

## **NORTHWEST MUNICIPAL CONFERENCE**

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



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

### **MEMBERS**

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

## **Northwest Municipal Conference**

### **Transportation Committee**

#### **Agenda**

**April 25, 2024**

**8:30 a.m.**

### **NWMC Offices and Video Conference**

<https://us02web.zoom.us/j/87973530441?pwd=TkpPc3d0NURGdjE4azR3bINZMU5YZz09>

**Meeting ID: 879 7353 0441**

**Passcode: 918049**

**Dial by your location: (312) 626-6799**

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

#### **II. March 28 Meeting Minutes (Attachment A)**

**Action Requested:** Approve Minutes

#### **III. Agency Reports**

- a. **CMAP (Attachment B)**
- b. **Cook County Department of Transportation and Highways**
- c. **IDOT Highways**
- d. **IDOT Local Roads**
- e. **Illinois Tollway**
- f. **Metra**
- g. **Pace (Attachment C)**
- h. **RTA (Attachment D)**

#### **IV. IL Tollway Capital Improvements Update**

IL Tollway staff will provide an update on their capital improvements program

#### **V. Upcoming Funding Deadlines (Attachment E)**

NWMC staff will share upcoming transportation funding opportunities that will close prior to the next committee meeting.

- a) **FRA Consolidated Rail Infrastructure and Safety Improvements Program**
- b) **US DOT Multimodal Project Discretionary Grants**
- c) **US DOT Safe Streets and Roads for All (SS4A) Grant Program**

#### **VI. Other Business**

#### **VII. Next Meeting**

The next meeting of the NWMC Transportation Committee is scheduled for Thursday, May 30 at 8:30 a.m. at the NWMC offices and via videoconference.

#### **VIII. Adjourn**

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Lake Bluff  
Lake Forest  
Lake Zurich  
Libertyville  
Lincolnshire  
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Mount Prospect  
Niles  
Northbrook  
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**Northwest Municipal Conference  
Transportation Committee  
Minutes  
Thursday March 28, 2024  
NWMC Offices and Video Conference**

**Members Present**

Donna Johnson, Mayor, Libertyville, Co-Chair  
Rodney Craig, Mayor, Hanover Park, Co-Chair  
Heather Lis, Village Engineer, Barrington  
Bob Benton, Trustee, Deerfield  
Maggie Jablonski, Deputy Village Manager, Elk Grove Village  
Jeff Brady, Director of Community Development, Glenview  
Sean Dorsey, Director of Public Works, Mount Prospect  
Thomas Powers, Director of Public Works, Niles  
Bob Israel, Trustee, Northbrook  
Lou Arrigoni, Senior Civil Engineer, Park Ridge  
Peter Falcone, Assistant City Administrator, Prospect Heights  
Samantha Maximillian, Senior Engineer, Skokie

**Others Present**

Ken Jay, Deputy Director of Public Works, Elk Grove Village  
Eric Schmidt, Staff Engineer, Elk Grove Village  
Bob Rado, Civil Engineer, Niles  
Ogar Somo, Engineer, Niles  
Jack Bielak, Village Engineer, Northbrook  
Sidney Kenyon, Director of Transportation, Schaumburg  
Reed Panther, Transportation Planner, Illinois Tollway  
Katelyn Dote, Senior Legislative & Community Affairs Liaison, Metra  
Steven Andrews, Section Manager, Community Relations, Pace Suburban Bus  
Kendra Johnson, Associate, Government Affairs, RTA  
Zachary Braun, Associate, Government Affairs, RTA  
Jared Cebulski, Director of Delivery, Patrick  
Tom Gill, President, Thomas Engineering Group  
Eric Czarnota, Program Associate for Transportation, NWMC  
Brian Larson, Program Associate for Transportation, NWMC

**I. Call to Order**

*Mayor Johnson called the meeting to order at 8:30 a.m.*

**II. February 29 Meeting Minutes**

*Trustee Benton moved approval of the February 29, 2024 minutes. Mayor Craig seconded the motion, which was unanimously approved.*

### III. Agency Reports

#### a. CMAP

CMAP was unable to attend but provided a written report prior to the meeting.

#### b. Cook County Department of Transportation and Highways

No written report.

#### c. IDOT Highways

No written report.

#### d. IDOT Local Roads

IDOT Local Roads was unable to attend but provided a written report prior to the meeting.

#### e. Illinois Tollway

No written report.

Trustee Benton shared that a fraudulent email scam is going out that appears as an Illinois Tollway notice.

#### f. Metra

Ms. Dote shared that Metra has seen a 1% increase in ridership from January 2024, to 55% of pre-COVID ridership. Milwaukee District North is at 52%, Union Pacific North at 70%, and Union Pacific Northwest at 56% ridership.

Ms. Dote shared that following the February fare changes, 81% of ticket sales are through the Ventra app, 10% through Metra vending machines, and the remainder are onboard sales with a conductor. The Access Pilot Program has seen 2,260 tickets sold through SNAP, consisting of 4% of Metra's reduced fare ticketing.

Metra hosted an Open House on March 21, 2024 for the Woodstock Yards project, with additional materials available at [www.Metra.com/woodstockyard](http://www.Metra.com/woodstockyard).

Mayor Johnson asked how with the rollout of Metra vending machines currently as credit card only and cash machines delayed, if conductors are accepting cash on trains. Ms. Dote answered yes. Mayor Johnson asked if there was an upcharge to buy on the trains. Ms. Dote answered no, there is no upcharge. Mayor Johnson asked if the Ventra glitch from earlier in the year was resolved. Ms. Dote responded that the app is not at 100% functionality, but is close, with a subset of users still encountering errors that the technical team is trying to resolve. Mayor Johnson asked if ridership numbers can be increased through additional daytime options. Ms. Dote responded that Metra is planning revised timetables around May 1, including hourly service on the Milwaukee District North, PM rush hour changes, and additional late night trains.

Mayor Craig inquired about the Milwaukee District West ridership changes. Ms. Dote responded that the line is at 44% of pre-COVID ridership.

**g. Pace**

Mr. Andrews shared that Pace has debuted free fixed-route rides for ADA paratransit riders and is requesting assistance distributing flyers about the program. Additionally, Pace has created a Rideshare Access Program subsidy for Uber, and is similarly requesting assistance distributing flyers for that program.

Mr. Andrews added that Pace would be hosting Pre-Hire Events at the College of Lake County on April 2 at the Lakeshore campus and April 4 at the Grayslake campus, and at Harper College on April 7.

Mayor Johnson asked how recruitment success is going at the colleges. Mr. Andrews responded that Pace is making offers regularly with strong participation. Mayor Johnson asked if Pace is contemplating driver self-defense and de-escalation programs to address driver safety concerns. Mr. Andrews responded that yes, those programs have long been a part of the driver training process.

**h. RTA**

Mr. Braun shared that RTA's Community Planning Program call for applications closed March 22, and awards will be announced in June. Mr. Braun also shared that the Citizens Advisory Board changed its bylaws to better track implementation of the RTA's strategic plan and expand board membership perspectives. The Cook County suburbs have a new representative, Ayesha Akhtar, Vice President of Health Equity, Education, & Advocacy at the Epilepsy Foundation of Greater Chicago. Her email is [aakhtar@epilepsychicago.org](mailto:aakhtar@epilepsychicago.org).

**IV. RTA – Safety Summit**

RTA staff presented lessons learned from their cross-sector Public Transit Safety and Security Summit that was hosted last month with CTA, Metra, Pace, the City of Chicago, State of Illinois and other municipal and social service partners.

Ms. Johnson shared that over 75 regional leaders and riders participated in the event, with Evanston's police department contributing greatly to the discussion. Ms. Johnson highlighted LA Metro and Minneapolis-St. Paul's Metro Transit contributions, which took the form of physical and design interventions, with a personnel centered approach. These agencies also increased physical presence on trains and at stops, especially in the form of additional non-police staff.

Ms. Johnson shared some results from the event's breakout discussions, including a preference by attendees towards a service-oriented approach to addressing crime, greater communication from transit agencies to riders, and stronger partnership between transit agencies and social service agencies. A local highlight is that Evanston's police transit detail is 100% voluntary, and is sought-out by staff, so the department does not have trouble filling spots. Later in 2024, RTA will distribute the compiled recommendations from these sessions to the NWMC.

**V. Upcoming Funding Deadlines**

NWMC staff shared upcoming transportation funding opportunities that will close prior to the next committee meeting, including the IDOT Statewide Planning and Research Funds program, and the EPA's Climate Pollution Reduction Grants.

**VI. Other Business**

Mr. Czarnota shared that the NWMC will be hosting a Surface Transportation Program workshop on April 4.

Mayor Craig mourned the passing of Al Larson, former Mayor of the Village of Schaumburg. Mayor Craig praised Mayor Larson's involvement with the NWMC, especially on the Transportation Committee and other regional endeavors, including the STAR Line. Mayor Johnson thanked Mayor Craig for sharing Mayor Larson's contributions.

**VII. Next Meeting**

Mayor Johnson announced that the next meeting of the NWMC Transportation Committee is scheduled for Thursday, April 25 at 8:30 a.m. at the NWMC offices and via videoconference.

**VIII. Adjourn**

*Trustee Israel moved to adjourn the meeting at 9:06 a.m. Mayor Craig seconded the motion, which was unanimously approved.*

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## CMAP News

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

## Job Opportunities

CMAP is hiring for several full-time positions: a [Senior Accountant](#) in the Finance division and a [Planner](#) in the Planning division. Visit CMAP's [Careers page](#) to discover more job opportunities.

Additionally, the Kane County DOT is seeking a [Bicycle/Pedestrian Planner](#).

## Program Status Updates

### Surface Transportation Program

The [STP Project Selection Committee](#) last met on April 11, 2024. The committee is scheduled to meet next on **May 16, 2024**, at 9:30 am. [Meeting Materials](#) are posted on CMAP's Legistar page one week in advance of the meetings. Program status reports for the STP Shared Fund, based on quarterly updates submitted by project sponsors and an accounting of available, programmed, and obligated funds for the region were updated in February and are available on CMAP's [STP web page](#).

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

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

The most recent [CMAQ Project Selection Committee](#) (PSC) meeting was held on April 11, 2024. The committee's next meeting is scheduled for **May 16, 2024**, at 11:00 am. [Meeting materials](#) are posted on CMAP's Legistar page one week in advance of the meetings. Information for submitting change requests for CMAQ, CRP, or TAP-L funded projects can be found on CMAP's [CMAQ web page](#).

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

### Safe Travel for All Roadmap (STAR)

CMAP's STAR program continues to work to improve regional travel safety with assistance, resources and policy development. CMAP's Speed management paper is in the final stages of review to share with partners and the public. Our *Safe Streets and Roads for All* Regional Safety Action Plan program is starting, with six county-led safety action plans across the region. Contracts have been executed with six vendors; Cook, DuPage, Lake, McHenry, Kane, McHenry, and Will have executed contracts and meetings have kicked off. Communication and outreach strategies are being finalized across the counties. The Regional Equity and Engagement consultant will be notified once the three remaining contracts are executed.

Technical assistance work also includes:

- Glendale Heights Bicycle and Pedestrian Plan (Draft plan development phase)
- Round Lake Beach Bicycle and Pedestrian Plan (Recommendations phase)
- Alsip Bicycle and Pedestrian Plan (existing conditions phase)

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- Richmond Bicycle and Pedestrian Plan (initiation phase)
- West Cook Bicycle and Pedestrian Plan (initiation phase)
- Greater Ashburn Safety Action Plan (anticipated start early February)

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

## CMAP News, Products, and Data

### Improving Accessibility in the Region

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

CMAP also conducts a series of free ADA trainings, which cover ADA and Title II requirements, completing a self-evaluation, the role of an ADA coordinator, and developing a transition plan. Training slides and recordings from previous sessions are available on the [CMAP website](#). Registration is now open for spring [2024 ADA trainings](#), which will cover the following topics:

#### ADA self-evaluation and design standards

*Monday, April 15, 9:00 a.m. to 1:00 p.m.*

#### ADA transition plans

*Tuesday April 16, 9:00 a.m. to 1:00 p.m.*

#### Public Right-of-Way Accessibility Guidelines (PROWAG)

*Wednesday, May 1, 9:00 a.m. to 12:15 p.m. (PROWAG I), 1:15 p.m. to 4:00 p.m. (PROWAG II)*

#### Illinois Accessibility Code

*Thursday, May 2, 9:00 a.m. to 11:30 a.m.*

Additionally, the U.S. Access Board has released a [series of videos](#) on PROWAG. These videos review the accessibility requirements to make sidewalks, crosswalks, shared use paths, on-street parking, and other pedestrian facilities accessible to people with disabilities.

### 2024 Northeastern Illinois Priority Transportation Investments

CMAP recently released [Northeastern Illinois Priority Investments](#), a blueprint documenting the highest-priority projects across the region for 2024. It reflects collaboration between CMAP and our partners at the Illinois Department of Transportation, the Chicago Department of Transportation, the Regional Transportation Authority (RTA), the Chicago Transit Authority (CTA), Metra, Pace, the region's seven counties, and the CREATE Program partners.

Our region has a vision, reflected in [ON TO 2050](#), the long-range plan for northeastern Illinois. As a legacy transportation system, implementers are working to maintain historic infrastructure while meeting current challenges with innovative and sustainable solutions. The projects described in this booklet reflect efforts to improve the lives of those who live, work, travel, and conduct business in

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northeastern Illinois. Additional [online resources](#) to provide communities and partners with the essential information they need to know about IJJA and its benefits to the region are also available.

### **Plan of Action for Regional Transit (PART)**

At the direction of the CMAP Board and MPO Policy Committee, CMAP delivered the PART report to the Governor and Illinois General Assembly. The final PART report can be found, [here](#) and a recording of the PART launch event can be found [here](#).

Next steps? The 132-page report includes legislative options that the agency will distill for state legislators to guide their work for a responsive and sustainable public transit system for northeastern Illinois. CMAP will also share that legislative guide with county and municipal officials. CMAP will continue to provide updates about legislative initiatives related to the PART report and the future of public transit in northeastern Illinois. Please contact Jane Grover ([jgrover@cmmap.illinois.gov](mailto:jgrover@cmmap.illinois.gov)) if you would like a briefing on the PART report.

### **2024 Priority Climate Action Plan Released**

CMAP collaborated with the Metropolitan Mayors Caucus to prepare the [Priority Climate Action Plan](#) that will set the region on a path to reduce greenhouse gas emissions and allow communities in northeastern Illinois to compete for investments from the U.S. EPA's Climate Pollution Reduction Grant Program.

The plan supports equitable investment in policies, practices, and technologies that can enhance the quality of life in our region. The goal is to reduce pollutant emissions, create high-quality jobs, and spur economic growth.

Up next, CMAP will work on the Comprehensive Climate Action Plan. Due in June 2025, the plan will provide an overview of major regional sources and sinks of emissions, develop emissions scenarios and targets, and recommend strategies to reduce emissions. Learn more about this work by watching [this presentation](#) from the March CMAP Board meeting.

### **Proposed FY2025 Budget and Work Plan**

Every day, CMAP serves our region in an effort to make northeastern Illinois a stronger, more resilient place to live. Our work is strategically planned in the region's long-range plan and in its annual budget and work plan. The CMAP Board recently approved the [proposed FY2025 Budget and Work Plan](#) for the next fiscal year starting July 1, 2024.

[Watch this 7-minute video](#) that highlights our work to strengthen the region's transportation system, economy, and resiliency to climate impacts. In addition, read our informative budget document to understand who we are, what we do, how we serve the region, where the money comes from and where it goes, our governance structure, and more.

### **Explore the CMAP data hub**

CMAP's [Data Hub](#) provides vetted and trustworthy information about northeastern Illinois so local governments, community organizations, academic researchers, businesses, and more can learn and make informed decisions about their communities. The Data Hub allows you to search or browse by



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categories and tags. You can find tables or shapefiles for transit routes and stops, greenhouse gas emissions, economically disconnected and disinvested areas, bikeway inventory system, and more!

### **2023 Community Data Snapshots**

2023 CMAP [Community Data Snapshots](#) are available. The annual snapshots provide data-driven profiles for every county, municipality, and Chicago Community Area (CCA) in our region. The snapshots include updated demographic, socioeconomic, and employment data from the American Community Survey (ACS) datasets, updated land use summaries using data from the [Land Use Inventory](#), and updated estimated vehicle miles traveled per household. Staff has also created a [toolkit](#) to help communities share this information.

### **CMAP Legislative Update**

During the March Board meeting the CMAP Board voted to approve language that [modernizes the Regional Planning Act](#) (RPA), CMAP's enabling legislation. CMAP is also seeking a [\\$5 million appropriation](#) from the Illinois General Assembly to support our work that stretches beyond the transportation sector. Additionally, the Illinois Municipal League (IML) is pursuing changes to the Open Meetings Act (OMA) that would allow more flexibility for public bodies to meet remotely. CMAP staff is evaluating the possibility of working with IML to provide amendatory language that would add federally designated metropolitan planning organizations (MPOs) with jurisdiction over a specific geographic area of more than 4,000 square miles to the legislation.

### **Explore CMAP's updated Land Use Inventory**

The Chicago Metropolitan Agency for Planning (CMAP) [2020 Land Use Inventory](#), which identifies up to 50 different land categories in the region, is available now for download.

The Land Use Inventory is a resource for planners, transportation agencies, federal and state agencies, university researchers, non-governmental organizations, consulting firms, and more. It can help you understand existing land uses when creating a comprehensive plan and track progress towards goals. For example, you can analyze the success of development policies, such as tracking if recent policies have led to more infill and transit-oriented development.

### **Discover historical aerial photos of the region**

[The Imagery Explorer](#) showcases CMAP's large collection of historical aerial photographs of northeastern Illinois from 1970 through 1995. The archive includes 6,300 images in 6 of the region's counties.

Historic aerial photographs are valuable resources for planning activities like landscape and land use analysis, environmental impact assessments, development projects, and education. These images provide a method for examining changes in properties, neighborhoods, and land use in general. You also can examine changes in historical, environmental, or architectural information about certain sites over time.

### **From Our Partners**

#### **IDOT BLRS Circular Letter 2024-08: Updated Joint Funding Agreements Due to Public Act 102-1092**

On March 1, IDOT BLRS issued [Circular Letter 2024-08](#) outlining updates to joint funding agreements (BLR 05310 suite of agreements) due to Public Act 102-1092 that are **effective immediately**.

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The new suite of agreements replaces the existing GATA Uniform Intergovernmental Grant Agreement (UIGA) with three agreement types, dependent on the phase of the project and funding source: [BLR 05310 PE](#) should be used for federally-funded engineering work, [BLR 05310 C](#) for federally-funded construction and construction engineering work, and [BLR 05310 S](#) for state-funded work. For all federally-funded projects, an LRS Federal Funds Risk Assessment (Schedule 3) and Attestation on Single Audit Compliance (Schedule 4) must be completed when submitting draft joint funding agreements for review. These schedules are included in the 5310 series forms. See the CL for details and always remember to download current forms from IDOT's [website](#) before submitting!

#### **IDOT BLRS Circular Letter 2024-04 Phase I Engineering Forms Update**

On February 13, IDOT BLRS issued [Circular Letter 2024-04](#) outlining changes to a number of phase 1 engineering forms. These forms are **effective immediately** and are required for all new projects initiated after March 1, 2024. See the CL for details and always remember to download current forms from IDOT's [website](#) before submitting!

#### **IDOT BLRS Circular Letter 2024-05 QBS Threshold Limit Adjustment**

On February 16, IDOT BLRS issued [Circular Letter 2024-05](#) amending the Qualified Based Selection (QBS) threshold value for procurement of engineering and professional services from \$40,000 to \$49,011 in Chapter 5 of the BLRS Manual, effective immediately.

#### **Regional Transit Ridership Reached Post-Pandemic Highs in 2023**

Ridership across the Chicago region's transit system continued to increase throughout 2023, according to the latest data from the CTA, Metra, and Pace. The region's fixed route system finished out the year with a total of 326.6 million rides, marking the first time since the pandemic that ridership was above 300 million. Adding 45 million rides over 2022 represents an increase that is equal to the annual transit ridership of Dallas. Read how ridership has changed in the [RTA Connections Blog](#).

#### **Pace's First Electric Bus Enters Service**

On Friday, January 19, Pace Suburban Bus debuted its inaugural battery-electric bus. The state-of-the-art GILLIG bus is now operational on [Route 381 95th Street](#) serving riders in the southwest suburbs, including Evergreen Park, Oak Lawn, Chicago Ridge, Bridgeview, Hickory Hills, and Palos Hills, and providing connections between the CTA Red Line and Moraine Valley College.

Pace, with its commitment to environmental stewardship as a key priority of the agency's [Driving Innovation](#) strategic vision plan, is actively working to reduce its carbon footprint and enhance air quality. Pace's ambitious initiative, [Project Zero](#), aims to convert its entire fleet of over 700 buses to zero-emission vehicles by 2040.

#### **IDOT 2022 Pavement and Structure Data**

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

#### **Vulnerable Road User Safety Assessment (VRUSA)**

The IDOT [Vulnerable Road User Safety Assessment \(VRUSA\)](#) has been completed and is now available for download and use. The VRUSA contains the Department's efforts to help stakeholders identify programs

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and projects to address vulnerable road user safety through stakeholders' engagement and data analysis. It also outlines safety strategies based on the safe system approach with a profound consideration for equity principles. It is our intention for this document to be an important tool for stakeholders to continue to address the needs of VRU's in their communities.

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

### **FHWA Publishes Notice of Proposed Rulemaking for Highway Safety Improvement Program**

On February 21, 2024, the Federal Highway Administration (FHWA) published a Notice of Proposed Rulemaking (NPRM) in the Federal Register [[89 FR 13000](#)] to update the Highway Safety Improvement Program (HSIP) regulations under [23 CFR Part 924](#). The NPRM addresses provisions in the Infrastructure Investment and Jobs Act (IIJA) (also known as the "Bipartisan Infrastructure Law" (BIL)) and reflects current agency priorities and state-of-practice. The comment deadline is **April 22, 2024**.

### **Funding Opportunities**

#### **Federal Safe Streets and Roads for All Grant Application Opening Soon**

The U.S. Department of Transportation (USDOT) has issued a NOFO for [Safe Streets and Roads for All \(SS4A\)](#) grant funding. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries, including CMAP's [Safe Travel for All Roadmap](#).

- **April 17, 2024** — Deadline for technical questions related to the FY24 NOFO Deadline for the Pre-Application Action Plan Review for Implementation Grant applicants
- **May 16, 2024, by 4 p.m.** — Sole deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants
- **August 29, 2024, by 4 p.m.** — Deadline #3 for Planning and Demonstration Grants. NOFO closes.

#### **Illinois National Electric Vehicle Infrastructure (NEVI) Program Funding Announced**

On March 15, 2024, IDOT released a [NOFO](#) for Round One of the Illinois National Electric Vehicle Infrastructure (NEVI) Program, which will provide up to \$50 million for the construction of 46 charging stations across the state.

The Illinois NEVI program aims to accelerate the adoption of electric vehicles by providing reliable access to charging on Illinois interstates and is part of a series of comprehensive initiatives to achieve the state's goal of becoming a leader in manufacturing and deploying electric vehicles.

Applications for funding must be submitted by **May 7, 2024 at 5 p.m.** A webinar recording on the funding opportunity, application materials, and how to apply is posted on IDOT's [Drive Electric Illinois](#) website for reference throughout the application period. For more information, contact IDOT at [dot.driveelectric@illinois.gov](mailto:dot.driveelectric@illinois.gov).

#### **Illinois EPA Driving a Cleaner Illinois – CEJA EV Funding Announced**

The Illinois EPA has opened Round 2 of the Driving a Cleaner Illinois – CEJA EV Chargers funding. In addition to funding private applicants and Level 3 DC Fast Charging ports, Round 2 expands eligibility to include Local Public Agencies and Level 2 charging ports. Additional points will be awarded to projects in [Equity Investment Eligible Communities](#) and to projects at public transportation park-and-ride facilities.

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Applications will be accepted through **Friday, May 10, 2024**. For more information, see the press release below or visit the Driving a Cleaner Illinois page [here](#).

### **FHWA's New Active Transportation Infrastructure Investment Program (ATIIP)**

FHWA has announced a [Notice of Funding Opportunity](#) for up to \$44.5 million in funding available for projects that will strengthen safety and improve bicycling, walking and access to public transit. FHWA will award competitive grants to help communities plan, design, or construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas and medical facilities within a community or metropolitan region. Grants will also be provided for projects used for trails, pedestrian facilities, bikeways and other routes that serve as backbones to connect two or more communities, metropolitan regions or states.

The funding is available for states, local and Tribal governments, as well as metropolitan and regional planning organizations, and applicants can apply for more than one grant. The deadline for applications is **10:59 p.m. (CDT) Monday, June 17, 2024**.

### **Training Opportunities**

#### **FHWA Learning Management System**

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

#### **IDOT BLRS 2024 MFT Eligibility and Spending Process T2 Training**

IDOT's T2 Center has announced that a new, informative 2024 MFT [training](#) is now available for live access. For more information on how to navigate this training, along with 35+ additional trainings offered by T2 Center, please reference the [Getting Started Guide](#). New users will need to contact [Barry.Kent@illinois.gov](mailto:Barry.Kent@illinois.gov) for credentials.

#### **USDOT Climate Change Center 2024 Webinar Series**

The USDOT Climate Change Center is hosting a webinar series on climate change and transportation topics, ranging from greenhouse gas reduction strategies to climate resilience activities to research and technology advancements. Register for all webinars and learn more about the [USDOT Climate Change Center](#).

April 15, 2024

## **Federally-Funded Project Implementation and Active Program Management Reminders – April/May 2024**

- 4/16/2024: TIP changes due (June 2024 state letting and other changes)
- 4/22/2024: Final agreements due for projects targeting the June 2024 letting  
Final plans and draft agreements due for projects targeting August 2024 letting
- 5/1/2024: Final ROW certification must be completed for projects targeting June 2024 letting

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This information is compiled from these official sources:

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

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

# New affordable transit option for ADA Riders

Launched March 11, 2024

Pace's new Rideshare Access Program (RAP) offers a subsidy on Uber or UZURV rides to eligible riders. With RAP, your fare is only \$2!

Pace ADA-eligible riders now have access to subsidized rideshare services within the ADA service area. You can now choose this more convenient and less expensive option to get around your community.



- ➔ RAP is a great option for last-minute trips because you can schedule a ride at a moment's notice, instead of booking rides a day in advance..
- ➔ RAP is less expensive than a Paratransit ride. Pace will subsidize ADA-eligible rider's Rideshare trip cost up to \$30, after a \$2 fare, at a maximum of 8 trips per day.



## How to enroll in RAP, Pace's new rideshare subsidy

- ✓ First, make sure you have an active Uber or UZURV account. You will then enroll in RAP by completing the required form available on the Pace website at **PaceBus.com/RAP**. If you have questions on how to enroll, please contact us at **RAP@PaceBus.com**. Uber and UZURV will not be able to help you enroll in RAP.
- ✓ You can only get the Pace RAP subsidy for trips on a single service, either Uber or UZURV.
- ✓ Schedule trips directly with your chosen ride provider by using that company's mobile app.
- ✓ Once you are enrolled, you'll see RAP as an option within your app to take advantage of the Pace subsidy for eligible trips. Only trips within Pace's designated ADA Paratransit service area are eligible for the \$2 fare.



Visit **PaceBus.com/RAP** to get started and book your next \$2 ride!






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## Local Government Update

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Chicago, IL 60604  
  
312 913 3200  
rtachicago.org

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## April 2024 Update

### Access to Transit program awardees announced

The [RTA Access to Transit program](#) helps communities improve the infrastructure around their transit stations and stops. The 2023 Call for Projects closed on December 15, 2023, and the RTA has since reviewed all 11 applications. Nine of the proposals were chosen, five of which will fund Phase II Engineering and Construction and will be announced next year when the RTA learns if it has successfully obtained federal Congestion Mitigation and Air Quality Improvement (CMAQ) funding. The remaining four projects will fund Phase I Engineering for future pedestrian and bike facility projects in transit areas. Phase I Engineering is frequently a challenge for communities of high need, so the RTA will fund 100 percent of the engineering costs, estimated at \$220,000 total. Work on these projects can begin later this year. A full list of awardees can be found on the [RTA website](#).

### RTA secures discretionary funding awards for capital projects

In 2023 the RTA secured [\\$414 million in discretionary grant funding](#) from the federal government - a 23% increase over 2022 and a 190% increase over 2021. Since the passage of the Infrastructure Investment and Jobs Act (IIJA), several priority projects were funded using these discretionary funds:

- **CTA:** More than \$800 million to procure new rail cars, advance the Red-Purple Modernization Project to upgrade North Side rail stations and platforms, and continue bus electrification efforts.
- **Metra:** More than \$450 million to rebuild the Union Pacific North Line, purchase zero-emission trains and other modern railcars.
- **Pace:** More than \$52 million for the Harvey Transportation Center and Pulse Halsted projects.

Agencies have also had success in applying for funding from climate-focused programs, such as the IIJA's Carbon Reduction Program and additional funding




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## Local Government Update

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made available under the Congestion Mitigation and Air Quality Improvement (CMAQ) program.

## Thousands of high-need residents apply for reduced transit fares since launch of Access Pilot Program

The [Access](#) Pilot Program offers reduced fares on all Metra lines and zones for individuals living in households enrolled in the Illinois Supplemental Nutrition Assistance Program (SNAP) and who live within the RTA six-county region. Since the program opened in February, the online [RTA Fare Portal](#) has seen an increase in applications for all programs compared to this time last year. The Access Pilot Program, which is a partnership between RTA, Metra, and Cook County, will run through July 31, 2025, and eligible riders may apply online. The RTA and partners are seeking additional funding to expand the program to include CTA and Pace service.

## Transit is the Answer Coalition to meet April 10

[Registration](#) is now open for the next *Transit is the Answer* Coalition meeting, which will be hosted virtually on Zoom on Wednesday, April 10, from 9:30-11 a.m. All are welcome to join for the latest implementation updates and to provide input on upcoming projects, including development of the Access to Opportunities platform, launch of the Access Pilot Program which makes transit more affordable for Metra riders experiencing low incomes, the recently conducted Public Transit Safety and Security Summit and next steps to make transit safer for all riders and operators, and ongoing progress on the 2024 Legislative Agenda. [More information](#) can be found on RTA's website.



# Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

**Overview:** This program provides funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. Applications are due no later than 11:59 p.m. ET, May 28, 2024. See the [FY 2023-2024 Notice of Funding Opportunity](#) (NOFO) for more information.

- Visit [FRA's Webinars page](#) to view presentation materials from the April 9, 2024, FY23-24 CRISI Notice of Funding Opportunity (NOFO) Webinar

**Legislative Authority:** This program was authorized in Section 11301 of the Fixing America's Surface Transportation (FAST) Act, Pub. L. 114-94 (2015); 49 U.S.C. § 22907. Funding under this program was made available by the Consolidated Appropriations Act, 2023, Div. L Tit. I, Pub. L. 117-328 (2023 Appropriation, December 29, 2022), Consolidated Appropriations Act, 2024, Div. F. Tit. I, Pub. L. 118-42 (2024 Appropriation, March 9, 2023), FY 2023 and FY 2024 advance appropriations provided by and Division J of the Infrastructure Investment and Jobs Act (IIJA), Pub. L. No. 117-58 (November 15, 2021), \$7,724,132 in carryover FY 2022 appropriations, and \$2,000,000 in carryover from FY 2021 appropriations.

**Funding Available for Award Under FY 2023-2024 NOFO:** \$2,478,391,050

**Eligible Projects:** Projects eligible for funding under this grant program include, but are not limited to:

- Deployment of railroad safety technology;
- Capital projects, as defined in section 49 U.S.C. § 24401(2) for intercity passenger rail service, except that a project under this NOFO is not required to be in a state rail plan;
- Capital projects that:
  - address congestion challenges affecting rail service,
  - reduce congestion and facilitate ridership growth along heavily traveled rail corridors, and/or
  - improve short-line or regional railroad infrastructure;
- Highway-rail grade crossing improvement projects;
- Rail line relocation and improvement projects;
- Regional rail and corridor service development plans and environmental analyses;
- Any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes;
- The development and implementation of a safety program or institute;
- The development and implementation of measures to prevent trespassing;
- Any research that the Secretary considers necessary to advance any particular aspect of rail related capital, operations, or safety improvements;
- Workforce development and training activities, coordinated to the extent practicable with the existing local training programs supported by the Department of Transportation, the Department of Labor, and the Department of Education;
- Research, development, and testing to advance and facilitate innovative rail projects;
- Preparation of emergency plans for communities where hazardous materials are transported by rail;
- Rehabilitating, remanufacturing, procuring or overhauling locomotives for emissions reduction; and
- Deployment of Magnetic Levitation Transportation Projects.

## Eligible Recipients:

- (1) State;
- (2) Group of States;
- (3) Interstate Compact;
- (4) Public agency or publicly chartered authority established by one or more States;
- (5) Political subdivision of a State;
- (6) Amtrak or another rail carrier that provides intercity rail passenger transportation;
- (7) Class II railroad or Class III railroad or a holding company of a Class II or Class III railroad, or an association representing a Class II or III railroad;
- (8) A federally recognized Indian Tribe;
- (9) Any rail carrier or rail equipment manufacturer in partnership with at least one of the entities described in (1) through (5);
- (10) Transportation Research Board together with any entity with which it contracts in the development of rail-related research, including cooperative research programs;
- (11) University transportation center engaged in rail-related research; or
- (12) Non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.

## Resources:

- [FRA Discretionary Grant Agreements](#)
- **FRA Locomotive Emissions Comparison Tool:** A resource for estimating emission reductions from the implementation of an FRA-funded project to replace diesel engines with newer versions or with alternative-fuel engines.
  - [FRA Locomotive Emissions Comparison Tool](#)
  - [FRA Locomotive Emissions Comparison Tool User Guide](#)
  - [FRA Locomotive Emissions Comparison Tool Emissions Data Documentation](#)
- [Consolidated Rail Infrastructure and Safety Improvements \(CRISI\) and Federal-State Partnership for State of Good Repair Programs Benefit-Cost Analysis FAQs](#)
- [FRA Answers to Frequently Asked Questions about Pre-Award Authority](#)

**News:**

- [March 29, 2024 Press Release](#)

# MPDG Program

## MPDG NOFO Announces \$5.1 Billion in Funding for the 2025-2026 Mega, INFRA, and Rural Programs

On March 25, 2024, the Department published a [Notice of Funding Opportunity \(NOFO\)](#) announcing \$5.1 Billion in MPDG funding. Applications are due by **May 6, 2024** on Grants.gov.

Available funding includes:

- **\$1.7 billion for the National Infrastructure Project Assistance ([Mega](#)) program:** The Mega program invests in large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits. Eligible projects include highway, bridge, freight, port, passenger rail, and public transportation projects of national or regional significance. Per the law, 50% of funds are available for projects above \$500 million in total cost, and 50% are available for projects between \$100 million and \$500 million in total cost.
- **\$2.7 billion for the Infrastructure for Rebuilding America ([INFRA](#)) program:** The INFRA program awards competitive grants to multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements.
- **\$780 million for the Rural Surface Transportation Grant ([Rural](#)) program:** While smaller communities receive grants from a wide number of grant programs, including Mega and INFRA, the Rural program is dedicated specifically to projects in rural areas. Eligible projects for Rural grants include highway, bridge, and tunnel projects that help improve freight, safety, and provide or increase access to agricultural, commercial, energy, or transportation facilities that support the economy of a rural area.

[2023-2024 Mega Awards](#)

[2023-2024 INFRA Awards](#)

[2023-2024 Rural Surface Transportation Grant Awards](#)

Last updated: Tuesday, March 26, 2024

# Safe Streets and Roads for All (SS4A) Program Facts

ATTACHMENT E



The U.S. Department of Transportation (USDOT) **Safe Streets and Roads for All (SS4A)** program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

This roadway safety program was created by the **Bipartisan Infrastructure Law** and provides \$5 billion over 5 years. The funding helps communities address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

The SS4A program funds two types of grants:

- **Planning and Demonstration Grants** for Comprehensive Safety Action Plans, including supplemental safety planning and demonstration activities to inform an Action Plan.
- **Implementation Grants** to implement strategies or projects identified in an existing Action Plan.

**SS4A is exclusively designed to help local communities.** There are three remaining funding rounds, including the round currently open in 2024.

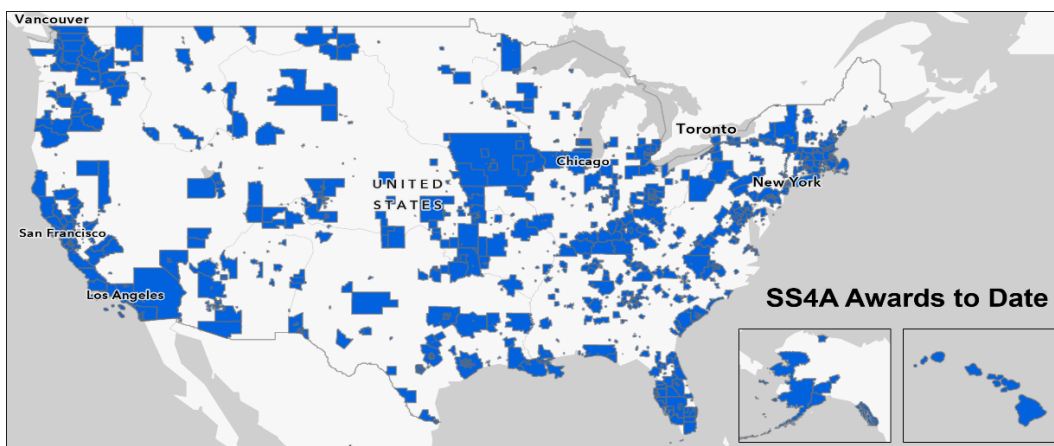
For more information, use the QR code above or visit the [SS4A website](https://www.transportation.gov/grants/SS4A).

## SS4A grants are already making an impact nationwide

- In the first two years of funding, USDOT awarded **\$1.7 billion** to over **1,000 communities** across **all 50 states and Puerto Rico**.
- Awarded communities comprise about **70% of the nation's population**.
- SS4A funds to improve roadway safety planning have been awarded to localities that make up 61% of all roadway fatalities.
- Projects and activities will significantly **improve safety for all people using the road** in those communities, including drivers, passengers, pedestrians, bicyclists, people using transit, and people with disabilities.

Awards reach communities of all different sizes and safety needs:

- **Rural communities** comprise around half of all grant award recipients to date.
- 465 communities (41% of award recipients) have **populations under 50,000**.
- 382 award recipients (75%) in the first year were **new direct Federal funding recipients to USDOT**.
- Over half of funds will **benefit underserved communities**, providing equitable investment to places that need funding the most.



## SS4A amplifies our impact by working across government and with external partners

The SS4A program collaborates within USDOT, and with outside organizations that are committed to roadway safety, to disseminate program information and build capacity to help communities apply for grants and successfully implement grant activities.

- Coordinated technical assistance and promotion efforts focus on advancing roadway safety in rural areas, Tribal communities, and places in the Thriving Communities network. **In the past 2 years, USDOT staff directly reached communities in every state.**
- USDOT works with **trusted non-governmental organizations and partners** that understand communities' roadway safety challenges and needs. These partners include organizations such as the Local Infrastructure Hub, National League of Cities, National Association of County Engineers, League of American Bicyclists, Vision Zero Network, Rural Partners Network, Urban Sustainability Directors Network, and Emergency Medical Services groups, and events like the National Transportation in Indian Country Conference.

## SS4A helps applicants compete for funding based on merits, not technical capacity

Applying for Federal discretionary grants is new for some communities—many of which may not have a team of grant writers on their staff. The SS4A program works with applicants throughout the evaluation process to ensure that they have complete and accurate information and are not disqualified due to an administrative error during the submission process.

- In the second funding year (FY23), SS4A conducted **follow-up outreach to 85% of applicants (roughly 600 communities)** to provide opportunities to address missing application elements and program requirements. As a result, **almost no applicant was turned away** because of an incomplete application.
- For those who are unsuccessful, SS4A offers a detailed debrief to help applicants develop more successful applications in future rounds. SS4A conducted approximately **130 debrief interviews** in January and February of 2024.

## SS4A award recipients receive extra support to ensure successful grant administration

After awards are made, the SS4A program continues to help communities be successful in developing, executing, and administering grant agreements.

- A streamlined grant process was developed to help finalize and sign grant agreements as quickly as possible, even for communities that have never received grant funding from USDOT. **Of the 511 award recipients** in the first round announced in February of 2022, **over 90% have executed grant agreements** in place and initial **funding amounts obligated**.
- A Technical Assistance Center was established to support grant recipients with training and technical assistance, including how to comply with Federal requirements and how to develop Comprehensive Safety Action Plans.
- A Community of Practice was created to help grant recipients learn from each other across the 1,000+ communities that have received awards to date.

## The next funding opportunity is open now!

The fiscal year (FY) 2024 Notice of Funding Opportunity (NOFO) for Safe Streets and Roads for All grants opened in February 2024. The FY 2024 NOFO has multiple deadlines, depending on the grant type:

- **April 4, 2024**, 5 p.m. (EDT): Deadline #1 for Planning and Demonstration Grants.
- **May 16, 2024**, 5 p.m. (EDT): Deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants.
- **August 29, 2024**, 5 p.m. (EDT): Deadline #3 for Planning and Demonstration Grants. NOFO closes.

