

NORTHWEST MUNICIPAL CONFERENCE

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www.nwmc-cog.org



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

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Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
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NORTHWEST COUNCIL OF MAYORS

TECHNICAL COMMITTEE

Thursday, August 16, 2018

8:30 a.m.

BARRINGTON VILLAGE HALL

Board Room

200 S. Hough Street

Barrington, Illinois 60010

AGENDA

- I. Call to Order**
- II. Approval of May 24, 2018 Meeting Minutes (Attachment A)**
Action requested: Approval of minutes
- III. Agency Reports**
 - a. CMAP Report
 - b. CMAP Council of Mayors Executive Committee
 - c. IDOT Highways Report
 - d. IDOT Local Roads Update (**Attachment B**)
 - e. Cook County Department of Transportation and Highways (**Attachment C**)
 - f. Metra
 - g. Pace
 - h. Illinois Tollway**Action requested:** Informational
- IV. Surface Transportation Program (STP) Changes (Attachments D and E)**

CMAP staff will present the current proposal for (1) the scoring method for ranking projects and other aspects of project selection within the Shared Fund, and (2) the rules of Active Program Management for all STP-funded projects.

Action requested: Discussion
- V. Surface Transportation Program (STP) Update (Attachment F)**

Staff will provide an update to projects currently programmed in the Council's Surface Transportation Program. The attached program has been updated to show target obligation and letting dates of all projects.

Action requested: Approval of Program

Note: Due to the transition to a new Program Associate for Transportation, NWMC is still in the process of obtaining up-to-date information on the Council's STP program. The most current information available is attached. Any updates will be provided under separate cover.

VI. Functional Classification Change Request (Attachment G)

The City of Prospect Heights is requesting a functional classification change of the listed roads from local to minor collector status.

Action requested: Discussion

Note: NWMC is still in the process of gathering information from the City of Prospect Heights regarding the classification change request. Any additional information will be provided to the Committee under separate cover.

VI. Other Business

VII. Next Meeting

The next Northwest Council of Mayors Technical Committee meeting is scheduled for October 5, 2018, 8:30 a.m. at Barrington Village Hall.

VIII. Adjourn

TO: Northwest Council of Mayors Technical Committee
FROM: Mike Walczak, Northwest Council Planning Liaison
RE: May 24, 2018 Meeting Minutes
DATE: May 25, 2018

The Northwest Council of Mayors Technical Committee met on Thursday, May 24, 2018 at Barrington Village Hall. The following persons were in attendance:

| | |
|--|------------------------------|
| President Karen Darch, Chair | Village of Barrington |
| Sharon Caddigan (representing President Billie Roth) | Village of Streamwood |
| President Tom Hayes | Village of Arlington Heights |
| Jim Norris | Village of Hoffman Estates |
| Reid Ottesen (representing President Jim Schwantz) | Village of Palatine |
| Ray Rummel | Elk Grove Village |
| Kristin Mehl (representing Brian Townsend) | Village of Schaumburg |

| | |
|----------------|---------------------|
| Steve Andrews | Pace |
| Matt Barry | Palatine |
| Alex Beata | Cook County |
| Akram Chaudhry | HR Green |
| Sheila Derka | IDOT |
| Kama Dobbs | CMAP |
| Greg Ellwanger | BLA |
| Brian Fairwood | Transystems |
| Tavis Farmer | IDOT |
| Gerardo Fierro | IDOT |
| Mark Fowler | NWMC |
| Jim Goumas | Hancock Engineering |
| Joy Gustafson | IDOT |
| Rob Horne | Rolling Meadows |
| Alex Househ | IDOT |
| Emily Kerry | Lake County |
| Obaid Khalid | Hanover Park |
| Mike Klemens | Lake County |
| Brian Lovering | Elk Grove Village |
| Mike Pagones | Arlington Heights |
| Greg Summers | Barrington |
| Bob Susnjara | Daily Herald |
| Sam Trakas | Inverness |
| Jon Vana | Civiltech |
| Mike Walczak | NWMC |
| Jeff Wulbecker | Mount Prospect |

I. Call to Order

President Darch called the meeting to order at 8:32 a.m.

II. Approval of Minutes

The minutes of the April 6, 2018 Technical Committee meeting were approved on a motion from Mr. Ottesen, seconded by Mr. Rummel.

III. Agency Reports

a. CMAP

Ms. Dobbs briefed the committee on recent expenditures for the STP and CMAQ programs. She announced that the RTA Access to Transit and BUILD programs have calls for projects out. She discussed the On To 2050 outreach over the summer, including open houses and the October 10 plan launch event. She also congratulated Streamwood on its recent ITEP grant award.

b. CMAP Council of Mayors

Ms. Dobbs reported that at the May meeting, the committee heard updates on the STP Project Selection Committee, STP expenditures and the On To 2050 process.

c. IDOT Highways

Mr. Farmer updated the committee on the status of various projects, noting those on the April letting and on the upcoming June letting.

d. IDOT Local Roads

Mr. Fierro updated the committee on the status of various projects, noting the April lettings of Roselle Road bridge in Schaumburg and two intersection improvements in Streamwood.

e. Cook County

Mr. Beata informed the committee that the Invest in Cook awards will be announced in July and that a draft of the Freight Plan is coming soon. He updated the committee on project statuses, noting that Roselle and Central Roads are moving along well. Mr. Ottesen asked if the upcoming Quentin Road bridge project will close the road, especially since school traffic will be impacted. Mr. Beata said he will follow up.

f. Metra

Mr. Walczak noted that Rick Mack could not attend, but summary of the fare study could be found in the agenda packet.

g. Pace

Mr. Andrews reported that the Barrington Road I-90 Park and Ride is set for a partial opening on June 11, with additional work continuing over the summer.

h. Illinois Tollway

No report.

IV. Surface Transportation Program (STP) Update

i. Mr. Walczak discussed the updated program, noting changes since the last meeting.

ii. Mr. Walczak explained that the Village of Schaumburg is requesting a cost increase for its Roselle Road bike bridge project, which came in \$390,410 over the programmed amount on the April letting. Ms. Mehl added that the village is ready to proceed with the project. Mr. Walczak noted that any increase in the project would need to be offset by a decrease

from other projects this fiscal year. He added that the two Streamwood projects bid on the April letting both came in below estimates and that he could work with CMAP to ensure the funding for the increase was available.

The committee discussed how best to plan for the upcoming projects in 2019. Mr. Norris noted the amount of projected Schaumburg projects in 2019 and asked Ms. Mehl if any are being delayed. She responded that they are all currently on track to proceed. Mr. Walczak said the council will need to prioritize projects in the near future, due to the fact that the council may have more potential projects than available funding.

The committee approved the cost increase on a motion by Mr. Rummel, seconded by Mr. Norris. Mr. Ottesen voted no.

The Surface Transportation Program was approved on a motion from Mr. Rummel, seconded by Mr. Norris.

STP Project Selection Committee Update

Ms. Dobbs discussed the work of the project selection committee, noting the final drafts of the Shared Fund and Active Program Management (APM) will be developed over the summer. She walked through the proposed scoring and project requirements of a Shared Fund project as well as how APM will work for Shared Fund projects and Council projects.

Mr. Rummel asked whether a large employer would qualify as a partner agency to reduce the required project cost below the \$5 million threshold. Ms. Dobbs responded that will need to be determined, but they couldn't be the lead agency. President Darch and Ms. Caddigan recommended CMAP score a real project for the next meeting. Ms. Dobbs also explained how cost increases will work with the Shared Fund, using available funding. Cost increases for council projects would also be eligible.

President Darch asked about the eligibility of outside agencies, other than municipalities, for the Shared Fund. Ms. Dobbs said that currently outside agencies would be eligible to apply directly to the Shared Fund, but would have to apply to the councils for bonus points. Mr. Ottesen and President Darch voiced their support for all applications to come through the councils. Mr. Walczak said those comments have been included in NWMC and Council concerns to CMAP.

Mr. Rummel asked about the definition of high need communities. Ms. Dobbs said it was based on tax capacity and will be similar to that used under the last LTA call for projects.

President Darch asked about how the regional impact of a project is calculated, noting that a project such as Barrington's underpass has a wider impact than just the close by towns. Ms. Dobbs explained how the travel network works and that it would be part of the overall project score.

Mr. Rummel asked if there was discussion of a regional split between the city and suburbs for the Shared Fund. Ms. Dobbs said there is not pre-approved split.

Ms. Darch asked if any additional consideration would be given to non-home rule communities. Ms. Dobbs said that it had not.

V. Other Business

There was no other business.

VI. Next Meeting

The next meeting was moved to August 16, 2018.

VII. Adjourn

The committee adjourned on a motion from Ms. Caddigan, seconded by Mr. Norris.

| 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 * * * | Review NIPC * * |
|--------------------------|--|---|---|--------------------------------|-----------------------------|---|---------------------|-------------------------|--|-----------------------|---|-------------------------------------|--|
| Record id | | | | | | | | | | | | | |
| 5 | COOK HIGHWAY 14A501503RP | Var - Various | 48,063,513 | 03-11-0020 | CE 2 | NR | Yes | | 12/15/2018 | ZH ZH Civiltech | NR | NR | * * * * * * * * * * |
| | | RECONSTRUCTION; BRIDGE TS; LIGHTING | E1: / / / / E2: / / / / RW: / / / / C: FFY18 / STPL / 13,025,000 / 10,420,000 / / CMAQ / 15,340,000 / 12,272,000 / / LO / 19,698,513 / | | | A 5 /19/2014 | | | | | Yes | | |
| 2835 | | | | | REMARKS: | LOCAL LETTING. Work on Lake-Cook, Buffalo Grove, IL83, Weiland and Short Aptakistic. | | | | | | | |
| 6 | DES PLAINES 140022000TL | FAP0330 - Lee St/ForestAv Algonquin to Oakton to Jeannette to Dead End INTERSECTION IMPROVEMENT INSTALL SIGNALS | 1,760,000 | 03-14-0006 | CE 1 | NR | Yes | | 3/8/2019 | AH CR Gewalt Ha | NR | NR | * * * * * * * * * * |
| | | | E1: / / / / E2: FFY16 / STPL / 307,378 / 149,000 / A RW: FFY18 / STPL / 260,000 / 130,000 / C: FFY18 / STPL / 1,760,000 / 1,408,000 / | | | | | | | | | | |
| 2522 | | | | | REMARKS: | Max STP-L: \$1,687,000. PE2 kick-off meeting held 8-2-16. | | | | | | | |
| 7 | DES PLAINES 140022100BT | Var - Rand Rd Central Rd to Elk Blvd BIKEWAYS INTERSECTION IMPROVEMENT | 1,602,038 | 03-14-0014 | CE 1 | NR | Yes | | 9/20/2019 | AH CR Civiltech | NR | NR | * * * * * * * * * * |
| | | | E1: / / 119,911 / / E2: / / 153,571 / / RW: / / / / C: FFY19 / STE / 1,602,038 / 1,281,630 / | | | | | | | | No | | |
| 2820 | | | | | REMARKS: | Max STE: \$1,281,630. Using FFM. PE2 kick-off 3-26-18 for Wolf to Golfreduced limits. Need updated P PI. | | | | | | | |
| 8 | ELK GROVE VILL 150006100BR | MS1210 - Brickdale Dr Willow Creek CULVERT REPLACEMENT | 570,000 | 03-15-0006 | CE 1 | NR | Yes | | 1/1/2019 | AH CR Civiltech | NR | NR | * * * * * * * * * * |
| | | | E1: FFY16 / BRPP / 79,441 / 63,552 / A E2: FFY18 / BRP2 / 70,000 / 56,000 / RW: / / / / C: FFY19 / BRP / 570,000 / 456,000 / | | | A 3 /5 /2018 | | | | | Yes | | |
| 2731 | | | | | REMARKS: | SN 022-7470. | | | | | | | |

| 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 | | | | | | | | | | | | | |
| 9 | ELK GROVE VILL 180006700RS 2870 | FAU1700 - Lively Blvd Devon Av to Landmeier Rd RESURFACING MODERNIZE TRAFFIC SIGNALS | 1,370,000 E1: / / / / E2: / / / 0 / RW: / / / / C: FFY19 / STPL / 1,370,000 / 1,096,000 / | CE 1 | NR | No E 9 /30/2018 | | | 1/18/2019 | AH CR Civiltech | NR No | NR * * * * * * * * | NR |
| REMARKS: Kick-off meeting held 5-16-18. Need TIP ID. | | | | | | | | | | | | | |
| 10 | HOFFMAN ESTATES 130009100BT 2804 | Off - Poplar Crk Tr EJ&E RR to Sutton Rd to Shoe Factory to Hoffman BIKEWAYS | 915,000 E1: / / / / E2: / / / 0 / RW: / / / / C: FFY19 / STE / 915,000 / 676,000 / | CE 1 | NR | Yes A 5 /1 /2018 | | | 9/20/2019 | AH CR | E No | NR * * * * * * * * | NR |
| REMARKS: ITEP #12044. Using FFM. Granted sunset extension (10-11-17). | | | | | | | | | | | | | |
| 11 | NILES 120011400SP 2247 | - Cleveland St Caldwell Ave to Waukegan Rd PEDESTRIAN CROSSINGS ADVANCE WARNING BEACONS | 117,000 E1: FFY12 / CMAQ / 10,000 / 8,000 / A E2: / / / 0 / RW: / / / / C: FFY19 / CMAQ / 117,000 / 93,600 / | CE 1 | NR | No 9 /4 /2015 | | | 1/1/2019 | AH CR Gewalt Ha | NR No | NR * * * * * * * * | NR |
| REMARKS: Need schedule (3-7-18). | | | | | | | | | | | | | |
| 12 | NILES 130011600TL 2348 | FAU1334 - Howard St Milwaukee Av to Lehigh Av RESURFACING PEDESTRIAN UNDERPASS | 4,750,000 E1: / / / / E2: FFY18 / STPL / 350,000 / 175,000 / / STE2 / 91,500 / 73,200 / RW: FFY18 / STER / 81,250 / 65,000 / / / / / C: FFY19 / STPL / 4,750,000 / 3,800,000 / / STE / 1,258,500 / 1,006,800 / | CE 2 | NR | No E 7 /31/2018 | | | 1/1/2019 | AH CR GHA | NR Yes | NR * * * * * * * * | NR |
| REMARKS: SN: 016-3029 included. Scope change from recon and bridge work to RS,Bikepath and Bike Bridge. No w ork on existing bridge. 03-18-0003 ITEP | | | | | | | | | | | | | |

*7/25/2018
03

Selections: RCO: 03 Engineer

Fund: Tip Fund:

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

| Local Agency/ Section | Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/ | Current CE3 Estimate | T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized | Environ- mental Approval | Public Hearing Status | Design Appv Requested CD 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 | | | | | | | | | | | | | |
| 13 | PALATINE 170010300RS - Smith St Palatine Rd to Dundee Rd LAFO | 1,650,000 | 03-16-0009 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 1,650,000 / 1,320,000 / | CE 1 4 /25/2018 | NR | No A 4 /25/2018 | | | 11/9/2018 | AH CR BLA | E No | NR * * * * * * * * * | NR * * |
| 2808 | | | / / / / | | | REMARKS: Max STPL: \$1,320,000. Kick-off meeting held 10-13-17. | | | | | | | |
| 14 | ROLLING MEADOWS 090009800CH - Algonquin Road at New Wilke Road INTERSECTION IMPROVEMENT MODERNIZE TRAFFIC SIGNALS | 2,700,000 | 03-06-0006 E1: / / / / E2: / / / / RW: FFY20 / STPL / 600,000 / 300,000 / C: MYB / STPL / 2,700,000 / 1,890,000 / | CE 2 | E PM | Yes E 6 /15/2019 | | | 1/1/2022 | AH CR CBBEL | | Exempt * * * * * * * * * | Exempt * * |
| 1390 | | | / / / / | | | REMARKS: | | | | | | | |
| 15 | ROLLING MEADOWS 140011200BR FAU2315 - Barker Av Salt Creek BRIDGE REHABILITATION | 720,000 | 03-14-0011 E1: FFY14 / BRPP / 51,172 / 40,938 / A E2: FFY17 / BRP2 / 112,255 / 89,804 / A RW: / / / / C: FFY18 / BRP / 720,000 / 528,000 / | CE 2 7 /5 /2016 | NR | Yes A 7 /5 /2016 | | | 11/9/2018 | AH CR CBBEL | | NR * * * * * * * * * | NR * * |
| 2745 | | | / / / / | | | REMARKS: SN: 016-6055. PE2 kick-off meeting held 4-5-17.Hold til 11/9/2018 (earliest) per LPA due to school year (3-23-18). | | | | | | | |
| 16 | ROLLING MEADOWS 150011500BT FAU1292 - Euclid Av Rohlwing Rd to Salt Creek BIKEWAYS | 735,750 | 03-14-0015 E1: FFY15 / STEP / 55,750 / 44,600 / A E2: FFY17 / STE2 / 55,750 / 44,600 / A RW: / / / / C: FFY18 / STE / 735,750 / 588,600 / | CE 1 12/16/2016 | NR | Yes | | | 8/3/2018 | AH CR CBBEL | | * * * * * * * * * | * * * * * * * * * |
| 2586 | | | / / / / | | | REMARKS: Max ITEP: \$691,260. Item No. 58. | | | | | | | |

| Record id | Local Agency/ Section | Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/ | Current CE3 Estimate | T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized | Environ- mental Approval | Public Hearing Status | Design Appv Requested 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 |
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| 17 | ROLLING MEADOWS 170012100RS | FAU3517 - Kirchoff Rd Hicks Rd to New Wilke Rd RESURFACING | 2,042,500 | 03-17-0006 E1: / / / / E2: FFY17 / STPL / 96,000 / 48,000 / A RW: / / / / C: FFY19 / STPL / 2,042,500 / 1,634,000 / | CE 1 7 /19/2017 | NR | No | | | 11/9/2018 | AH CR CBBEL | NR | NR | * * * * * * * * * |
| 2781 | | | | / / / / | | | REMARKS: Max STP-L: \$1,682,000. PE2 kick-off meeting held 4-26-18. | | | | | | | |
| 18 | SCHAUMBURG 140011400PV | FAU1689 - Woodfield Rd Meacham Rd to 53 E Frontage Rd RECONSTRUCTION; LIGHTING MOD TRAFFIC SIG; DRAINAGE | | 03-14-0017 E1: / / / / E2: FFY16 / STPL / / / RW: / / / / C: FFY17 / STPL / / / | CE 2 1 /26/2016 | NR | Yes | A 1 /26/2016 | | 11/9/2018 | AH CR TranSyste | NR | NR | * * * * * * * * * |
| 2601 | | | | / / / / | | | REMARKS: PE1 Section Number for DA. Staged construction under -01-PV and -02-PV. | | | | | | | |
| 19 | SCHAUMBURG 140011401PV | FAU1689 - Woodfield Rd Martingale Rd to E Frontage Rd RECONSTRUCTION; LIGHTING INSTALL SIGNALS; DRAINAGE | 8,400,000 | 03-14-0017 E1: / / / / E2: FFY17 / STPL / 5,298,002 / 263,401 / A RW: FFY17 / STPL / 250,000 / 125,000 / A C: FFY19 / STPL / 5,800,000 / 4,000,000 / / CMAQ / 2,630,000 / 2,106,000 / | CE 2 1 /26/2016 | NR | Yes | A 1 /26/2016 | | 11/9/2018 | AH CR Civiltech | | | * * * * * * * * * |
| 2624 | | | | / / / / | | | REMARKS: PE1 under 00-PV (Transystems). PE2 kick-off meeting held 2/3/17. | | | | | | | |
| 20 | SCHAUMBURG 140011402PV | FAU3073 - Woodfield Rd Meacham Rd to Martingale Rd RECONSTRUCTION; LIGHTING INSTALL SIGNALS; DRAINAGE | 5,600,000 | 03-14-0017 E1: / / / / E2: FFY16 / STPL / 543,399 / 271,699 / A RW: FFY17 / STPL / 420,000 / 210,000 / A C: FFY19 / STPL / 5,600,000 / 4,000,000 / / / / / | CE 2 1 /26/2016 | NR | Yes | A 1 /26/2016 | | 11/9/2018 | AH CR Civiltech | NR | | * * * * * * * * * |
| 2625 | | | | / / / / | | | REMARKS: PE1 under 00-PV. PE2 kick-off meeting held 3-21-16. | | | | | No | | |

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|-----------|---------------------------|--|-------------------------|--|--------------------------------|-----------------------------|---|---------------------|-------------------------|--|-----------------------|---|--|------|
| 21 | SCHAUMBURG 140011500PV | FAU2582 - Plum Grove Rd IL 58 (Golf Rd) to IL 72 (Higgins Rd) RECONSTRUCTION MODERNIZE TRAFFIC SIGNALS | 4,950,000 | 03-14-0020 E1: / / / E2: FFY16 / STPL / 512,924 / 256,462 / A RW: FFY17 / STPL / 200,000 / 100,000 / A C: FFY18 / STPL / 4,950,000 / 3,960,000 / | CE 2 1 /15/2016 | NR | A 1 /20/2016 | Yes | | 8/3/2018 | AH CR B&W | NR No | NR * * * * * * * * | NR |
| 2596 | | | | / / / | | | | | | | | | | |
| 22 | SCHAUMBURG 140011501PV | FAU2582 - Plum Grove Rd Wiley Rd to Golf Rd (IL58) RECONSTRUCTION | 6,150,000 | 03-14-0020 E1: / / / E2: FFY16 / STPL / 650,000 / 325,000 / A RW: FFY17 / STPL / 425,000 / 212,500 / A C: FFY18 / STPL / 6,150,000 / 4,000,000 / | CE 2 1 /15/2016 | NR | A 1 /20/2016 | Yes | | 8/3/2018 | AH CR CBBEL | NR No | * * * * * * * * | |
| 2626 | | | | / / / | | | | | | | | | | |
| 23 | SCHAUMBURG 150011900PV | FAU1103 - National Pkwy Plum Grove Rd to IL Route 58 RECONSTRUCTION DRAINAGE; LIGHTING | 5,544,000 | 03-16-0010 E1: / / / E2: FFY16 / STPL / 597,306 / 298,653 / A RW: FFY17 / STPL / 692,594 / 346,297 / A C: FFY18 / STPL / 5,544,000 / 4,000,000 / | CE 2 5 /2 /2016 | NR | A 5 /2 /2016 | Yes | | 9/21/2018 | AH CR Civiltech | NR | * * * * * * * * | NR |
| 2637 | | | | / / / | | | | | | | | | | |
| 24 | SCHAUMBURG 160006800WR | FAP0339 - IL62/Algonquin Plum Grove Rd to IL 53 RECONSTRUCTION/LIGHTING MODERNIZE TRAFFIC SIGNALS | 6,272,000 | 03-03-0102 E1: / / / E2: FFY17 / STPL / 748,172 / 374,086 / A / ILL / 214,860 / / A RW: FFY18 / STPL / 1,700,000 / 625,000 / / CMAQ / / 360,000 / C: FFY19 / STPL / 6,272,000 / 2,697,600 / / CMAQ / / 2,320,000 / / ILL / 1,109,400 / | CE 2 3 /1 /2018 | NR | A 3 /2 /2018 | Yes | | 1/1/2019 | AH CR TranSyste | NR No | * * * * * * * * | NR |
| 2715 | | | | | | | | | | | | | | |

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| 7/25/2018 | | Selections: RCO: 03 Engineer | | LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS | | | | | | | | | | | | Attachment B | | | | | | | | | | | |
| 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 DTCD 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | SCHAUMBURG 160012600PV | MS2141 - Walnut Ln Schaumburg Rd to Weathersfield Way RECONSTRUCTION; SW C & G; DRAINAGE; LIGHTING | | 3,200,000 | 03-18-0010 | E1: | / | / | / | / | CE 1 2 /22/2018 | NR | | | Yes | | | | 1/18/2019 | AH CR BLA | | NR | | * | NR | | |
| | | | | | | E2: | / | / | / | 0 / | | | A | | | | | | | | NR | | * | | | | |
| | | | | | | | / | / | / | / | | | 2 /22/2018 | | | | | | | | No | | * | | | | |
| | | | | | | RW: | / | / | / | / | | | | | | | | | | | | * | | | | | |
| | | | | | | | / | / | / | / | | | | | | | | | | | | * | | | | | |
| | | | | | | C: | FFY19 | / STPL | / | 3,200,000 / | 2,560,000 / | REMARKS: PE2 kick-off meeting held 3-13-18. | | | | | | | | | | * | | | | | |
| | 2842 | | | | | | / | / | / | / | | | | | | | | | | | | * | | | | | |
| | | | | | | | / | / | / | / | | | | | | | | | | | | * | | | | | |
| 26 | STREAMWOOD 100005500WR | FAU1321 - Irving Park Rd Schaumburg Rd to Bartlett Rd WIDENING & RESURFACING | | 8,715,825 | 03-09-0073 | E1: | FFY11 | / ILL | / | 687,558 / | / A | CE 2 2 /2 /2015 | E | | Yes | | | | 1/18/2019 | AH CR HR Green | | NR | | * | NR | | |
| | | | | | | | / | / | / | 0 / | | | | A | | | | | | | NR | | * | | | | |
| | | | | | | E2: | FFY16 | / STPL | / | 555,884 / | 272,942 / | | | 2 /2 /2015 | | | | | | | | | * | | | | |
| | | | | | | | / | ILL | / | 255,442 / | / A | | | | | | | | | | No | | * | | | | |
| | | | | | | RW: | FFY18 | / STPL | / | 1,000,000 / | 500,000 / | | | | | | | | | | | * | | | | | |
| | | | | | | | / | ILL | / | 175,000 / | / | | | | | | | | | | | * | | | | | |
| | | | | | | C: | FFY19 | / STPL | / | 7,647,805 / | 4,987,500 / | REMARKS: Max ILL: \$2,620,989. Max STP-L: \$5,760,442. Max STE: \$654,460.PE2 kick-off meeting held 9-14 | | | | | | | | | | * | | | | | |
| | 2109 | | | | | | / | ILL | / | 1,502,989 / | / | | -16. | | | | | | | | | * | | | | | |
| | | | | | | | / | STE | / | 1,068,020 / | 654,460 / | | | | | | | | | | | * | | | | | |

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS (CCDOH)
NORTHWEST COUNCIL OF MAYORS REPORT
2017 - 2022

PHASE III - CONSTRUCTION

| Project Name - Limits | Scope | Est. Cost | Programmed Year | Letting Date | Award Date | Const. Start | Const. End |
|--|--------------|-----------------|-----------------|--------------|------------|--------------|------------|
| PAVEMENT PRESERVATION AND REHABILITATION PROGRAM NORTH 2017 | | | | | | | |
| Bode Rd (Sutton Rd to Barrington Rd) | Construction | \$ 2,948,400.00 | 2018 | 1/25/2018 | | | 12/17/2018 |
| Bradwell Rd (Barrington Rd to Ela Rd) | | \$ 2,511,600.00 | 2018 | 1/25/2018 | | 6/21/2018 | 12/17/2018 |
| Brinker Rd (Algonquin Rd to County Line Rd) | | \$ 3,276,000.00 | 2018 | 1/25/2018 | | 6/5/2018 | 12/17/2018 |
| Mundhank Rd (Higgins Rd to South Meadow Ct) | | \$ 1,092,000.00 | 2018 | 1/25/2018 | | 6/19/2018 | 12/17/2018 |
| Otis Rd (Old Sutton Rd to Brinker Rd) | | \$ 1,419,600.00 | 2018 | 1/25/2018 | | 6/8/2018 | 12/17/2018 |
| Sanders Rd (at Winkelman Rd) | | \$ 44,839.00 | 2018 | 1/25/2018 | | | 12/17/2018 |

Municipalities: Barrington Hills, Inverness, Schaumburg, South Barrington

Project Status: Work is 19% complete to date. Work completed through June 30 includes hot-mix asphalt surface removal, pavement patching, and binder and surface courses along Otis and Brinker Roads; placement of joint sealant and installation of surface course test strips along Brinker Road; removal and replacement of a pipe culvert on Otis Road; and start of hot-mix asphalt surface removal along Mundhank Road.

ROSELLE ROAD

| | | | | | | | |
|-----------------------------------|--|---------------|------|-----------|-----------|-----------|-----|
| At Schaumburg Road | Construction - addition of a southbound right turn lane, temporary traffic signal installation, permanent traffic signal installation consisting of LED traffic signal heads, LED countdown pedestrian signal heads, pedestrian pushbuttons, traffic signal posts, mast arm poles, controller and cabinet, service installation, handholes, cable, conduit, vehicle detectors, UPS, illuminated street name signs, interconnection of five (5) traffic signal installations, sidewalk, drainage, landscaping | \$ 889,351.29 | 2017 | 1/11/2017 | 4/24/2017 | 6/13/2017 | TBD |
| Municipalities: Schaumburg | Construction Engineering | In-House | 2017 | | | | |

Project Status: Work is 60% complete to date. Work completed through June 30 includes removal and replacement of sidewalk and medians; earth excavation; installation of porous granular embankment, underground conduits, aggregate basecourse, curbs, and gutters; and relocation of fire hydrants.

CENTRAL RD

| | | | | | | | |
|--|--|------------------|------|-----------|--|-----------|-----------|
| Ela Road to Roselle Road | Construction - WB on-ramp onto I-90; land bridge construction along Central Road; reconstruction of Central Road | \$ 13,481,129.47 | 2017 | 2/17/2017 | | 9/12/2017 | Fall 2018 |
| Municipalities: Hoffman Estates, Schaumburg | Construction Engineering (Tollway-led) | | 2017 | | | | |

Project Status: Work is 60% complete to date. Work completed through June 30 includes preparing and placing curb and gutter, sidewalk and concrete pavement for eastbound and westbound lanes, earth excavation, Ramp A plaza electrical work and construction, prepping and placement of concrete medians, bridge deck grooving, and installation of bridge deck drainage system.

PHASE II - DESIGN

| Project Name - Limits | Scope | Est. Cost | Programmed Year | Letting Date | Award Date | Const. Start | Const. End |
|---|---|------------------|-----------------|--------------|------------|--------------|------------|
| PAVEMENT PRESERVATION AND REHABILITATION PROGRAM NORTH 2019 | | | | | | | |
| West Lake Avenue (Wolf Road to Landwehr Road) | Construction | \$4,600,000 | 2019 | | | | |
| Municipalities: Glenview, Mount Prospect | | | | | | | |
| Project Status: Consultant-led projects have addressed the 60% roadway plan comments, projects are currently being updated internally for 90% submittal. Department-led projects are also under development and working toward 60% submittal. In the North region, West Lake Avenue is recommended for construction as part of the PPRP in FY19. | | | | | | | |
| BARTLETT ROAD | | | | | | | |
| Over Poplar Creek | Design Engineering | In-House | 2017 | | | | |
| Municipalities: Hoffman Estates | Construction - Remove and replace the existing expansion details and minor deck slab and approach slab repairs as needed. | \$ 250,000.00 | 2018 | | | | |
| | Construction Engineering | In-House | 2018 | | | | |
| Project Status: Plans 100% complete. Finalizing cost estimate and preparing the contract documents. | | | | | | | |
| LAKE COOK RD | | | | | | | |
| Raupp Boulevard to Hastings Lane | Design Engineering (Village-led) | \$ 209,850.00 | 2017 | | | | |
| Municipalities: Buffalo Grove, Wheeling | ROW Acquisition | \$ 9,352,000.00 | 2017 | | | | |
| | Construction - Widening and Pavement Reconstruction, Intersection Improvement, Traffic Signal Modernization | \$ 53,927,313.03 | 2018 | Est. Q4 2018 | | | |
| | Construction Engineering | \$ 8,089,096.95 | 2018 | | | | |
| | Material Testing | \$ 404,454.85 | 2018 | | | | |
| Project Status: Plans at 99% completion. ROW acquisition is nearing final stages. Anticipate a fall 2018 letting. | | | | | | | |
| TOUHY AVE | | | | | | | |
| Elmhurst Road to Mount Prospect Road | Design Engineering | \$ 1,242,281.36 | 2017 | | | | |
| Municipalities: Chicago, Des Plaines, Elk Grove | Construction - Pavement Reconstruction, New Alignments, Grade Separations, Intersection Improvements, Drainage Improvements, New Street Lights, Bike path | \$ 74,894,492.00 | 2018 | Est. Q4 2018 | | Q2 2019 | 2021 |
| | Construction Engineering | \$ 10,857,325.00 | 2018 | | | | |
| Project Status: Final plans, specifications, and engineer's estimate submittal to IDOT is expected 10/1/2018 or sooner. Letting is scheduled for December 2018. | | | | | | | |

PHASE II - DESIGN cont.

| Project Name - Limits | Scope | Est. Cost | Programmed Year | Letting Date | Award Date | Const. Start | Const. End |
|--|--|------------------|-----------------|--------------|------------|--------------|------------|
| SHOE FACTORY RD | | | | | | | |
| Essex Drive to East of Beverly Road | Design Engineering (Village-led) | \$ 400,000.00 | 2018-19 | | | | |
| Municipalities: Hoffman Estates | ROW Acquisition | \$ 800,000.00 | 2018-19 | | | | |
| | Construction - Pavement reconstruction and widening, median improvements, roadway realignment, PCC sidewalks, hot-mix asphalt (HMA) bike path, upgraded drainage systems, traffic signal modernization, pavement markings, landscape restoration | \$ 10,026,392.00 | 2020 | Est. Q4 2019 | | | |
| | Construction Engineering | \$ 790,636.00 | 2020 | | | | |
| | | | | | | | |

Project Status: Supplemental contract has been finalized for remaining design work. Taking next steps to initiate work on the contract.

PHASE I - PRELIMINARY ENGINEERING

| Project Name - Limits | Scope | Est. Cost | Programmed Year | Letting Date | Award Date | Const. Start | Const. End |
|---------------------------------------|---|-----------------|-----------------|--------------|------------|--------------|------------|
| BUSSE RD | | | | | | | |
| Golf Rd to Central Rd | Preliminary Engineering | \$ 685,943.97 | 2017 | | | | |
| Municipalities: Mount Prospect | Design Engineering | \$ 700,000.00 | 2018 | | | | |
| | Roadway reconstruction and widening, multi-use path, and drainage improvements. | \$ 7,000,000.00 | 2020 | | | | |
| | Construction Engineering | \$ 700,000.00 | 2020 | | | | |
| | | | | | | | |

Project Status: The Preferred Alternative involves widening roadway to include one lane in each direction with continuous center turn lane and outside curb and gutter, as well as off road shared-use path and sidewalk on alternate sides of road. Consultant is currently preparing roadway geometrics, drainage study, and project report for Preferred Alternative. Second public meeting for project is planned for Summer or Early Fall 2018.

CENTRAL RD

| | | | | | | | |
|--|--|-----------------|------|--|--|--|--|
| Barrington Rd to Huntington Blvd | Preliminary Engineering | \$ 292,604.06 | 2017 | | | | |
| Municipalities: Hoffman Estates, South Barrington | Design Engineering | \$ 1,500,000.00 | 2018 | | | | |
| | Construction - Reconstruction or resurfacing of Central Road from Barrington Road to Huntington Blvd and the construction of an off-street path on Central Road. | \$ 9,000,000.00 | 2020 | | | | |
| | Construction Engineering | \$ 1,300,000.00 | 2020 | | | | |
| | | | | | | | |

Project Status: IDOT kickoff meeting held 08/16/2017. Environmental Survey Request (ESR) was submitted to IDOT on 10/25/2017. Ongoing coordination with Village of Hoffman Estates and Forest Preserve District of Cook County throughout Phase I process. Preliminary geometrics were re-submitted on 03/01/2018 and are currently under internal review, with concurrent review by the Village of Hoffman Estates. Existing drainage plans were submitted 01/29/2018 and comments were given to the consultant on 04/03/2018. The County has received plans for the proposed development along Central Road that would extend Eagle Way south to intersect Central Road on 06/19/2018. Since this development has a much faster schedule than the Central Road improvement, the County is reviewing these plans in order to coordinate between the two projects. For the ESR, the cultural clearance was received on 05/10/2018. As for the biological/wetlands clearance for the ESR, the project was tasked for an avian survey. The Forest Preserve District of Cook County has provided their preference for the multi-use path spur connection to the existing bike path in Paul Douglas Forest Preserve (direct/diagonal connection to the existing path at the northeast corner of Central Road/Huntington Blvd).

PHASE I - PRELIMINARY ENGINEERING cont.

| Project Name - Limits | Scope | Est. Cost | Programmed Year | Letting Date | Award Date | Const. Start | Const. End |
|--|--|------------------|-----------------|--------------|------------|--------------|------------|
| QUENTIN RD | | | | | | | |
| Dundee Rd to Lake Cook Rd | Preliminary engineering | \$ 425,041.14 | 2017 | | | | |
| Municipalities: Deer Park, Palatine | Design engineering | \$ 1,500,000.00 | 2020 | | | | |
| | Construction - Reconstruction of roadway with potential widening, drainage improvements, and channelization. | \$ 34,000,000.00 | 2021 | | | | |
| | Includes replacement of bridge over Salt Creek and new multi-use path connecting to Forest Preserve. | | | | | | |
| | Construction engineering | \$ 3,400,000.00 | 2021 | | | | |

Project Status: Alternatives analysis still ongoing. Focus Group meeting #2 occurred on July 10, 2018 with environmental stakeholders. Planning for sequential Focus Group meetings is underway.

INVEST IN COOK 2018

Approved by the Cook County Board on July 25, 2018

34 projects

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

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

PLANNING STUDIES**COOK COUNTY FREIGHT PLAN**

Final Advisory Committee meeting May 22, 2018

Approval of final plan by Cook County Board expected September 26, 2018

Presentations to Councils of Mayors expected Fall 2018

ROSEMONT TRANSIT STUDY

Cook County is preparing to take advantage of an opportunity to create a multimodal transportation center on County-owned land at the Rosemont Blue Line Station in the Village of Rosemont. The planned improvements include a new bus transfer facility that will increase capacity for Pace buses and create a better connection to the CTA. The cost of the transportation center will be partially covered through joint development of a mixed-use, privately developed office and retail complex. A traffic study of River Road, which fronts the site of the transit center, was just completed and survey and geotechnical work is currently underway as part of the due diligence required for issuance of an RFQ/P for the site's eventual development.

Application submitted to U.S. DOT's BUILD program on July 19, 2018.

STP (FFY2020-2024) Program Application Booklet

Draft for Discussion 8/8/2018

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Introduction

The Chicago Metropolitan Agency for Planning (CMAP), the metropolitan planning organization for the seven counties of northeastern Illinois, announces the availability of funding for transportation projects through the STP Shared Fund. This program is funded through the Federal Highway Administration (FHWA). The STP Shared Fund is designed to fund important regional projects that address regional performance measures and the goals of ON TO 2050.

Eligible Applicants and Projects

Projects eligible for the STP Shared Fund make large and lasting contributions to regional transportation priorities. The intention of the fund is also to encourage collaboration between municipalities and advance projects that local councils cannot readily fund on their own. Given these goals, projects must meet one of two eligibility requirements:

- Joint application from at least 3 local partners, including at least one municipality
- OR
- Total project cost of \$5 million or more

For the STP Shared Fund, eligible sponsors or partners include any state agency or unit of government having the authority to levy taxes. Sponsors include but are not limited to municipalities, counties, townships, park districts, forest preserve districts, and transit agencies. Partners must demonstrate financial or in-kind project involvement. Private for-profit and non-profit organizations may partner with a public sponsor that meets the previously stated conditions, but may not submit applications or act as the lead agency for project implementation.

Eligible project types

While STP has very broad eligibility in comparison to other funding sources (CMAQ, TAP, HSIP), the STP shared fund is targeted toward the following priority project types:

- **Road reconstructions**
Projects that address condition deficiencies on the road network and do not add roadway capacity
- **Transit station rehabilitation/reconstructions**
Projects that enhance the existing transit system by improving or reconstructing transit stations
- **Bridge rehabilitation/reconstructions**
Projects that address condition deficiencies on the region's bridges
- **Highway/rail grade crossing improvements**
Projects that reduce delay at highway/rail crossings, through grade separation or other improvements
- **Road expansions**
Projects that add capacity to an existing road or involve construction of a new road

- **Bus speed improvements**
Projects that improve the speed and reliability of bus travel in the region
- **Corridor-level or small area safety improvements**
Projects that address safety issues
- **Truck route improvements**
Projects that improve truck movement through a corridor or area

These project types were chosen because of demonstrated demand in the form of unfunded or partially funded local projects, stakeholder input, ON TO 2050 implementation priorities, and an assessment of opportunities to leverage or fill gaps between other available fund sources.

Rolling focus for STP funding

The 2019 call for projects for the shared fund will be used to build a full five-year program (FFY 2020-2024), and projects in all priority project types are encouraged to apply. Subsequent semiannual calls will be to fill the out years of the program. Given the limited funding available in future calls and wide range of eligible project types, future calls will focus on a subset of project types (see the table below).

| | First call (2019) | Second call (2021) | Third call (2023) | Fourth call (2025) |
|-----------------------|--------------------------|--|---|-----------------------------|
| | | <i>Draft: update based on outcome of first call for projects</i> | | |
| Program years: | 2020-2024 | 2025-2026 | 2027-2028 | 2029-2030 |
| Focus areas: | ALL FOCUS AREAS ELIGIBLE | Grade crossing improvements | Road expansion | truck route improvements |
| | | Road reconstruction | Bridge replacement/reconstruction | Road reconstruction |
| | | Bus speed improvements | Corridor/small area safety improvements | Transit station improvement |

Eligible Project Phases and Required Match

Phase I Engineering

Phase I engineering will be the responsibility of the project sponsor to complete without funding from the STP Shared Fund. With limited exceptions, all other phases -- including phase II engineering, right-of-way acquisition, and construction (including construction engineering) - are eligible for STP Shared Fund funding. Sponsors may request STP Shared Fund funding for phase I engineering based on a hardship. If phase I engineering funding is sought, funding for the later phases of the project cannot be requested until the next call for projects, and such funding is not guaranteed. Sponsors seeking funding for phase I engineering should contact CMAP staff before doing so. Hardship is determined from an evaluation of municipal median income, tax base per capita, total tax base, and population. A list of municipalities meeting the phase I engineering hardship exemption is available at <link to be added>.

Remaining Phases

All eligible phases will be programmed at a maximum level of 80 percent federal funding for STP Shared Fund funding.

For projects requiring phase I engineering, one of the following must occur by **June 1, 2019**:

- a. Design approval has been received.
- b. IDOT has certified that a final Project Development Report has been submitted for signatures.
- c. IDOT has certified that a preliminary Project Development Report has been received with an accurate cost and clear scope established.

For transit station improvement projects, the sponsor must demonstrate that sufficient engineering and/or architectural work has been completed to establish accurate costs and a clear scope.

Local Match

The sponsor must have already committed matching funds when the project is submitted. Proposals which indicate that the sponsor will pay more than the minimum local match will receive points as part of the project readiness portion of the scoring process (see below). Local match is a minimum of 20 percent of the total funds being requested. The local match does not necessarily have to be provided directly by the sponsor but it must be a non-federal source to qualify as match.

Project Selection Process

The program of projects selected by the STP Project Selection Committee will consider the results of the project evaluation in three categories: project readiness, transportation impact, and planning factors (see table below). Programmed projects will be subject to Active Program Management procedures (detailed separately)

| Project types | Project readiness | | | Transportation impact | | | Planning factors | | | | |
|--|----------------------------|--------------------|-----------------------|------------------------|-------------|----------------------|----------------------|------------------|------------------|------------------|----------------------------|
| | Engineering/ROW completion | inclusion in plans | financial commitments | current condition/need | improvement | Jobs/housing benefit | green infrastructure | freight movement | inclusive growth | complete streets | transit supportive density |
| Highway/rail grade crossing improvements | 10 | 10 | 5 | 20 | 20 | 10 | 5 | - | 10 | 10 | - |
| Truck route improvements | | | | | | | 5 | - | 10 | 10 | - |
| Road expansions | | | | | | | 5 | 5 | 10 | 5 | - |
| Road reconstructions | | | | | | | 5 | 5 | 10 | 5 | - |
| Bridge rehab/reconstructions | | | | | | | - | 5 | 10 | 10 | - |
| Corridor-level or small area safety improvements | | | | | | | - | 5 | 10 | 10 | - |
| Transit station rehab/reconstructions | | | | | | | - | - | 10 | 5 | 10 |
| Bus speed/reliability improvements | | | | | | | - | - | 10 | 5 | 10 |
| | | | | | | | Maximum: 25 | | | Maximum: 50 | |
| Total: 100 + Council/CDOT support bonus | | | | | | | | | | | |

Project Readiness

CMAP and partners are committed to timely obligation and completion of projects to protect the region's funding from lapse and rescission, and deliver on the significant transportation benefits of selected projects. The Active Program Management policies provide a framework for strong project and program management of selected projects, and the evaluation process for Shared Fund projects complements these policies by awarding points to projects that demonstrate financial commitment, local planning, and engineering work.

Engineering and Right of Way Acquisition

Projects can receive up to 10 points, 5 if they demonstrate substantial completion of phase II engineering and 5 for the completion or lack of need for right of way acquisition. Sponsors need not have submitted pre-final plans to IDOT, but should be able to demonstrate that engineering is 85%-90% complete.

Inclusion in Local/Agency Plans

Projects can receive up to 10 points if they are included in local or agency plans. Acceptable plans include long range transportation plans, ITS plans, transit agency long range plans, capital improvement plans, and other local planning efforts, including those completed with CMAP LTA assistance. Projects receive 7 points if they are specifically named in the plan, and 3 points if the plan offers more general support for the project type.

Financial Commitment

Projects can receive up to 5 points in this category based on their demonstrated leveraging of other funding sources. Points are awarded as follows to projects based on the amount of funding requested from the shared fund as a percent of federally-eligible share of the total project cost:

| | |
|---------------|----------|
| Less than 20% | 5 points |
| 20%-40%: | 4 points |
| 40%-60%: | 3 points |
| 60%-80%: | 2 points |
| 80%-100%: | 1 point |

Transportation Impact

A project's transportation impact score is worth 50% of the total project score, and measures the existing condition of the transportation asset or need for the project, the cost effectiveness of the improvement that would be made by the project, and the number of households and jobs that could benefit from the project's completion.

Existing Condition/Need

Each project will receive an existing condition/need score on a scale of 0 to 20. Each project type will have a different measure of project need, but all will be converted to a 20 point scale for the purposes of analysis. Scores will be calculated as follows:

Transit station reconstructions/rehabs

The existing condition score will be the cost-weighted average [Transit Economic Requirements Model \(TERM\)](#) condition score of station components, converted to a 20 point scale. For station reconstructions that increase passenger area, 25% of this score will be based on the extent of the existing capacity constraint.

Bus speed improvements

The existing condition score will measure the current on-time performance of bus routes being improved as well as the difference between bus travel time and auto travel time on the road(s) being improved. Both factors are worth 50% of the score.

Bridge reconstruction

The existing condition score will be the sufficiency rating calculated by the [National Bridge Inventory](#), converted to a 20 point scale.

Rail-Highway grade crossing

The existing condition score will be the project's score from the total points from the Grade Crossing Screening Level 2 evaluation (currently being finalized, see current data [here](#)), converted to a 20 point scale.

Corridor/Small Area Safety

The safety need score is calculated using IDOT's safety road index (SRI) for roadway segments and intersections. The SRI score is based on the location's [Potential for Safety Improvement](#) (PSI) score. IDOT developed SRI scores for local and state routes and categorized them by peer group into critical, high, medium, low, or minimal. Within each peer group, locations categorized as critical have the highest PSIs, and locations categorized as minimal are less likely to have safety benefits from treatments. The proposed project's safety need score will be the highest SRI category along the project location. This will include both segment and intersection locations.

Road reconstructions, expansions and truck routes

The road reconstructions and expansions need score will be calculated in a similar method to the [highway needs score](#) for regionally significant projects in ON TO 2050. This score incorporates information about pavement condition, safety, reliability, and mobility. Pavement condition is the length weighted average of either the road's Condition Rating Score (CRS) or international roughness index (IRI), depending on data availability. Mobility is the length weighted average of the [travel time index](#) (the ratio of peak period travel time to free flow travel time) and the number of [at least lightly congested hours of traffic per weekday](#). Reliability is measured by the length-weighted average of the [planning time index](#) (95th percentile travel time divided by free flow

travel time). The safety score will be calculated using IDOT's safety road index (SRI). Weights for these factors will be as follows:

| | road reconstruction | road expansion |
|-------------|---------------------|----------------|
| condition | 50% | 15% |
| mobility | 10% | 30% |
| reliability | 20% | 30% |
| safety | 20% | 25% |

The truck routes need score will be calculated in a similar method to the road reconstruction and expansion score, with the addition of a length weighted average of truck volumes. All factors are weighted equally.

Improvement

Improvement will be calculated as the cost effectiveness of the proposed improvements involved in the project. Improvements will be indexed on a scale of 0-20 within project type. Total project cost will be used to evaluate cost effectiveness. The improvements for each project type will be calculated as described below:

Transit station reconstructions/rehabs

The difference in cost-weighted average [Transit Economic Requirements Model \(TERM\)](#) condition score of station components before and after the project. For station reconstructions that increase passenger area, 25% of this score will be based on the extent that the project addresses an existing capacity constraint.

Bus speed improvements

The improvement to on-time performance of bus routes being improved as well as the change in the bus-auto travel time differential. Both factors are worth 50% of the score.

Bridge reconstruction

The bridge sufficiency rating, adjusted based on the type of work being done and the functional class of the road. Adjustment factors based on [IDOT's major bridge program](#).

Rail-Highway grade crossing

The improvement to delay and safety as a result of the project.

Corridor/Small Area Safety

This score is based on the improvement of the project and the planning level expected safety benefit (reduction of crashes) after implementing the improvement. The planning level safety improvement score is modeled after the [SMART SCALE Safety Factor Evaluation](#) method developed by the Virginia Department of Transportation (VDOT). Similar to VDOT's method, CMAP staff will develop a list of common improvement types (countermeasures) and the accompanying planning level CRFs. The planning level CRFs will be developed using information from IDOT, Crash Modification Clearinghouse, and Highway Safety Manual. CMAP staff will review project details to determine the relevant countermeasure and the

assigned planning level CRF for that countermeasure. If multiple countermeasures are part of the project, CMAP staff will take the maximum planning level CRF for the project.

Road reconstructions, expansions, and truck routes

Ten of the improvement points for road reconstructions and enhancements will come from improvements to the condition in the case of road reconstructions and mobility in the case of expansions. Projects can also receive a maximum of ten points if the project has any of the following characteristics or helps implement any of the following as part of a larger program:

| <i>Systematic Improvements</i> | Score |
|---|--------------|
| Integrated Corridor Management | 5 |
| Work zone management (traveler information improvements) | 5 |
| Truck travel information systems | 4 |
| Strategies to improve transit on-time performance | 4 |
| Ramp metering | 4 |
| Road weather management systems | 2 |
| Special event management | 3 |
| Traffic signal interconnect | 4 |
| Adaptive signal control | 5 |
| | |
| <i>Incident Detection:</i> | |
| Traffic Management Center (TMC) to TMC Communications | 4 |
| Computer-aided dispatch (911 call center) to (TMC) communications | 4 |
| Extension or improvement of real-time traffic surveillance on regional expressways and tollways, including video and detectors | 3 |
| Integration of real-time probe data into incident detection procedures | 3 |
| Establishment of detector health program | 3 |
| | |
| <i>Incident Response:</i> | |
| Expansion of response operations capabilities (e.g., minutemen) | 5 |
| Dispatch improvements, including center-to-operator and supervisor-to-operator communications (including supervisor-bus communications) | 4 |
| Response equipment (e.g., minuteman vehicles) | 4 |
| | |
| <i>Incident Recovery:</i> | |
| Expediting coroner's/medical examiner's accident investigation process | 5 |
| Dynamic message signs (DMS, multiple, including arterial DMS) | 3 |
| Incident-responsive ramp meters | 3 |
| Speed Management Systems | 2 |
| On-scene communication, coordination, and cooperation | 2 |
| Development and improvement of highway closure detour routes | 2 |

Household/Job Impact

The benefits of a transportation project often cross municipal and county borders, and can provide significant improvements to people who are not located in the project's immediate vicinity. For each project, CMAP uses the travel model to generate a travel shed of the places people come from and go to using the facility. The score in this category is calculated by adding up the total number of jobs and households in each project's travel shed and converting the total to a score out of 10, indexed to the other submitted projects

Planning Factors

In addition to the transportation benefits and readiness scores explained above, all projects are evaluated on their support for regional priorities, identified as part of [ON TO 2050](#), the region's long range comprehensive plan.

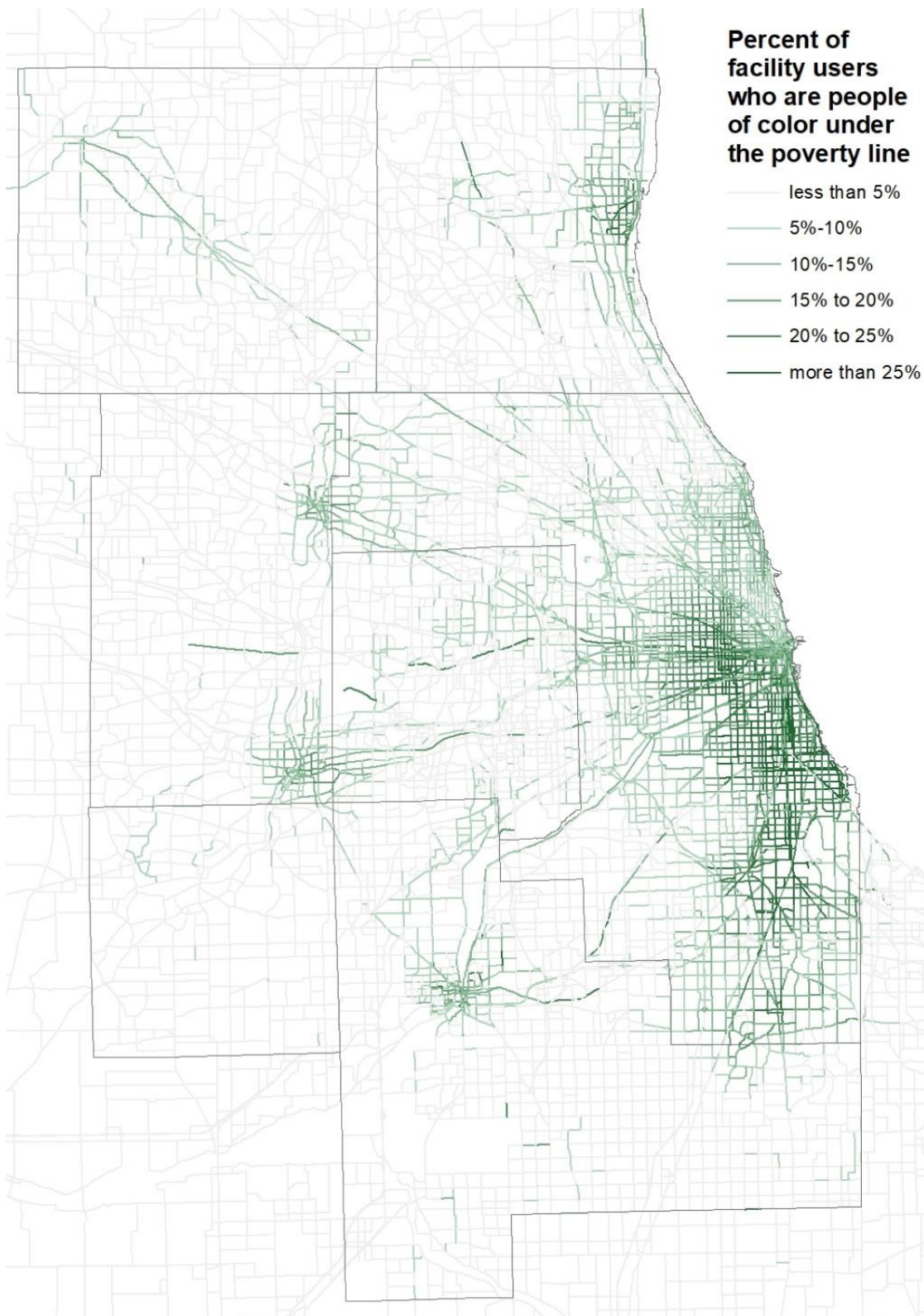
Inclusive growth (all project types)

Long-term regional prosperity requires economic opportunity for all residents and communities. [Inclusive growth, one of the ON TO 2050 plan principles](#), focuses on strategies, including transportation investments, that can increase access to opportunity for low income residents and people of color, and help the region to be stronger and more successful economically.

All projects are evaluated based on the percent of travelers using a facility that are people of color below the poverty line, as modeled by the CMAP travel demand model. Projects can receive a maximum of 10 points, which are awarded as follows (also see draft map below, which shows both roads and facilities):

Percent of facility users who are nonwhite and under poverty line

| | |
|--------------|-----------|
| 0%-5% | 0 points |
| 5%-10%: | 2 points |
| 10%-15%: | 4 points |
| 15%-20%: | 6 points |
| 20%-25%: | 8 points |
| 25% or more: | 10 points |



264

265 ***Complete streets (all project types)***

266 One of ON TO 2050's recommendations is to [support development of compact, walkable](#)
 267 [communities](#). Complete streets policies require streets to be planned, designed, operated, and
 268 maintained to enable safe, convenient, and comfortable travel and access for all anticipated

roadway users, regardless of their age, abilities, or mode of travel. The adoption of complete streets policies and incorporation of complete streets design elements into all projects is encouraged. A project receives half of the points in this category if the project sponsor has adopted complete streets policies, and the other half if the project contains complete streets elements. For more information about complete streets policies and project design, see the [CMAP complete streets toolkit](#). Transit station, bus speed improvement, road reconstruction, and road expansion projects can receive a total of 5 points in this category (2.5 from policies, 2.5 from project elements), while grade crossings, bridge reconstructions, safety projects, and truck routes can receive a maximum of 10 points (5 from policies, 5 from project elements)

Green infrastructure (grade crossings, truck route improvements, road reconstructions and road expansions)

Implementing green infrastructure as part of transportation investments can help achieve a number of regional priorities, including reducing flooding, improving water quality, and mitigating the urban heat island effect. The maximum score in this category is 5 points, 2.5 if sponsors have implemented policies that support green infrastructure, 2.5 if the project has green infrastructure components.

Freight movement (road expansions, road reconstructions, bridge rehab/reconstructions, and safety projects)

Maintaining the region's status as North America's Freight hub is one of the recommendations of ON TO 2050. While some of the shared fund priority project types are specifically aimed at improving freight movement in the region (rail-highway grade crossings, and truck route improvements), other project types can also have substantial freight benefits. Projects receive points in this category as follows based on the truck volume on the road segment:

Percent heavy duty vehicles:

| | |
|--------------|----------|
| 0%-2% | 0 points |
| 2%-4%: | 1 points |
| 4%-6%: | 2 points |
| 6%-8%: | 3 points |
| 8%-10%: | 4 points |
| 10% or more: | 5 points |

Transit-supportive land use (transit stations and bus route improvements)

ON TO 2050 includes the recommendation to [make transit more competitive](#). Transit agencies cannot sustain fast, frequent, reliable service without accompanying supportive land use changes. Transit investments receive points if they are located in areas where zoning and urban design requirements are transit-supportive. This will be scored as follows:

| Max Score | Criteria |
|-----------|--|
| 7 | Up to 4.5 points will be awarded based on the permitted density for residential and non-residential land uses within one-half mile of the transit station. If more than one residential or non-residential classification is zoned |

| Max Score | Criteria | | | | | | | | | | | | | | | | | | |
|------------------------------------|--|------------------------------------|---------------------------------------|--------|-----|------------------|---|--------------|------------------|-----|---------------|------------------|-----|---------------|------------------|-----|------|----------------------|-----|
| | <p>within the station area, points will be assigned to the classification with the highest permitted density.</p> <p>Points will be assessed based on both residential <i>and</i> non-residential densities. If the two categories yield different point totals, the average of the two point totals will be awarded.</p> <p>Permitted Densities:</p> <table><tr><th>Residential (DU/buildable acre)</th><th>Non-Residential (Building Height*)</th><th>Points</th></tr><tr><td>< 6</td><td>1 story (12 ft.)</td><td>0</td></tr><tr><td>> 6 and ≤ 10</td><td>2 story (24 ft.)</td><td>1.0</td></tr><tr><td>> 10 and ≤ 16</td><td>3 story (36 ft.)</td><td>2.0</td></tr><tr><td>> 16 and ≤ 24</td><td>4 story (48 ft.)</td><td>3.0</td></tr><tr><td>> 24</td><td>> 4 story (> 48 ft.)</td><td>4.5</td></tr></table> <p>*Building height given in feet based on 12 feet per story.</p> <p>AND</p> <p>Up to 2.5 points will be awarded based on innovative parking requirements, which supports denser development by increasing space available for other uses (one point for each strategy implemented):</p> <ul style="list-style-type: none">• Reduced minimum parking requirements• Enacted maximum parking requirements• Shared parking permitted• In-lieu parking fees permitted• Enacted bicycle parking requirements• Off-street parking is required behind or underneath buildings• Off-street parking is permitted off-site | Residential (DU/buildable acre) | Non-Residential (Building Height*) | Points | < 6 | 1 story (12 ft.) | 0 | > 6 and ≤ 10 | 2 story (24 ft.) | 1.0 | > 10 and ≤ 16 | 3 story (36 ft.) | 2.0 | > 16 and ≤ 24 | 4 story (48 ft.) | 3.0 | > 24 | > 4 story (> 48 ft.) | 4.5 |
| Residential (DU/buildable acre) | Non-Residential (Building Height*) | Points | | | | | | | | | | | | | | | | | |
| < 6 | 1 story (12 ft.) | 0 | | | | | | | | | | | | | | | | | |
| > 6 and ≤ 10 | 2 story (24 ft.) | 1.0 | | | | | | | | | | | | | | | | | |
| > 10 and ≤ 16 | 3 story (36 ft.) | 2.0 | | | | | | | | | | | | | | | | | |
| > 16 and ≤ 24 | 4 story (48 ft.) | 3.0 | | | | | | | | | | | | | | | | | |
| > 24 | > 4 story (> 48 ft.) | 4.5 | | | | | | | | | | | | | | | | | |
| 3.0 | <p>Up to 3 points will be awarded for the presence of mixed-use zoning within one-half mile of transit project (1 point for each strategy implemented):</p> <ul style="list-style-type: none">• Zoning allows vertical mixing of uses (e.g., residential units above ground-level retail or office).• Zoning allows pedestrian-friendly diverse land uses (e.g., drugstores, groceries, dry cleaning, banks, restaurants, gyms, hardware stores, etc.).• Zoning excludes car-dependent land uses (e.g., drive-through stores, strip malls, etc.). <p>Communities that have implemented form-based codes may require additional qualitative analysis from CMAP staff to ensure their zoning meets the above standards.</p> | | | | | | | | | | | | | | | | | | |

Bonus

Each council and CDOT will have 25 points to allocate amongst the submitted projects to indicate local support and priorities. No project may receive more than 15 of any one council or CDOT's points, but collaboration amongst councils is encouraged. Councils may give bonus points to projects outside their jurisdiction up to a maximum of 25 total bonus points for any one project. Councils and CDOT must submit allocations of bonus points to CMAP by a deadline yet to be determined, but in advance of the release of initial evaluation results.

DRAFT

STP Active Program Management Policies

Active Program Management (APM) provides a mechanism for ensuring timely obligations to protect the region's funding from lapse and rescission, and to provide flexibility for moving forward projects that are "ready" in favor of those that are "delayed". APM is achieved through strong project and program management with active monitoring of project implementation status from project selection through obligation of federal funds.

Program Development

Active Program Management begins with the development of a program of projects. By agreement between the Councils of Mayors and the City of Chicago, endorsed by the CMAP MPO Policy Committee and the Illinois Department of Transportation, there are two distinct Surface Transportation Block Grant funded programs (STP): the Shared Fund, programmed by the CMAP STP Project Selection Committee (STP PSC) and administered by CMAP staff, and the Local Program, which is made up of twelve individual programs that are developed, programmed, and administered by the councils of mayors (councils) and Chicago Department of Transportation (CDOT). To facilitate active program management, each program of projects should be made up of two distinct programs: an active five-year, fiscally constrained program, and a contingency program of projects that can move forward into the active program if additional funds become available. The steps for development of a sample program are included in Appendix A.

Calls for Projects

CMAP, the councils, and CDOT will solicit for project applications starting in January for the next five federal fiscal years (FFYs). Final applications will be due at the end of March. From April through August, evaluations, development of recommended programs, appropriate committee reviews, and public comment will occur. A CMAP TIP Amendment(s) to incorporate the recommended program(s) will be prepared in the fall for CMAP Transportation Committee consideration¹. The Transportation Committee will be asked to recommend approval of the program(s) and the TIP amendment(s) to the CMAP Programming Committee and MPO Policy Committee. Final approval of the program(s) will occur when the MPO Policy Committee takes action on the TIP Amendment(s) in October. The schedule is illustrated in Table 1.

¹ In accordance with conformity analysis requirements, proposed new projects and previously programmed projects with significant changes to scope and/or schedule that include not exempt work types cannot be included in the TIP until the next semi-annual conformity analysis. These projects will be identified and recommended for inclusion in the CMAP, council, or CDOT program, contingent upon the next conformity determination. Based on the semi-annual conformity amendment schedule, CMAP staff strongly encourages selecting bodies to prohibit the programming of new not exempt projects in the first year of any program.

| | Shared Fund | Council Programs | CDOT Programs |
|--|--|--|--|
| Call for Projects Issued | January 2019 | January 2020 | n/a - internal |
| Project Applications Due | March 2019 | March 2020 | n/a - internal |
| Project evaluation and ranking | April – August 2019 | April – August 2020 | April – August 2020 |
| Staff recommended active and contingency programs published for review | CMAP staff and the STP Project Selection Committee | Council staff and Council Committees | CDOT staff and internal CDOT committee(s) |
| Committee reviews | | | |
| Public Comment | | | |
| Committee approvals of final active program for inclusion in the CMAP TIP and final contingency program | | | |
| CMAP TIP Amendment (excluding contingency projects, and projects requiring conformity analysis) considered | September 2019 CMAP Transportation Committee | September 2020 CMAP Transportation Committee | September 2020 CMAP Transportation Committee |
| Final Approval of TIP Amendment | October 2019 MPO Policy Committee | October 2020 MPO Policy Committee | October 2020 MPO Policy Committee |
| <i>If needed:</i> Semi-annual conformity analysis release for public comment | January 2020 CMAP Transportation Committee | January 2021 CMAP Transportation Committee | January 2021 CMAP Transportation Committee |
| <i>If needed:</i> Approval of semi-annual conformity analysis | March 2020 MPO Policy Committee | March 2021 MPO Policy Committee | March 2021 MPO Policy Committee |

Project evaluations shall be based on published ranking and programming methodologies. It is anticipated that a staff recommended active program of projects and contingency program will be announced at the conclusion of the evaluation period. Appropriate committee reviews and a public comment period of at least 30 days will follow, with final council, CDOT, and/or STP Project Selection Committee approval of recommended programs for inclusion in the CMAP TIP completing the review process.

While it is expected that the City of Chicago will not hold a traditional call for projects, a staff recommended active and contingency programs (defined below) shall be developed. These programs will be subject to public comment and amended into the CMAP TIP on the same schedule as the council programs.

Calls for shared fund projects will be issued and administered by CMAP in odd-numbered years, beginning in 2019. Calls for local program projects will be issued and administered by the individual councils and CDOT in even-numbered years, beginning in 2020. It is anticipated that the initial calls for shared fund projects in 2019 and local program projects in 2020 will include scoring provisions for targeting programming of “in progress” projects in the first two to three federal fiscal years (FFYs) and new projects in the last two to three FFYs, and that subsequent calls for projects will be primarily focused on adding two new “out years” to the program. These provisions will be described in methodologies as “grandfathering” provisions.

Active Programs

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

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

Contingency Programs

It is anticipated that during each call for projects there will be more applications than can be programmed within the years of the call cycle. Additionally, in order to facilitate the region's goal of obligating 100% of available funding each year, selecting bodies can effectively "over program" by developing a contingency program of projects during each call cycle. The contingency program should include, in rank order, the next highest ranked projects that were unable to be funded in the CFP due to fiscal constraint. Sponsors of contingency projects must be committed to keeping projects active and moving forward toward obligation of federal funding in the two years between calls for projects. If sponsors of potential contingency program projects are not committed to moving forward, for example because funding was requested in an out year, those projects should not be included in the contingency program. Projects requiring a

conformity determination cannot be included in any contingency program, unless those projects are already included in the current conformed TIP. Projects, or phases of projects, that did not apply for funding during a call for projects cannot be added to a contingency program until the next applicable call for projects.

Inclusion of a project in a contingency program is not a guarantee of future federal funding for any phase of a project. The contingency program will expire with each subsequent call for projects. Projects included in the contingency program from the prior CFP must reapply for funding consideration during the next call. If the first phase of a project in the contingency program is moved to the active program, there is no guarantee that the subsequent phases will be funded via the contingency program or future active programs. Each selecting body may determine if points will be awarded for phases completed or in-progress at the time of each CFP, but there shall be no “automatic” reprogramming from the contingency program to the active program.

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

Project Management

Transportation projects can take many years to implement. With an understanding of the federal process, strong advocacy, and good project management, projects can be more successful in moving from conception to implementation. The relationship and communication between the technical staff, the financial staff, and the elected officials that set priorities and make budget decisions must also be strong.

Training

Stakeholders throughout the region, including public and private sector implementers, have indicated that a thorough understanding of the project implementation process is critical for the successful completion of projects. An understanding of the process leads to realistic expectations and better overall scheduling and project planning. In partnership with FHWA, IDOT, and the Councils, CMAP will develop and provide project implementation training classes and materials for project sponsors and the consulting community and will encourage selecting bodies to require participation by funding applicants as a part of their project selection methodologies.

Designated Project Managers

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

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

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

The project managers must be reported to the selecting body staff and should also be documented in the CMAP eTIP database. In the event of staff changes, a new designee(s) shall be assigned as soon as possible. These managers should be familiar with the federally funded project implementation process and are strongly encouraged to take advantage of training opportunities, even if not required by the selecting body for their project(s).

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

Status Updates

Upon inclusion of any phase of a project within an active or contingency program, quarterly status updates detailing initial (time of application) estimated dates, current adjusted estimated

dates (based on progress made since the application was submitted), and actual accomplishment dates of all project milestones, regardless of the phase(s) programmed with STP funds, shall be submitted by one of the project's designated project managers through CMAP's eTIP website. These updates are required to be submitted in December, March, June, and September of every federal fiscal year. Updates submitted any day within the required month will be considered to have met the deadline. Updates submitted in any other month of the year will not be considered an official quarterly update.

Submittals shall be verified by the eTIP programmer assigned to the project sponsor (typically the council planning liaison or CDOT's Coordinating Planner, Capital Programming) in consultation with IDOT District 1 or District 3 Bureau of Local Roads and Streets (BLRS) staff. Status updates may be submitted more often than required, at the selecting body's and/or sponsor's discretion. Status updates must be submitted even if no progress has been made since the prior update. Failure to submit required status updates, as outlined in Table 2, may result in significant project delay or the loss of funding for current and subsequent phases of projects.

Table 2: Proposed consequences for not submitting required status updates

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

Program Management

Obligation Deadlines

Any project phase(s) programmed in the current FFY on or after the first day (October 1) of that FFY is required to fully obligate³ the programmed federal funds prior to the end of that FFY

² TIP Amendments occur approximately every 6-8 weeks at meetings of the CMAP Transportation Committee. Meeting schedules and TIP change due dates are published on the CMAP web site.

³ For the purposes of meeting APM obligation deadlines, a project phase is considered to be "obligated" if federal funds have been authorized as "current" or "Advance Construction (AC)" in FHWA's FMIS database or the project phase has been included in an approved FTA grant. The entire phase must be obligated, up to the programmed amount or the final engineer's estimate, whichever is less, to be considered fully funded. "Staged" construction, or "combined" engineering phases are not considered fully obligated until all stages/phases are fully obligated.

168 (September 30). Table 3 describes the action(s) necessary to obligate each phase, and the
 169 milestone deadlines that should be met in order to meet the obligation requirement.

170 *Table 3: Phase-specific obligation actions, milestones, and associated deadlines*

| Phase | Obligation Action | Milestone(s) | Milestone Deadline |
|--------------------------|--|--|---|
| Phase 1 Engineering | Execution of Local Agency Agreement and Engineering Agreement | 1. Phase 1 QBS* completed | 1. Before submitting draft agreements |
| | | 2. Draft agreements submitted to IDOT district (3-6 month review) | 2. June 30 (approx.) |
| Phase 2 Engineering | Execution of Local Agency Agreement and Engineering Agreement | 1. Phase 2 QBS completed | 1. Before submitting draft agreements (may be completed with Phase 1 QBS*; may begin before DA received) |
| | | 2. Phase 1 Design Approval (DA) received | 2. Before submitting draft agreements |
| | | 3. Draft agreements submitted to IDOT district (3-6 month review) | 3. June 30 (approx.) |
| Right-of-Way | Execution of Local Agency Agreement | 1. Phase 1 Design Approval (DA) received | 1. Before submitting documents and draft agreement |
| | | 2. Approved plats and legals, cost estimates, and documentation of use of approved firms | 1. Before submitting draft agreement |
| | | 3. Draft agreements submitted to IDOT district (3-6 month review) | 2. June 30 (approx.) |
| Construction (state let) | Execution of Local Agency Agreement (Approx. 6 weeks prior to letting) | 1. Phase 2 pre-final plans submitted | 1. Date specified on the IDOT Region 1 Letting Schedule for the November state letting (typically early-June) |
| Construction (local let) | For construction phases that will be locally let, the sponsor must reasonably demonstrate that construction funds will be authorized within the federal fiscal year. | | |

171 *QBS: Qualifications Based Selection

If these milestones are not anticipated to be achieved, based on the March status update, the project sponsor may by a TBD date in April:

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

- a. For Phase 1 Engineering, Phase 2 Engineering, and Right-of-Way, the extended deadline will be March 30 of the following calendar year.
- b. For Construction/Construction Engineering, the extended deadline will be the federal authorization date for the April state letting in the following calendar year.

Programmed funds will be eligible to be carried over (subject to carryover limitations described later in this document) to the next FFY if the request is approved. Each project phase may only be granted one extension. If an extended project phase misses the extended obligation deadline, the phase, and all subsequent phases of the project, will immediately be moved to the contingency program, and the funds programmed in the current year will be removed from the selecting body's programming mark. If not moved back into the active program prior to the next call for projects, the sponsor must reapply for funding consideration.

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

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

Requests for extensions will be reviewed by selecting body staff, in consultation with CMAP, IDOT, and/or FHWA staff as needed, and will be granted based only on the ability of the sponsor to meet the extended obligation deadline. The reason for delay, whether within sponsor control or not, shall not be a factor in decisions to grant extensions. If an extension request is denied by staff, the sponsor may appeal to the selecting body, or may choose another option.

Following review of the March status updates, and any subsequent requests for extensions, sponsors of project phases included in the Contingency Program that have indicated potential for current year obligation of funds will be notified of the possible availability of funding and will be

encouraged to take necessary actions to prepare for obligation of funds between June and October. Program changes to move project phases from the Contingency Program to the Active Program will occur no later than June 30. Formal TIP Amendments will be required to move contingency project phases into the current year of the TIP, the current CMAP TIP Amendment schedule should be considered when making re-programming decisions.

Requests after the April deadline may be considered at the discretion of the selecting body.

Active Reprogramming

It is the goal of the region to obligate 100% of the federal STP funding allotted to the region each year. Recognizing that implementation delays can and do occur, selecting bodies shall have the flexibility to actively reprogram funds. Active reprogramming can occur at any time, and requires that the selecting body publish an updated active program and updated contingency program prior to making TIP changes associated with the reprogramming. Unless specifically prohibited by policies of the selecting body, staff of the selecting body shall have the authority to publish program updates without selecting body action.

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

- Cost changes for already obligated phases
- Cost changes for current FFY phases that are expected to meet the obligation deadline
- Accelerating phases programmed in out years of the active program that are ready to obligate in the current FFY
- Accelerating phases included in the contingency program that are ready to obligate in the current FFY

When considering active reprogramming, the fiscal constraint of the program must be maintained at all times. It may be necessary to move another project phase(s) out of the current FFY in order to accommodate ready to obligate phases. When an individual council, CDOT, or the Shared Fund has obligated 100% of the current year's programming mark, that body may request additional funding from the shared fund, as described in the Carryover Limitations and Redistribution of Unobligated Funding section of this document.

Within out years of the active program, reprogramming from one out year to another out year or making cost changes in out years shall be limited only by fiscal constraint in those years.

Selecting bodies have discretion in determining the relative priority of active reprogramming techniques. Any project phase(s) moved into the current FFY through active reprogramming is subject to the same obligation deadlines as all other current year phases.

Each call for projects is an additional opportunity to request reprogramming in a different FFY. Sponsors may request to have project phases reprogrammed in a different FFY, based on the implementation status of those projects, without the need to re-apply or be re-ranked as long as

the sponsor reaffirms their commitment to completing the project according to the requested schedule.

In the event that a project included in the active program has not started phase 1 engineering (or equivalent) since the prior call for projects, whether that phase is to be federally or locally funded, that project must re-apply in the next call, except if:

1. The project is for pavement preservation techniques that were selected and programmed in out years to align with sponsor/subregional/regional pavement management system recommendations; or
2. STP-funded phase 1 engineering was programmed in an out year during a prior CFP.

Where required above, sponsors may reaffirm their commitment to completing a project(s) according to the requested schedule(s) by:

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

For sponsors with multiple projects being reaffirmed, a single resolution or letter may be submitted that addresses each project. Selecting bodies shall have discretion to require additional affirmations, such as sponsor commitment to fund cost increases.

Carryover Limitations and Redistribution of Unobligated Funding

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

1. The unobligated funds were programmed for a project(s) that was granted an extension.
2. The unobligated funds are the result of an "obligation remainder" that occurs when the actual federal obligation was less than the funding programmed for the project phase.
3. The unobligated funds were unprogrammed at the end of the FFY due to one of the following:
 - a. The cost of ready to obligate project(s) exceeds the unprogrammed balance available, no funds are available from the shared fund to fill the gap, and the selecting body has not accessed the shared fund in the current FFY; or

- b. No projects are ready to obligate the available funds, but the selecting body can demonstrate a reasonable expectation for using the carried over funds in the following FFY.

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

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

Accessing Unobligated Funds

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

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

Shared funds may be requested for increases in STP-eligible costs at the time of obligation, based on the IDOT approved estimated cost at the time, or for cost increases after obligation due to higher than estimated bids, change orders, or engineering supplements. STP funds cannot be requested for increased costs on project elements specifically funded with other sources (such as CMAQ, TAP, Economic Development, ICC, Invest in Cook, etc.). Cost increases from the shared fund are limited to the lesser of 20% of the programmed STP funds or the project’s selecting body’s maximum increase amount. For example, if the project was selected by a local council that limits individual projects to \$1.5 million in STP funds, the shared fund cannot be used to

provide funds beyond that \$1.5 million limit. Shared funds may also be requested to advance ready to obligate phases from out years of any selecting body's active program or from any selecting body's contingency program.

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

Additional Provisions

Grant Accountability and Transparency Act (GATA)

All sponsor agencies applying for federal funding must have completed Illinois GATA pre-qualification and Fiscal and Administration Risk Assessment (ICQ) for the current year prior to submitting an application, and must maintain qualified status each subsequent year, until all phases of the selected project(s) are complete. Failure to maintain qualified status will result in all programmed funds being withdrawn from all phases of all projects programmed for the sponsor, whether programmed in the shared fund or local program.

All sponsor agencies with a project(s) included in a recommended program(s) must complete the GATA Programmatic Risk assessment by the first day (October 1) of the federal fiscal year in which the first federally funded phase is programmed and must agree to and comply with any special conditions that are imposed as a result of the assessment.

Qualifications Based Selection (QBS)

Local agencies utilizing federal funds for any engineering phase must use Qualifications Based Selection (QBS) procedures for hiring the consultant for each federally funded phase. The QBS process can begin prior to the start of the FFY in which the engineering phase is programmed in order to facilitate execution of local agency and engineering agreements as soon as possible after the start of the FFY.

Assistance for Disadvantaged Communities

As part of the agreement for locally programmed Surface Transportation Program (STP-L) funding approved in October 2017, the parties agreed that providing assistance to disadvantaged communities so that they may have more opportunities to access the federal funds was a desired outcome. While not the only barrier to reinvesting in local infrastructure, supplying the required match can be challenging and may discourage local officials in disadvantaged communities from seeking funding for needed projects.

Federal law allows states to accrue transportation development credits (TDCs), also known as "Toll Credits", when capital investments are made on federally approved tolled facilities. The TDCs can be used in place of the 20 percent local/state match and a project can be funded at essentially 100 percent federal funds. The Illinois Tollway has historically generated a great deal of these credits, considerably more than are used in a given year, but the current Illinois

353 Department of Transportation policy does not allow them to be used on local roads projects.
354 CMAP is currently working with IDOT to revise state policies to allow some use of TDCs for local
355 roads projects. By using TDCs, the northeastern Illinois region understands that the overall STP
356 funds available for programming will be reduced, so the region must judiciously use them.

357 Specific policies of the use of TDCs in the STP program will be presented, and included here,
358 following CMAP and IDOT collaboration to revise state policies.

Draft for Discussion

Appendix A – Sample Program Development

Step 1: Projects are scored, and sorted by rank

SAMPLE Project Ranking

| <u>Projects</u> | <u>Phase</u> | <u>Sponsor</u> | <u>FFY</u> | <u>Total Cost</u> | <u>STP Request</u> | <u>Points</u> | <u>Rank</u> |
|-----------------|--------------|----------------|------------|-------------------|--------------------|---------------|-------------|
| Project 1 | E1 | Sponsor E | 2019 | \$285,000 | Local | 98 | 1 |
| Project 1 | E2 | Sponsor E | 2021 | \$285,000 | Local | 98 | 1 |
| Project 1 | CON/CE | Sponsor E | 2022 | \$3,563,000 | \$2,850,000 | 98 | 1 |
| Project 2 | E1 | Sponsor G | 2023 | \$250,000 | \$200,000 | 95 | 2 |
| Project 2 | E2 | Sponsor G | 2024 | \$250,000 | \$200,000 | 95 | 2 |
| Project 2 | CON/CE | Sponsor G | 2025 | \$2,500,000 | \$2,000,000 | 95 | 2 |
| Project 3 | E1 | Sponsor C | 2018 | \$400,000 | Local | 90 | 3 |
| Project 3 | E2 | Sponsor C | 2021 | \$480,000 | \$360,000 | 90 | 3 |
| Project 3 | ROW | Sponsor C | 2019 | \$2,000,000 | Local | 90 | 3 |
| Project 3 | CON/CE | Sponsor C | 2021 | \$4,800,000 | \$3,600,000 | 90 | 3 |
| Project 4 | E1 | Sponsor D | 2017 | \$118,546 | \$94,837 | 88 | 4 |
| Project 4 | E2 | Sponsor D | 2019 | \$115,000 | Local | 88 | 4 |
| Project 4 | CON/CE | Sponsor D | 2021 | \$1,536,800 | \$1,150,000 | 88 | 4 |
| Project 5 | E1 | Sponsor A | 2019 | \$580,000 | Local | 87 | 5 |
| Project 5 | E2 | Sponsor A | 2021 | \$954,000 | \$690,000 | 87 | 5 |
| Project 5 | ROW | Sponsor A | 2022 | \$324,000 | \$250,000 | 87 | 5 |
| Project 5 | CON/CE | Sponsor A | 2023 | \$5,874,000 | \$4,699,200 | 87 | 5 |
| Project 6 | E1 | Sponsor A | 2018 | \$208,550 | Local | 85 | 6 |
| Project 6 | E2 | Sponsor A | 2020 | \$210,000 | Local | 85 | 6 |
| Project 6 | CON/CE | Sponsor A | 2021 | \$2,625,000 | \$2,100,000 | 85 | 6 |
| Project 7 | E1 | Sponsor C | 2020 | \$200,000 | Local | 70 | 7 |
| Project 7 | E2 | Sponsor C | 2021 | \$200,000 | Local | 70 | 7 |

| | | | | | | | |
|------------|--------|-----------|------|-------------|-------------|----|----|
| Project 7 | CON/CE | Sponsor C | 2022 | \$2,475,000 | \$1,900,000 | 70 | 7 |
| Project 8 | E1 | Sponsor B | 2018 | \$79,850 | Local | 65 | 8 |
| Project 8 | E2 | Sponsor B | 2019 | \$80,000 | Local | 65 | 8 |
| Project 8 | CON/CE | Sponsor B | 2021 | \$1,347,800 | \$700,000 | 65 | 8 |
| Project 9 | E1 | Sponsor H | 2020 | \$180,000 | Local | 62 | 9 |
| Project 9 | E2 | Sponsor H | 2021 | \$187,500 | \$150,000 | 62 | 9 |
| Project 9 | ROW | Sponsor H | 2022 | \$1,000,000 | \$800,000 | 62 | 9 |
| Project 9 | CON/CE | Sponsor H | 2023 | \$1,875,000 | \$1,500,000 | 62 | 9 |
| Project 10 | E1 | Sponsor K | 2021 | \$180,000 | Local | 61 | 10 |
| Project 10 | E2 | Sponsor K | 2022 | \$180,000 | Local | 61 | 10 |
| Project 10 | CON/CE | Sponsor K | 2023 | \$2,250,000 | \$1,800,000 | 61 | 10 |
| Project 11 | E1 | Sponsor I | 2023 | \$625,000 | \$500,000 | 60 | 11 |
| Project 12 | E1 | Sponsor J | 2019 | \$400,000 | Local | 58 | 12 |
| Project 12 | E2 | Sponsor J | 2020 | \$400,000 | Local | 58 | 12 |
| Project 12 | ROW | Sponsor J | 2021 | \$3,200,000 | Local | 58 | 12 |
| Project 12 | CON/CE | Sponsor J | 2023 | \$5,000,000 | \$4,000,000 | 58 | 12 |
| Project 13 | E1 | Sponsor B | 2021 | \$1,000,000 | \$800,000 | 55 | 13 |
| Project 14 | E1 | Sponsor C | 2021 | \$500,000 | \$400,000 | 48 | 14 |
| Project 14 | E2 | Sponsor C | 2022 | \$500,000 | \$400,000 | 48 | 14 |
| Project 14 | CON/CE | Sponsor C | 2023 | \$5,000,000 | \$4,000,000 | 48 | 14 |
| Project 15 | E1 | Sponsor C | 2024 | \$800,000 | \$640,000 | 47 | 15 |
| Project 15 | E2 | Sponsor C | 2025 | \$800,000 | \$640,000 | 47 | 15 |
| Project 15 | CON/CE | Sponsor C | 2026 | \$5,000,000 | \$4,000,000 | 47 | 15 |
| Project 16 | E1 | Sponsor J | 2022 | \$400,000 | Local | 45 | 16 |
| Project 16 | E2 | Sponsor J | 2023 | \$400,000 | Local | 45 | 16 |
| Project 16 | ROW | Sponsor J | 2023 | \$3,200,000 | Local | 45 | 16 |
| Project 16 | CON/CE | Sponsor J | 2024 | \$5,000,000 | \$4,000,000 | 45 | 16 |
| Project 17 | CON/CE | Sponsor K | 2025 | \$3,000,000 | \$2,350,000 | 40 | 17 |

Step 2: Individual phases are grouped by requested FFY, and sorted by rank

SAMPLE Project Ranking (grouped by requested FFY)

| Projects | Phase | Sponsor | FFY | Total Cost | STP Request | Cumulative | Rank |
|------------------------|--------------|----------------|------------|-------------------|--------------------|-------------------|-------------|
| <u>FFY 2021</u> | | | | | | | |
| Project 3 | E2 | Sponsor C | 2021 | \$480,000 | \$360,000 | \$360,000 | 3 |
| Project 4 | CON/CE | Sponsor D | 2021 | \$1,536,800 | \$1,150,000 | \$1,510,000 | 4 |
| Project 5 | E2 | Sponsor A | 2021 | \$954,000 | \$690,000 | \$2,200,000 | 5 |
| Project 6 | CON/CE | Sponsor A | 2021 | \$2,625,000 | \$2,100,000 | \$4,300,000 | 6 |
| Project 8 | CON/CE | Sponsor B | 2021 | \$1,347,800 | \$700,000 | \$5,000,000 | 8 |
| Project 9 | E2 | Sponsor H | 2021 | \$187,500 | \$150,000 | \$5,150,000 | 9 |
| Project 13 | E1 | Sponsor B | 2021 | \$1,000,000 | \$800,000 | \$5,950,000 | 13 |
| Project 14 | E1 | Sponsor C | 2021 | \$500,000 | \$400,000 | \$6,350,000 | 14 |
| <u>FFY 2022</u> | | | | | | | |
| Project 1 | CON/CE | Sponsor E | 2022 | \$3,563,000 | \$2,850,000 | \$2,850,000 | 1 |
| Project 3 | CON/CE | Sponsor C | 2022 | \$4,800,000 | \$2,000,000 | \$4,850,000 | 3 |
| Project 5 | ROW | Sponsor A | 2022 | \$324,000 | \$250,000 | \$5,100,000 | 5 |
| Project 7 | CON/CE | Sponsor C | 2022 | \$2,475,000 | \$1,900,000 | \$7,000,000 | 7 |
| Project 9 | ROW | Sponsor H | 2022 | \$1,000,000 | \$800,000 | \$7,800,000 | 9 |
| Project 14 | E2 | Sponsor C | 2022 | \$500,000 | \$400,000 | \$8,200,000 | 14 |
| <u>FFY 2023</u> | | | | | | | |
| Project 2 | E1 | Sponsor G | 2023 | \$250,000 | \$200,000 | \$200,000 | 2 |
| Project 5 | CON/CE | Sponsor A | 2023 | \$5,874,000 | \$4,699,200 | \$4,899,200 | 5 |
| Project 9 | CON/CE | Sponsor H | 2023 | \$1,875,000 | \$1,500,000 | \$6,399,200 | 9 |
| Project 10 | CON/CE | Sponsor K | 2023 | \$2,250,000 | \$1,800,000 | \$8,199,200 | 10 |
| Project 11 | E1 | Sponsor I | 2023 | \$625,000 | \$500,000 | \$8,699,200 | 11 |
| Project 12 | CON/CE | Sponsor J | 2023 | \$5,000,000 | \$4,000,000 | \$12,699,200 | 12 |
| Project 14 | CON/CE | Sponsor C | 2023 | \$5,000,000 | \$4,000,000 | \$16,699,200 | 14 |

| | | | | | | | |
|-----------------------------|--------|-----------|------|-------------|-------------|-------------|----|
| FFY 2024 | | | | | | | |
| Project 2 | E2 | Sponsor G | 2024 | \$250,000 | \$200,000 | \$200,000 | 2 |
| Project 15 | E1 | Sponsor C | 2024 | \$800,000 | \$640,000 | \$840,000 | 15 |
| Project 16 | CON/CE | Sponsor J | 2024 | \$5,000,000 | \$4,000,000 | \$4,840,000 | 16 |
| FFY 2025 | | | | | | | |
| Project 2 | CON/CE | Sponsor G | 2025 | \$2,500,000 | \$2,000,000 | \$2,000,000 | 2 |
| Project 15 | E2 | Sponsor C | 2025 | \$800,000 | \$640,000 | \$2,640,000 | 15 |
| Project 17 | E2 | Sponsor K | 2025 | \$3,000,000 | \$2,350,000 | \$4,990,000 | 17 |
| Beyond Program Years | | | | | | | |
| Project 15 | CON/CE | Sponsor C | 2026 | \$5,000,000 | \$4,000,000 | \$4,000,000 | 15 |

Step 3: Each FFY of the Active Program is filled in, up to the available funding mark, and remaining project phases are placed in a contingency program by rank.

SAMPLE
FFY 21-25 Surface Transportation Program (STP) Program
Active Program - October 2020

| | | | | | | | |
|------------------------------------|--------------|--------------------------------|-------------------|----|-------------------|---------------------|----------------------|
| Federal Fiscal Year 21 | | FFY21 Estimated Mark | | \$ | | 5,000,000 | |
| Oct 1, 2020 - Sept 30, 2021 | | FFY20 Carryover | | + | | \$ | |
| | | | | | | - | |
| | | FFY21 Estimated Balance | | \$ | | 5,000,000 | |
| FFY21 Projects | Phase | Sponsor | Tgt Let/Ob | | Total Cost | Pgm STP | Notes |
| Project 3 | E2 | Sponsor C | 6/1/2021 | \$ | 480,000 | \$ 360,000 | Ob Deadline: 9/30/21 |
| Project 4 | CON/CE | Sponsor D | 6/1/2021 | \$ | 1,536,800 | \$ 1,150,000 | Ob Deadline: 9/30/21 |
| Project 5 | E2 | Sponsor A | 8/1/2021 | \$ | 954,000 | \$ 690,000 | Ob Deadline: 9/30/21 |
| Project 6 | CON/CE | Sponsor A | 3/1/2021 | \$ | 2,625,000 | \$ 2,100,000 | Ob Deadline: 9/30/21 |
| Project 8 | CON/CE | Sponsor B | 4/1/2021 | \$ | 1,347,800 | \$ 700,000 | Ob Deadline: 9/30/21 |
| Total FFY21 Program | | | | \$ | 6,943,600 | \$ 5,000,000 | |
| FFY21 Unprogrammed Balance | | | | | | \$ - | |

| | | | | |
|------------------------------------|--|--------------------------------|------|------------------|
| Federal Fiscal Year 22 | | FFY22 Estimated Mark | \$ | 5,000,000 |
| Oct 1, 2021 - Sept 30, 2022 | | FFY21 Carryover | + \$ | - |
| | | FFY22 Estimated Balance | \$ | 5,000,000 |

| <u>FFY22 Projects</u> | <u>Phase</u> | <u>Sponsor</u> | <u>Tgt Let/Ob</u> | | <u>Total Cost</u> | | <u>Pgm STP</u> | <u>Notes</u> |
|------------------------------|---------------------|-----------------------|--------------------------|----|--------------------------|----|-----------------------|-------------------------|
| Project 1 | CON/CE | Sponsor E | 1/1/2022 | \$ | 3,563,000 | \$ | 2,850,000 | |
| Project 3 | CON/CE | Sponsor C | 6/1/2022 | \$ | 4,800,000 | \$ | 1,900,000 | Req. \$2M - constrained |
| Project 5 | ROW | Sponsor A | 11/1/2021 | \$ | 324,000 | \$ | 250,000 | |
| Total FFY22 Program | | | | \$ | 10,777,000 | \$ | 5,000,000 | |
| FFY22 Unprogrammed Balance | | | | | | \$ | - | |

| | | | | |
|------------------------------------|--|--------------------------------|------|------------------|
| Federal Fiscal Year 23 | | FFY23 Estimated Mark | \$ | 5,000,000 |
| Oct 1, 2023 - Sept 30, 2023 | | FFY22 Carryover | + \$ | - |
| | | FFY23 Estimated Balance | \$ | 5,000,000 |

| <u>FFY23 Projects</u> | <u>Phase</u> | <u>Sponsor</u> | <u>Tgt Let/Ob</u> | | <u>Total Cost</u> | | <u>Pgm STP</u> | <u>Notes</u> |
|------------------------------|---------------------|-----------------------|--------------------------|----|--------------------------|----|-----------------------|---------------------|
| Project 2 | E1 | Sponsor G | 5/1/2023 | \$ | 375,000 | \$ | 300,000 | |
| Project 5 | CON/CE | Sponsor A | 6/1/2023 | \$ | 5,874,000 | \$ | 4,699,200 | |
| Total FFY23 Program | | | | \$ | 6,249,000 | \$ | 4,999,200 | |
| FFY23 Unprogrammed Balance | | | | | | \$ | 800 | |

Federal Fiscal Year 24
Oct 1, 2023 - Sept 30, 2024

| | | | |
|--------------------------------|--|----|------------------|
| FFY24 Estimated Mark | | \$ | 5,000,000 |
| FFY23 Carryover | | + | \$ 800 |
| FFY24 Estimated Balance | | \$ | 5,000,800 |

| <u>FFY24 Projects</u> | <u>Phase</u> | <u>Sponsor</u> | <u>Tgt Let/Ob</u> | | <u>Total Cost</u> | | <u>Pgm STP</u> | <u>Notes</u> |
|----------------------------|--------------|----------------|-------------------|----|-------------------|----|------------------|--------------|
| Project 2 | E2 | Sponsor G | 5/1/2024 | \$ | 250,000 | \$ | 200,000 | |
| Project 15 | E1 | Sponsor C | 1/1/2024 | \$ | 800,000 | \$ | 640,000 | |
| Project 16 | CON/CE | Sponsor J | 7/1/2024 | \$ | 5,000,000 | \$ | 4,000,000 | |
| Total FFY24 Program | | | | \$ | 6,050,000 | \$ | 4,840,000 | |
| FFY24 Unprogrammed Balance | | | | | | \$ | 160,800 | |

Federal Fiscal Year 25
Oct 1, 2024 - Sept 30, 2025

| | | | |
|--------------------------------|--|----|------------------|
| FFY25 Estimated Mark | | \$ | 5,000,000 |
| FFY24 Carryover | | + | \$ 160,800 |
| FFY25 Estimated Balance | | \$ | 5,160,800 |

| <u>FFY25 Projects</u> | <u>Phase</u> | <u>Sponsor</u> | <u>Tgt Let/Ob</u> | | <u>Total Cost</u> | | <u>Pgm STP</u> | <u>Notes</u> |
|----------------------------|--------------|----------------|-------------------|----|-------------------|----|------------------|--------------|
| Project 2 | CON/CE | Sponsor G | 6/1/2025 | \$ | 2,500,000 | \$ | 2,000,000 | |
| Project 15 | E2 | Sponsor C | 3/1/2025 | \$ | 800,000 | \$ | 640,000 | |
| Project 17 | E2 | Sponsor K | 8/1/2025 | \$ | 3,000,000 | \$ | 2,350,000 | |
| Total FFY25 Program | | | | \$ | 6,300,000 | \$ | 4,990,000 | |
| FFY25 Unprogrammed Balance | | | | | | \$ | 170,800 | |

SAMPLE
FFY 21-25 Surface Transportation Program (STP) Program
Contingency Program - October 2020 - Expires 9/30/2022

| <u>Contingency Projects</u> | <u>Phase</u> | <u>Sponsor</u> | <u>Tgt Let/Ob</u> | | <u>Requested Total</u> | | <u>Requested STP</u> | <u>Notes</u> |
|------------------------------------|---------------------|-----------------------|--------------------------|----|-------------------------------|----|-----------------------------|---------------------|
| Project 7 | CON/CE | Sponsor C | 2022 | \$ | 2,475,000 | \$ | 1,900,000 | |
| Project 9 | E2 | Sponsor H | 2021 | \$ | 187,500 | \$ | 150,000 | |
| Project 9 | ROW | Sponsor H | 2022 | \$ | 1,000,000 | \$ | 800,000 | |
| Project 9 | CON/CE | Sponsor H | 2023 | \$ | 1,875,000 | \$ | 1,500,000 | |
| Project 11 | E1 | Sponsor I | 2023 | \$ | 625,000 | \$ | 500,000 | |
| Project 13 | E1 | Sponsor B | 2021 | \$ | 1,000,000 | \$ | 800,000 | |
| Project 14 | E1 | Sponsor C | 2021 | \$ | 500,000 | \$ | 400,000 | |
| Project 14 | E2 | Sponsor C | 2022 | \$ | 500,000 | \$ | 400,000 | |
| Project 14 | CON/CE | Sponsor C | 2023 | \$ | 5,000,000 | \$ | 4,000,000 | |
| FFY21 Potential Obligations | | | | \$ | 1,687,500 | \$ | 1,350,000 | |
| FFY22 Potential Obligations | | | | \$ | 3,975,000 | \$ | 3,100,000 | |
| Other Potential Obligations | | | | \$ | 6,875,000 | \$ | 5,500,000 | |

| Green means funds have been expended | | | | | | | | | | | | | |
|--------------------------------------|------------------------------|--------------------------------|--|--------------|---------------------|---------------|----------------|------------------------|--|---------|----------|----------------|----------------------------------|
| Municipality | Project | Limits | Scope | Phase | Programme d Year | Total \$ | Federal STP \$ | Letting/Obligat ion | Project Status | Phase I | Phase II | ROW | Construction (other than STP) |
| Elk Grove Village | JF Kennedy/Elk Grove | Arlington Hts to Victoria | Resurface, bridge rehab | Construction | 2018 | \$ 2,968,000 | \$ 1,979,200 | Let - January | Project was let | Local | Local | Local | |
| Palatine | Palatine Rd | Quentin to Smith | Reconstruction, widening, new shared use path | Phase I | 2018 | \$ 380,000 | \$ 190,000 | March 2018 | Agreement executed | STP | STP | STP | |
| Rolling Meadows | Kirchoff Road | Wilke to Hicks Rd | Resurfacing | Phase II | 2018 | \$ 95,424 | \$ 47,712 | March 2018 | Agreement executed | Local | STP | None | |
| Schaumburg | Roselle Rd Bike Bridge | Bike Bridge | Bike bridge | Construction | 2018 | \$ 3,865,085 | \$ 3,374,409 | Let - April | Project was let | Local | STP | None | |
| Streamwood | East Ave @ Irving Park Rd | Intersection Improvement | Intersection improvement | Construction | 2018 | \$ 650,000 | \$ 520,000 | Let - April | Project was let | Local | STP | None | |
| Streamwood | North Ave @ Lake St | Intersection Improvement | Intersection improvement | Construction | 2018 | \$ 1,082,750 | \$ 866,200 | Let - April | Project was let | Local | STP | None | |
| Schaumburg | Plum Grove Rd | Golf to Wiley | Reconstruction | Construction | 2018 | \$ 6,600,000 | \$ 4,000,000 | August 2018 | Phase II and ROW acquisition underway | Local | STP | STP | |
| Schaumburg | Plum Grove Rd | Higgins to Golf | Reconstruction | Construction | 2018 | \$ 6,500,000 | \$ 4,000,000 | August 2018 | Phase II and ROW acquisition underway | Local | STP | STP | |
| Schaumburg | State/National | Plum Grove to Golf | Reconstruction | Construction | 2018 | \$ 5,544,000 | \$ 4,000,000 | September 2018 | Phase II and ROW acquisition underway | Local | STP | STP | |
| Buffalo Grove | Improvements | Buffalo Grove Rd to Hastings | Intersection improvement | Construction | 2018 | \$ 14,889,500 | \$ 4,000,000 | October 2018 | ROW near completion | County | County | County | CMAQ, County |
| Buffalo Grove | Weiland Rd Extension | Buffalo Grove to Lake Cook | Intersection improvement | Construction | 2018 | \$ 10,285,400 | \$ 4,000,000 | October 2018 | ROW near completion | County | County | County | CMAQ, County |
| Buffalo Grove | Lake-Cook Rd | Raupp to Hastings | Lighting | Construction | 2018 | \$ 3,025,000 | \$ 1,815,000 | October 2018 | ROW near completion | County | County | County | County |
| FY 2019 | | | | | | | | | | | | | |
| Streamwood | Irving Park Rd | Bartlett to Schaumburg | Reconstruction, widening | ROW | 2018 | \$ 1,000,000 | \$ 500,000 | November 2018 | In Phase II, needs ROW cert | Local | STP/IDOT | STP/IDOT | |
| Streamwood | Irving Park Rd | Bartlett to Schaumburg | Reconstruction, widening | Construction | 2018 | \$ 8,665,825 | \$ 5,000,000 | November 2018 | In Phase II, needs ROW cert | Local | STP/IDOT | STP/IDOT | |
| Rolling Meadows | Kirchoff Road | Wilke to Hicks Rd | Resurfacing | Construction | 2018 | \$ 2,042,000 | \$ 1,633,600 | November 2018 | In Phase II | Local | STP | None | |
| Schaumburg | Woodfield Rd | Meacham to Martingale | Reconstruction | Construction | 2019 | \$ 5,600,000 | \$ 4,000,000 | November 2018 | Phase II and ROW acquisition underway | Local | STP | STP | |
| Schaumburg | Woodfield Rd | Martingale to East Frontage | Reconstruction | Construction | 2019 | \$ 5,800,000 | \$ 4,000,000 | November 2018 | Phase II and ROW acquisition underway | Local | STP | STP | |
| Palatine | Smith St | Palatine Rd to Dundee | Resurfacing | Construction | MYB | \$ 1,650,000 | \$ 1,320,000 | November 2018 | Phase II underway | Local | Local | None | |
| Barrington | US 14 @ Hart Rd | Intersection Improvement | Intersection improvement | Construction | 2018 | \$ 7,000,000 | \$ 4,000,000 | November 2018 | ROW acquisition complete, need RR agreement | County | CMAQ | CMAQ/Local/STP | CMAQ, County |
| Elk Grove Village | Lively Blvd | Devon to Landmeier | Resurfacing | Construction | MYB | \$ 1,430,000 | \$ 1,144,000 | January 2019 | Phase I/II underway | Local | Local | None | |
| Schaumburg | Walnut Lane | Schaumburg Rd to Weathersfield | Reconstruction | Construction | MYB | \$ 3,200,000 | \$ 2,560,000 | January 2019 | Phase II underway | Local | Local | None | |
| Des Plaines | Lee/Forest | Intersection Improvement | Intersection improvement | ROW | 2018 | \$ 320,000 | \$ 160,000 | March 2019 | Phase II and ROW acquisition underway | Local | STP | STP | |
| Des Plaines | Lee/Forest | Intersection Improvement | Intersection improvement | Construction | 2018 | \$ 2,530,000 | \$ 2,024,000 | March 2019 | Phase II and ROW acquisition underway | Local | STP | STP | |
| Schaumburg | Algonquin Rd @ Meacham Rd | Intersection Improvement | Intersection improvement | ROW | 2018 | \$ 2,040,000 | \$ 1,020,000 | March 2019 | Phase II underway | Local | STP/IDOT | STP/IDOT/CMAQ | CMAQ/IDOT |
| Schaumburg | Algonquin Rd @ Meacham Rd | Intersection Improvement | Intersection improvement | Construction | 2019 | \$ 6,000,000 | \$ 4,000,000 | March 2019 | Phase II underway | Local | STP/IDOT | STP/IDOT/CMAQ | CMAQ/IDOT |
| Barrington | Barrington Metra Access Road | Access Road | New access road to Metra Station | ROW | 2018 | \$ 95,000 | \$ 47,500 | April 2019 | Phase II underway | Local | STP | STP | |
| Barrington | Barrington Metra Access Road | Access Road | New access road to Metra Station | Construction | 2018 | \$ 2,300,500 | \$ 1,840,400 | April 2019 | Phase II underway | Local | STP | STP | |
| Niles | Howard St | Milwaukee to Lehigh | Reconstruction, new shared use path | Phase II | 2018 | \$ 350,000 | \$ 175,000 | September 2019 | Phase I, design approval in near future | Local | STP | None | TAP for bike/ped |
| | | | | | | | | | | | | | |
| Resurfacing | | | | | | | | | | | | | |
| Arlington Heights | Kensington Rd | Dryden to Village Limits | Resurfacing and multi-use path | Construction | MYB | \$ 1,759,300 | \$ 1,407,440 | TBD 2018 | Phase I submitted, August 2017 | Local | Local | None | |
| Bartlett | North Ave | Oak Ave to Lake St | Resurfacing | Construction | MYB | \$ 809,010 | \$ 647,208 | 2019 | Phase I approved, ready to proceed if funded | Local | Local | None | |
| Elk Grove Village | Clearmont Ped Bridge | Over Salt Creek | Pedestrian Bridge | Construction | MYB | \$ 2,250,000 | \$ 1,800,000 | April 2019 | Phase I underway | Local | Local | None | |
| Elk Grove Village | Nerge Rd | Devon to Rohlwing | Resurfacing | Construction | MYB | \$ 1,195,000 | \$ 956,000 | April 2019 | Phase I underway | Local | Local | None | |
| Hoffman Estates | Salem Dr | Bode Rd to village limits | Resurfacing | Construction | MYB | \$ 200,000 | \$ 160,000 | March 2019 | Phase I approved, local funds ready for Phase II | Local | Local | None | |
| Hoffman Estates | Huntington Blvd North | Palatine Rd to Westbury Dr | Resurfacing | Construction | MYB | \$ 510,000 | \$ 408,000 | March 2019 | Phase I approved, local funds ready for Phase II | Local | Local | None | |
| Hoffman Estates | Beverly Rd | Prairie Stone Pkwy to I-90 | Resurfacing | Construction | MYB | \$ 270,000 | \$ 216,000 | March 2019 | Phase I approved, local funds ready for Phase II | Local | Local | None | |
| Hoffman Estates | Jones Rd | Rosedale Ln to Highland Blvd | Resurfacing | Construction | MYB | \$ 372,000 | \$ 340,000 | March 2019 | Phase I approved, local funds ready for Phase II | Local | Local | None | |
| Rolling Meadows | Old Wilke/Weber/Wilke | Various | Resurfacing | Construction | MYB | \$ 3,270,000 | \$ 2,289,000 | TBD | Not started | Local | Local | None | |
| Schaumburg | Meacham Rd | Higgins to Golf | Resurfacing | Construction | MYB | \$ 3,500,000 | \$ 2,800,000 | TBD 2020 | Not started | Local | Local | None | |
| Schaumburg | Weathersfield Way | Braintree Dr to Salem Dr | Resurfacing | Construction | MYB | \$ 1,750,000 | \$ 1,400,000 | TBD 2018 | Phase I underway | Local | Local | None | |
| Streamwood | Buttitta Dr | Barrington to East | Resurfacing | Construction | MYB | \$ 350,000 | \$ 280,000 | TBD 2018 | Phase I approved | Local | Local | Local | |
| Streamwood | Woodland Heights Blvd | Buttitta Dr to Park Blvd | Resurfacing | Construction | MYB | \$ 780,000 | \$ 624,000 | TBD 2018 | Phase I approved | Local | Local | Local | |
| Streamwood | East Ave | Buttitta Dr to Schaumburg Rd | Resurfacing | Construction | MYB | \$ 700,000 | \$ 560,000 | TBD 2019 | Phase I approved | Local | Local | Local | |
| Streamwood | Park Blvd | Irving Park to Schaumburg | Resurfacing | Construction | MYB | \$ 960,000 | \$ 768,000 | TBD 2019 | Phase I approved | Local | Local | None | |
| | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|---------------------|------------------------------|----------------------------|---|--------------|------|---------------|--------------|----------------|---|-------|-------|-----------|----------------------------|
| TBD lettings | | | | | | | | | | | | | |
| Barrington | Lake Zurich Road Realignment | Intersection Improvement | Realign intersection | Construction | 2018 | \$ 3,487,000 | \$ 2,789,600 | TBD | Phase II underway, ROW issues | Local | STP | STP | IDOT |
| Barrington | US 14 Grade Separation | Grade Separation | Grade separation | Phase II | MYB | \$ 3,120,000 | \$ 1,560,000 | TBD 2020 | ROW acquisition underway | TIGER | STP | State/STP | Seeking additional funding |
| Barrington | US 14 Grade Separation | Grade Separation | Grade separation | Construction | MYB | \$ 38,084,000 | \$ 4,000,000 | TBD 2020 | ROW acquisition underway | TIGER | STP | State/STP | Seeking additional funding |
| Elk Grove Village | Arlington Hts Rd | Devon to Elk Grove | Widening, resurfacing | Construction | MYB | \$ 5,325,000 | \$ 4,000,000 | November 2019 | Phase I underway | Local | Local | None | |
| Elk Grove Village | Tonne Rd | Devon to Elk Grove | Reconstruction | Construction | MYB | \$ 4,706,000 | \$ 3,764,800 | January 2020 | Not started | Local | Local | None | |
| Elk Grove Village | Tonne Rd | Elk Grove to Landmeier | Reconstruction | Construction | MYB | \$ 5,462,000 | \$ 4,000,000 | September 2020 | Not started | Local | Local | None | |
| Niles | Howard St | Milwaukee to Lehigh | Reconstruction, new shared use path | Construction | 2019 | \$ 4,750,000 | \$ 3,800,000 | January 2019 | Phase I, expected design approval May 2018 | Local | STP | None | TAP for bike/ped |
| Niles | Touhy @ Gross Point/Harts | Intersection Improvement | Intersection improvement | Phase II | MYB | \$ 400,000 | \$ 200,000 | TBD 2020 | Phase I, expected design approval Fall 2019 | Local | STP | Local | |
| Niles | Touhy @ Gross Point/Harts | Intersection Improvement | Intersection improvement | Construction | MYB | \$ 2,787,500 | \$ 2,230,000 | TBD 2020 | Phase I, expected design approval Fall 2019 | Local | STP | Local | |
| Palatine | Palatine Rd | Quentin to Smith | Reconstruction, widening, new shared use path | Phase II | MYB | \$ 267,500 | \$ 133,750 | TBD 2020 | Phase I starting late 2017 | STP | STP | STP | |
| Palatine | Palatine Rd | Quentin to Smith | Reconstruction, widening, new shared use path | ROW | MYB | \$ 200,000 | \$ 100,000 | TBD 2021 | Phase I starting late 2017 | STP | STP | STP | |
| Rolling Meadows | Algonquin @ New Wilke | Intersection Improvement | Intersection improvement | Construction | 2020 | \$ 3,310,000 | \$ 2,000,000 | TBD 2020 | Phase I starting late 2017 | Local | Local | Local | |
| Schaumburg | Knollwood Rd | Bode Rd to Golf Rd (IL 58) | Reconstruction | Construction | MYB | \$ 3,821,250 | \$ 3,057,000 | 2020 | Phase I starting soon | Local | STP | None | |
| Schaumburg | Algonquin Rd at Hammond Dr | Intersection Impr | Intersection improvement | Phase II | MYB | \$ 70,000 | \$ 35,000 | TBD 2020 | Phase I underway | Local | STP | STP | |
| Schaumburg | Algonquin Rd at Hammond Dr | Intersection Impr | Intersection improvement | ROW | MYB | \$ 180,000 | \$ 90,000 | TBD 2020 | Phase I underway | Local | STP | STP | |
| Schaumburg | National Pkwy | Woodfield to Golf | Reconstruction | Phase II | MYB | \$ 1,200,000 | \$ 600,000 | TBD 2020 | Phase I underway | Local | STP | STP | |
| Schaumburg | National Pkwy | Woodfield to Golf | Reconstruction | ROW | MYB | \$ 400,000 | \$ 200,000 | TBD 2020 | Phase I underway | Local | STP | STP | |

Appendix A

Functional Classification Revision Request Template

1. Name(s) of proposed roadway to be reclassified:
2. Name of agency requesting revision (roadway jurisdiction):
3. Contact information (name, title, address, phone and email):
4. Council(s) of Mayors:
5. County(ies) of proposed roadway to be reclassified:
6. Township(s) of proposed roadway to be reclassified:
7. Additional roadway jurisdiction(s), if any, of the proposed roadway to be reclassified:
8. Current functional classification for this roadway:
9. Proposed functional classification for this roadway:
10. The IDOT [key route designation](#) number for this roadway:
(This number is available on the IDOT [Getting Around Illinois](#) website. The key route designation number is the Key Route Type, a hyphen, and the Key Route Number off the map.)
11. Endpoints of proposed roadway to be reclassified
 - North or East endpoint:
 - North or East endpoint road's functional classification:
 - South or West endpoint:
 - South or West endpoint road's functional classification:



12. Length of proposed roadway to be reclassified:

13. Current Average Annual Daily Traffic (AADT):

(Provide multiple AADTs by segment if the AADT is not consistent along the entire route. Indicate the source and year of the AADTs. Some AADTs are available on the IDOT [Getting Around Illinois](#) website. If the AADTs are not from a published source, supply raw field data and provide the date(s), the day(s) of week, the hours of collection, and the type of equipment used to collect the traffic data. HI-STAR or equivalent technology is preferred.)

14. Spacing:

- Provide the name of and distance to the next adjacent roadway (to the north or east) with the same classification as the subject road's proposed functional classification:
- Provide the name of and distance to the next adjacent roadway (to the south or west) with the same classification as the subject road's proposed functional classification:

15. Indicate if you are proposing to change (downgrade) the functional classification of any adjacent roadways to accommodate the spacing requirements for your primary proposed functional classification revision:

(Provide [key route designation](#) number and endpoints as well as road name and proposed change.)

16. Provide current and planned Traffic Signalization along proposed route:

(Mark locations on the map with a rectangle with three circles inside it, or similar; use the same symbol and write "future" by the planned signals.)

17. Provide current and planned Stop Sign Control on proposed route and on the cross-streets:

(Mark locations on the map with an octagon or similar; use the same symbols and write "future" by the planned signs.)

18. Major Traffic Generators along the proposed reclassified route:



19. Justification for the proposed revision based on definitions, characteristics and spacing guidance provided:

("To establish federal funding eligibility" is NOT a justification.)

20. Provide any additional (optional) information or justification:

21. Attach Support Resolutions & Letters:

1. Local Council of Mayors or Councils of Mayors resolution(s) of support (required)
2. Affected neighboring jurisdictions' letters of support (required)
3. Requesting municipality's resolution of request (optional)



