * * *	
3378				E1:      /      /      /      /		/      /      /      /		8/19/2022																		* * * * * * * * *	
				E2:    FFY24    /    OTHR    /    902,544    /    517,400    /		/      /      /      /																No				* * * * * * * * *	
				/    ITEP    /    /    240,000    /		/      /      /      /																				* * * * * * * * *	
				RW:      /      /      /      /		/      /      /      /																				* * * * * * * * *	
				C:    FFY26    /    ITEP    /    6,978,301    /    2,760,000    /		/      /      /      /		REMARKS:    Bridge over US14 and UPRR connecting Melas Park to Meadows Park. Rep Quigley funds: \$517,400.																		* * * * * * * * *	
				/    STPL    /    /    2,033,824    /		/      /      /      /																				* * * * * * * * *	
				/      /      /      /		/      /      /      /																				* * * * * * * * *	



7/10/2025		Selections: RCO: 03      Engineer:		LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS																					
03		Fund:      Tip Fund:		LOCATED IN THE CMAP <b>NORTHWEST REGIONAL COUNCIL</b>																					
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 * * *	
Record id																									
13 MOUNT PROSPECT 230017900RS		FAU2673 - Schoenbeck Rd Rand Rd to Camp McDonald Rd RESURFACING		396,000		03-22-0028		CE 1		NR		No						11/7/2025		AH CR ERA		NR		NR	
				E1:		/ / / /																		* * * * * * * * *	
				E2:		/ / / /						E 11/15/2025								NR				* * * * * * * * *	
				RW:		/ / / /														No				* * * * * * * * *	
3379				C:		FFY26 / STPL / 396,000 / 297,000 /		REMARKS:																* * * * * * * * *	
						/ / / /																		* * * * * * * * *	
14 NILES 230014000BR		FAU1334 - Howard St Over N Branch Chicago Rvr		2,528,000		03-23-0029		CE 1		NR		Yes E						11/6/2027		AH CR HR Green		NR		NR	
				E1:		FFY25 / BRPP / 208,000 / 166,400 /																		* * * * * * * * *	
				E2:		FFY27 / BRP2 / 208,000 / 166,400 /						E 6/30/2026												* * * * * * * * *	
		BRIDGE RECONSTRUCTION		RW:		FFY27 / BRPR / 40,000 / 32,000 /														Yes				* * * * * * * * *	
3380				C:		FFY28 / BRP / 2,528,000 / 2,022,400 /		REMARKS:																* * * * * * * * *	
						/ / / /																		* * * * * * * * *	
15 PALATINE 170010200PV		FAU1285 - Palatine Rd Quentin Rd to Smith Rd RECONSTRUCTION ADDITIONAL LANES/BIKEWAY		10,304,500		03-16-0008		CE 2		NR		Yes A						1/16/2026		AH CR BLA		NR		NR	
				E1:		FFY18 / STPL / 380,000 / 190,000 / A		3/17/2022																* * * * * * * * *	
				E2:		FFY23 / STPL / 958,000 / 479,000 /						A 3/17/2022										NR		* * * * * * * * *	
				RW:		/ / / /														No				* * * * * * * * *	
2885				C:		FFY26 / STPL / 10,304,500 / 2,874,500 /		REMARKS:		Max for C/CE: \$2,874,500. ROW: Inv in Cook \$.														* * * * * * * * *	
						/ / 6,711,375 /																		* * * * * * * * *	
						/ / / /																		* * * * * * * * *	
16 PALATINE 190010500BR		MS0505 - North Baldwin R Buffalo Creek		1,034,000		03-19-0020		CE 1		NR		Yes						11/7/2025		AH CR Ciorba		NR		NR	
				E1:		FFY20 / BRPP / 128,100 / 102,480 /		12/8 /2021																* * * * * * * * *	
				E2:		FFY22 / BRP2 / 158,600 / 126,880 /																		* * * * * * * * *	
		BRIDGE RECONSTRUCTION		RW:		FFY23 / BRPR / 10,000 / 8,000 /														No				* * * * * * * * *	
3250				C:		FFY24 / BRP / 1,034,000 / 827,200 /		REMARKS:																* * * * * * * * *	
						/ / / /																		* * * * * * * * *	

7/10/2025		Selections: RCO: 03      Engineer:		LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS																						
03		Fund:              Tip Fund:		LOCATED IN THE CMAP <b>NORTHWEST REGIONAL COUNCIL</b>																						
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 * * * * * * * *		
Record id																										
17	PARK RIDGE 230015500RS	FAU2729 - Dee Rd UPRR to Devon Ave RESURFACING	3,669,434	03-24-0009	E1: / / / /	CE 1 1 /17/2025	NR				No				9/19/2025	AH CR B &W		NR						*	NR	
				E2: / / / /																			*			
				RW: / / / /																			*			
				C: FFY26 / STPL / 3,669,434 / 2,752,076 /																			*			
	3410			/ / / /																			*			
18	ROLLING MEADOWS 210012600PV	MS6150 - Weber DR Central RD to Algonquin RD RECONSTRUCTION	2,251,200	03-20-0052	E1: / / / /	CE 2 12/12/2022					Yes				1/16/2026	AH CR CBBEL		NR						*	NR	
				E2: FFY24 / STPL / 241,200 / 99,000 /								A 12/12/2022												*		
				RW: / / / /																			*			
				C: FFY24 / STPL / 2,251,200 / 1,393,600 /																			*			
	3290			/ / / /																			*			
19	SCHAUMBURG 180013100PV	FAP0559 - Knollwood Dr Bode Rd to Golf Rd RECONSTRUCTION	3,821,250	03-19-0035	E1: / / / /	CE 1 10/12/2018	NR				No				7/31/2026	AH CR Thomas		NR						*	NR	
				E2: / / / /																			*			
				RW: / / / /																			*			
				C: MYB / STPL / 3,821,250 / 3,057,000 /																			*			
	2911			/ / / /																			*			
20	SCHAUMBURG 190013300BT	FAU2585 - Meacham/Golf American Ln to Higgins Rd to Meacham to Roosevelt Bl BIKEWAYS	1,400,000	03-19-0022	E1: / / / /	CE 1 12/19/2019	NR				Yes				9/19/2025	AH CR Civiltech		NR						*	NR	
				E2: FFY21 / CMAQ / 239,201 / 191,360 / A																			*			
				RW: FFY23 / CMAQ / 345,000 / 276,000 /																			*			
				C: FFY24 / STE / 1,440,000 / 1,120,000 /																			*			
	3206			/ / / /																			*			

7/10/2025		Selections: RCO: 03		Engineer:		LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS																			
03		Fund:		Tip Fund:		LOCATED IN THE CMAP <b>NORTHWEST REGIONAL COUNCIL</b>																			
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 * * *	
Record id																									
21 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				11/7/2025		AH CR Thomas E		NR		NR	
				E1:		/ / / /																		*	
				E2:		/ / / /																		*	
				RW:		/ / / /																		*	
				C: FFY25		/ STPL / 5,180,000 / 3,000,000 /		REMARKS: Letting TBD due to ROW (2-24-25).																*	
3340						/ / / /																		*	
						/ / / /																		*	
22 SCHAUMBURG 220014201PV		MS7008 - McConnor Pkwy Meacham Rd to Roosevelt Blvd RECONSTRUCTION		10,500,000		03-25-0002		CE 1 3/27/2024		NR				Yes A 6/16/2025				8/1/2025		AH CR BLA		NR		NR	
				E1:		/ / / /																		*	
				E2:		/ / / /																		*	
				RW:		/ / / /																		*	
				C: FFY25		/ STPL / 10,500,000 / 5,000,000 /		REMARKS: Item No. 88.																*	
3341						/ / / /																		*	
						/ / / /																		*	
23 SCHAUMBURG 220014202PV		MS7008 - McConnor Pkwy Roosevelt Blvd to Golf Rd RECONSTRUCTION		10,500,000		03-25-0003		CE 1 3/27/2024		NR				Yes A 6/16/2025				8/1/2025		AH CR BLA		NR		NR	
				E1:		/ / / /																		*	
				E2:		/ / / /																		*	
				RW:		/ / / /																		*	
				C: FFY25		/ STPL / 10,500,000 / 500,000 /		REMARKS: Item No. 3.																*	
3342						/ / / /																		*	
						/ / / /																		*	

## **Illinois Tollway Update**

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

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

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

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

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

### **Bridging the Future**

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

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

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

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

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

# One Pass. Every Ride.



Unlimited rides with  
Regional Day Pass.

Now on the Ventra app.



[www.VentraChicago.com/RDP](http://www.VentraChicago.com/RDP)

## *Regional Day Pass now available!*

Riders can now purchase the Regional Day Pass, which allows unlimited rides on CTA, Metra and Pace in a single day – streamlining how people move across the Chicago region.

The new pass, available only in the latest version of the Ventra app (v 2.2.11), is a collaboration between the three transit agencies and the Regional Transportation Authority (RTA) to advance fare integration and more seamless transit rider experience. It offers a more convenient and cost-effective option for regional transit riders.

The Regional Day Pass will cost \$2.50 more than the usual Metra day pass and include full access to CTA buses and trains and Pace regular fixed-route service. Weekday prices are:

- \$10 in Metra's single zone travel area (\$6 for reduced fare card holders)
- \$13.50 in Metra's two-zone travel area (\$8 for reduced fare card holders)
- \$16 in Metra's three-zone travel area (\$9 for reduced fare card holders)

## **All weekend Regional Day Passes will cost \$9.50.**

### **How to Buy the Regional Day Pass**

1. Riders must have either a physical or virtual Ventra card registered with the Ventra app to which the Regional Day Pass can be added (you'll use that physical or virtual card to board CTA buses and trains and Pace buses). If you don't have a card, go to [www.ventrachicago.com](http://www.ventrachicago.com).
2. Log into the Ventra app and tap "Buy Metra Tickets." Select the Metra line you will be riding. If you're riding more than one line, choose the line with the longer trip. Select the origin and destination for your longest trip.
3. Select the Day Pass option and proceed to checkout.
4. After clicking "Purchase," click the "Add a Regional Day Pass" option. You'll be asked to select the Ventra card you want to use for that pass.
5. Click "Purchase" to review and complete the transaction.

Once purchased, the pass will appear in the Ventra app (must be using latest version 2.2.11) on your phone for Metra travel until 3 a.m. the next day and on your physical or digital Ventra card for CTA and Pace travel for 24 hours.

The RDP pilot is slated to continue for six months after launch with the potential for the agencies to offer it permanently in 2026, depending on funding availability.



## Public Hearings

# on proposed changes to TAP and RAP programs

Pace is holding public hearings on the Regional Transportation Authority's 2025 ADA Paratransit Action Plan which proposes programmatic changes, including fare increases, for Pace's Taxi Access Program (TAP) and Rideshare Access Program (RAP).

## PROPOSED CHANGES

- ✓ Increasing the TAP and RAP fares to \$3.25 (same as the current ADA Paratransit fare)
- ✓ Capping the number of TAP and RAP rides to 30 per month per rider
- ✓ Implementing free fixed route rides on CTA and Metra for ADA certified riders  
(Pace already implemented this change in 2024)

On June 12, 2025, the Regional Transportation Authority (RTA) adopted Ordinance 2025-26 approving an ADA Paratransit Action Plan, which includes proposed changes to the ADA Paratransit program to address the projected 2025 ADA Paratransit budget shortfall. In accordance with the RTA ADA Paratransit Action Plan, the RTA proposed the above programmatic changes for implementation in 2025.

For more information about the public hearings, please visit [PaceBus.com/public-hearings-tap-rap](https://PaceBus.com/public-hearings-tap-rap) or scan the QR code.



# Public Hearings Schedule

<b>Lake County</b>	<b>Thursday July 24, 2025</b> <b>3:30 pm - 5:30 pm</b>	<b>Waukegan Public Library</b> <b>Bradbury Room, Lower Level</b> <b>128 N. County St. Waukegan, IL 60085</b>
<b>Will County</b>	<b>Friday July 25, 2025</b> <b>2:00 pm - 4:00 pm</b>	<b>Joliet Public Library</b> <b>Burnham Meeting Room</b> <b>150 N. Ottawa St. Joliet, IL 60432</b>
<b>McHenry County</b>	<b>Monday July 28, 2025</b> <b>3:30 pm - 5:30 pm</b>	<b>Crystal Lake City Hall</b> <b>Council Chambers</b> <b>100 W. Woodstock St. Crystal Lake, IL 60014</b>
<b>DuPage County</b>	<b>Tuesday July 29, 2025</b> <b>2:00 pm - 4:00 pm</b>	<b>DuPage County JTK Administration Building</b> <b>Auditorium</b> <b>421 N. County Farm Rd. Wheaton, IL 60187</b>
<b>Cook County</b>	<b>Wednesday July 30, 2025</b> <b>1:30 pm - 3:30 pm</b>	<b>Mayor's Office for People with Disabilities</b> <b>Central West Community Center</b> <b>2102 West Ogden Ave. Chicago, IL 60612</b>
<b>Kane County</b>	<b>Thursday July 31, 2025</b> <b>4:00 pm - 6:00 pm</b>	<b>Kane County Government Center</b> <b>Auditorium</b> <b>719 S. Batavia Ave. Geneva, IL 60134</b>

**Individuals wanting to offer comments on the topic(s) to be addressed at any of the public hearings may do so:**

- at the public hearing;
- by submitting a completed Public Hearing Comments Form on Pace's website at <https://www.pacebus.com/public-hearing-comments>
- by email to [public.hearings@pacebus.com](mailto:public.hearings@pacebus.com)
- by mail to Pace, 550 W. Algonquin Road, Arlington Heights, IL 60005 Attention: Community Relations Department; or
- by phone at (847) 354-7943.

**Pace must receive comments by 5:00 p.m. on August 1, 2025, for the comments to be part of the official record of the public hearings.**

Individuals with disabilities who require accommodations other than transportation and individuals who require translation into a language other than English are requested to contact Pace at **(847) 364-7223 (Option 3)** no less than five business days prior to the date of the public hearing they plan to attend.

**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).**

**Po informacji w sprawie debat publicznych i zmianach w serwisie, proszę zadzwonić pod numer (847) 354-7967 albo odwiedzić stronę internetową, [PaceBus.com](https://www.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](https://www.pacebus.com)**




---

## Local Government Update

---

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

---



---

## June Local Government Update

### **Transit reform and funding package stalls in Illinois House, leaving RTA and Service Boards to plan for service cuts**

A [legislative package](#) that would have reorganized regional transit and addressed the fiscal cliff advanced from the Illinois Senate but was not called for a vote in the Illinois House. The RTA released the following statement after the spring session concluded:

“We are grateful for the months of work of the General Assembly toward both funding and reform for the region’s transit system. It’s clear that many in both the House and Senate support transit, and our intention is to build on that shared support to identify the funding needed to avoid devastating cuts and disruption for everyone in Northeast Illinois. Balancing regional interests is challenging, but we are ready to continue our work to achieve consensus and deliver a solution.

“In the coming weeks the RTA will work with the Service Boards on a regional budget that by law must only include funding we are confident the system will receive in 2026.”

The RTA and Service Boards have warned that without additional funding approved this spring, the system would need to begin planning for [service cuts of up to 40% and layoffs of nearly 3,000 transit jobs](#) that could take effect in 2026. This process will begin immediately. An outline of the current timeline for the budget process is attached to this report.



---

## Local Government Update

---

175 W Jackson Blvd  
Suite 1550  
Chicago, IL 60604

312 913 3200  
[rtachicago.org](http://rtachicago.org)

---

---

## RTA seeking public comment on performance-based capital allocation process

As part of our commitment to transparent capital planning, the RTA is seeking public input on proposed updates to the performance-based capital allocation process for CTA, Metra, and Pace. The comment period is open through Friday, June 13, and feedback can be submitted to [communications@rtachicago.org](mailto:communications@rtachicago.org).

The [proposals under consideration](#) mark a major milestone in the implementation of the region's performance-based programming framework, which is used to allocate federal formula and state PAYGO capital funds across CTA, Metra, and Pace. The proposed updates would formalize withholding and redistribution policies tied to project delivery performance, ensuring continued alignment between capital investment and regional goals. Read more on the [RTA Connections blog](#).

## RTA releases Travel Information Action Plan to improve rider experience

The RTA published its [2025 Travel Information Action Plan](#), a three-year roadmap for improving how transit information is communicated across the region. The plan outlines immediate and long-term actions CTA, Metra, Pace, and the RTA will take to make public transit easier to understand and more seamless for all riders.

The Action Plan builds on two decades of work by the RTA, CTA, Metra, and Pace to improve customer information; the plan uses an extensive inventory of current assets, an update of foundational research and transit user testing to develop eight categories of action with 29 action items to be completed by 2027. The plan concludes with an extensive list of future coordination activities. Read more on the [RTA Connections blog](#).

---

## Local Government Update

---

175 W Jackson Blvd  
Suite 1550  
Chicago, IL 60604  
312 913 3200  
[rtachicago.org](http://rtachicago.org)

---

---

## 2025 Asset Condition Report details \$30 billion capital backlog

The RTA and Service Boards completed a comprehensive update of the region's transit asset inventory, assessing the condition, useful life, and replacement cost of all assets. The [2025 Asset Conditions Report](#) calculates the current repair backlog faced by the system, as well as the capital investment that would be needed to bring the system to a full state of good repair. The report found that the region's transit system faces a \$30 billion repair backlog, that 25% of transit assets exceed their useful life, and that achieving a full state of good repair requires \$4 billion in annual capital investment over the next 20 years.

Since the last asset update in 2016, the share of assets past their useful life has dropped from 31% to 25%—thanks to funding from the Rebuild Illinois capital bill, the federal Infrastructure Investment and Jobs Act, and ongoing PAYGO funds from the state's Motor Fuel Tax. Read more on the [RTA Connections blog](#).

Contingency Program										
TIP ID	Project	Muni/Lead	Phase	2025	2026	2027	2028	2029	Target Letting/Auth.	Notes
54.06	(03-22-0043)	Arthur Ave from Davis St to Central Rd	Village of Arlington Heights	CON/C				\$3,406,000	Nov-20	
51.81		Algonquin Road Grade Separation	City of Des Plaines	ENG II	\$1,291,000				Dec-25	
51.81		Algonquin Road Grade Separation	City of Des Plaines	ROW			\$2,209,000		Sep-28	
50.81		Springingsouth Road Reconstruction – Weathersfield Way to Schaumburg Rd	Village of Schaumburg	CON/C				\$3,500,000	Nov-28	
30.25		Wise Road Resurfacing – Roselle Road to Village Limit	Village of Schaumburg	CAN/C		\$2,250,000			Mar-27	
49.75		Salem Drive Reconstruction – Schauburn to Parker Drive	Village of Schaumburg	CON/C	\$3,113,020				Sep-26	
49.25		Oak Ave from Railroad Ave to US 20 Lake St	Village of Bartlett	CON/C	\$844,800				Apr-26	
48.54	(03-22-0037)	Penn Rd from Kennicott Ave to Arlington Heights Rd	Village of Arlington Heights	CON/C		\$3,393,500			Jan-27	
48.16		Lexington Drive Resurfacing	Village of Wheeling	CON/C		\$437,250			Nov-26	
47.94		Tonne Rd from Elk Grove Blvd to Center St	Village of Elk Grove Village	CON			\$4,888,072		Jan-28	
47.75		Wauegan Road @ Cleveland Street	Village of Niles	CON/C	\$1,100,000				Apr-25	
46.75		Thomas St from Wilde Rd to Arlington Heights Rd	Village of Arlington Heights	CAN/C			\$2,592,000		Feb-28	
42.78		Kennicott Ave from Hintz Rd to Haggfeld Dr	Village of Arlington Heights	CON		\$3,500,000			Feb-28	
42.06		Spring South Road Reconstruction – Irving Park to Wise	Village of Schaumburg	CON/C		\$3,376,400			Mar-26	
41.16	(03-22-0040)	Dryden Ave from Thomas St to Dalton St	Village of Arlington Heights	CON		\$1,200,000			Jan-26	
37.84	(03-22-0042)	Hillside Ave from Hough St to US 14 Northwest Hwy	Village of Barrington	CON/C		\$3,000,000			Mar-27	
35.47		Bode Road Reconstruction – Springingsouth Road to Braintree Drive	Village of Schaumburg	CON/C			\$3,500,000		Mar-28	
				\$1,100,000	\$9,825,220	\$9,080,750	\$16,689,072	\$6,906,000		
							</			

**MAYOR**  
Paul Wm. Hoefert

**TRUSTEES**  
Vincent J. Dante  
Elizabeth B. DiPrima  
Terri Gens  
William A. Grossi  
John J. Matuszak  
Colleen E. Saccotelli



**VILLAGE MANAGER**  
Michael J. Cassady

**DIRECTOR OF PUBLIC WORKS**  
Sean Dorsey

Phone: 847/870-5640  
Fax: 847/253-9377  
[www.mountprospect.org](http://www.mountprospect.org)

## Village of Mount Prospect Public Works

1700 W. Central Road, Mount Prospect, Illinois 60056

July 1, 2025

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

Re: Schoenbeck Road Reconstruction Project  
Village of Mount Prospect  
TIP#: 03-22-0028

Dear Mr. Czarnota,

The Village of Mount Prospect respectfully requests consideration for an additional **\$1,181,400** to fully fund the Schoenbeck Road Reconstruction Project set to let on November 7, 2025 with construction to begin Spring 2026.

The Village was awarded \$270,000 for Construction and \$27,000 for Construction Engineering in October 2022 as part of the Surface Transportation Program (STP-Local) administered by the Northwest Council of Mayors. The total current grant amount is \$297,000 for FY2025. The scope of work with the STP application included 3" asphalt resurfacing with intermittent curb replacement. It also included constructing a sidewalk along the west side of Schoenbeck Road from Rand Road (US 12) to Camp McDonald Road and installing crosswalks and pedestrian signals at the signalized intersections.

Pavement cores taken during Phase I Engineering identified the need to do more than resurface 3" of asphalt pavement. The entire 5"+ asphalt cross-section along with intermittent subbase repair is to be removed and replaced to provide a long-lasting product. In addition, drainage improvements and profile reshaping will need to be made to the Rand Road (US 12) & Schoenbeck Road intersection based on an unanticipated drainage analysis required by IDOT. Also, a retaining wall will be constructed along a portion of the new sidewalk to avoid the need for right-of-way or construction easement, and to not impact an existing retention pond. And finally, the continual rise in material and labor costs have resulted in adjustments to unit prices, particularly with traffic signal equipment. As a result of these issues, the final construction cost estimate has increased from the original estimate of \$360,000 to \$1,792,000.



	Estimated Cost	Current STP Funding	Additional Requested STP Funding	Local Participation (25%)
Construction	\$1,792,000	\$270,000	\$1,074,000	\$448,000
Construction Engineering	\$179,200	\$27,000	\$107,400	\$44,800
Total	\$1,971,200	\$297,000	\$1,181,400	\$492,800

The maximum allowed 75% STP funding is \$1,478,400 based on the estimated Construction and Construction Engineering costs. Accounting for the current \$297,000 grant amount, an additional \$1,181,400 would fully fund the project. \$1,074,000 would go toward Construction and \$107,400 would go toward Construction Engineering. The Village agrees to fund the 25% local share of \$492,800. In addition, the Village will pay 100% of Phase I and Phase II Engineering including a supplement to cover the changes in project scope described above.

The Village is committed to moving forward with the project. Prefinal construction plans and specifications were submitted to IDOT last month and we are on schedule to meet the November 2025 letting. We appreciate the Council's consideration to approve additional funding for this critical work in Mount Prospect. If you have any questions, I can be reached by email at [sdorsey@mountprospect.org](mailto:sdorsey@mountprospect.org) or phone at 847-870-5640.

Sincerely,



Sean Dorsey  
Director of Public Works





## PUBLIC WORKS DEPARTMENT

**MAYOR**  
George D. Alpogianis

**ACTING VILLAGE  
MANAGER**  
Katie Schneider

**VILLAGE CLERK**  
Denise M. McCreery

**TRUSTEES**  
Susan DeBartolo  
Morgan Dubiel  
Ajay Mody  
Craig Niedermaier  
Dean Strzelecki  
Marryann Warda

July 16, 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. Czarnota

The Village of Niles is thankful for your continued support, hard work, and assistance in moving forward STP projects in the Village of Niles. The Village of Niles is respectfully requesting additional STU funds in the amount of \$617,430. The Village is also approaching IDOT for the additional required local match in the amount of \$241,570. This project was on March 10, 2023 State letting. The bids came in at \$3,923,898.25 which were substantially higher than the estimated construction cost of \$3,264,000 due to hyperinflation in roadway construction costs. In addition, there was a \$200,000 increase to the non-special waste removal item. The following funding Table shows the existing and proposed funding for this project.

Requested Funding Breakdown Touhy Avenue / Gross Point Road Village of Niles / Illinois Department of Transportation					
Division of Costs					
Type of Work	FHWA (STU)	FHWA (EMR)	State	Village of Niles	Total
Construction (Current)	\$46,585	\$2,395,027	\$511,544	\$310,844	\$3,264,000
Construction (Proposed)	\$664,015	\$2,395,027	\$753,114	\$310,844	\$4,123,000
<b>REQUESTED DIFFERENCE</b>	<b>\$ 617,430</b>	<b>\$ -</b>	<b>\$ 241,570</b>	<b>\$ -</b>	<b>\$ 859,000</b>

The Village will be most appreciative of your favorable response to our request, which will help reduce the added strain to the Village's very tight budget. For your information, the Village also used local funds in the amount of \$ 553,000 for the acquisition of land for this project.

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

Sincerely,

Robert Rado II, P.E.  
Civil Engineer

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

**NORTHWEST MUNICIPAL CONFERENCE**

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



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

**MEMBERS**

Antioch  
Arlington Heights  
Bannockburn  
Barrington  
Bartlett  
Buffalo Grove  
Deer Park  
Deerfield  
Des Plaines  
Elk Grove Village  
Evanston  
Fox Lake  
Glencoe  
Glenview  
Grayslake  
Hanover Park  
Highland Park  
Hoffman Estates  
Kenilworth  
Lake Bluff  
Lake Forest  
Lake Zurich  
Libertyville  
Lincolnshire  
Lincolnwood  
Morton Grove  
Mount Prospect  
Niles  
Northbrook  
Northfield  
Northfield Township  
Palatine  
Park Ridge  
Prospect Heights  
Rolling Meadows  
Schaumburg  
Skokie  
South Barrington  
Streamwood  
Vernon Hills  
West Dundee  
Wheeling  
Wilmette  
Winnetka  
  
*President*  
Donna Johnson  
Libertyville  
  
*Vice-President*  
Eric Smith  
Buffalo Grove  
  
*Secretary*  
Paul Hoefert  
Mount Prospect  
  
*Treasurer*  
Scott Anderson  
Barrington  
  
*Executive Director*  
Mark L. Fowler

**Memorandum**

TO: Northwest Council of Mayors STP Working Group

FROM: Eric Czarnota, Northwest Council of Mayors Planning Liaison

RE: Revisions to the Northwest Council of Mayors STP Methodology

DATE: July 16, 2025

---

**Recommendation:** Discuss and approve potential updates to the Northwest Council of Mayors STP Methodology and develop formal recommendations for consideration by the Technical Committee at its upcoming meeting on July 25.

**Issue:** Revisions to the Northwest Council of Mayors STP Methodology have been proposed in response to member experiences during the Call for Projects, the functional classification change process and general use of federal funding. The memo below summarizes key issues, proposed staff solutions and intended outcomes to be addressed at the July 10 Working Group meeting, building upon feedback gathered during the April Working Group and Technical Committee meetings.

**Proposed Changes to STP Methodology**

**A. Regional Transportation Significance:** The current methodology uses different AADT divisors, 800 for reconstruction/intersection projects and 400 for resurfacing that result in inconsistent scoring across project types and unintentionally favor resurfacing projects. Staff rescored the most recent Call for Projects using divisors of 400, 600, and 800 for each project and results showed that a single divisor of 600 would create a more balanced scoring framework. It would allow reconstruction/intersection projects to score more competitively while only slightly reducing the points of resurfacing projects. In addition, lowering the AADT threshold required for reconstruction projects to receive full points could help more of those project types get funded which has been identified a council priority.

**Potential solution:** Use a single AADT divisor of 600 for all project types, replacing the current 800 (reconstruction/intersection) and 400 (resurfacing) split. Adjust AADT thresholds for receiving maximum points. Reconstruction would be changed to 10,000 to correlate to the maximum allowable 25 points. Resurfacing would remain at 20,000 to receive the maximum allowable 50 points. This change would have allowed five additional reconstruction/intersection projects to receive maximum points based on AADT during the last call for projects.

**July 10 Meeting Minutes:** One community was in favor of the change and no further comments were provided.

- B. Prior Agency Funding:** Currently the methodology awards points based on per capita STP-Local funding that a sponsor agency has had obligated or federally authorized (in Advance Construction status in the eTIP database) in the past three federal fiscal years. However, this data is not always updated in real time and delays in federal obligation or authorization can result in underreported funding totals for some communities. As a result, some communities could receive the maximum number of points in this category based on outdated or incomplete data, even though their actual per capita STP funding over the three-year period would have earned them fewer points under the intended scoring structure.

*Current*

<i>STP Funding Per Capita in Previous Three Years</i>	<i>Points</i>
<i>&lt; \$100</i>	<i>5</i>
<i>&gt; \$100 and &lt; \$300</i>	<i>2.5</i>
<i>&gt; \$300</i>	<i>0</i>
<i>Project on a roadway classified as a minor arterial or above</i>	<i>5</i>

**Potential solution:** Shift to a tiered system based on total federal STP funding awarded in the past three years. This total includes all active and completed projects awarded through the Northwest Council within the defined time frame.

*Revised*

<i>&lt; \$5 million</i>	<i>5 points</i>
<i>\$5–13 million</i>	<i>2.5 points</i>
<i>&gt; \$13 million</i>	<i>0 points</i>
<i>Project on a roadway classified as a minor arterial or above</i>	<i>5 points</i>

**July 10 Meeting Minutes:** One community asked why per capita was originally used. Staff responded that the intent was to provide a fairer breakdown of how much funding was used by members based on population size and previously obligated funds. However, the data was not always accurate or updated in real time, which could unintentionally give some communities an unfair scoring advantage. The community supported moving to a tiered system based on total federal funding programmed through the council STP program.

- C. Eligible Project Types:** The methodology lacks clarity on when a Functional Classification Change request would be eligible to be considered by the Technical Committee. There is a verbal agreement with the technical committee that projects scoring 25 points or higher would be brought to the committee but including this threshold in the written methodology would improve transparency and ensure consistency in how requests are evaluated.

**Potential Solution:** Amend the methodology to state that any project scoring 25 points or more on the Northwest Council's Functional Classification Change Request Scoring Form will be eligible to submit a change request to the Technical Committee. Upon Committee approval, the request may then proceed to IDOT and FHWA for final review.

Additionally, the Council may consider establishing specific approval criteria for Technical Committee review in the future. This could help streamline decision-making and reduce ambiguity during the evaluation process.



**July 10 Meeting Minutes:** No comments were provided from the working group on this topic.

- D. Complete Streets:** With all NWMC municipalities now having adopted Complete Streets policies, the current scoring framework which heavily rewards policy adoption is no longer an effective differentiator. The methodology should be updated to place greater emphasis on project implementation and infrastructure quality. Below is the current scoring structure:

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:** *Revise the scoring system to prioritize the Complete Streets elements included in a project and remove points for policy adoption alone. This shift ensures that STP funding supports tangible infrastructure improvements that align with regional priorities. New and replaced/maintained complete street elements will receive an additional 15 points each. Additional points based on inclusion of specific Complete Streets elements will be added for Pedestrian accommodations, Bicycle infrastructure, Multimodal integration and connectivity and Maintenance Commitment for Complete Streets Elements.*

Action Taken	Points
Project includes new or upgraded Complete Streets elements	30
Project includes replacement or maintenance of existing Complete Streets infrastructure OR sponsor has documented an exception in Phase I or Phase II	25
Additional points based on inclusion of specific Complete Streets elements	20 total (5 points each)

<i>Pedestrian accommodations</i>	<i>Continuous sidewalks, high-visibility crosswalks, ADA-compliant curb ramps, pedestrian signals</i>	<i>5 points</i>
<i>Bicycle infrastructure</i>	<i>Protected bike lanes, standard bike lanes, shared-use paths, bike signals, or bike parking</i>	<i>5 points</i>
<i>Multimodal integration and connectivity</i>	<i>Direct connections to existing bike/ped networks, transit routes, schools, trails, activity centers or NWMC Priority Corridors</i>	<i>5 points</i>
<i>Maintenance Commitment for Complete Streets Elements</i>	<i>Snow/ice removal plans for sidewalks or trails, striping renewal schedules, or a formal maintenance agreement</i>	<i>5 points</i>

**July 10 Meeting Minutes:** There was discussion regarding the additional points for multimodal integration and connectivity, specifically about establishing a distance requirement for how close this infrastructure would need to be to qualify for points. A quarter-mile radius was suggested. However, there was also discussion about the relevance of Complete Streets elements if the Council's stated goal is to prioritize larger reconstruction and intersection projects. Staff responded that Complete Streets elements are required to account for at least 25% of the total points in the council's STP methodology. Two communities suggested keeping the section unchanged, noting that the proposed changes would result in similar scoring outcomes. Projects with new or replaced Complete Streets elements would continue to receive points and overall point totals would likely remain relatively unchanged.

- E. Safety:** The methodology currently recognizes only eight safety improvements for full points and few locations within the Northwest Council area are classified as Critical or High Risk according to SRI data, which limits opportunities for projects to score highly in this category.

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 with points from SRI categories. Updating the scoring criteria ensures project selection for maximum safety benefits.*

*\*Awaiting final guidance from CMAP on specific CRFs that are included in the current NW methodology compared to those used by CMAP. An update will be sent to the working group once received.*

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

**July 10 Meeting Minutes:** Without additional data from CMAP, staff was unable to recommend the potential solution for approval without further justification. One community requested that the current and proposed CRF scoring criteria be sent out following the meeting for the working groups review.

- F. 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: Pavement Condition (50 Points Total)**

*Projects will be awarded up to 50 points based on pavement condition and maintenance practices*

**Pavement Condition (40 points):**

*Projects will be scored using the latest available Pavement Condition Index (PCI), IDOT rating, or other approved metric. Projects with the poorest conditions will receive the most points.*

**Proactive Maintenance Bonus (10 points):**

*Up to 10 additional points may be awarded to projects where the sponsor demonstrates a clear commitment to pavement preservation through proactive maintenance using local funds. Eligible maintenance activities include, but are not limited to:*

- Crack sealing
- Surface patching
- Seal coating or microsurfacing
- Other treatments that extend the pavement's service life

*To be eligible for points, sponsors must provide verifiable documentation of completed maintenance activities within the project limits. The Council will verify submitted information, request clarification, or adjust the awarded points based on the maintenance efforts.*

*Revised*

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

Maintenance Type	<5 Years Ago	5–10 Years Ago
Crack sealing, minor patching	4 points	2 points
Surface treatments (e.g., chip seal, microsurfacing)	6 points	3 points
Mill & overlay or structural patching (non-federal)	10 points	5 points

**July 10 Meeting Minutes:** One community recommended removing the maintenance years and maintenance types and instead suggested awarding the additional 10 points if the roadway has lasted 15–20 years since the last time it was awarded federal funding, as that would demonstrate proactive pavement maintenance. Another community suggested expanding the pavement condition rating from three tiers to allow for more flexibility in scoring, noting the significant difference between a PCI of 70 and 46, even though both currently receive the same number of points. Staff agreed to develop and expand the PCI scoring. A final consensus on lowering the total points from 50 to 40 with 10 points being awarded for proactive maintenance was not reached by the working group and it was recommended to bring the discussion to the Technical Committee.

**Background:** The Northwest Council of Mayors first adopted its STP scoring methodology in September 2019. Since the inaugural Call for Projects in 2020, the methodology has undergone multiple revisions, with adjustments to Complete Streets, congestion mitigation, and pavement condition scoring. The Working Group most recently convened in April to review potential changes and provide preliminary feedback. These proposed adjustments were also presented at the April Technical Committee meeting for additional input.

**Next Steps:** Feedback from the July 10 Working Group meeting will be presented at the July 25 Technical Committee meeting. Based on that discussion, if a consensus is not reached, an additional Working Group meeting may be scheduled to refine the recommendations prior to the October Technical Committee meeting. If the proposals are approved, final recommendations will be submitted to the full Northwest Council of Mayors for final approval in advance of the Fall 2025 Call for Projects kickoff.