## NORTHWEST MUNICIPAL CONFERENCE

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



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

MEMBERS		Northwest Municipal Conference
Antioch		Transportation Committee
Arlington Heights		
Bannockburn Barrington		Agenda
Bartlett		May 30, 2024
Buffalo Grove		8:30 a.m.
Deer Park		NWMC Offices and Video Conference
Deerfield	htte	
Des Plaines Elk Grove Village	nup	s://us02web.zoom.us/j/85335582881?pwd=YnhsU2ZUaE1PM2dn
Evanston		U3IMT2RDSm0wUT09
Fox Lake		Meeting ID: 853 3558 2881
Glencoe		Passcode: 118658
Glenview Grayslake	١.	Call to Order
Hanover Park		
Highland Park		
Hoffman Estates	II.	April 25, 2024 Meeting Minutes (Attachment A)
Kenilworth		Action Requested: Approve Minutes
Lake Bluff Lake Forest		
Lake Zurich		Agaman Damanta
Libertyville	III.	Agency Reports
Lincolnshire		a. CMAP (Attachment B)
Lincolnwood Morton Grove		b. Cook County Department of Transportation and Highways
Mount Prospect		c. IDOT Highways
Niles		d. IDOT Local Roads
Northbrook		
Northfield Northfield Township		e. Illinois Tollway
Palatine		f. Metra (Attachment C)
Park Ridge		g. Pace (Attachment D)
Prospect Heights		h. RTA (Attachment E)
Rolling Meadows		
Schaumburg Skokie		
Streamwood	IV.	Metropolitan Mobility Authority Legislation (Attachment F)
Vernon Hills		NWMC staff will present an overview of HB5329, the Metropolitan Mobility
West Dundee		Authority legislation that proposes merger of the RTA, CTA, Metra, and Pace into a
Wheeling Wilmette		single regional transit agency. Staff requests a discussion on NWMC values regarding
Winnetka		
		the legislation and strengths and weaknesses in the legislation the Transportation
President		Committee can share with the Legislative Committee and the NWMC Board.
Tom Dailly		Action Requested: Informational/Discussion
Schaumburg		
Vice-President	<b>v</b> .	Future Transportation Committee Dates (Attachment G)
Rodney Craig	••	
Hanover Park		Staff will present the proposed meeting dates for 2024-2025 and requests
Secretary		Committee review and approval of the proposed schedule.
Donna Johnson		Action Requested: Approve meeting schedule
Libertyville		
Tropouror	VI.	Upcoming Funding Deadlines (Attachment H)
<i>Treasurer</i> John Lockerby	•	
Skokie		NWMC staff will share upcoming transportation funding opportunities that will close
		prior to the next committee meeting.
Executive Director		a) Illinois Transportation Enhancement Program (ITEP)
Mark L. Fowler		b) Rails to Trails Conservancy Grants
		c) U.S. DOT SMART Grants
		d) Active Transportation Infrastructure Investment Program (ATIIP)
		e) IDOT Highway Safety Improvement Program
		Action Requested: Informational

## VII. Other Business

- VIII. Next Meeting The next meeting of the NWMC Transportation Committee is scheduled for Thursday, September 26 at 8:30 a.m. at the NWMC offices and via videoconference.
- IX. Adjourn

#### ATTACHMENT A

NORTHWEST MUNICIPAL CONFERENCE 1600 East Golf Road, Suite 0700 Des Plaines, Illinois 60016 (847) 296-9200 • Fax (847) 296-9207 www.nwmc-cog.org



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

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

MEMBERS

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 Minutes April 25, 2024 NWMC Offices and Video Conference

## **Members Present**

Donna Johnson, Mayor, Libertyville, Co-Chair Marie Hansen, Barrington Heather Lis, Barrington Kyle Johnson, Buffalo Grove Bob Benton, Trustee, Deerfield Ken Jay, Elk Grove Village Jeff Brady, Glenview Bill McLeod, Mayor, Hoffman Estates Terri Gens, Trustee, Mount Prospect Sean Dorsey, Mount Prospect Bob Israel, Trustee, Northbrook Brian Bieschke, Trustee, Schaumburg Samantha Maximillian, Skokie Dan Kaup, Wheeling

## **Others Present**

Karyn Robles, Illinois Tollway Kelsey Passi, Illinois Tollway Ty Gilligan, Illinois Tollway Steven Andrews, Pace Suburban Bus Zachary Braun, RTA Tricia O'Brien, Hoffman Estates Chamber of Commerce & Industry Tom Gill, Thomas Engineering Group Larry Bury, NWMC Eric Czarnota, NWMC Brian Larson, NWMC

## Call to Order

Ι.

II.

III.

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

## March 28 Meeting Minutes

*Trustee Benton moved approval of the March 28, 2024 minutes. Trustee Israel seconded the motion, which was unanimously approved.* 

## Agency Reports

a. CMAP

Mr. Czarnota said that 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

No written report.

Mr. Czarnota reported that IDOT District 1 is hosting a seminar on federal funds and the agreement process with a focus on close-out and invoicing. He said the seminar will be held twice, on May 20 and 21, with limited spots available. He said NWMC staff will send out the invitation to members shortly.

Mayor Johnson asked to clarify that the event was in May. Mr. Larson affirmed, and indicated the seminar is not a two-day program but the same program hosted on each day.

## e. Illinois Tollway

No written report.

Ms. Robles requested that the committee provide the Tollway with feedback on the Capital program.

## f. Metra

No written report.

#### g. Pace

Mr. Andrews reported that ridership has continued to increase, with average weekday ridership up around 15 percent year-over-year. ADA paratransit is at and above pre-pandemic levels. Pace has introduced the Rideshare Access Program to offer alternative service for ADA riders, providing 9,710 in the first six weeks.

Mr. Andrews said that the Pulse Dempster Line, which was introduced Fall 2023, will have new station construction occurring this season in Evanston, Skokie, and Morton Grove. Mr. Andrews said he will keep the Committee updated on any impacts from construction. He noted that ridership on the Dempster corridor was up 18 percent year-over-year, with Saturday ridership up 71 percent and Sunday 68 percent.

Finally, he reported that Pace is hosting a pre-hire event at Harper College on May 7 to hire new operators.

## h. RTA

Mr. Braun reported that RTA has progressed on the Climate Pollution Reduction Grant. They are coordinating with CTA, Metra, and Pace to apply for a \$375 million grant to electrify rolling stock and fleets across the system. He thanked the NWMC for submitting a letter in support of this grant. Mr. Braun additionally reported that RTA's Access to Transit grant awardees have been chosen, including Niles' Pace Pulse Dempster pedestrian access project. He added that the Access Pilot income-based Metra fare reduction program has over 100% increase in applications.

Finally, Mr. Braun reported that Transit is the Answer Coalition held its quarterly meeting, unveiling its Access to Opportunities portal to track transit access opportunities in communities. This data will be used to promote equitable outcomes in the transit planning process.

#### IV. Illinois Tollway Capital Improvements Update

Ms. Robles shared the Tollway's Capital Plan update, seeking the Committee's feedback. She reported that the Move Illinois Capital Program has invested \$15 billion in a 16-year period.

Ms. Robles added that the Tollway has now launched the next capital program effort to continue regional investment, with an internal strategic plan for long-range goals, and an external capital plan to advance regional goals. She shared that the program has four guiding principles: Innovation, Diversity and Inclusion, Sustainability, and Equitable Economic Development.

Ms. Robles provided a series of questions for the Committee's input. Most members indicated equal likelihood their communities are adjacent to I-90, the Tri-State, or not part of the Tollway system. Members expressed preferences for new/expanded congestion management strategies, improved roadway maintenance, and improved accident and incident reporting to be added to the Tollway system. Trustee Israel said he appreciated the live survey method Ms. Robles was using to solicit the Committee's feedback.

Mayor Johnson expressed curiosity about the cost disparity in conversion to green infrastructure policies. Ms. Robles shared that staff assisted with the cost-benefit analysis to identify the best areas in which to invest and be a leader to test new sustainability innovations. Trustee Israel commented that the Tollway leads in innovations and that following establishment of sustainability innovations, they prove themselves, such as how 93% of the Tollway materials are recycled in place, which is more cost-effective. Ms. Robles shared how the Tollway's partnerships with national universities enables testing sustainability before implementation. Mayor Johnson expressed concern about prioritization of sustainability methods without understanding the impact upon budgets. Trustee Israel confirmed that the Tollway considers these expenses when making its final decision.

Mr. Larson inquired whether poll participants could undervote in the polls. Mr. Gilligan confirmed that yes, participants could choose less than the number of options provided.

Ms. Robles then polled the Committee members on their policy preferences regarding the Capital program's four guiding principles of Innovation, Diversity and Inclusion, Sustainability, and Equitable Economic Development. Members provided a variety of responses on which policies the Tollway should prioritize.

Ms. Robles then asked an open-ended question on what projects or initiatives members would prefer in the next Capital Plan. Ms. Robles noted that responses to this question varied by group, providing the trucking industry's example of desiring wi-fi at truck parking areas as well

as more Doritos. Members most wanted to see bicycle-pedestrian access, automated traffic safety, transit prioritization, new access to the Tollway, and I-80 added to the Tollway system.

Mayor Johnson asked what comparable systems looked like, such as with job placement and downsizing of toll booths. Ms. Robles responded that the Move Illinois metrics are linked to the capital projects underway, and that operations and maintenance are reported separately. Trustee Israel shared how the Tollway sponsored the Illinois Livable and Sustainable Transportation Manual and has served as a leader in the field.

Ms. Robles reported that the Tollway will be engaged in the capital plan throughout the year, with a new capital plan to be completed in the first quarter of 2025. Ms. Robles encouraged the Committee to stay involved at <u>www.lllinoistollway.com/future</u>. She said there is a public survey on the website that offers similar questions as completed by the membership.

Trustee Israel expressed the desire for IDOT to participate with the Committee in a similar fashion as the Tollway.

#### V. Upcoming Funding Deadlines

Mr. Larson reported upcoming transportation funding opportunities that will close prior to the next committee meeting, including:

- a) FRA Consolidated Rail Infrastructure and Safety Improvements Program Closes on May 28. Enables safety crossing improvements, grade separations, and other safety improvements.
- b) US DOT Multimodal Project Discretionary Grants
   INFRA and MEGA grants closing on May 6. Available for highway and bridge projects, crossings, grade separations, and freight projects.
- c) US DOT Safe Streets and Roads for All (SS4A) Grant Program Planning and Demonstration Grants period number 2 closes on May 16. Mr. Larson shared that US DOT is strongly encouraging applications as funding rolled over from the prior period. Applicable projects include demonstration projects that are used to evaluate safety improvements, but do not require removal after the evaluation.

#### VI. Other Business

#### VII. Next Meeting

Mayor Johnson announced that 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

Mayor McLeod moved to adjourn the meeting at 9:11 a.m. Trustee Israel seconded the motion, which was unanimously approved.

## **CMAP News**

The CMAP office is open daily and <u>staff</u> 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 <u>CMAP's Legistar page</u>. For general questions, complete our <u>contact form</u>. Subscribe to updates from CMAP on transportation, the economy, climate and more <u>here</u>.

## Job Opportunities

CMAP is hiring for several full-time positions: a <u>Senior Accountant</u> in the Finance division; a <u>Transportation Analyst/Planner</u> and a <u>Field Data Intern</u> in the Research, Analysis, and Programming division. Visit CMAP's <u>Careers page</u> to discover more job opportunities.

## **Program Status Updates**

## **Surface Transportation Program**

The <u>STP Project Selection Committee</u> last met on April 11, 2024. The committee is scheduled to meet next on **July 18, 2024**, at 9:30 am. The meeting scheduled for May 16, 2024 was cancelled. <u>Meeting</u> <u>Materials</u> 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 April and are available on CMAP's <u>STP web page</u>.

Staff Contact: Kama Dobbs (312-386-8710)

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

The most recent <u>CMAQ Project Selection Committee</u> (PSC) meeting was held on April 11, 2024. The committee's next meeting is scheduled for **July 18, 2024**, at 11:00 am. The meeting scheduled for May 16, 2024 was cancelled. <u>Meeting materials</u> 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 <u>CMAQ web page</u>.

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 county-led safety action plans across the region. Contracts have been executed with vendors and meetings have kicked off in Cook, DuPage, Lake, McHenry, Kane, McHenry, and Will counties. Communication and outreach strategies are being finalized across the counties.

Technical assistance work also includes:

- Glendale Heights Bicycle and Pedestrian Plan (Final plan approval phase)
- Round Lake Beach Bicycle and Pedestrian Plan (Recommendations phase)
- Alsip Bicycle and Pedestrian Plan (Existing conditions phase)
- Richmond Bicycle and Pedestrian Plan (Existing conditions phase)

- West Cook Bicycle and Pedestrian Plan (Existing conditions phase)
- Greater Ashburn Safety Action Plan (Initiation phase)

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. Essential information about improving accessibility can be found on this <u>CMAP webpage</u> and in the Accessible Communities newsletter. Receive the latest news by updating your subscriber preferences <u>here</u>.

CMAP has conducted 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 <u>CMAP website</u>.

Additionally, the U.S. Access Board has released a <u>series of videos</u> 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 <u>Northeastern Illinois Priority Investments</u>, a blueprint documenting the highestpriority 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. Additional <u>online resources</u> to provide communities and partners with the essential information they need to know about IIJA 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 <u>PART report</u> to the Governor and Illinois General Assembly. 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. Please contact <u>Jane Grover</u> 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 <u>Priority Climate Action Plan</u> 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 <u>this</u> <u>presentation</u> from the March CMAP Board meeting.

#### Explore the CMAP data hub

CMAP's <u>Data Hub</u> 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 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 <u>Community Data Snapshots</u> 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 <u>Land Use Inventory</u>, and updated estimated vehicle miles traveled per household. Staff has also created a <u>toolkit</u> to help communities share this information.

## **CMAP Legislative Update**

During the March Board meeting the CMAP Board approved language that <u>modernizes the Regional</u> <u>Planning Act</u> (RPA), CMAP's enabling legislation. CMAP is also seeking a <u>\$5 million appropriation</u> 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) <u>2020 Land Use Inventory</u>, 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 <u>Circular Letter 2024-08</u> outlining updates to joint funding agreements (BLR 05310 suite of agreements) due to Public Act 102-1092 that are **effective immediately**.

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: <u>BLR</u> <u>05310 PE</u> should be used for federally-funded engineering work, <u>BLR 05310 C</u> for federally-funded construction and construction engineering work, and <u>BLR 05310 S</u> 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 <u>website</u> before submitting!

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

On February 13, IDOT BLRS issued <u>Circular Letter 2024-04</u> 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 <u>website</u> before submitting!

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

On February 16, IDOT BLRS issued <u>Circular Letter 2024-05</u> 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.

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

Pavement and structure condition data, collected in 2022, is available on the IDOT website <u>here</u>. At the bottom of the page, you can download a zip file, which contains Excel and GIS layer packages containing the data.

## **USDOT Public Engagement Workshop Series**

The USDOT has announced <u>workshops</u> to engage transportation practitioners on ways to deliver opportunities for meaningful public engagement, as well as community leaders and members of the public on the transportation decision-making processes and how stakeholders can ensure their voices are heard.

Workshops will be held in-person in Chicago on July 30 and virtually later this summer.

Transportation professionals, community leaders, and members of the public are encouraged to join. Those interested in participating in either of these sessions should complete an interest form linked above to be notified when registration is open.

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

The IDOT <u>Vulnerable Road User Safety Assessment (VRUSA</u>) has been completed and is now available for download and use. The VRUSA contains the Department's efforts to help stakeholders identify programs and projects to address vulnerable road user safety through stakeholders' engagement and data analysis. It also outlines safety strategies based on the safe system approach with a profound

consideration for equity principles. It is 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 <u>VRUSA Dashboard</u> has been created that allows the user to view the results of the VRUSA data analysis in a way that can be filtered to specific areas of the state.

## **Funding Opportunities**

#### Federal Safe Streets and Roads for All Grant Applications Open

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

- 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.

## Local Highway Safety Improvement Program (HSIP) NOFO

On April 22, 2024, <u>Circular Letter 2024-13</u> was released announcing the availability of \$32 million for the FY 2026 Local HSIP program. For FY 26 consideration will be given to projects that include specific safety strategies that offer significant benefit to the reduction of fatal and serious injury crashes. Funding priority will be given to High Risk Rural Road (HRRR) projects, projects that protect vulnerable road users, and projects that address the 2022 Illinois Strategic Highway Safety Plan emphasis areas. A 10% local match is required for HSIP funding and fund must be obligated within two years of the Fiscal Year for which they are programmed. Right-of-way costs are typically not eligible.

More information and application materials are available on IDOT's <u>HSIP website</u>. Completed applications should be sent electronically to the appropriate District Local Roads and Streets Engineer no later than **5:00 p.m. on Friday, June 14, 2024**.

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

FHWA has announced a <u>Notice of Funding Opportunity</u> 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.** 

## Active Transportation Alliance ITEP Webinar Series

The Active Transportation Alliance will be hosting an informational webinar series for the 2024 ITEP funding cycle. The call for projects will be opening in **August 2024**, so now is a great time to start thinking about potential projects. Registration links will be available soon – for now, save the dates:

- Wednesday, July 10, 11:30 am to 1 pm
- Wednesday, August 21, 11:30 am to 1 pm
- Wednesday, September 11, 11:30 am to 1 pm

## **Training Opportunities**

## **IDOT D1 BLRS Contract Administration Seminar**

IDOT is hosting two training sessions on procedures and documentation at the IDOT District 1 Office in Schaumburg on May 20 and May 21 from 8 a.m. to 12 p.m. Space is limited! Please register by emailing your name, agency, contact info and preferred session date to <u>dot.d1.blrs@illinois.gov.</u> Contact your PL for more information.

## FHWA Learning Management System

FHWA's National Highway Institute launched its <u>Blackboard Learning Management System (LMS)</u> 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 <u>training</u> is now available online. For more information on how to navigate this training, along with 35+ additional trainings offered by T2 Center, please reference the <u>Getting Started Guide</u>. New users will need to contact <u>Barry.Kent@illinois.gov</u> for credentials.

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

The USDOT Climate Change Center is hosting a webinar series through June 2024 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 <u>USDOT</u> <u>Climate Change Center</u>.

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

- 5/21/2024: TIP changes due (August 2024 state letting and other changes)
- 5/31/2024: Pre-final plans due for projects targeting the November 2024 state letting
- 6/10/2024: Final agreements due for projects targeting the August 2024 state lettingFinal plans and draft agreements due for projects targeting the September 2024 stateletting

#### ###

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)
- <u>STP Active Program Management Policies</u>
- 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.



**News Release** 

Metra Media Relations 312-322-6776

## FOR IMMEDIATE RELEASE

# Metra to mark 40<sup>th</sup> birthday with free weekend, variety of other activities for riders

CHICAGO (May 15, 2024) – Metra's celebration of its 40<sup>th</sup> anniversary will start Monday, June 3, with a week of activities including a free weekend for riders on Saturday, June 8, and Sunday, June 9.

"Whether you have been riding Metra for 40 years or took your first ride today, we want to thank you," said Metra Executive Director Jim Derwinski. "And as we look to the past and celebrate four decades of serving the Chicago area's transportation needs, we are also looking to the future and making plans to continue that service for many more decades."

Metra marks its birthday on June 8, 1984. That was the date of the first meeting of the board of the newly formed Commuter Rail Division, created by Springfield a year earlier as part of a reform of the Regional Transportation Authority. That board adopted "Metra" in 1985 as a unifying name for all the disparate parts that made and still make up the commuter rail system in the region.

Activities in celebration of that 40<sup>th</sup> birthday include:

- Monday, June 3: Metra will ask its riders to share their favorite memories about riding Metra on social media.
- Tuesday, June 4: Customer Appreciation Day Metra will hand out a gift, including coupons from local businesses, to riders at downtown stations while supplies last.
- Wednesday, June 5: Metra will ask travel buddies to share photos of themselves on social media.
- Thursday, June 6: Metra's "Throwback Thursday" will include 80s trivia on social media.
- Friday, June 7: Metra will ask riders to share their favorite travel destinations on social media.
- Saturday, June 8, and Sunday, June 9: Travel on Metra will be completely free for all riders.

In addition to those activities, Metra has created a museum in a railcar that will travel to downtown stations this summer. That schedule will be announced later. Stay tuned for other  $40^{\text{th}}$  anniversary events and activities later this year. ####

## About Metra:

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**News Release** 

Metra Media Relations 312-322-6776

## FOR IMMEDIATE RELEASE

# Schedule changes coming June 3 to Milwaukee District North line

CHICAGO (May 13, 2024) – Metra will be updating the Milwaukee District North Line schedule beginning, Monday, June 3. The new schedule will add late evening service on the North Line and make schedule adjustments on other trains.

On June 3, train times and stopping patterns will be adjusted throughout the North Line schedule to more accurately reflect current operating conditions. This will result in changes to departure and arrival times across the schedule. Metra will also add Train #2160, a 10:30 p.m. departure from Fox Lake, and Train #2159, a 12:32 a.m. departure from Chicago Union Station. These new trains restore late night service that was discontinued during the pandemic.

Copies of the new schedule is attached to this release. Riders are encouraged to consult the new schedule to see if their trains are affected.

###

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# **Milwaukee District North Line**

## The below weekday schedule is effective June 3, 2024. Please check metra.com for updates and service alerts.

## WEEKDAY SCHEDULE

| 2102  | 2104   | 2106   | 2108   | 2110  | 2112  
   
  | 2116   | 2118  
   
   | 2120   | 2124   | 2126   | 2128  | 2130   | 2132   | 2134   | 2136  | 2138   | 2140   
   | 2142  | 2144  | 2146  | 2148  | 2150   | 2152   | 2156  | 2158  | 2160  
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   | PM  | PM  | PM  | PM  | PM   | PM   | PM  | PM  | PM  
   |
| 4:40  | 5:15   | 5:40   | 5:55   | 6:14  | 6:25  
   
  | 6:45   | 7:01  
   
   |  | 7:28   |  | 8:46  |  | 10:46  |  | 12:46   |  | 2:46   
   |   |   | 4:25  |   |  |  |   | 8:37  | 10:30   
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| f4:47 |  |  |  |   |   
   
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   |   |   |   |   |  |  |   |   | f10:37  
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| 4:51  | 5:26   |  | 6:06   |   | 6:36  
   
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   |  |  |  |   |  |  |  | 12:57   |  |  
   |   |   | 4:36  |   |  |  |   | 8:48  | 10:41   
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|       |  |  | 6:11   |   | 6:41  
   
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|       | 5:58   |  | 6:38   |   | 7:08  
   
  | 7:28   |   
   
   | 7:53   |  |  |   |  |  |  |   |  |  
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   | 8:04   | 8:26   |  |   |  |  |  |   |  |  
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| 6:22  | 6:44   | 7:13   | 7:24   | 7:47  | 7:53  
   
  | 8:14   | 8:34  
   
   | 8:39   | 9:01   | 9:32   | 10:28   | 11:28  | 12:28  | 1:28   | 2:28  | 3:28   | 4:28   
   | 5:17  | 5:33  | 6:12  | 6:32  | 7:07   | 8:07   | 9:04  | 10:24   | 12:17   
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  | 2113   | 2115  
   
   | 2117<br>PM   | 2119<br>PM   | 2121<br>PM   | 2123<br>PM  | 2125<br>PM   | 2127<br>PM   | 2131<br>PM   | 2133<br>PM  | 2135<br>PM   | 2139<br>PM   
   | 2141<br>PM  | 2143<br>PM  | 2145<br>PM  | 2147<br>PM  | 2151<br>PM   | 2153<br>PM   | 2155<br>PM  | 2157<br>PM  | <b>2159</b><br>AM   
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| 7:06  | 7:24   | 7:46   | 8:13   | 9:13  | 10:13   
   
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   | 5:59  | 6:14  | 6:33  | 7:13  | 8:13   | 9:13   | 10:26   | 11:41   | 1:13  
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| 7:10  | 7:28   | 7:50   | 8:17   | 9:17  | 10:17   
   
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   | 6:03  |   | 6:37  | 7:17  | 8:17   | 9:17   | 10:30   | 11:45   | 1:17  
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| 7:14  | 7:32   | 7:54   | 8:21   | 9:21  | 10:21   
   
  | 11:21  | 12:21   
   
   | 1:21   | 2:21   | 3:12   | 4:19  | 4:31   | 4:49   | 5:00   | 5:17  | 5:29   | 5:50   
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   | f2:05  |  | f3:56  |   | f5:13  |  | f5:42  |   | f6:11  | f6:32  
   |   | f7:02   |   | f8:05   | f9:05  | f10:05   | f11:18  | f12:33  | f2:05   
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|       | <ul> <li>4:40</li> <li>f4:44</li> <li>f4:47</li> <li>4:51</li> <li>4:56</li> <li>5:00</li> <li>5:06</li> <li>5:17</li> <li>5:23</li> <li>5:26</li> <li>5:30</li> <li>5:34</li> <li>5:41</li> <li>5:45</li> <li>5:50</li> <li>5:53</li> <li>5:57</li> <li>6:00</li> <li>6:04</li> <li>6:10</li> <li>6:22</li> </ul> 2101 AM 6:52 <ul> <li>6:35</li> <li>6:41</li> <li>6:45</li> <li>6:49</li> <li>6:52</li> <li>6:55</li> <li>6:59</li> <li>7:03</li> <li>7:06</li> <li>7:10</li> <li>7:14</li> <li>7:18</li> <li>7:21</li> </ul> | 4:405:15f4:44f5:19f4:47f5:224:515:264:565:315:005:355:065:415:175:525:235:585:265:306:035:345:356:145:505:536:145:505:576:006:046:106:326:226:447:037:036:456:556:556:556:597:197:036:597:197:037:067:247:147:327:187:367:297:458:018:07 | 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   6:56           4:50         5:31          6:11          6:44         7:05           5:06         5:41          6:21          6:51         7:11           5:17         5:52         6:08         6:32         6:42         7:02         7:22           5:23         5:58         6:14         6:38         6:48         7:03         7:13         7:33           5:26          6:17          6:59             5:33         6:09         6:29         6:49         7:03         7:19         7:39           5:41          6:44          7:18             5:57          6:44          7:18         <t< td=""><td>4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01         f4:44       f5:19        f6:02        f6:29       f6:49          4:51       5:26        6:06        6:36       6:56          4:55       5:31        6:15        6:41       7:01          5:00       5:35        6:15        6:51       7:11          5:06       5:41        6:21        6:51       7:11          5:17       5:52       6:08       6:32       6:42       7:02       7:29       7:29         5:26        6:17        6:51        7:38       7:33       7:42         5:34        6:22        7:06         7:53         5:45       6:14       6:36       6:54       7:10       7:24       7:44       7:57         5:50        6:41        7:15        8:02         5:57        6</td><td>4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01         f4:44       f5:19        f6:02        f6:29       f6:49          4:51       5:26        6:06        6:32       6:55          4:56       5:31        6:11        6:41       7:01          5:06       5:31        6:12        6:62       7:02       7:29       7:47         5:17       5:52       6:08       6:32       6:42       7:02       7:28       7:35       7:53         5:26        6:17        6:51         7:38          5:30       6:03       6:21       6:43       6:55       7:11       7:42       7:53         5:34        6:32        7:06        7:57       8:09         5:43       6:14       6:36       6:54       7:10       7:24       7:47       7:57       8:09          5:53        6:41        7:15        8:02       8</td><td>4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01       7:28         f4:44       f5:19        f6:29       f6:29       f6:49        f7:35         4:44       f5:19        f6:32       f6:32       f6:32       f6:32       f7:35         4:51       5:26        6:06        6:36       6:56        7:39         4:56       5:31        6:11        6:41       7:01        7:44         5:00       5:35        6:11        6:45       7:02       7:27       7:74       8:05         5:23       5:58       6:14       6:38       6:48       7:08       7:28       7:33       8:11         5:26        6:17        6:51        7:38        8:14         5:30       6:03       6:22        6:59        7:33       7:42       7:58       8:18         5:34        6:22        7:10       7:13       7:33        8:14         5:50      </td><td>4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01       7:28         4:44       f5:19        f6:29       f6:49        7:32         4:51       5:26        f6:06        6:36       6:56        7:39         4:51       5:26        6:11        6:44       7:01        7:34         5:00       5:33        6:15        6:51       7:11        7:48         5:10       5:35        6:14       6:32       6:42       7:00       7:22       7:73       8:11       8:33         5:26        6:17        6:51        7:38        8:14       8:38         5:30       6:03       6:22        6:51        7:33       7:42       7:58       8:18       8:40         5:34        6:51         7:33         8:18       8:40         5:34        6:44        7:10       7:24       7:44       7:57       8:13</td><td>4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01       7:28       8       8:46         4:44       f5:19        f6:22       f6:49        f7:35       f8:50         4:51       5:26        f6:06        6:36       6:56        7:35       f8:53         4:56       5:31        6:15        f6:44       7:01        7:48       9:02         5:00       5:35        6:32       6:42       7:02        7:48       9:02         5:00       5:35        6:51       7:11        7:48       9:05         5:17       5:52       6:08       6:32       6:42       7:02       7:22       7:47       8:05       8:18       8:36       9:32         5:30       6:03       6:21       6:43       7:08       7:38       7:53       8:18       8:34       9:36         5:34        7:36       7:53       8:18       8:44       9:44         5:44        7:53      </td><td>4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01       7:22       7:32       8:46         4:44       75:19        75:35        6:27       6:52        7:35       7:85         4:56       5:31        6:02        6:36       6:55        7:33       8:57         4:56       5:31        6:15        6:45       7:05        7:44       9:02       10:02         5:00       5:35        6:15        6:51       7:11        7:53       8:11       8:33       9:02       10:02         5:17       5:52       6:08       6:32       6:42       7:02       7:22       7:35       7:53       8:11       8:33       9:29       10:29         5:26        6:17        6:55       7:13       7:33       7:42       7:58       8:18       8:44       9:36       10:36         5:38       6:09       6:29       6:49       7:00       7:19       7:24       7:58       8:08       8:18       8:44       9:40       10:47</td><td>440       5:15       5:40       5:55       6:14       6:25       6:45       7:01       7:28       8:46       10:46         f4:44       f5:12      </td><td>440       5:15       5:40       5:55       6:14       6:25       6:64       7.01       7.28       8:46       10:46         f4:44       f5:12        f6:32       f6:52        77:35       8:50       f10:50         f4:51       5:26        6:06        6:32       f6:52        77:35       8:53       f10:50         5:55       5:31        6:11        6:44       7.01        7.44       9:02       10:02       11:02       12:02         5:00       5:35        6:15        6:54       7.05     
  7.48       9:02       10:02       11:02       12:20         5:05       5:54       6:08       6:32       6:44       7.02       7.22       7.29       7.44       8:05       9:32       10:23       11:23       12:23         5:26        6:17        6:51        7.33       7.42       7.88       8:14       8:46       9:40       10:40       11:40       12:40         5:34        6:32       6:49       7.03       7.39       7:39       8:14</td><td>4440       5:15       5:40       5:55       6:14       6:52       6:43       7:01       7:28       8:46       10:46       12:46         6:44       6:52        6:52       6:52        7:33       8:57       10:53       11:25         4:47       6:522        6:66        6:41       7:01        7:33       8:57       10:57       10:52       10:2       11:20       12:20         5:00       5:35        6:15        6:44       7:01        7:44       9:02       10:02       11:02       12:20       10:2       11:2       12:21&lt;</td><td>440       515       540       555       6:14       6:29       6:64       701       728       8:46       10.046       12246         16:44       15:22        15:59        16:29       16:30       10:55       10:55       122:53         14:51       5:26        16:32       16:52        773       18:33       10:57       122:57         4:56       5:36        6:11        6:41       701        744       10:02       10:02       11:02       12:02       10:02       2:05         5:00       5:35        6:11        6:41       701        733       8:18       8:06       10:06       11:05       12:28</td><td>4440       515       550       555       6.14       6.25       6.45       7.01       7.28       8.46       10.46       10.46       12.246       12.246       12.246         1444       15.22        67.02        16.25        17.33       17.33       17.33       10.57       11.25       12.26       13.22       12.23       &lt;</td><td>440       5:15       5:40       5:25       6:44       6:22       6:46       7:01       7:22       8:46       10:46       12:46       2:46         6:44       6:52        6:52        7:32       8:50       10:05       12:26       7:25       7:35         451       5:26        6:63       6:56        7:33       8:33       10:05       12:27       2:27       2:37         455       5:33        6:41       7:01        7:44       9:02       10:06       10:06       10:06       2:06       3:06       3:55         5:06       5:44        6:51       7:11        7:44       9:02       10:20       11:12       12:12       11:2       2:12       2:23       2:24       3:23       2:32       2:33       2:33       10:33       11:32       12:24       2:32       3:32       3:32       4:32       3</td><td>440       5:15       5:40       5:55       6:14       6:70       701       728       8:46       10:46       12:42       12:44       14:44</td><td>4440       5:15       5:40       5:55       6:16       6:20       6:49       7:11       7:28       8:46       10:46       11:46       7:246       7:26       8:46       10:46       7:246       7:26       7:26       7:26       7:27</td><td>4 44       5 33       5 40       5 55       6 41       6 42       7 01       7 28       8 46       10 26       12 26</td></t<><td>440       53:5       540       53:5       614       622       645       701       723       85:6       1055       12260       2260       423       1422         4544       51:5       602       -       63:3       65:2        71:3       85:3       105:5       123:5       72:3       74:5       74:5         451       53:6       -       63:1       -       64:3       701        74:4       902       1002       110:5       1227       227       23:7       43:5       44:1         53:8        613       -       643       701        744       905       1002       110:2       120       1227       227       23:7       63:8       44:8       64:1       64:8       65:8       701       77:7       75:9       91:0       101:0       111:1       12</td><td>440       515       540       555       614       625       643       701       703       703       783       784       7103       7126       7103       7113       7113       711       7103       711       7103       711       7103       711       711       711       711       713       711       713       711       713       711       713       711       713       711       713       711       713       711       713       711       713       711
      713       711       713       713       713       713       713       713       713       713       713       713       713       713       713       713       713       713       713</td><td>446       656       540       525       644       672       643       701       793       846       1050       1226       7850       646       742       747       <t< td=""><td>440       515       540       525       614       625       646       701       728       788       788       1050       11253       7230       642       643       641       643       641       643       641       643       641       643       641       643       641       643       641       643       641       643       641       643       641       644       &lt;</td></t<></td></td> | 4:40         5:15         5:40         5:55         6:14         6:25           f4:44         f5:19          f5:59          f6:32           4:51         5:26          6:06          6:36           4:56         5:31          6:11          6:41           5:00         5:35          6:15          6:45           5:06         5:41          6:21          6:51           5:17         5:52         6:08         6:32         6:42         7:08           5:23         5:58         6:14         6:32         6:42         7:00           5:24          6:17          6:51            5:30         6:03         6:21         6:43         6:55         7:13           5:34          6:32          7:06            5:41          6:32          7:18            5:53          6:44          7:15            6:00          6:51         - | 4:40         5:15         5:40         5:55         6:14         6:25         6:45           f4:44         f5:19          f5:59          f6:29         f6:49           f4:47         f5:22          f6:02          f6:32         f6:52           4:51         5:26          6:06          6:36         6:56           4:50         5:31          6:11          6:44         7:05           5:06         5:41          6:21          6:51         7:11           5:17         5:52         6:08         6:32         6:42         7:02         7:22           5:23         5:58         6:14         6:38         6:48         7:03         7:13         7:33           5:26          6:17          6:59             5:33         6:09         6:29         6:49         7:03         7:19         7:39           5:41          6:44          7:18             5:57          6:44          7:18 <t< td=""><td>4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01         f4:44       f5:19        f6:02        f6:29       f6:49          4:51       5:26        6:06        6:36       6:56          4:55       5:31        6:15        6:41       7:01          5:00       5:35        6:15        6:51       7:11          5:06       5:41        6:21        6:51       7:11          5:17       5:52       6:08       6:32       6:42       7:02       7:29       7:29         5:26        6:17        6:51        7:38       7:33       7:42         5:34        6:22        7:06         7:53         5:45       6:14       6:36       6:54       7:10       7:24       7:44       7:57         5:50        6:41        7:15        8:02         5:57        6</td><td>4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01         f4:44       f5:19        f6:02        f6:29       f6:49          4:51       5:26        6:06        6:32       6:55          4:56       5:31        6:11        6:41       7:01          5:06       5:31        6:12        6:62       7:02       7:29       7:47         5:17       5:52       6:08       6:32       6:42       7:02       7:28       7:35       7:53         5:26        6:17        6:51         7:38          5:30       6:03       6:21       6:43       6:55       7:11       7:42       7:53         5:34        6:32        7:06        7:57       8:09         5:43       6:14       6:36       6:54       7:10       7:24       7:47       7:57       8:09          5:53        6:41        7:15        8:02       8</td><td>4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01       7:28         f4:44       f5:19        f6:29       f6:29       f6:49        f7:35         4:44       f5:19        f6:32       f6:32       f6:32       f6:32       f7:35         4:51       5:26        6:06        6:36       6:56        7:39         4:56       5:31        6:11        6:41       7:01        7:44         5:00       5:35        6:11        6:45       7:02       7:27       7:74       8:05         5:23       5:58       6:14       6:38       6:48       7:08       7:28       7:33       8:11         5:26        6:17        6:51        7:38        8:14         5:30       6:03       6:22        6:59        7:33       7:42       7:58       8:18         5:34        6:22        7:10       7:13       7:33        8:14         5:50      </td><td>4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01       7:28         4:44       f5:19        f6:29       f6:49        7:32         4:51       5:26        f6:06        6:36       6:56        7:39         4:51       5:26        6:11        6:44       7:01        7:34         5:00       5:33        6:15        6:51       7:11        7:48         5:10       5:35        6:14       6:32       6:42       7:00       7:22       7:73       8:11       8:33         5:26        6:17        6:51        7:38        8:14       8:38         5:30       6:03       6:22        6:51        7:33       7:42       7:58       8:18       8:40         5:34        6:51         7:33         8:18       8:40         5:34        6:44        7:10       7:24       7:44       7:57       8:13</td><td>4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01       7:28       8       8:46         4:44       f5:19        f6:22       f6:49        f7:35       f8:50         4:51       5:26        f6:06        6:36       6:56        7:35       f8:53         4:56       5:31        6:15        f6:44       7:01        7:48       9:02         5:00       5:35        6:32       6:42       7:02        7:48       9:02         5:00       5:35        6:51       7:11        7:48       9:05         5:17       5:52       6:08       6:32       6:42       7:02       7:22       7:47       8:05       8:18       8:36       9:32         5:30       6:03       6:21       6:43       7:08       7:38       7:53       8:18       8:34       9:36         5:34        7:36       7:53       8:18       8:44       9:44         5:44        7:53      </td><td>4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01       7:22       7:32       8:46         4:44       75:19        75:35        6:27       6:52        7:35       7:85         4:56       5:31        6:02        6:36       6:55        7:33       8:57         4:56       5:31        6:15        6:45       7:05        7:44       9:02       10:02         5:00       5:35        6:15        6:51       7:11        7:53       8:11       8:33       9:02       10:02         5:17       5:52       6:08       6:32       6:42       7:02       7:22       7:35       7:53       8:11       8:33       9:29       10:29         5:26        6:17        6:55       7:13       7:33       7:42       7:58       8:18       8:44       9:36       10:36         5:38       6:09       6:29       6:49       7:00       7:19       7:24       7:58       8:08       8:18       8:44       9:40       10:47</td><td>440       5:15       5:40       5:55       6:14       6:25       6:45       7:01       7:28       8:46       10:46         f4:44       f5:12      </td><td>440       5:15       5:40       5:55       6:14       6:25       6:64       7.01       7.28       8:46       10:46         f4:44       f5:12        f6:32       f6:52        77:35       8:50       f10:50         f4:51       5:26        6:06        6:32       f6:52        77:35       8:53       f10:50         5:55       5:31        6:11        6:44       7.01        7.44       9:02       10:02       11:02       12:02         5:00       5:35        6:15        6:54       7.05        7.48       9:02       10:02       11:02       12:20         5:05       5:54       6:08       6:32       6:44       7.02       7.22       7.29       7.44       8:05       9:32       10:23       11:23       12:23         5:26        6:17        6:51        7.33       7.42       7.88       8:14    
  8:46       9:40       10:40       11:40       12:40         5:34        6:32       6:49       7.03       7.39       7:39       8:14</td><td>4440       5:15       5:40       5:55       6:14       6:52       6:43       7:01       7:28       8:46       10:46       12:46         6:44       6:52        6:52       6:52        7:33       8:57       10:53       11:25         4:47       6:522        6:66        6:41       7:01        7:33       8:57       10:57       10:52       10:2       11:20       12:20         5:00       5:35        6:15        6:44       7:01        7:44       9:02       10:02       11:02       12:20       10:2       11:2       12:21&lt;</td><td>440       515       540       555       6:14       6:29       6:64       701       728       8:46       10.046       12246         16:44       15:22        15:59        16:29       16:30       10:55       10:55       122:53         14:51       5:26        16:32       16:52        773       18:33       10:57       122:57         4:56       5:36        6:11        6:41       701        744       10:02       10:02       11:02       12:02       10:02       2:05         5:00       5:35        6:11        6:41       701        733       8:18       8:06       10:06       11:05       12:28</td><td>4440       515       550       555       6.14       6.25       6.45       7.01       7.28       8.46       10.46       10.46       12.246       12.246       12.246         1444       15.22        67.02        16.25        17.33       17.33       17.33       10.57       11.25       12.26       13.22       12.23       &lt;</td><td>440       5:15       5:40       5:25       6:44       6:22       6:46       7:01       7:22       8:46       10:46       12:46       2:46         6:44       6:52        6:52        7:32       8:50       10:05       12:26       7:25       7:35         451       5:26        6:63       6:56        7:33       8:33       10:05       12:27       2:27       2:37         455       5:33        6:41       7:01        7:44       9:02       10:06       10:06       10:06       2:06       3:06       3:55         5:06       5:44        6:51       7:11        7:44       9:02       10:20       11:12       12:12       11:2       2:12       2:23       2:24       3:23       2:32       2:33       2:33       10:33       11:32       12:24       2:32       3:32       3:32       4:32       3</td><td>440       5:15       5:40       5:55       6:14       6:70       701       728       8:46       10:46       12:42       12:44       14:44</td><td>4440       5:15       5:40       5:55       6:16       6:20       6:49       7:11       7:28       8:46       10:46       11:46       7:246       7:26       8:46       10:46       7:246       7:26       7:26       7:26       7:27</td><td>4 44       5 33       5 40       5 55       6 41       6 42       7 01       7 28       8 46       10 26       12 26</td></t<> <td>440       53:5       540       53:5       614       622       645       701       723       85:6       1055       12260       2260       423       1422         4544       51:5       602       -       63:3       65:2        71:3       85:3       105:5       123:5       72:3       74:5       74:5         451       53:6       -       63:1       -       64:3       701        74:4       902       1002       110:5       1227       227       23:7       43:5       44:1         53:8        613       -       643       701        744       905       1002       110:2       120       1227       227       23:7       63:8       44:8       64:1       64:8       65:8       701       77:7       75:9       91:0       101:0       111:1       12</td> <td>440       515       540       555       614       625       643       701       703       703       783       784       7103       7126       7103       7113       7113       711       7103       711       7103       711       7103       711       711       711       711       713       711       713       711       713       711       713       711       713       711       713       711       713       711       713       711       713       711       713       711       713       713       713       713       713       713       713       713       713       713       713       713       713       713       713       713       713</td> <td>446       656       540       525       644       672       643       701       793       846    
  1050       1226       7850       646       742       747       <t< td=""><td>440       515       540       525       614       625       646       701       728       788       788       1050       11253       7230       642       643       641       643       641       643       641       643       641       643       641       643       641       643       641       643       641       643       641       643       641       644       &lt;</td></t<></td> | 4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01         f4:44       f5:19        f6:02        f6:29       f6:49          4:51       5:26        6:06        6:36       6:56          4:55       5:31        6:15        6:41       7:01          5:00       5:35        6:15        6:51       7:11          5:06       5:41        6:21        6:51       7:11          5:17       5:52       6:08       6:32       6:42       7:02       7:29       7:29         5:26        6:17        6:51        7:38       7:33       7:42         5:34        6:22        7:06         7:53         5:45       6:14       6:36       6:54       7:10       7:24       7:44       7:57         5:50        6:41        7:15        8:02         5:57        6 | 4:40       5:15       5:40       5:55       6:14       6:25       6:45       7:01         f4:44       f5:19        f6:02        f6:29       f6:49          4:51       5:26        6:06        6:32       6:55          4:56       5:31        6:11        6:41       7:01          5:06       5:31        6:12        6:62       7:02       7:29       7:47         5:17       5:52       6:08       6:32       6:42       7:02       7:28       7:35       7:53         5:26        6:17        6:51         7:38          5:30       6:03       6:21       6:43       6:55       7:11       7:42       7:53         5:34        6:32        7:06        7:57       8:09         5:43       6:14       6:36       6:54       7:10       7:24       7:47       7:57       8:09          5:53        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Flag Stop - Stops to discharge passengers on notice to conductor and to pick-up passengers on station platform visible to engineers.

Due to midday maintenance, trains with this logo displayed underneath may be delayed passing through work zones. To check if a construction project might impact your trip, please visit https://metra.com/constructionnotices





## Pace Ridership Surges to 78% of Pre-Pandemic Levels

## **Press Release**

DATE ISSUED Thursday, 05/16/2024

Continued recovery anticipated with June 2 service enhancements

ARLINGTON HEIGHTS, IL – Pace is seeing more and more riders use its system, earning back a large portion of its pre-pandemic ridership, with more service enhancements, increased weekend service, and efficiencies on the way.

At yesterday's meeting of the Pace Board of Directors, encouraging post-pandemic ridership and service updates underscored the progress Pace is making to attract new and existing riders to its family of services. The average weekday ridership in April 2024 throughout Pace's system was approximately 78 percent of pre-pandemic weekday ridership in April 2019. Furthermore, Pace saw its ADA paratransit ridership fully return to its pre-pandemic level this past March.

"Pace's ridership numbers are trending in the right direction, and we are seeing the benefits of our staff's hard work and dedication to respond to the pandemic and develop innovative service improvements," said Pace Executive Director Melinda Metzger. "Ever since the pandemic began, we've launched new transportation options and focused on creating a more efficient system that can best serve our passengers' evolving needs, and we're seeing our riders respond accordingly."

New options like the Pulse Dempster rapid transit line and Pace's Rideshare Access Program (RAP), which began this past winter, provide our riders with responsive and frequent service. RAP gives ADA-certified paratransit riders a discounted rideshare option to travel destinations throughout Pace's six-county service area for the first time.

Additional service enhancements and efficiencies are on the way. During the meeting, Board Directors discussed several pilot programs, effective in June, designed to serve increased ridership on the weekends.

Due to higher levels of Sunday riders, Pace Route 318 soon will begin service one hour earlier on Sundays and end one hour later, along with increased frequency — with buses being available approximately every 20 to 30 minutes.



The change is a part of a pilot program that takes effect Sunday, June 2. Route 318 mainly operates along North Avenue, between the CTA Blue Line Forest Park Transit Center and Northlake Commons in west suburban Northlake.

As part of that same pilot program, weekend service and frequency along Pace Route 381 in the south suburbs also will increase due to high ridership totals.

Saturday service will begin a half-hour earlier and end an hour-and-a-half later. Sunday service will begin two hours earlier and end one hour later. The frequency of Route 381 service also will increase on weekends and weekdays — with buses being available approximately every 20 to 30 minutes, depending on the day. Route 381 mainly operates along 95th Street between the CTA Red Line 95th/Dan Ryan Station and Moraine Valley Community College in Palos Hills.

Effective June 2, Pace Route 332 also will have four more overnight trips on weekdays, Saturdays, and Sundays to provide service to late-night riders, especially third-shift workers who need to connect to the cargo area south of O'Hare International Airport from the CTA Blue Line station in Rosemont and vice versa.

"We are encouraged by the latest service enhancements and ridership numbers," said Pace Chairman Rick Kwasneski. "It's a new world when it comes to travel postpandemic, and Pace continues to work within its resources and adapt to meet our riders' needs for public transportation that's accessible around the clock."

For more information on Pace's services, visit www.pacebus.com/service-types.

###

**Pace Suburban Bus** safely and efficiently moves people to work, school, and other regional destinations with its family of public transportation services. Pace offers affordable and environmentally responsible transit options for the residents of 274 municipalities in Cook, Will, DuPage, Kane, Lake and McHenry counties. The backbone of Chicago's suburbs, Pace serves tens of thousands of daily riders. One of the largest bus services in North America, Pace covers 3,677 square miles, an area nearly the size of the state of Connecticut and about 15 times the size of the City of Chicago. Pace's innovative approach to public transportation gives the agency a national reputation as an industry leader.

Media Contact Maggie Daly Skogsbakken Maggie.Daly@PaceBus.com



## Local Government Update

175 W Jackson Blvd Suite 1550 Chicago, IL 60604

312 913 3200 rtachicago.org

## May 2024 Update

## Transportation Tuesday webinar series returns May 28

The RTA is bringing back Transportation Tuesday, its popular four-part webinar series each Tuesday May 28–June 18 from noon to 1:30 p.m. The free, virtual sessions will allow attendees to hear from experts, ask questions, and learn about hot topics in transportation planning as they relate to implementation of the RTA's regional transit strategic plan, *Transit is the Answer*. The Transportation Tuesday series will include regional and national leaders, along with RTA staff leading discussions about the opportunities, challenges, and resources available to the Chicago region.

- May 28: Improving and expanding the transit system strategically: How capital projects are advancing equity, sustainability, and accessibility. <u>Register here</u>.
- June 4: Parking mandates and TOD: How minimum parking requirements impact land use, housing, and development. <u>Register here</u>.
- June 11: Building transit friendly streets and advancing bus rapid transit: Lessons from peer regions. <u>Register here</u>.
- June 18: Transit's operating funding crisis: How major metro areas are changing the way transit is funded post-COVID. <u>Register here</u>.

## RTA leads regional application for \$375 million to transform transit and fight climate change

The RTA is seeking \$375 million in federal grant funding to fight climate change in the Chicago region. <u>"Transforming Transit: Accelerating a Zero-Emission Fleet in the Chicago region"</u> would allow CTA, Metra, and Pace to purchase and deploy state-of-the-art electrification technology benefiting riders and residents over four counties, with a focus on communities overburdened by poor air quality and related health effects. The RTA has received letters of support from the full Chicago area U.S. Congressional Delegation and a diverse, bipartisan group of state and local officials, as well as from advocacy and community groups supportive of the initiative.



## Local Government Update

175 W Jackson Blvd Suite 1550 Chicago, IL 60604

312 913 3200 rtachicago.org The project was submitted as part of the U.S. EPA's Climate Pollution Reduction Grant (CPRG) program, which made \$4.6 billion available through competitive implementation grants under the Inflation Reduction Act to fund projects that will reduce regional carbon emissions. CTA, Metra, and Pace each applied for \$125 million to electrify their fleets, allowing them to deliver service that is not only cleaner but also more reliable and useful for trips throughout the day.

# RTA works with business community to promote opportunity for workers to pay for transit pre-tax

<u>P.A. 103-281</u> expands the pre-tax <u>Transit Benefit Program</u> to more workplaces across the RTA service region, requiring employers with 50 or more full-time employees and located within one mile of fixed-route transit service to allow their workers to pay for transit pre-tax. The RTA is available to assist local employers, chambers of commerce, and other business groups with the enrollment process and maintains a <u>searchable map</u> of businesses affected by the new law. A <u>communications toolkit</u> is also available online. If enrolling in the program offered by the RTA before June 30, businesses can see their first three months of administrative fees waived.

## RTA funds help local communities improve access to transit and promote development near stations and stops

Every year, the RTA's Local Planning department assists local governments throughout northeastern Illinois on projects that strengthen the region's transit system through two programs: <u>Community Planning</u> and <u>Access to Transit</u>. These programs provide funding and technical assistance for local governments to plan for and create pedestrian friendly, multi-modal, equitable, and accessible communities.

The RTA recently published its <u>2023 Local Planning Implementation Story Map</u>, an interactive report of 21 RTA-supported projects around the region that are starting soon, in progress, or recently completed.

In 2023, the RTA celebrated the award of over \$2.4 million in federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds that will support a program of seven transportation infrastructure projects that will deliver new sidewalk, ADA-compliant curb ramps, and a mobility hub in communities throughout the region. Learn more in the interactive report and on the RTA <u>Connections Blog</u>.

#### ATTACHMENT F

NORTHWEST MUNICIPAL CONFERENCE 1600 East Golf Road, Suite 0700 Des Plaines, Illinois 60016 (847) 296-9200 • Fax (847) 296-9207 www.nwmc-cog.org



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

MEMBERS Antioch	TO:	NWMC Transportation Committee
Arlington Heights		
Bannockburn	FROM:	NWMC Transportation Staff
Barrington		
Bartlett		
Buffalo Grove	DATE:	May 30, 2024
Deer Park		
Deerfield		
Des Plaines	RE:	Metropolitan Mobility Authority Act and Highlighted Provisions
Elk Grove Village		
Evanston		

## Metropolitan Mobility Authority (MMA)

The Metropolitan Mobility Authority Act (HB5329) proposes to consolidate the RTA and service boards into a single transit agency under the auspices of a nineteen-member board. While the structure of the MMA board is similar to the current RTA board, there are some differences. The MMA board includes three appointments by the Governor and changes Cook County's board member appointment process to be identical to the collar counties, with appointments made by the county executive and confirmed by the county board. Currently, four of the five Cook County RTA Board appointments are made by suburban members of the county board. The approval authority under the MMA board also appears to differ from that of the RTA by requiring a simple majority rather than super-majority vote.

The Act also confers new authorities and powers upon the agency. The MMA can participate in residential and commercial development near public transit stations and routes via a new internal office to promote and fund transit-oriented development and transit-supportive projects. Existing grant programs are consolidated into two new incentive funds. The Act also emphasizes more objective and transparent decision-making through performance standards and measures. This transparency also extends to the MMA board, executives and staff by requiring publication of the number of transit trips taken by board members as well as potential for establishing minimum system usage. The Act also establishes a transit ambassador program alongside existing police authority, regular performance audits by the Auditor General, and formalization of bus rapid transit service as an option available for deployment by the Authority.

NWMC staff have highlighted some of the legislation's provisions below.

Ε Fox Lake Glencoe Glenview Grayslake Hanover Park **Highland Park** Hoffman Estates Kenilworth Lake Bluff Lake Forest Lake Zurich Libertvville 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

## Article II. Creation and Organization

- Section 2.04. Board of Directors
  - o 3 Directors appointed by the Governor with the advice and consent of the Senate
  - 5 Directors appointed by the Mayor of the City of Chicago with the advice and consent of the City Council of the City of Chicago, one of whom shall be the Commissioner of the Mayor's Office for People with Disabilities
  - 5 Directors appointed by the President of the Cook County Board of Commissioners with the advice and consent of the members of the Cook County Board of Commissioners
  - 1 Director appointed by each of the chairs of the county boards of DuPage, Kane, Lake, McHenry, and Will counties with the advice and consent of their respective county boards for a total of 6
  - o Nonvoting Directors the Secretary of Transportation or the Secretary's designee, the Chair of the Board of Directors of the Illinois State Toll Highway Authority or the Chair's designee, a representative of organized labor appointed by the Governor, a representative from the business community in the metropolitan region appointed by the voting members of the Board, a representative from the disability community, appointed by the voting members of the Board after consulting with at least 3 organizations in the disability community in the metropolitan region selected by the Board and the Chair of the Citizens Advisory Board established by Section 2.12.
- Section 2.05. Director Qualifications
  - The Director cannot be an officer, board member, trustee, or employee of a transportation agency or employee of the State of Illinois or any state department/agency.
  - Directors must have diverse and substantial relevant experience in overseeing regional public transportation, including backgrounds in urban and regional planning, large capital project management, labor relations, business management, public administration, transportation, and community organizations.
- Section 2.07. Board Chair
  - The Chair of the Board is appointed by the other Directors for a 5-year term and cannot be one of the Directors. The Chair must be a resident of the metropolitan region and can be replaced by the Directors at any time.
  - The Board selects a Secretary and a Treasurer and may appoint other officers as needed. The Secretary, Treasurer, and other officers may be, but do not have to be, members of the Board.
- Section 2.10. Meetings
  - The Board sets meeting times and locations, accessible by public transit, in accordance with the Open Meetings Act. Records are available for public examination, with reasonable regulations.
  - A majority of members constitutes a quorum for decisions, and actions require a majority vote of voting members present and voting.
  - Open meetings are broadcasted live on the Board's website via high-speed Internet, with recordings posted afterward as public records, maintaining compliance with the Open Meetings Act.
- Section 2.12. Citizen Advisory Board

- The Board appoints 5-15 members to the Citizen Advisory Board, including at least one representative for transit riders with disabilities.
- The Citizen Advisory Board meets at least quarterly to advise the Board on the impact of its policies and programs on metropolitan communities.

## **Article III. Transition**

- Section 3.02. Consolidation
  - The Chicago Transit Authority, the Commuter Rail Division and the Suburban Bus Division of the Regional Transportation Authority, and the Regional Transportation Authority are consolidated into the Authority and the Service Boards are abolished
  - To the fullest extent allowed by applicable law, the Authority shall succeed to all the rights, assets, franchises, contracts, property, and interests of every kind of the consolidated entities, including all rights, powers, and duties of the Commuter Rail Division with respect to the Northeast Illinois Regional Rail Passenger Corporation.
  - All fines, penalties, and forfeitures incurred or imposed for the violation of any ordinance of a consolidated entity shall be enforced or collected by the Authority.
  - The title to and possession of all land, property, and funds of every kind owned by or in which a consolidated entity possesses an interest shall not revert or be impaired but shall be vested in the Authority to the same extent and subject to the same restrictions, if any, applicable to the land, property, and funds.
  - The directors of the Regional Transportation Authority on the effective date of this Act shall serve as temporary Directors of the Authority until their successors are appointed pursuant to Section 5.01.

#### Article IV. Powers

- Section 4.01 Responsibility for public transportation
  - Responsibilities include planning, standards, level of service, budgeting, transit integration coordination, operation, an integrated fare system, design and construction oversight, and residential or commercial development or participation to facilitate transit usage.
- Section 4.05. Fares and nature of service
  - The Authority shall develop and implement a regionally coordinated and consolidated fare collection system.
  - At least once every 2 years, the Authority shall assess the need to make fare adjustments considering inflation, budgetary needs, and other relevant policy considerations. The Board shall, by ordinance, retain the existing fare structure or adopt a revised fare structure. The Authority shall take reasonable steps to get public input as part of its assessment, and the Board shall conduct a public hearing before adopting its fare structure ordinance.
- Section 4.07. Bus Rapid Transit
  - The Authority aims to enhance public transportation in the metropolitan region through Bus Rapid Transit (BRT) services, utilizing expressways, tollways, and other roadways. Collaboration with the Department of Transportation and the Illinois State Toll Highway Authority is crucial for effective BRT implementation. Together, they will assess and refine BRT operations and explore technology options for shared BRT lanes, generating revenue for construction and operation of public transportation facilities. Additionally, the Authority will research and implement various vehicle, infrastructure, and intelligent

transportation systems to enhance the safety and quality of public transportation on roadways in the metropolitan region.

- Section 4.09. Eminent Domain
  - The Authority may take and acquire possession by eminent domain of any property or interest in property which the Authority may acquire under this Act. The power of eminent domain may be exercised by ordinance of the Authority and shall extend to all types of interests in property, both real and personal, including, without limitation, easements for access purposes to and rights of concurrent usage of existing or planned public transportation facilities, whether the property is public property or is devoted to public use and whether the property is owned or held by a public transportation agency, except as specifically limited by this Act.
  - The Authority may not exercise quick-take authority provided in Article 20 of the Eminent Domain Act providing for immediate possession in such proceedings and except that those provisions of Section 10-5-10 of the Eminent Domain Act requiring prior approval of the Illinois Commerce Commission in certain instances shall apply to eminent domain proceedings by the Authority only as to any taking or damaging by the Authority of any real property of a railroad not used for public transportation or of any real property of other public utilities.
  - The right of eminent domain may be exercised over property used for public park purposes, for State forest purposes, or for forest preserve purposes with the approval of the Board, after public hearing and a written study done for the Authority, that such taking is necessary to accomplish the purposes of this Act, that no feasible alternatives to such taking exist, and that the advantages to the public from such taking exceed the disadvantages to the public of doing so.
- Section 4.12. Limitations on Authority powers
  - Cannot use eminent domain to interfere with freight or passenger rail service.
  - Cannot prohibit private service of public transportation.
  - Responsible for all costs and expenses of utility removal or relocation.
- Section 4.21. Research and development
  - Encourages innovation and collaboration, with a focus on regional, state, and national transportation authorities.
  - This specifically does not mention local governments.
- Section 4.23. Bikeways and trails
  - Provides authority to develop bikeways and paths connecting to transit. It requires collaboration with local governments, but MMA can initiate projects.
- Section 4.26. City-Suburban Mobility Innovations Program
  - Local competitive grant program similar to RTA's Access to Transit program. Focuses on last-mile connections initiated by transit agencies or local governments.
- Section 4.27. Transit-Supportive Development Incentive Program
  - Local competitive grants program, focused on policy, capital and operating improvements, focused on high per capita ridership areas.

- Section 4.29. Planning Activities
  - Places responsibility onto the MMA for transit-adjacent environmental and alternative assessments. Saves local governments cost of doing these evaluations themselves.

## Article V. Accountability

- Section 5.02. System usage requirements
  - Publishes number of public transit trips and establishes ridership requirements for and by the Board.
  - Provides ability to require transit usage by MMA executives and staff.
- Section 5.07. Strategic Plan
  - Every 5 year with at least 1 meeting per county. Ensures there is compatibility with CMAP regional planning and does not duplicate CMAP's work.
  - Requires consultation with local government DOTs. Provides for use of CMAP staff to accomplish strategic plan.
  - o Plan must include status and projection of pension, cash, and debt accounts.
- Section 5.08. Prioritization process for transit capital projects
  - Focus on access to key destinations, reliability, capacity, safety, and state of good repair.
  - Results in an annual report to General Assembly on capital project status.
- Section 5.09. Five-Year Capital Program
  - Prioritizes state of good repair projects.
  - Requires consultation with CMAP.
- Section 5.11. Service Standards
  - Requires MMA to compare itself with global peer cities rather than national peer cities, establishes standards for transit services.
  - Requires a transition from commuter rail to regional rail.
  - Transit service will be dependent on density of residency, employment, road network, sidewalk availability.
  - Local governments can request higher service levels. This will automatically be considered if transit service zoning changes are made.
  - Also provides reporting on performance versus service standards.
- Section 5.19. Opt out
  - Termination in the collar counties requires a referendum.
  - All taxes collected after termination are prioritized first towards commuter rail, then legally-required provision of public transportation. If no commuter rail, then all taxes are provided to the county for legally-required public transportation purposes.

## **Article VI. Finances**

- Section 6.02. Taxes
  - Enables MMA to enact motor fuel tax, highway use tax, parking tax, and retailers occupancy tax.
  - o MMA cannot have both a parking tax and retailers occupancy tax simultaneously
  - o 1.25% Cook, 0.75% collars
  - Section 6.03 Gross receipts tax-automobile rental
    - o 1% Cook, 0.25% collars

## Article VII. Office of Transit-Oriented Development

- Section 7.01. Intent
  - Increase residential and employment opportunities near transit, make transit more valuable for development, and increase transit availability
- Section 7.03. Establishment of the Office of Transit-Oriented Development and Transit-Supportive Development Fund.
  - Eligible projects include conversion of non-residential to residential, conversion of parking lots, development of workforce housing, mixed-use housing.
  - Local governments need site control or likely ability to obtain control to apply.
  - MPOs can carry out actions.
- Section 7.04. Transit support overlay districts
  - Communities that want to see these development funds need to adopt a transit-supportive zoning overlay or better.

#### ATTACHMENT G

NORTHWEST MUNICIPAL CONFERENCE 1600 East Golf Road, Suite 0700 Des Plaines, Illinois 60016 (847) 296-9200 • Fax (847) 296-9207 www.nwmc-cog.org



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

8:30 a.m. - NWMC Offices/videoconference

8:30 a.m. – NWMC Offices/videoconference

MEMBERS Antioch	TO:	NWMC Transportation	n Committee							
Arlington Heights Bannockburn Barrington Bartlett	FROM:	NWMC Transportation Staff								
Buffalo Grove Deer Park Deerfield	DATE:	May 30, 2024								
Des Plaines	RE:	NWMC Transportatior	Committee Meeting Dates for 2024-2025							
Elk Grove Village Evanston Fox Lake Glencoe Glenview Grayslake Hanover Park Highland Park Hoffman Estates	Below are the NWMC monthly Transportation Committee meeting dates for 2024-2025. All meetings will be held at the NWMC Offices at Oakton Community College, 1600 E. Golf Road, Suite 0700 in Des Plaines, with videoconference options so that meetings can take place in a hybrid format.									
Kenilworth Lake Bluff Lake Forest Lake Zurich Libertyville Lincolnshire Lincolnwood Morton Grove Mount Prospect Niles Northbrook	Thursday Thursday Thursday Thursday Thursday Thursday Thursday Thursday	September 26, 2024 October 24, 2024 November 21, 2024 December 19, 2024 January 23, 2025 February 27, 2025 March 27, 2025	8:30 a.m. – NWMC Offices/videoconference 8:30 a.m. – NWMC Offices/videoconference							

Northbrook Northfield Northfield Township Palatine Park Ridge Prospect Heights Rolling Meadows Schaumburg Skokie Streamwood Vernon Hills West Dundee Wheeling Wilmette Winnetka

Thursday

Thursday

April 24, 2025

May 22, 2025

President Tom Dailly Schaumburg

Vice-President Rodney Craig Hanover Park

Secretary Donna Johnson Libertyville

*Treasurer* John Lockerby Skokie

Executive Director Mark L. Fowler

# **ITEP & SRTS Grant Resources**

See below for resources related to IDOT's Illinois Transportation Enhancement Program (ITEP) funding opportunity.

## 2024 Illinois Transportation Enhancement Program (ITEP)

In 2024 the **Illinois Transportation Enhancement Program (ITEP)** will be open beginning of August through September and provide **\$140 million in state and federal funding for walking, biking, and trail projects around the state.** 

Through the Illinois State Physical Activity and Nutrition Program and funding from the Centers for Disease Control and Prevention, the Active Transportation Alliance and Illinois Public Health Institute (IPHI) are partnering with the Illinois Department of Transportation (IDOT) to help build the capacity of communities to successfully apply for ITEP funds.

Please join us for our **3-part webinar series** this summer to learn more about the grant program and application process.

This page will be updated as new recordings and resources become available. Additionally, below are webinars recordings and answers to frequently asked questions from the 2022 and 2020 ITEP grant cycle.

## **2024 ITEP Webinar Registration**

- Webinar Part 1: ITEP basics, eligibility criteria, what's new, and best practices
  - Wednesday, July 10, 11:30 am to 1 pm register here
- Webinar Part 2: Scoring, application walk through, Q&A with IDOT staff
  - Wednesday, August 21, 11:30 am to 1 pm register here
- Webinar Part 3 Q&A with IDOT staff
  - Wednesday, September 11, 11:30 am to 1 pm register here

## **Trail Grant Eligibility Requirements - Rails to Trails Conservancy**

California's Richmond Greenway | Photo courtesy RTC

RTC's <u>trail grant programs</u> supports organizations at all levels—from local and national nonprofits to public agencies—with a focus on community-based leadership and engagement and long-term impact.

In 2024, RTC will award approximately \$200,000 to organizations and local agencies that are working to develop and connect equitable trail networks. To support a wide variety of projects and programs that reflect elements of the <u>TrailNation Playbook</u>, grant amounts will range between \$5,000 and \$25,000.

## 2024 Trail Grants

The grant application period is currently open. <u>Apply for grants</u> by June 9 at 11:59 p.m. Eastern Time.

Learn more about <u>eligibility requirements</u>.

## **Timeline and Grant Accountability**

- May 9, 2024 Online Application process opens
- June 9, 2024 Application must be submitted by 11:59 p.m. Eastern Time
- Fall 2024 RTC will announce grants
- September 31, 2025 Final Project Report due to RTC

## **Grant Eligibility Requirements**

RTC will review and evaluate all applications and award grants to projects based on the following criteria:

Project should support one or more of the following strategies in the <u>TrailNation Playbook</u> listed below.

- <u>Project Vision</u> (e.g. developing a local or regional vision)
- <u>Coalition Building</u> (e.g. cultivating stakeholder and political support)
- <u>Gap-filling Strategy</u> (e.g. acquisition strategies)
- <u>Mapping and Analytics</u> (e.g. mapping the network, equitable connectivity analysis)
- <u>Investment Strategy</u> (e.g. securing matching funds, identifying and pursuing funding opportunities)
- <u>Engagement</u> (e.g. inclusive community engagement, user activation, and events)

**The project must serve or plan to serve multiple user types** (e.g., bicycling, walking/hiking or horseback riding) and be considered a rail-trail, greenway, multi-use trail or shared-use path.

Projects must be initiated by September 2025.

To apply for a grant—all applicants must register to join <u>RTC's TrailNation Collaborative</u>. Registration is free and only requires an email address. Collaborative members have access to free webinars and monthly newsletters.

Only one application per group/agency will be accepted.

Preference will be given to projects that commit to **increasing equitable access** to trail networks.

## **Grant Check List**

✓ I have registered for <u>RTC's TrailNation Collaborative</u>.

✓ I have thoroughly read the guidelines above and confirmed my eligibility to apply.

 $\checkmark$  I have reviewed the Grant Application Worksheet and am prepared to submit all necessary information including:

- 1. Description of how this project supports <u>RTC's commitment to creating more equitable access</u> to the outdoors
- 2. Relevance to <u>TrailNation Playbook</u>
- 3. Project map

 $\checkmark$  I am able to apply for this grant on behalf of my organization.

✓ <u>Apply online</u>.

## **TrailNation Collaborative**

Collaborative members enjoy meaningful conversations and connections—including monthly online dialogues and **regular interactive virtual gatherings**, the **TrailNation Playbook** that delivers a compendium of best practices, technical assistance, in-person events and opportunities to engage with each other in the **dedicated Facebook group**. Members also receive a regular newsletter with updates on trail network development across the country.

## RTC was grateful to award 30 grants for a total of \$348,000 in 2023.

The 2023 grantees will make a powerful impact in the communities they serve—bringing new infrastructure and programming to make it more equitable for people to safely walk, bike and be active outside right where they live.

# **SMART Grants Program**

# **Strengthening Mobility and Revolutionizing Transportation (SMART)**

The <u>Bipartisan Infrastructure Law</u> (BIL) established the Strengthening Mobility and Revolutionizing Transportation (SMART) discretionary grant program with \$100 million appropriated annually for fiscal years (FY) 2022-2026.



The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.

**SMART is a two-stage program.** Stage 1(up to \$2,000,000 dollars and 18 months) grants are open for any eligible entity to apply. Recipients of Stage 1 grants will be eligible to expand their projects through Stage 2 grants (up to \$15,000,000 and 36 months). **Applicants must have received a Stage 1 grant to apply to Stage 2.** 

## The next Stage 1 NOFO is now open.

The application window for the FY24 Stage 1 NOFO is <u>now open</u>. **Applications are due July 12th at 5 PM ET**. Late applications will not be accepted.

To view the Notice of Funding Opportunity (NOFO), <u>click here</u>. The NOFO is <u>also posted on Grants.gov</u>. **USDOT anticipates this will be** the final Stage 1 NOFO of the SMART Grants Program.

For more information on applying, see the resources under <u>How to Apply</u>. A webinar on How to Apply for the FY24 Stage 1 SMART Grant NOFO will be held on **May 28th, 2024, at 1pm ET.** 

<u>Register</u> for the webinar. A recording will be made available after the webinar.

## ATIIP - Bicycle and Pedestrian Program -Environment

## Active Transportation Infrastructure Investment Program (ATIIP)

The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program created by Section 11529 of the Bipartisan Infrastructure Law (enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58) to construct projects to provide safe and connected active transportation facilities in active transportation *networks* or active transportation *spines*.

## **Program Overview**

ATIIP will award two types of grants: Planning and Design grants and Construction grants. FHWA will award Planning and Design grants for eligible applicants to develop plans for active transportation networks and active transportation spines (BIL § 11529(d)(2)). Projects seeking Planning and Design grants must have planning and design costs of at least \$100,000 to be eligible (BIL § 11529(l)(6)(B)(ii)).

FHWA will award Construction grants to eligible applicants to construct projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine. Projects seeking Construction grants must have total costs of at least \$15 million to be eligible (BIL § 11529(l)(6)(B)(i)).

Both types of grants can go towards planning, designing, and constructing active transportation *networks* and active transportation *spines*. Active transportation *networks* are active transportation facilities that *connect between destinations within a community or metropolitan region*, including schools, workplaces, residences, businesses, recreation areas, medical facilities, and other community areas (BIL § 11529(l)(2)). Active transportation *spines* are active transportation facilities that *connect between communities, metropolitan regions, or States* (BIL § 11529(l)(3)).

A goal of both types of ATIIP grants is to integrate active transportation facilities with transit services, where available, to improve access to public transportation (BIL § 11529(c)(1)(A)).

## **Notice of Funding Opportunity**

The fiscal year (FY) 2023 <u>Notice of Funding Opportunity</u> (NOFO) for Active Transportation Infrastructure Investment Program grants is open.

Applications must be submitted electronically through grants.gov no later than 11:59 p.m., Eastern Daylight Time, on Monday, June 17th

This FHWA website **does not** accept any applications.

## Webinars

FHWA has hosted two webinars on ATIIP:

- Watch the recording of the April 22, 2024 ATHP Discretionary Grant NOFO Information Session. Passcode: vz7p\*T7?
- Watch the recording of the April 10, 2024 ATHP Discretionary Grant NOFO Information Session for Tribes. Passcode: &Ht4K^4&
- Watch the recording of the April 9, 2024 ATHP Discretionary Grant NOFO Information Session. Passcode: 7#rG=NzK
- <u>View slides from the information sessions</u>.

There will be an additional virtual meeting for Tribal nations on **Monday**, **April 22**, **2024**, **at 3:00 p.m.** Eastern Daylight Time. <u>Register for the webinar here</u>. Registrants will be provided teleconference information to access the audio portion of the Webinar. A Telephone Device for the Deaf (TDD) is available for individuals who are deaf or hard of hearing at (202) 366-3993.

## How much funding is available?

In 2023, FHWA received \$45 million in funding for ATIIP from the Consolidated Appropriations Act, 2023 (Pub. L. 117-328), the first funds appropriated for this program.

Pursuant to section 11529(d)(2) of BIL, FHWA will set aside at least \$3 million of available ATIIP funding for Planning and Design grants.

Pursuant to section 11529(d)(1) of BIL, FHWA will provide at least 30% of ATIIP funding to projects that construct active transportation *networks*, and at least 30% of ATIIP funding to projects that construct active transportation *spines*.

The Federal share of the cost of an eligible project carried out using an ATIIP grant shall not exceed 80 percent of the total project cost (BIL § 11529(f)(1)). For eligible projects serving communities with a poverty rate of over 40 percent based on the majority of census tracts served by the eligible project, however, the Secretary may increase the Federal share of the cost of the eligible project up to 100 percent of the total project cost (BIL § 11529(f)(2)).

## Who is eligible to apply?

Eligible applicants include:

- a local or regional governmental organization, including a metropolitan planning organization or regional planning organization or council;
- a multicounty special district;
- a State;
- a multistate group of governments; or
- an Indian tribe (BIL § 11529(l)(5)).

# What factors will be considered when reviewing ATIIP grant applications?

- Whether the project is likely to provide substantial additional opportunities for walking and bicycling, including effective plans to create an active transportation *network connecting destinations within or between communities*, including schools, workplaces, residences, businesses, recreation areas, and other community areas, or an active transportation *spine connecting two or more communities, metropolitan regions, or States*; and to integrate active transportation facilities with transit services, where available, to improve access to public transportation.
- Whether the applicant demonstrates broad community support through the use of public input in the development of transportation plans and the commitment of community leaders to the success and timely implementation of the project.
- Whether the applicant provides evidence of commitment to traffic safety, regulations, financial incentives, or community design policies that facilitate significant increases in walking and bicycling.
- The extent to which the applicant demonstrates commitment of State, local, or eligible Federal matching funds, or land, or other in-kind contributions.
- The extent to which the applicant demonstrates that the grant will address existing disparities in bicyclist and pedestrian fatality rates based on race or income level or provide access to jobs and services for low-income communities and disadvantaged communities.
- Whether the applicant demonstrates how investment in active transportation will advance safety for pedestrians and cyclists, accessibility to jobs and key destinations, economic competitiveness, environmental protection, and quality of life. (BIL § 11529(c))

## Subscribe to email updates

Sign up to receive ATIIP email notifications

## **Grant Resources**

- DOT Navigator Grant Application Resources
- FHWA Bipartisan Infrastructure Law Website
- USDOT Bipartisan Infrastructure Law Website
- <u>USDOT Equitable Transportation Community (ETC) Explorer</u>

# Highway Safety Improvement Program

Our goal is to reduce the number of deaths and serious injuries due to crashes in the state of Illinois. This page has been designed to house all safety data tools and relevant links to assist our local partners.

Illinois' HSIP is a core federal program (Section 148 of Title 23, United States Code) intended to produce a measurable and significant reduction in fatalities and serious injuries resulting from traffic related crashes on all public roads. HSIP is a data-driven, strategic approach program for infrastructure improvements administered by the Federal Highways Administration (FHWA). Emphasis is placed on performance. States are required to set performance measures and targets for reductions in the number of fatalities and serious injuries and the reduction in the rate of fatalities and serious injuries per million vehicle miles traveled. In addition, ensuring there are reductions in fatalities and serious injuries on rural major and minor collector roads and rural local roads as well as with older (>65 years old) drivers and pedestrians is a priority.

The local HSIP process is announced through a Bureau of Local Roads and Streets Circular Letter. The solicitation announcement is normally done in the spring of the year with project awards in mid-summer. Additional information is provided for your convenience.

## Policy

The policy for this program is outlined in IDOT's HSIP Policy: <u>Safety 1-06</u>. Policy quick links (bookmarks) are provided below for your convenience.

- Appendix A: Funding Allocation Process Federal HSIP Funding Flow Chart
- <u>Appendix B: HSIP Project Selection Process</u>
- Appendix C: Peer Groups and References on Countermeasures
- Appendix D: Benefit-to-Cost Methodology
- <u>Appendix E: Countermeasure Effectiveness & Crash Reduction Factor</u>
- <u>Appendix F: Safety Improvements-Service Life</u>
- Appendix G: HSIP Candidate Form
- Appendix H: Example of Submittal Package

## Local HSIP

The Department is currently accepting applications for the Fiscal Year 2026 Local HSIP. Applications will be accepted through June 14, 2024. See <u>Circular Letter</u> for additional

information.

The following information is needed for all Local HSIP applications

- 1. Cover Letter
- 2. LRS Grant Application HSIP
- 3. BSPE HS1 HSIP Candidate Form
- 4. Benefit to Cost Ratio Form
- 5. Raw Crash Data in Excel Spreadsheet
- 6. Project Location Map
- 7. Project Photographs
- 8. Estimated Project Cost Breakdown
- 9. Project Timeline
- 10. Project Narrative
- 11. **BLR 04101 LRS Risk Assessment** (right click link and Save As to your computer to open)
- 12. **BoBs 2831 Disclosure of Conflicts of Interest** (right click link and Save As to your computer to open)

**FY26 Local HSIP Example Application.** 

## 2024 LOCAL HSIP INFORMATIONAL WEBINAR:

The Bureau of Local Roads & Streets and the Bureau of Safety Programs & Engineering will be hosting a revamped webinar on Tuesday, May 7, 2024, at 2:00 PM to discuss the priorities of HSIP and how to submit a quality application. Webinar Details are below.

Date and time: Tuesday, May 7, 2024 2:00 PM | (UTC-05:00) Central Time (US & Canada)

Join link: https://illinois.webex.com/illinois/j.php? MTID=mfda845587d89a3e0c809c01800600b05

Webinar number: 2633 197 7041

Webinar password: Safety4ALL (72338942 from phones and video systems)

Join by phone:

+1-312-535-8110 United States Toll (Chicago)

+1-415-655-0002 US Toll

Access code: 263 319 77041

## **Award Summaries**

ATTACHMENT H

- 1. FY23 Local HSIP Award Summary
- 2. FY24 Local HSIP Award Summary
- 3. FY25 Local HSIP Award Summary

## **Analysis Tools**

## Benefit Cost (B/C) Tool

- <u>Spreadsheet</u>
- User's Guide

## **Crash Analysis Tool**

• **Spreadsheet** (updated 2/21/2023)

## Enhance Interchange Safety Analysis Tool (ISATe)

- **<u>Spreadsheet</u>** (updated 2/4/13)
- ISAT User Manual
- Systemic Safety Improvements: Analysis, Guidelines and Procedures

## **Guidelines and Tools**

- Systemic Safety Project Selection Tool
- Systematic Safety Improvements: Analysis, Guidelines and Procedures
- Overrepresentation Tool

## **IDOT HSM Crash Prediction Tool**

- **<u>Spreadsheet</u>** (updated 9/6/13)
- HSM Illinois User Guide
- HSM HSM Crash Prediction Tool User Guide

## **External Links**

- Interactive Highway Safety Design Model (IHSDM)
- <u>Safety Analyst</u>
- Highway Safety Information System (HSIS)

## **IDOT Crash Information**

- Safety Data Mart
- Summary Crash Reports
- Fatal Crash Summary Interactive Map
- City and County Crash Summaries