NORTHWEST COUNCIL OF MAYORS
TECHNICAL COMMITTEE
Agenda
Friday, October 19, 2018
8:30 a.m.
BARRINGTON VILLAGE HALL
Board Room
200 S. Hough Street
Barrington, Illinois 60010

I. Call to Order

II. Approval of August 16, 2018 Meeting Minutes (Attachment A)
*Action Requested: Approval of minutes*

III. Agency Reports
a. CMAP Report
b. CMAP Council of Mayors Executive Committee
c. IDOT Highways Report
d. IDOT Local Roads Update *(Attachment B)*
e. Cook County Department of Transportation and Highways *(Attachment C)*
f. Metra *(Attachment D)*
g. Pace
h. Illinois Tollway
*Action Requested: Informational*

IV. Functional Classification Revision Requests Update (Attachment E)
Staff will provide an update on the outstanding functional classification requests discussed at the August 16 meeting. These classification requests were previously approved by both the Technical Committee and the Northwest Council, but staff cannot verify that these requests were ever sent to, or received by, IDOT. Staff will discuss actions taken and next steps.
*Action Requested: Discussion*

V. Village of Barrington Functional Classification Request for Lake Zurich Road (Attachment F)
Related to Agenda Item IV above, on August 23, 2013, the Village of Barrington sent a Functional Classification Change Request for Lake Zurich Road and an STP application for funding in Phases II and III for this road relocation project (see attached). Funding for this project is currently listed in
the council’s program under “TBD Lettings”; however, the functional classification change request does not appear to have been included on any Northwest Council Technical Committee agenda for approval at the time it was submitted. Therefore, staff recommends approval of the request.

**Action Requested:** Approve recommendation

VI. **Northwest Council Surface Transportation Program (STP)**

A. **Funding Availability Update**
   Staff will update the committee on the Northwest Council’s funding situation, including potential action that may need to be taken by the Council in order to maintain fiscal constraint.

   **Action Requested:** Discussion

B. **Current Program Update (Attachment G)**
   Staff will provide an update to projects currently programmed in the Council’s Surface Transportation Program. The program has been updated to show target obligation and letting dates of all projects.

C. **Project Updates (Attachments H and I)**
   The Village of Schaumburg requests that Phase II engineering funding for the National Parkway reconstruction and Construction funding for the Knollwood Drive reconstruction be moved into the Active Program. Both projects are currently on the MYB list.

   **Action Requested:** Discussion

D. **Approval of Program**
   Council approval is needed to include changes in the current program.

   **Action Requested:** Approval of Program

VII. **STP Project Selection Committee Update**
   Staff will provide an update on the work of the committee, including its approval of the new STP Regional Shared Fund scoring methodology and Active Program Management policies.

   **Action Requested:** Discussion

IX. **Other Business**

X. **Next Meeting**
   The next Northwest Council of Mayors Technical Committee meeting is scheduled for Friday December 7, 2018, 8:30 a.m. at the Barrington Village Hall.

XI. **Adjourn**
The Northwest Council of Mayors Technical Committee met on Thursday, August 16, 2018 at Barrington Village Hall. The following persons were in attendance:

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

Kristin Mehl Village of Schaumburg
Rick Mack Metra
Mike Pagones Village of Arlington Heights
Steve Andrews Pace
Matt Barry Village of Palatine
Emily Karry Lake County Department of Transportation
Kama Dobbs Chicago Metropolitan Agency for Planning
Greg Summers Village of Barrington
Bob Israel Village of Northbrook
Akram Chaudhry HR Green
Katie Renteria Metra
Alex Beata Cook County DOT
Jim Goumas Hancock Engineering
Brian Fairwood TranSystems
Mike Hankey Village of Hoffman Estates
Brian Lovering Elk Grove Village
Matt Washkowiak Baxter & Woodman
Jeff Wulbecker Village of Mount Prospect
Dan Persky DuPage Mayors and Managers Conference
Fred Vogt City of Rolling Meadows
I. **Call to Order**
*President Darch called the meeting to order at 8:31 a.m.*

II. **Approval of Minutes**
The minutes of the May 25, 2018 Technical Committee meeting were approved on a motion from Mr. Rummel, seconded by Ms. Caddigan.

III. **Agency Reports**

a. **CMAP**
Ms. Dobbs provided updates on the CMAQ and STP regional expenditures, and provided information about the STP Project Selection Committee’s August 22 meeting. She also discussed the Access to Transit grant program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. She noted that the ON TO 2050 comment period closed on August 14, and that she hoped Council members could attend the October 10 ON TO 2050 launch event at Millennium Park in Chicago.

b. **CMAP Council of Mayors Executive Committee**
Ms. Dobbs reported that the committee will hold its next meeting on August 21.

c. **IDOT Highways**
Mr. Farmer reviewed the various lettings that had been awarded since the last meeting. He also invited committee members to attend the South Barrington Rd. project open house on August 29.

Mr. Ottesen asked about the status of an appeal that the Village of Palatine had sent to IDOT to contest extra charges on a project associated with the state shutdown last summer. Mr. Ottesen noted that the Village had not heard back from IDOT. Mr. Farmer said that the agency would look into the matter. Mr. Ottesen recommended sending a survey to conference members regarding these appeals. Other members concurred.

d. **IDOT Local Roads**
Mr. Klingenstein reported that Mr. Househ could not attend.

e. **Cook County Department of Transportation and Highways.**
Mr. Beata discussed his project updates, noting that many planning studies were moving forward on future projects in addition to the projects already underway. He also discussed the upcoming Cook County Freight Plan. Approval for the plan is anticipated in September.
Mr. Townsend said his staff was trying to get an update about the Roselle Road project, but that they had not received a response. Mr. Cassady similarly asked about the status of the Busse Rd. project. Mr. Beata responded that he would follow up directly with Mr. Townsend and Mr. Cassady.

f. Metra
Mr. Mack noted that the Cumberland station renovation was 75% complete, and that the Arlington Park parking lot rehabilitation was completed. He noted that a rehabilitation of the Libertyville station will begin in the next few weeks and that a permanent warming shelter was being added at Prairie Crossing.

Mr. Mack reported on the implementation of positive train control on the UP-N and UP-NW lines, saying that he does not expect similar problems as what occurred on the Burlington Northern line. He also reported that the agency was working on crafting its FY19 budget.

Mayor Hayes thanked Mr. Mack for Metra’s completion of the Arlington Park project.

g. Pace
Steve Andrews reported on the opening of the I-90 express station in Hoffman Estates at I-90 and S. Barrington Rd. He reported that service is active at the station and that an opening ceremony is scheduled for August 21.

h. Illinois Tollway
Mr. Klingenstein said that there was no report from the Tollway.

IV. Surface Transportation Program (STP) Changes

Ms. Dobbs discussed the work of the STP Project Selection Committee and its development of the new regional Shared Fund and Active Program Management policies. She discussed the draft Shared Fund scoring booklet, noting any changes to the methodology that had been proposed since the last technical committee meeting. She also reported that final comments on the draft documents would go back to the Project Selection Committee on September 28.

Ms. Dobbs discussed eligible project types and the minimum cost threshold for projects. Mr. Rummel asked if the ability to deliver on a project that was funded would be considered when selecting projects. Ms. Dobbs responded that it would not.

Mr. Norris said he would appreciate if the proposed focus for each subsequent calls for projects be listed as TBD until after the initial shared fund call for projects. Mr. Norris also asked about how projects that could fall into multiple categories would be scored. Ms. Dobbs replied that projects would fall be assigned to the category in which they scored the highest. Ms. Caddigan said that she was concerned that the fixing the categories for future calls for projects now would not allow for sufficient flexibility to address regional needs. President Darch reiterated these concerns. Ms. Dobbs noted that there was a general sentiment that having eight focus areas for projects was already specific enough.
Ms. Dobbs reviewed a proof of concept created by CMAP staff and then reviewed specific scoring criteria related to project readiness. Mr. Norris commented that it is difficult to bring funding sources to the table when applying for STP funding, since many other funding sources also require commitments. Ms. Dobbs emphasized that the points allotted for inclusion in local or agency plans applied to any planning document apart from On To 2050.

Ms. Dobbs reviewed the scoring criteria related to transportation impact. President Darch asked about the possibility of implementing a sliding scale for points awarded for Phase II engineering completion. Ms. Dobbs responded that this would be difficult to measure, and requested that the council provide a proposal for how to do so. Mr. Ottesen asked if transit stations would receive funding for ornamental features. Ms. Dobbs said there were existing federal funding eligibility requirements that would need to be adhered to in transit station design. Mr. Ottesen also asked if the availability of other funding sources would be considered in the scoring. He noted that there are many available fund sources for bridge projects, but not as many for other project types. Ms. Dobbs said that the availability of other funding would be considered, but also said there were federal requirements regarding bridge condition which led to that project category being included.

Ms. Dobbs discussed the scoring criteria related to planning factors, noting the five areas in which projects could gain points. Multiple members of the committee raised issues with the inclusive growth factor. President Darch asked how it was possible to know if a facility user was a person of color and under the poverty line. Ms. Dobbs responded that it is based on the CMAP travel demand model. Mr. Townsend asked if the inclusive growth criteria were based off another MPO, or if they were entirely designed by CMAP. Ms. Dobbs responded that she did not know and would bring the question to CMAP staff for clarification. Ms. Dobbs responded to comments about green infrastructure, saying that although the scoring criteria were not well-defined at this point, clarification would be provided before the call for projects. Mr. Norris asked why mixed-use land uses were prioritized over commercial land uses for the transit supportive density factor. President Darch also asked about including other factors like pedestrian count when evaluating this factor, and sought clarification as to why building height was prioritized. Ms. Dobbs responded that residential building height corresponds with higher density and leads to greater transit ridership. Ms. Dobbs said that adding the presence of event centers or other destinations to the transit supportive density evaluation would be considered. Ms. Dobbs also discussed the bonus points that can be allocated by local councils.

Ms. Dobbs asked if there were any questions about the Active Program Management component of the proposal. Mr. Townsend said that he believed the 6-month obligation extension was not long enough. Ms. Dobbs responded that the deadlines are intended to re-program ready-to-go projects while moving stalled projects back. Mr. Norris noted that the committee needed to be aware of what projects are ready to move. Ms. Dobbs confirmed.

V. Surface Transportation Program (STP) Update

Mr. Klingenstein discussed latest council program, noting target letting dates that had changed from the previous report. He reported that the construction phase of the Irving Park Rd reconstruction would be split up into two separately funded phases. There were no cost increases to report.
The committee approved the revised program on a motion by Mr. Norris, seconded by President Hayes.

VI. Functional Classification Change Request

President Darch noted that there was some confusion about the status of previous functional classification change requests. She recommended that, because of the uncertainty surrounding previous requests, the committee table discussion of the Prospect Heights request until the issue was resolved. Mr. Klingenstein reported that he was looking into the matter.

The committee moved to table discussion on the Functional Classification Change Request on a motion by President Hayes, seconded by Ms. Caddigan.

VII. Other Business

There was no other business.

VIII. Next Meeting

The committee agreed that the next meeting should be scheduled for Friday, October 5 at 8:30 a.m. at the Barrington Village Hall.

IX. Adjournment

The committee adjourned on a motion by President Hayes, seconded by Ms. Caddigan.
### LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS

**NORTHWEST REGIONAL COUNCIL**

**LOCAL AGENCY/SECTION:**

1. **BARRINGTON**
   - **Project Route:** 090008400PV
   - **Current CE3:** 7,300,000
   - **Estimate:** 03-14-0010
   - **Fund:** CR
   - **Local Agency/Section:** Engineer
   - **Record Id:** 1393
   - **Scope of Work 1:** INTERSECTION IMPROVEMENT
   - **Scope of Work 2:**
   - **Design Appr.:** CE2
   - **Public Hearing Status:** NR
   - **ROW Req.:** CE2
   - **CD:** 10/00-0129; 09-00174-05-CH
   - **CD Status:** Approved
   - **Environ. Approval:**
   - **Award Date:** 1/18/2019
   - **Award Amt:** AH
   - **Consultant:** Transyste
   - **Target Let.:** FFY18
   - **Low Bid:** NR
   - **RR Agmt Dt:** NR
   - **Jntagmt Dt:** NR
   - **ROW Req.:** Yes
   - **Approved Add.:** PDR addendum approved 8/25/15.
   - **REMARKS:** Barrington PE1 lead (Local Only funds). PDR addendum approved 8/25/15. Lake Co lead for PE2/Construction (10-00-0129; 09-00174-05-CH).

2. **BARRINGTON**
   - **Project Route:** 110008701PV
   - **Current CE3:** 3,487,000
   - **Estimate:** 03-14-0010
   - **Fund:** CR
   - **Local Agency/Section:** Engineer
   - **Record Id:** 2538
   - **Scope of Work 1:** RECONSTRUCTION/BIKEPATH
   - **Scope of Work 2:** INTERSECTION IMPROVEMENT/TS
   - **Design Appr.:** CE2
   - **Public Hearing Status:** NR
   - **ROW Req.:** CE2
   - **CD:** CR
   - **CD Status:** Certified
   - **Environ. Approval:**
   - **Award Date:** 1/1/2020
   - **Award Amt:** AH
   - **Consultant:** Civiltech
   - **Target Let.:** FFY18
   - **Low Bid:** CR
   - **RR Agmt Dt:** CR
   - **Jntagmt Dt:** CR
   - **ROW Req.:** Yes
   - **Approved Add.:**
   - **REMARKS:** DA under GS project by State. PE2 kick-off meeting held 1/13/18. "Indefinite hold due to ROW" (7-30-18; Jan 2020 as placeholder).

3. **BARRINGTON**
   - **Project Route:** 120008600PK
   - **Current CE3:** 2,300,500
   - **Estimate:** 03-06-0005
   - **Fund:** CR
   - **Local Agency/Section:** Engineer
   - **Record Id:** 1392
   - **Scope of Work 1:** PARKING GARAGE INSTALL SIGNALS
   - **Scope of Work 2:**
   - **Design Appr.:** CE1
   - **Public Hearing Status:** NR
   - **ROW Req.:** CE2
   - **CD:** 10/08/2014
   - **CD Status:** Certified
   - **Environ. Approval:**
   - **Award Date:** 4/26/2019
   - **Award Amt:** AH
   - **Consultant:** Gewalt Ha
   - **Target Let.:** FFY18
   - **Low Bid:** NR
   - **RR Agmt Dt:** NR
   - **Jntagmt Dt:** NR
   - **ROW Req.:** Yes
   - **Approved Add.:** Proosing stage construction: 1-access rd/signals (FY18); 2-parking deck (Fytd). 4/26/2019 letting per LPA (4-23-18).
   - **REMARKS:**

4. **BARRINGTON**
   - **Project Route:** 120009000SW
   - **Current CE3:** 288,090
   - **Estimate:** 03-13-0001
   - **Fund:** CR
   - **Local Agency/Section:** Engineer
   - **Record Id:** 2470
   - **Scope of Work 1:** SIDEWALKS
   - **Scope of Work 2:**
   - **Design Appr.:** CE1
   - **Public Hearing Status:** NR
   - **ROW Req.:** CE2
   - **CD:** 3/9/2015
   - **CD Status:** Certified
   - **Environ. Approval:**
   - **Award Date:** 1/18/2019
   - **Award Amt:** AH
   - **Consultant:** Gewalt Ha
   - **Target Let.:** FFY18
   - **Low Bid:** NR
   - **RR Agmt Dt:** NR
   - **Jntagmt Dt:** NR
   - **ROW Req.:** Yes
   - **Approved Add.:** PE2 kick-off meeting held 5-12-17. ROW not clear for 8/3/18 letting. 1/18/2019 letting per LPA (6-28-18).
   - **REMARKS:** Exempt
### LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS

**LOCATED IN THE CMPA**

**NORTHWEST REGIONAL COUNCIL**

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REMARKS:
- Kick-off meeting held 5-16-18.
- PE1/2 kick-off meeting held 8/1/2018. Need PPI/TIP when funding approved. Cook Co coordination required.
- Need schedule (3-7-18).
NORTHWEST REGIONAL COUNCIL

AH/NR Tip Fund:
Max STPL: $1,320,000. Kick-off meeting held 10-13-17.

AH 11/9/2018
STPL for E1 only. Other phases unfunded (7-30-18).

RCO:
STPL
SN: 016-3029 included. Scope change from recon and bridge work to RS,Bikepath and Bike Bridge. No w

9/20/2019
03-06-0006
Engineer

9/10/2018
03-06-0008
Palatine Rd
03-13-0010

Rolling Meadows
090009800CH

Palatine
170010300RIS

- Smith St
1,650,000
03-16-0009

FAU1285 - Palatine Rd
5,318,000
03-16-0008

FAU1334 - Howard St
4,750,000
03-13-0010


REMARKS:
SN: 016-3029 included. Scope change from recon and bridge work to RS,Bikepath and Bike Bridge. No w
ork on existing bridge. 03-18-0003 ITEP

REMARKS: STPL for E1 only. Other phases unfunded (7-30-18).

REMARKS: Max STPL: $1,320,000. Kick-off meeting held 10-13-17.

10/10/2018

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<td>C: FY19/STPL/2,042,500/1,634,000/A</td>
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<tr>
<td>19</td>
<td>SCHAUMBURG</td>
<td>Woodfield Rd/Meecham Rd</td>
<td>8,400,000</td>
<td>03-14-0017</td>
<td>E1:</td>
<td>CE 2 NR</td>
<td>Yes</td>
<td>1/26/2016</td>
<td>1/18/2019</td>
<td>AH CR</td>
<td>NR CE 2</td>
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<td>C: FY17/STPL/5,800,000/4,000,000/A</td>
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<tr>
<td>Record Id</td>
<td>Local Agency/Section</td>
<td>Project Route/From/To</td>
<td>Scope of Work 1/2</td>
<td>Scope of Work</td>
<td>Current CE3/Estimate</td>
<td>T.I.P. NO.</td>
<td>FFY/Fund/Cost/Fed Cost/Authorized</td>
<td>Environment/Approval</td>
<td>Design Appv Requested/CD/Certified/DY/DT/Est/Act CD/DT</td>
<td>ROW Req Plan/CD/DT</td>
<td>Plans to CO CD DT</td>
<td>Target Let/CD</td>
<td>Low Bid Award Date/Award Amt</td>
<td>Consultant E1/E2</td>
<td>Consultant Jntagmt Cd Dt</td>
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<tr>
<td>21</td>
<td>SCHAUMBURG 140011402PV</td>
<td>FAU0073 - Woodfield Rd</td>
<td>Marsch Rd to Martingale Rd</td>
<td>RECONSTRUCTION; LIGHTING INSTALL SIGNALS; DRAINAGE</td>
<td>5,600,000</td>
<td>03-14-0017</td>
<td>CE 2 NR</td>
<td>Yes</td>
<td>1/18/2019</td>
<td>AH CR</td>
<td>Civiltech NR</td>
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<td>FFY16 STPL/543,399/271,699/</td>
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<td>22</td>
<td>SCHAUMBURG 150011960PV</td>
<td>FAU1103 - National Pkwy</td>
<td>Plum Grove Rd to IL Route 58</td>
<td>RECONSTRUCTION DRAINAGE; LIGHTING</td>
<td>5,544,000</td>
<td>03-16-0010</td>
<td>CE 2 NR</td>
<td>Yes</td>
<td>1/18/2019</td>
<td>AH CR</td>
<td>Civiltech NR</td>
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<td>FFY16 STPL/597,306/298,653/</td>
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<td>23</td>
<td>SCHAUMBURG 150012008BT</td>
<td>FAP0341 - IL 72/Higgins</td>
<td>E of Plum Grove to W of Plum Grove</td>
<td>BIKEWAYS</td>
<td>602,700</td>
<td>03-18-0002</td>
<td>CE 1 NR</td>
<td>No</td>
<td>4/26/2019</td>
<td>AH CR</td>
<td>V3</td>
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<td>No</td>
<td>FFY18 CMAQ/59,890/33,600/</td>
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<td>24</td>
<td>SCHAUMBURG 160006800WR</td>
<td>FAP0339 - IL62/Algonquin</td>
<td>Plum Grove Rd to IL 53</td>
<td>RECONSTRUCTION LIGHTING MODERNIZE TRAFFIC SIGNALS</td>
<td>6,272,000</td>
<td>03-03-0102</td>
<td>CE 2 NR</td>
<td>Yes</td>
<td>3/8/2019</td>
<td>AH CR</td>
<td>TranSysTEA NR</td>
<td>3/1/2018</td>
<td>A</td>
<td>No</td>
<td>FFY17 STPL/748,172/374,086/</td>
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<td>Local Agency/ Section</td>
<td>Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/</td>
<td>Current CE3 Estimate</td>
<td>T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized</td>
<td>Environment- ment Approval</td>
<td>Design Appv Requested CD/Certified D't/C'DT</td>
<td>Plans to CO CD DT</td>
<td>Target Let/ Low Bid Award Date Award Amt</td>
<td>Environ- mental Approval</td>
<td>Public Hearing Status</td>
<td>ROW Req Certified CD DT Plans to CO CD DT</td>
<td>Target Let/ Low Bid Award Date Award Amt</td>
<td>Environ- mental Approval</td>
<td>Public Hearing Status</td>
<td>ROW Req Certified CD DT Plans to CO CD DT</td>
<td>Target Let/ Low Bid Award Date Award Amt</td>
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<tr>
<td><strong>SCHAUMBURG</strong> 160012600PV</td>
<td>Walnut Ln Schaumburg Rd to Weatherfield Way RECONSTRUCTION; SW C &amp; G; DRAINAGE; LIGHTING</td>
<td>3,200,000 03-18-0010</td>
<td>CE 1 NR 1/18/2019</td>
<td>A 2/22/2018</td>
<td>3,200,000</td>
<td>REMARKS: PE2 kick-off meeting held 3-13-18.</td>
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</table>
### PHASE III - CONSTRUCTION

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

**Municipalities:** Barrington Hills, Inverness, Schaumburg, South Barrington

**Project Status:** Work is 80% complete to date. Work completed through September 30 includes installation of storm sewers, pavement patches, and hot-mix asphalt surface on Bradwell Road; aggregate shoulders on Otis Road; loop detectors and aggregate shoulders on Bode Road; recessed pavement markers and aggregate shoulders on Brinker Road; and ditch grading on Mundhank Road. Work scheduled for next month includes installing traffic barrier terminals and sewer pipe cleaning on Bode Road; ditch grading, sewer pipe cleaning, and pavement markings on Bradwell Road; ditch grading on Mundhank Road; beginning work on Winkleman Road; and installing recessed pavement markers and landscaping on all roadways.

<table>
<thead>
<tr>
<th>Project Name - Limits</th>
<th>Scope</th>
<th>Est. Cost</th>
<th>Programmed Year</th>
<th>Letting Date</th>
<th>Award Date</th>
<th>Const. Start</th>
<th>Const. End</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ROSELLE ROAD</strong></td>
<td>Construction - addition of a southbound right turn lane, temporary traffic signal installation, permanent traffic signal installation consisting of LED traffic signal heads, LED countdown pedestrian signal heads, pedestrian pushbuttons, traffic signal posts, mast arm poles, controller and cabinet, service installation, handholes, cable, conduit, vehicle detectors, UPS, illuminated street name signs, interconnection of five (5) traffic signal installations, sidewalk, drainage, landscaping</td>
<td>$889,351.29</td>
<td>2017</td>
<td>1/11/2017</td>
<td>4/24/2017</td>
<td>6/13/2017</td>
<td>Fall 2018</td>
</tr>
</tbody>
</table>

**Municipalities:** Schaumburg

**Construction Engineering**

**Project Status:** Work is 90% complete to date. Work completed through August 30 includes installation of sidewalks and detectable warnings, sign panels and supports, relocation of sign panels, traffic signal foundations, landscaping, and pavement markings. Remaining work includes continuing installation of sign panels and supports, sidewalks, topsoil, and sodding.

<table>
<thead>
<tr>
<th>Project Name - Limits</th>
<th>Scope</th>
<th>Est. Cost</th>
<th>Programmed Year</th>
<th>Letting Date</th>
<th>Award Date</th>
<th>Const. Start</th>
<th>Const. End</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CENTRAL RD</strong></td>
<td>Construction - WB on-ramp onto I-90; land bridge construction along Central Road; reconstruction of Central Road</td>
<td>$13,481,129.47</td>
<td>2017</td>
<td>2/17/2017</td>
<td>9/12/2017</td>
<td>Fall 2018</td>
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</tbody>
</table>

**Municipalities:** Hoffman Estates, Schaumburg

**Construction Engineering (Tollway-led)**

**Project Status:** Work is 97% complete to date. Work completed through September 30 includes Stage 3 installation of median, curb and gutter, traffic signal foundations, handholes, topsoil, revetment mat, landscaping, earthwork, installation of fencing north of the the bike path and along the right-of-way, permanent signing, pavement marking, and lighting.

<table>
<thead>
<tr>
<th>Project Name - Limits</th>
<th>Scope</th>
<th>Est. Cost</th>
<th>Programmed Year</th>
<th>Letting Date</th>
<th>Award Date</th>
<th>Const. Start</th>
<th>Const. End</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>QUENTIN RD</strong></td>
<td>Construction - job order contract (JOC) repairs</td>
<td>$278,330.39</td>
<td>2018</td>
<td>7/30/2018</td>
<td>8/31/2018</td>
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</tbody>
</table>

**Municipalities:** Palatine

**Project Status:** Work is 100% complete. Work included removing and pouring structural repair of concrete, furnishing and erecting structural steel, and opening southbound Quentin Road to traffic. Field inspection held 9/14/18; completing punch list work.
<table>
<thead>
<tr>
<th>Project Name - Limits</th>
<th>Scope</th>
<th>Est. Cost</th>
<th>Programmed Year</th>
<th>Letting Date</th>
<th>Award Date</th>
<th>Const. Start</th>
<th>Const. End</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAVEMENT PRESERVATION AND REHABILITATION PROGRAM NORTH 2019</td>
<td>Construction</td>
<td><strong>$4,600,000</strong></td>
<td><strong>2019</strong></td>
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<tr>
<td>West Lake Avenue (Wolf Road to Landwehr Road)</td>
<td>Municipalities: Glenview, Mount Prospect</td>
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</table>

**Project Status:** 90 percent plans complete, working toward 100 percent final plans.

<table>
<thead>
<tr>
<th>BARTLETT ROAD</th>
<th>Over Poplar Creek</th>
<th>Design Engineering</th>
<th><strong>In-House</strong></th>
<th><strong>2017</strong></th>
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</thead>
<tbody>
<tr>
<td>Municipalities: Hoffman Estates</td>
<td>Construction - Remove and replace the existing expansion details and minor deck slab and approach slab repairs as needed.</td>
<td><strong>$250,000.00</strong></td>
<td><strong>2019</strong></td>
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</table>

**Project Status:** Plans 100% complete. Finalizing cost estimate and preparing the contract documents. Letting scheduled for this winter.

<table>
<thead>
<tr>
<th>LAKE COOK RD</th>
<th>Raupp Boulevard to Hastings Lane</th>
<th>Design Engineering (Village-led)</th>
<th><strong>$209,850.00</strong></th>
<th><strong>2017</strong></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Municipalities: Buffalo Grove, Wheeling</td>
<td>ROW Acquisition</td>
<td><strong>$9,352,000.00</strong></td>
<td><strong>2017</strong></td>
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</tr>
<tr>
<td>Construction - Widening and Pavement Reconstruction, Intersection Improvement, Traffic Signal Modernization</td>
<td><strong>$53,927,313.03</strong></td>
<td><strong>Est. Q4 2018</strong></td>
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<tr>
<td>Construction Engineering</td>
<td><strong>$8,089,096.95</strong></td>
<td><strong>2018</strong></td>
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<tr>
<td>Material Testing</td>
<td><strong>$404,454.85</strong></td>
<td><strong>2018</strong></td>
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</table>

**Project Status:** Plans at 99% completion. ROW acquisition is nearing final stages. Anticipate a fall 2018 letting.

<table>
<thead>
<tr>
<th>TOUHY AVE</th>
<th>Elmhurst Road to Mount Prospect Road</th>
<th>Design Engineering</th>
<th><strong>$1,242,281.36</strong></th>
<th><strong>2017</strong></th>
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</thead>
<tbody>
<tr>
<td>Municipalities: Chicago, Des Plaines, Elk Grove</td>
<td>Construction - Pavement Reconstruction, New Alignments, Grade Separations, Intersection Improvements, Drainage Improvements, New Street Lights, Bike path</td>
<td><strong>$74,894,492.00</strong></td>
<td><strong>2018</strong></td>
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<td>Est. Q4 2018</td>
<td>Q2 2019 2021</td>
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<tr>
<td>Construction Engineering</td>
<td></td>
<td><strong>$10,857,325.00</strong></td>
<td><strong>2018</strong></td>
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**Project Status:** Final plans, specifications, and engineer’s estimate submittal to IDOT is expected as part of the authorization to advertise in December 2018. Letting to follow in 2019.

<table>
<thead>
<tr>
<th>SHOE FACTORY RD</th>
<th>Essex Drive to East of Beverley Road</th>
<th>Design Engineering (Village-led)</th>
<th><strong>$400,000.00</strong></th>
<th><strong>2018-19</strong></th>
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</thead>
<tbody>
<tr>
<td>Municipalities: Hoffman Estates</td>
<td>ROW Acquisition</td>
<td><strong>$800,000.00</strong></td>
<td><strong>2018-19</strong></td>
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<tr>
<td>Construction - Pavement reconstruction and widening, median improvements, roadway realignment, PCC sidewalks, hot-mix asphalt (HMA) bike path, upgraded drainage systems, traffic signal modernization, pavement markings, landscape restoration</td>
<td><strong>$10,026,392.00</strong></td>
<td><strong>2020</strong></td>
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<td>Est. Q4 2019</td>
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<tr>
<td>Construction Engineering</td>
<td></td>
<td><strong>$790,636.00</strong></td>
<td><strong>2020</strong></td>
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</table>

**Project Status:** Supplemental contract has been finalized for remaining design work. The Village Board has approved the second amendment to the intergovernmental agreement, and the IGA is planned for approval by the Cook County Board in November 2018. Phase II engineering will be initiated after this approval.
<table>
<thead>
<tr>
<th>Project Name - Limits</th>
<th>Scope</th>
<th>Est. Cost</th>
<th>Programmed Year</th>
<th>Letting Date</th>
<th>Award Date</th>
<th>Const. Start</th>
<th>Const. End</th>
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</thead>
<tbody>
<tr>
<td><strong>BUSSE RD</strong></td>
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<tr>
<td>Golf Rd to Central Rd</td>
<td>Preliminary Engineering</td>
<td>$685,943.97</td>
<td>2017</td>
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<tr>
<td><strong>Municipalities</strong>: Mount Prospect</td>
<td>Design Engineering</td>
<td>$700,000.00</td>
<td>2018</td>
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<tr>
<td><strong>Municipalities</strong>:</td>
<td>Roadway reconstruction and widening, multi-use path, and drainage improvements.</td>
<td>$7,000,000.00</td>
<td>2020</td>
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<tr>
<td><strong>Municipalities</strong>:</td>
<td>Construction Engineering</td>
<td>$700,000.00</td>
<td>2020</td>
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<tr>
<td><strong>CENTRAL RD</strong></td>
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</tr>
<tr>
<td>Barrington Rd to Huntington Blvd</td>
<td>Preliminary Engineering</td>
<td>$292,604.06</td>
<td>2017</td>
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<tr>
<td><strong>Municipalities</strong>: Hoffman Estates, South Barrington</td>
<td>Design Engineering</td>
<td>$1,500,000.00</td>
<td>2018</td>
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<tr>
<td><strong>Municipalities</strong>:</td>
<td>Construction - Reconstruction or resurfacing of Central Road from Barrington Road to Huntington Blvd and the construction of an off-street path on Central Road.</td>
<td>$9,000,000.00</td>
<td>2020</td>
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<tr>
<td><strong>Municipalities</strong>:</td>
<td>Construction Engineering</td>
<td>$1,300,000.00</td>
<td>2020</td>
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<tr>
<td><strong>QUENTIN RD</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Dundee Rd to Lake Cook Rd</td>
<td>Preliminary engineering</td>
<td>$425,041.14</td>
<td>2017</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Municipalities</strong>: Deer Park, Palatine</td>
<td>Design engineering</td>
<td>$1,500,000.00</td>
<td>2020</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Municipalities</strong>:</td>
<td>Construction - Reconstruction of roadway with potential widening, drainage improvements, and channelization. Includes replacement of bridge over Salt Creek and new multi-use path connecting to Forest Preserve.</td>
<td>$34,000,000.00</td>
<td>2021</td>
<td></td>
<td></td>
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<td><strong>Municipalities</strong>:</td>
<td>Construction engineering</td>
<td>$3,400,000.00</td>
<td>2021</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

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

**Project Status**: The County has received plans for the proposed development along Central Road that would extend Eagle Way south to intersect Central Road on 06/19/2018, and is reviewing these plans in order to coordinate the two projects. For the Environmental Survey Request (ESR), the cultural clearance was received on 05/10/2018. For the ESR’s biological/wetlands clearance, the project was tasked for an avian survey. The Forest Preserve District of Cook County has provided its preference for the multi-use path spur connection to the existing bike path in Paul Douglas Forest Preserve via a direct/diagonal connection at the northeast corner of Central Road/Huntington Blvd. Comments to the Preliminary Geometric were submitted back to the consultant on 8/27/2018 and will be resubmitted at a future date. Existing Drainage Plans were resubmitted on 08/28/2018 and are currently under internal review.

**Project Status**: Alternatives analysis still ongoing. Focus Group meeting #2 occurred on July 10, 2018 with environmental stakeholders. Focus Group Meeting #3 is scheduled for October 15, 2018.
<table>
<thead>
<tr>
<th>Project name</th>
<th>Applicant</th>
<th>Project type</th>
<th>Project phase</th>
<th>Awarded</th>
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<tbody>
<tr>
<td>West Bartlett Road/Devon Avenue swale and bike path replacement</td>
<td>Village of Bartlett</td>
<td>Bike/Ped</td>
<td>Design engineering</td>
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<tr>
<td>Des Plaines River Trail at the Union Pacific Railroad</td>
<td>Forest Preserve District of Cook County</td>
<td>Bike/Ped</td>
<td>Preliminary engineering</td>
<td>$100,000</td>
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<td>Wolf Road Sidewalk Connectivity Project</td>
<td>City of Prospect Heights</td>
<td>Bike/Ped</td>
<td>Construction</td>
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<td>Des Plaines River Trail - Touhy Avenue to North Avenue</td>
<td>Village of Rosemont/West Central Municipal Conference</td>
<td>Bike/Ped</td>
<td>Preliminary engineering</td>
<td>$309,000</td>
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<tr>
<td>Greater Woodfield Area Traffic Flow Improvements</td>
<td>Village of Schaumburg</td>
<td>Roadway</td>
<td>Construction</td>
<td>$200,000</td>
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<tr>
<td>Barrington Road Bike Path</td>
<td>Village of South Barrington</td>
<td>Bike/Ped</td>
<td>Construction</td>
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**INVEST IN COOK 2018**

24 projects approved by the Cook County Board on July 25, 2018

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

<table>
<thead>
<tr>
<th>Project name</th>
<th>Applicant</th>
<th>Project type</th>
<th>Project phase</th>
<th>Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beverly Road Bicycle Tollway Crossing and Road Resurfacing</td>
<td>Hoffman Estates</td>
<td>Roadway</td>
<td>Preliminary engineering</td>
<td>$60,000</td>
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</table>

**PLANNING STUDIES**

**COOK COUNTY FREIGHT PLAN**

Approval of final plan by Cook County Board expected Fall 2018

Presentations to Councils of Mayors expected Fall 2018

**ROSEMONT TRANSIT STUDY**

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

FOR IMMEDIATE RELEASE

No Metra fare increase in 2019 but capital needs demand attention

CHICAGO (Sept. 12, 2018) – Metra will not raise fares in 2019 and will spend the year highlighting the need for more public aid and sounding the alarm about the system’s deterioration and possible downsizing if that aid does not materialize, the Metra Board of Directors unanimously decided today.

“We ask our passengers and our elected leaders to join with us to tell our story to members of the state Legislature,” said Metra Chairman Norm Carlson. “That story is very simple: Metra needs a sustained capital program to maintain its existing service levels in the 2020s. Otherwise, drastic changes in service levels may be needed to shrink to a size that existing resources can sustain.”

In late 2014 Metra unveiled a $2.4 billion plan to modernize its rolling stock and install the federally mandated Positive Train Control (PTC) safety system. That plan assumed that current state and federal funding sources would cover about $700 million and Metra financing would cover an additional $400 million. Metra hoped to secure $1.3 billion in new funding for the remainder – most likely from a new state infrastructure program. The plan included projections for fare increases that would be needed over the next 10 years for financing and for the regular growth in operating expenses; but most of the fare increases approved since then have gone toward capital needs and PTC.

But Board members agreed that another fare increase for capital needs would overburden Metra’s customers after four straight fare increases while providing only a fraction of the revenue needed to address large capital funding shortfalls. They approved a pause in 2019 in the modernization-related increases and ordered staff to spend next year educating riders, the public and lawmakers about Metra’s need for sustained capital funding and detailing the consequences of falling short – including possibly shrinking the system to a size that matches available resources.

Metra still is working to modernize its rolling stock and pay for PTC. However, because the state has not passed a new infrastructure program since 2009 – and in fact reduced some of Metra’s $700 million in expected funding – its efforts have been slowed. PTC installation remains on track, and by the end of this year Metra will have rehabbed about 145 cars and 42 locomotives since the plan was announced. However, it has not yet purchased any new cars and engines, and
the purchases that are coming soon will be smaller than originally anticipated unless new funding comes through.

The problems with state funding also postponed Metra’s proposed financing, and with the exception of the first year, 2015, Metra has not raised fares for financing. (A portion of the 2015 increase was for financing; the revenue cumulatively set aside for financing since then now totals $15.6 million. The Board today approved allocating that money towards the purchase of locomotives.)

###

**About Metra**

Metra is one of the largest and most complex commuter rail systems in North America, serving Cook, DuPage, Will, Lake, Kane and McHenry counties in northeastern Illinois. The agency provides service to and from downtown Chicago with 242 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track. Metra operates nearly 700 trains and provides nearly 290,000 passenger trips each weekday.

Connect with Metra:  [Facebook](https://www.facebook.com) | [Twitter](https://twitter.com) | [YouTube](https://www.youtube.com) | [Instagram](https://www.instagram.com) | [LinkedIn](https://www.linkedin.com) | [metrarail.com](https://metrarail.com)
FOR IMMEDIATE RELEASE

No fare increase in proposed 2019 budget
But capital needs must be addressed soon or system will be downsized

CHICAGO (Oct. 9, 2018) – Metra today proposed a 2019 operating budget of $822 million that does not include a fare increase. Metra also proposed a 2019 capital budget of $185.6 million, far short of Metra’s needs, and warned about the system’s deterioration and possible downsizing unless chronic capital funding shortfalls are addressed.

“While this budget contains good news for our customers, that good news comes with a warning: Metra cannot continue to operate the system as it now exists – and we cannot grow it - unless we receive the funding we need,” said Metra CEO/Executive Director Jim Derwinski. “We will be spending the coming months highlighting our needs and working with our business and political leaders to solve this problem.”

Metra expects its operating costs to grow by about $36 million in 2019. The primary drivers of that growth are rising costs in labor, benefits, fuel, rents, materials and other costs associated with operating the service and meeting the maintenance and inspection requirements related to the equipment and infrastructure.

About $11 million of the increase will be covered by an increase in RTA funding, primarily from the regional transportation sales tax. Metra will offset an additional $12 million of that increase through two actions: 1) Identifying about $6 million in efficiencies, primarily personnel savings in the Engineering, Mechanical and Administrative departments and cuts to IT costs, and 2) Reducing its budget by approximately $6 million, reflecting a normal level of employees who are on a leave of absence and not receiving wages or benefits in 2019. The remainder of the increase will be covered by reducing the amount of fare revenue spent on capital needs by about $13 million (thus allocating that $13 million to the operating budget).

That results in a 2019 operating budget of $822 million, which is $25 million or 3.1 percent, higher than $797 million in 2018.

No fare increase for operations will be needed. And Metra Board members agreed that a fare increase for capital needs in 2019 would burden customers after four fare increases in a row while providing only a fraction of the needed revenue.

Those capital needs, however, aren’t going away. About 40 percent of Metra’s assets are classified as in marginal or worn condition. Half of its bridges are more than 100 years old, and at the present rate of replacement of three bridges a year, it would take Metra 150 years to replace
the oldest bridges. Its diesel cars have an average age of 30 years, the oldest in the nation. The oldest cars in daily service are more than 65 years old. Its locomotives have an average age of 31 years, the oldest in the nation. The oldest locomotives are more than 41 years old.

To address those needs next year, Metra’s 2019 capital program contains only $173.6 million in federal funds, $5 million in local RTA funds and $7 million in fare revenues set aside for capital needs. About half of that budget will pay for priorities such as new and rehabilitated cars and engines, bridges, yard rehabilitation and PTC. The remaining half will go to routine capital maintenance of tracks, signals, stations and other facilities.

Additional funding is needed – much more than could come from fares. Metra needs help, and the most likely source of that help is the state of Illinois, which created the RTA in 1973 and then Metra a decade later after recognizing that the private railroads then operating commuter rail service in Chicago could not continue without public subsidies.

The proposed 2019 budget will be the subject of a series of eight public hearings throughout the Chicago area. The schedule accompanies this release. Metra customers and members of the public are encouraged to attend and provide comments on the proposed budget.

Comments on the proposed budget can also be emailed to 2019budgetcomments@metrarail.com, faxed to 312-322-7094 or mailed to the Assistant Secretary to the Metra Board, Room 1300, 547 W. Jackson Blvd., Chicago, IL, 60661. Comments must be received no later than 24 hours after the last public hearing on Nov. 5. All comments received will be presented to Metra’s Board of Directors prior to voting on the final budget in November 2018.

For more information about Metra’s proposed 2019 budget, please visit metrarail.com.

###

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Public hearing schedule for Metra’s 2019 budget

Nov. 1, 2018, 4 p.m. to 7 p.m.

**North Suburban Cook County**
Arlington Heights Village Hall
Village Board Room
33 S. Arlington Heights Road

**McHenry County**
Crystal Lake City Hall
City Council Chambers
100 W. Woodstock St.

**DuPage County**
Clarendon Hills Village Hall
Village Board Room
1 N. Prospect Ave.

**Will County**
Will County Office Building
County Board Room – 2nd Floor
302 N. Chicago St.
Joliet

Nov. 5, 2018, 4 p.m. to 7 p.m.

**Lake County**
Mundelein Village Hall
Village Board Room
300 Plaza Circle

**South Suburban Cook County**
East Hazel Crest Village Hall
Village Board Room
1904 W. 174th St.

**Kane County**
Kane County Government Center
Building A – 1st Floor Auditorium
719 S. Batavia Ave.
Geneva

**City of Chicago**
Metra
Board Room, 13th floor
547 W. Jackson Blvd.
Chicago
FOR IMMEDIATE RELEASE

Public-private partnership formed to test reverse-commute service to Lake County

Metra to work with businesses and governments to add Milwaukee North trains

CHICAGO (Oct. 9, 2018) – Metra has reached an agreement with business and civic groups in Lake County to share the costs of a potential two-year pilot project for two new reverse-commute trains on the Milwaukee District North Line and to work on a definitive agreement to share the cost of installing a universal crossover near Lake Forest, which would create additional opportunities for enhanced service.

The public-private partnership agreement, which must be approved by the Metra Board of Directors, is the culmination of a process that began with an appearance by Lake County officials at a Metra Board meeting in April. The officials asked Metra to explore ways to improve reverse-commute service to Lake County in order for them to effectively recruit and retain employees living in Chicago. They also argued that better train service would reduce pollution and roadway congestion and improve employee productivity and satisfaction.

After several months of discussion, Metra and Lake County Partners, an economic development corporation affiliated with Lake County businesses and government, agreed to a public-private partnership that would work together to investigate the viability of increased service. The groups will evenly split the $1.4 million cost of operating one new reverse-commute train in each rush period as part of a two-year demonstration project and work on a definitive agreement to divide the $4.75 million cost of installing a crossover near Lake Forest, with the partners contributing $2.75 million, Metra contributing $1 million and local governments contributing $1 million.

“At a time when Metra is pinched for operating and capital funding, this partnership is an innovative way to test the demand for service to Lake County and potentially improve our infrastructure,” said Metra CEO/Executive Director Jim Derwinski. “We are hopeful that this initiative will build our ridership, help local businesses to recruit top talent and have a positive impact on economic activity in Lake County.”

“We hope this is a successful model for dealing with funding challenges going forward,” said Metra Chairman Norman Carlson.

“This project makes it even easier to live in Chicago and work in Lake County. Thanks to the hard work and support of so many local leaders, this unique partnership will give our business
community even greater access to workforce talent,” noted Lake County Partners President and CEO Kevin Considine.

Metra’s current schedule is not ideal for reverse-commute riders to and from Lake Forest, the station closest to several major employers including AbbVie, Horizon Pharma and others. There are no morning outbound express trains, and the afternoon trains are either too early or too late for most workers.

Changes to the current schedule were not possible until recently, when Metra upgraded the signal system on the line, creating more flexibility. Under the proposal, Metra would add new outbound express Train 2191, departing Union Station at 5:35 a.m. and arriving in Lake Forest at 6:25 a.m. It would change the schedule of one inbound afternoon train (2146) to create express service from Lake County and would add new inbound Train 2194, departing from Lake Forest at 5:30 p.m. and arriving at Union Station at 6:22 p.m. The schedule of Train 2148, which now arrives at Union Station at 6:11 p.m., would be pushed back three minutes. The new schedule would start in January.

There would also be a few other schedule adjustments to help relieve crowding or to better reflect actual operating conditions:

- A new Train 2192 will depart Lake Forest at 7:48 a.m., making stops at Lake Cook Road, North Glenview, Golf, Edgebrook and Western before arriving at Union Station at 8:40 a.m. That should relieve crowding on Train 2120, which will now make fewer stops and have a slightly adjusted schedule, and Train 2122.
- A new Train 2193 will leave Union Station at 3:20 p.m., serving Western, Healy, Morton Grove, Glenview, North Glenview, Northbrook, Lake Cook, Deerfield and Lake Forest. That will fill a gap in service on the current schedule.
- Later evening Trains 2154 and 2160, and North Central Service Train 120 (which uses the Milwaukee North tracks) will have their departure times shifted back by 5 to 8 minutes.
- Outbound rush hour Trains 2145 and 2147, which now depart Union Station at 5:58 p.m. and 6:19 p.m., would now depart at 6:05 p.m. and 6:25 p.m.

A copy of the new schedule can be viewed at metrarail.com.

If the pilot project shows that there is a strong market for reverse-commute service and that the service is self-sustaining, the partners agree to enter into an agreement to fund the construction of a new crossover near the Lake Forest Station. A crossover allows trains to switch between tracks. Constructing a crossover at Lake Forest would allow Metra to turn trains around at that location, which would create an opportunity for better service in the morning and evening rush periods if demand supported it.

###

About Metra

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Memorandum

TO: Northwest Council of Mayors Technical Committee

FROM: Mark Fowler
Executive Director

RE: Functional Classification Revision Requests Update

DATE: October 15, 2018

Action Requested: Discussion of the previous requests for roadway functional classification changes.

Issue: At the August 16 Northwest Council of Mayors Technical committee meeting, a question arose as to the status of previous council requests for roadway functional classification changes. Staff contacted former Northwest Council Liaison Mike Walczak, IDOT staff, IDOT’s consultant and CMAP staff and we cannot verify that these requests were ever sent to, or received by, IDOT.

There are nineteen roadways in question dating back to 2009, but primarily to the 2015/2016 timeframe. With the exception of the Barrington Lake Zurich Road request, all have been approved by the Northwest Council Technical Committee and full Northwest Council (via the NWMC Board meeting), so what remains is to assemble the required documents for submittal to IDOT.

Staff is working with the affected municipalities to assemble the remaining information needed to submit the requests to IDOT and will ask for an expedited review.
<table>
<thead>
<tr>
<th>Road</th>
<th>Limits</th>
<th>Municipality</th>
<th>Date Approved by Tech Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Zurich Road - US Route 14</td>
<td>W Cuba Rd (9-1260) to US Route 14 (2-305)</td>
<td>Barrington</td>
<td>Submitted 8/23/13; approval pending</td>
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<td>Rohlwing Road</td>
<td>Cunningham Drive (Not Yet Classified) to NW Highway (2-305)</td>
<td>Palatine</td>
<td>8/11/2016</td>
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<td>Cunningham Drive</td>
<td>Hicks Rd (9-2592) to Rohlwing Rd (Not Yet Classified)</td>
<td>Palatine</td>
<td>8/11/2016</td>
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<td>Illinois Avenue</td>
<td>Roselle Rd (9-2573) to Hicks Rd (9-2592)</td>
<td>Palatine</td>
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<td>East Avenue</td>
<td>Schaumburg Rd (9-1322) to Butttita Dr (9-1685)</td>
<td>Streamwood</td>
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<td>Streamwood Boulevard</td>
<td>Irving Park Rd (9-1321) to East Ave (9-1684)</td>
<td>Streamwood</td>
<td>10/2/2015</td>
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<td>Park Boulevard</td>
<td>Bode Rd (9-1317) to Schaumburg Rd (9-1322)</td>
<td>Streamwood</td>
<td>10/2/2015</td>
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<td>Old Church Rd</td>
<td>Barrington Rd (2-362) to Schaumburg Rd (9-1322)</td>
<td>Streamwood</td>
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<td>Knollwood Dr</td>
<td>Golf Rd (2-559) to Weathersfield Way (Not Yet Classified)</td>
<td>Schaumburg</td>
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<td>McConnor Parkway</td>
<td>Meacham Road (9-2585) to Golf Road (2-559)</td>
<td>Schaumburg</td>
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<tr>
<td>Rodenburg Road</td>
<td>Bode Road (9-1318) to Village Limits</td>
<td>Schaumburg</td>
<td>2/11/2016</td>
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<tr>
<td>Summit Drive</td>
<td>Schaumburg Rd (9-1322) to Wise Road (9-1338)</td>
<td>Schaumburg</td>
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<tr>
<td>Greenleaf Ave</td>
<td>Elmhurst (9-2678) to Tonne (9-3652)</td>
<td>Elk Grove Village</td>
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<td>Pratt Boulevard</td>
<td>Elmhurst (9-2678) to Tonne (9-3652)</td>
<td>Elk Grove Village</td>
<td>10/2/2015</td>
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<tr>
<td>Landmeier Rd</td>
<td>Elmhurst (9-2678) to Higgins (2-341)</td>
<td>Elk Grove Village</td>
<td>10/2/2015</td>
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<td>Ridge Ave</td>
<td>Landmeier (9-1333) to Devon (9-1346)</td>
<td>Elk Grove Village</td>
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<td>Gannon Drive</td>
<td>Higgins Rd (2-341) to Golf Rd (2-559)</td>
<td>Hoffman Estates</td>
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<td>Bernard Drive</td>
<td>Buffalo Grove Road (9-2657) to Arlington Heights Road (9-2626)</td>
<td>Buffalo Grove</td>
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<td>Weber Dr/Old Wilke Rd</td>
<td>Algonquin Road (2-339) to Central Road (9-1300)</td>
<td>Rolling Meadows</td>
<td>5/8/2009</td>
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Memorandum

TO: Northwest Council of Mayors Technical Committee

FROM: Mark Fowler
Executive Director

RE: Barrington Lake Zurich Road Functional Classification Revision Request

DATE: October 15, 2018

Action Requested: Staff recommends approval of the Barrington Lake Zurich Road functional classification request that was originally submitted to council staff in 2013.

Issue: On August 23, 2013, the Village of Barrington sent a Functional Classification Change Request for Lake Zurich Road and an STP application for funding in Phases II and III for this road relocation project (see attached). Later that day, former Northwest Council Liaison Mike Walczak acknowledged receipt of that email (also attached). Additionally, in Barrington’s STP application for the project, village staff notes twice that a functional classification change request has been submitted to change this roadway to a collector.

Funding for this project is currently listed in the council’s program under “TBD Lettings”; however, the functional classification change request does not appear to have been included on any Northwest Council Technical Committee agenda for approval at the time it was submitted.

Therefore, staff recommends approval by the Technical Committee and full Council.

Background: At the August 16 Northwestern Council of Mayors Technical committee meeting, a question arose as to the status of previous council requests for roadway functional classification changes. Staff contacted former Northwest Council Liaison Mike Walczak, IDOT staff, IDOT’s consultant and CMAP staff and we cannot verify that these requests were ever sent to, or received by, IDOT.

There are nineteen roadways in question dating back to 2009, but primarily to the 2015/2016 timeframe. With the exception of the Barrington Lake Zurich Road request, all have been approved by the Northwest Council Technical Committee and full Northwest Council (via the NWMC Board meeting), so what remains is to assemble the required documents for submittal to IDOT.

Staff is working with the affected municipalities to assemble the remaining information needed to submit the requests to IDOT and will ask for an expedited review.
Mark Fowler

From: Darch, Karen <kdarch@barrington-il.gov>
Sent: Thursday, October 11, 2018 5:07 PM
To: Mark Fowler
Cc: Summers, Greg; Joshua Klingenstein
Subject: FW: Lake Zurich Road Functional Classification and STP Application
Attachments: Lake Zurich Road STP Application_FINAL.pdf; Lake Zurich Road-Functional Classification Change Request Form.pdf

Mark,
Here is the August, 2013 application requests for LZ road. Also the LZ road project was approved for funding by the Tech committee on April 10, 2014 with an extensive attachment which indicated that the functional classification request had been made. At the March 11, 2015 NWMC Board meeting, on the Consent Agenda, a shift in the funding for the LZ road program was approved as one of the changes to the existing road program. Hopefully this helps reconstruct the record.
Thanks,
Karen

From: Summers, Greg [mailto:gsummers@barrington-il.gov]
Sent: Friday, August 23, 2013 10:15 AM
To: Mike Walczak
Subject: Lake Zurich Road Functional Classification and STP Application

Mike,

Please find attached a Functional Classification Change Request for Lake Zurich Road and an STP application for funding in Phases II and III for this road relocation project. The Phase I portion of the project is underway as a part of the U.S. Route 14 Underpass study. IDOT and the Village have reached an understanding that the Village will be the lead agency for this portion of the overall project which needs to proceed prior to the larger underpass project. As such, the projects are being bifurcated after the Phase I Design Approval and Phases II and III will run independently for the remainder of the project. Later today, I will transmit to you an STP application for the Route 14 underpass project.

Greg E. Summers, AICP
Director of Engineering & Building
Village of Barrington
200 South Hough Street
Barrington, Illinois 60010
847-304-3460
847-381-1056 (fax)
gsummers@barrington-il.gov

Barrington is a great place to live, work, and play!

This Message may contain confidential and/or proprietary information and is intended for the person/entity to whom it was originally addressed. Any use by others is strictly prohibited.
Appendix C: Functional Classification Change Request Form

Functional Classification Revision
Northwest Council Of Mayors

Name of Jurisdiction Requesting Revision: Village of Barrington

Contact: Mr. Greg E. Summers, AICP -- (847) 304-3460, gsummers@barrington-il.gov

Township of Jurisdiction/Roadway: Cuba Township

Name of Roadway: Lake Zurich Road

Current IDOT Roadway Classification: Local Street

Endpoints of Roadway:
North/East Endpoint: W. Cuba Road

Functional Classification: Minor Arterial
FAU/FAP/FAS Number: 1260

South/West Endpoint: U.S. Route 14

Functional Classification: Other Principal Arterial (Strategic Regional Arterial)
FAU/FAP/FAS Number: 305

AADT: 3,400 veh/day (2011) 5,000 veh/day (2040)

Lake Zurich Road is the only roadway for a distance of 1.8 miles between IL Route 59 and Ela Road that provides north-south continuity.

Spacings: Provides an important north-south connection between U.S. Route 14 and W. Cuba Road, both of which are arterials.

Route Continuity: 0.9 miles

Signalization Along Route: No signals -- stop controlled at both endpoints.
Please mark on map

Stop Sign Control of Cross-Streets: All cross streets are stop-controlled at Lake Zurich Road.
Please mark on map

Access to Traffic Generators: Lake Zurich Road currently functions as a collector roadway connecting local land

Application Justification: Access for area residences, businesses, and Citizens Park to nearby arterial roadways.
It also offers a parallel alternate route to the heavily congested IL Route 59.

Other Information: See attached Functional Classification Map Revision.
We found this one too.

Greg,
I wanted to confirm that I received both of your emails. I’ll review the applications next week and let you know if I have any questions. I may end up deferring the Lake Zurich Road request depending on the Functional Classification working group’s meeting next week.

Mike

Per my email from earlier today, attached is the STP application for the Route 14 Grade Separation.

Greg E. Summers, AICP
Director of Engineering & Building
Village of Barrington
200 South Hough Street
Barrington, Illinois 60010
847-304-3460
847-381-1056 (fax)
gsummers@barrington-il.gov

Barrington is a great place to live, work, and play!

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## STP Projects

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Project</th>
<th>Limits</th>
<th>Scope</th>
<th>Phase</th>
<th>Programmed Year</th>
<th>Total $</th>
<th>Federal STP $</th>
<th>Letting/Obligation</th>
<th>Project Status</th>
<th>Phase I</th>
<th>Phase II</th>
<th>ROW</th>
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<tbody>
<tr>
<td>Elk Grove Village</td>
<td>JF Kennedy/Ek Grove</td>
<td>Arlington Hts to Victoria</td>
<td>Resurfacing, bridge rehab</td>
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<td>Maringle to East Frontage</td>
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<td>ROW</td>
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<td>Intersection improvement</td>
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<td>Bode Rd to village limits</td>
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<td>Grade Separation</td>
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<td>Howard St Milwaukee to Lehigh</td>
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<td>Phase I to begin shortly</td>
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<tr>
<td>Rolling Meadows</td>
<td>Algonquin @ New Wilke</td>
<td>Intersection improvement</td>
<td>MYB $3,310,000</td>
<td>$2,000,000</td>
<td>TBD 2020</td>
<td>Phase I starting late 2017</td>
<td>Local</td>
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<tr>
<td>Schaumburg</td>
<td>Knollwood Rd Bode Rd to Golf Rd (IL 58)</td>
<td>Reconstruction</td>
<td>MYB $3,821,250</td>
<td>$3,057,000</td>
<td>March 2019</td>
<td>Phase II underway</td>
<td>Local</td>
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<tr>
<td>Schaumburg</td>
<td>Algonquin Rd at Hamiltons Dr</td>
<td>Intersection Improvement</td>
<td>MYB $70,000</td>
<td>$35,000</td>
<td>TBD 2020</td>
<td>Phase I complete</td>
<td>Local</td>
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<tr>
<td>Schaumburg</td>
<td>National Pkwy Woodfield to Golf</td>
<td>Reconstruction</td>
<td>MYB $1,200,000</td>
<td>$800,000</td>
<td>TBD 2020</td>
<td>Phase I near completion</td>
<td>Local</td>
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<tr>
<td>Schaumburg</td>
<td>National Pkwy Woodfield to Golf</td>
<td>ROW</td>
<td>MYB $400,000</td>
<td>$200,000</td>
<td>TBD 2020</td>
<td>Phase I near completion</td>
<td>Local</td>
<td></td>
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</tbody>
</table>
September 26, 2018

Mr. Joshua Klingenstein  
Program Manager for Transportation  
NORTHWEST MUNICIPAL CONFERENCE  
1600 E. Golf Road #0700  
Des Plaines, IL  60016

Re: Knollwood Drive Improvements – Bode Road to Golf Road  
Village of Schaumburg

Dear Mr. Klingenstein:

The Phase I Engineering and Phase II Engineering for the Knollwood Drive Improvements from Bode Road to Golf Road are nearing completion. Design approval is anticipated by the end October. The Phase II Engineering is on track for a March 2019 IDOT Letting.

Based on the progress that this project has made through Phase I and II Engineering and the continued deterioration of the pavement, I am requesting the construction phase of the project be moved into the NWMC’s active program to be funded in FY19. The estimated cost for the construction phase is $3,825,000.

If you have any questions, please contact Kristin Mehl, Engineering Division Manager, at 847.923.6618 or kmehl@schaumburg.com. Thank you for your consideration on this matter.

Sincerely,

VILLAGE OF SCHAUMBURG

[Signature]

Brian A. Townsend  
Village Manager

cc: Interim Director of Engineering & Public Works, Mike Hall  
Engineering Division Manager, Kristin Mehl

PROGRESS THROUGH THOUGHTFUL PLANNING
September 26, 2018

Mr. Joshua Klingenstein  
Program Manager for Transportation  
Northwest Municipal Conference  
1600 E. Golf Road #0700  
Des Plaines, IL  60016

Re:  National Parkway Improvements – Woodfield Road to Golf Road  
Village of Schaumburg

Dear Mr. Klingenstein:

The Phase I Engineering for the National Parkway Improvements from Woodfield Road to Golf Road is nearing completion. Design approval is anticipated by the end of the calendar year. The Phase II Engineering and Land Acquisition for this project are currently on the list of approved projects without specific funding years.

Based on the progress that this project has made through Phase I Engineering and the continued deterioration of the pavement, I am requesting the Phase II Engineering and Land Acquisition of the project be moved into the NWMC’s active program to be funded in FY19. The estimated cost for the Phase II Engineering is $800,000 and the estimated cost for the Land Acquisition is $400,000.

If you have any questions, please contact Kristin Mehl, Engineering Division Manager, at 847.923.6618 or kmehl@schaumburg.com. Thank you for your consideration on this matter.

Sincerely,

[Signature]

Brian A. Townsend  
Village Manager

cc: Interim Director of Engineering & Public Works, Mike Hall  
Engineering Division Manager, Kristin Mehl