

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

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Donna Johnson
Libertyville

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Eric Smith
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Paul Hoefert
Mount Prospect

Treasurer
Scott Anderson
Barrington

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Mark L. Fowler

North Shore Council of Mayors

Technical Committee

Thursday, July 10, 2025

10:00 a.m.

Skokie Village Hall

5127 Oakton St

VIRTUAL NON-VOTING OPTION:

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 237 631 171 398

Passcode: iw7Js69g

Dial in by phone:

[+1 872-240-8966,,897239178#](tel:+18722408966)

AGENDA

- I. Call to Order**
- II. Approval of Meeting Minutes – April 17, 2025 (Attachment A)**
Action Requested: Approval of Minutes
- III. Agency Reports**
 - a. Chicago Metropolitan Agency for Planning (Attachment B)
 - b. IDOT Local Roads Update (Attachment C)
 - c. IDOT Highways Report (Attachment D)
 - d. Illinois Tollway (Attachment E)
 - e. Metra
 - f. Pace (Attachment F)
 - g. RTA (Attachment G)
 - h. Cook County Department of Transportation and Highways

Action Requested: Informational/Discussion
- IV. North Shore Council of Mayors Surface Transportation Program (STP) Changes**
NWMC staff will present proposed changes to the North Shore Council of Mayors Surface Transportation Program (STP):
 - a. Local Surface Transportation Program (STP-L) FFY2025-2029 Update (Attachment H)**
NWMC staff will provide a brief overview of the current program, noting any changes since the previous meeting.
Action Requested: Informational/Discussion
 - b. North Shore Council of Mayors Surface Transportation Program (STP) Cost Increase Requests (Attachment I)**
NWMC staff will share requested cost increases or changes from projects in the FFY 2025-2029 Program:
 - 1. Morton Grove – Central Avenue (CON/CE)
 - 2. Glenview – Glenview Road and Harlem/Lehigh Avenue (CON)

Action Requested: Conditional approval of cost increases for FFY2026, pending availability of STP-L and/or Planned Use of Redistribution.

- V. Methodology Revision Pavement Condition Analysis Discussion (Attachment J)**
NWMC staff will lead a discussion regarding potential revisions to the pavement condition criteria in the methodology.

Action Requested: Discussion/Select a Pavement Condition Data Evaluation Method

- VI. Report by Methodology Revision Working Group (Attachment K, L)**
NWMC staff will share the final draft revision of the North Shore Council of Mayors STP Program Selection Methodology for adoption.

Action Requested: Discussion and Adoption of Proposed Revised Methodology

- VII. Other Business**

- VIII. Next Meeting**

The next meeting of the North Shore Council of Mayors Technical Committee is Thursday, October 16, 2025, at 8:30 a.m. at Glenview Village Hall, 2500 E Lake Street, with a virtual non-voting option available.

- IX. Adjourn**

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**North Shore Council of Mayors
Technical Committee
Thursday, April 17, 2025
Glenview Village Hall**

MEETING MINUTES

Members In Attendance

- Jim Bernahl, Village of Winnetka, Chair
- Sat Nagar, City of Evanston
- Monica Sarna, Village of Glencoe
- Adriana Webb, Village of Glenview
- John Welch, Village of Lincolnwood
- Chris Tomich, Village of Morton Grove
- Aram Beladi, Village of Northbrook
- Steve Gutierrez, Village of Northfield
- Dan Manis, Village of Wilmette

Others In Attendance

- Sarah FioRito, City of Evanston (virtual)
- Sagar Sonar, City of Evanston (virtual)
- Ron Milanesio, Village of Wilmette (virtual)
- Sarah Stolpe, CMAP
- Alex Househ, IDOT (virtual)
- Kelsey Passi, Illinois Tollway (virtual)
- Jess Rybarczyk, Pace Suburban Bus
- Zubair Haider, Baxter & Woodman
- Albert Stefan, CBBE
- Salvatore DiBernardo, Ciorba Group
- Luke Bolzenius, RINA (virtual)
- John Beissel, Robinson Engineering (virtual)
- Tom Gill, Thomas Engineering Group (virtual)
- David Block, Transystems (virtual)
- Mark Fowler, NWMC (virtual)
- Larry Bury, NWMC (virtual)
- Eric Czarnota, NWMC
- Brian Larson, NWMC

I. Call to Order

Mr. Bernahl called the meeting to order at 8:34 a.m.

II. Approval of Meeting Minutes – January 16, 2025

Mr. Tomich moved approval of the January 16, 2025 meeting minutes. Mr. Welch seconded the motion, which was unanimously approved.

MEMBERS

- Antioch
- Arlington Heights
- Bannockburn
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- Buffalo Grove
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- Evanston
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- Glencoe
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- Grayslake
- Hanover Park
- Highland Park
- Hoffman Estates
- Kenilworth
- Lake Bluff
- Lake Forest
- Lake Zurich
- Libertyville
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- Prospect Heights
- Rolling Meadows
- Schaumburg
- Skokie
- South Barrington
- Streamwood
- Vernon Hills
- West Dundee
- Wheeling
- Wilmette
- Winnetka

- President*
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- Eric Smith
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- Secretary*
- Paul Hoefert
Mount Prospect

- Treasurer*
- Scott Anderson
Barrington

- Executive Director*
- Mark L. Fowler

III. Agency Reports

a. Chicago Metropolitan Agency for Planning

Ms. Stolpe reported that CMAP is currently soliciting feedback on the Regional Transportation Plan and requested community promotion and input. She said that the CMAQ, TAP, and STP-Shared projects are currently undergoing public comment period prior to final review by the CMAP Board. Ms. Stolpe shared that CMAP's Accessible Communities Program Regional Coordinators Group will be meeting May 13 at CMAP and in a hybrid virtual capacity. Finally, Ms. Stolpe said that CMAP has contributed to the transit funding discussion by identifying opportunities to modernize sales tax policies.

Mr. Nagar asked if CMAP has identified any new information on federal funding changes. Ms. Stolpe said there has been no new information since their last memorandum, but are monitoring any changes. Mr. Bernahl noted that the Building Resilient Infrastructure and Communities (BRIC) grants have been eliminated, affecting local projects.

b. IDOT Local Roads

Mr. Househ reported that the deadline to pass a resolution in support of use of any remaining allocated Rebuild Illinois (RBI) funds is July 21. He clarified that motor fuel taxes (MFT) can be utilized to make use of RBI funds or can be substituted out in place of RBI funds. Mr. Bernahl encouraged the committee to check RBI allocations.

c. IDOT Highways

Report attached.

Mr. Larson shared that IDOT has finished their Multi-Year Program and is currently waiting on a date of publication. He noted that any project updates are indicated in bold on the IDOT Highways report.

d. Illinois Tollway

Ms. Passi reported that the Tollway continues on its Bridging the Future planning process, with dedicated themes recently established for the project. She added that the Tollway will be providing small business assistance on May 13 in Elgin to enable small businesses to connect with Tollway contracts.

e. Metra

No report provided.

f. Pace

Ms. Rybarczyk reported that as of February, Pace had provided 1.7 million rides. She said that the flat work for Pulse Demster is completed and available for service, with a pylon contract in place. Ms. Rybarczyk encouraged awareness of Pace's Hire on the Spot event for bus drivers every Thursday at Pace headquarters in Arlington Heights and Markham. Ms. Rybarczyk requested that any communities closing roads for events or construction to notify Pace for routing purposes. She said that the Pace board has approved an intergovernmental agreement with Metra and CTA for a Regional Day Pass pilot program, to be implemented this summer.

Mr. Tomich asked if there was an estimated pylon completion date. Ms. Rybarczyk said that July is the estimate for final changes.

Ms. FioRito asked whether the plan is for Pulse routes and local routes that share the same road to share stops. Ms. Rybarczyk replied yes, that all stops will provide local service and some provide both Pulse and local service, and asked that any residents contact Pulse Customer Service if buses are not stopping at indicated stops.

- g. RTA
Report attached.
- h. Cook County Department of Transportation and Highways
Mr. Larson announced that the Safe Streets for All (SS4A) federal application period is now open, noting that projects seeking Implementation grant funding will need to wait until the Cook County Safety Action Plan is adopted near the beginning of June. He said that Cook County will be shortly releasing data and resources resulting from development of the Safety Action Plan to supplement municipal applications.

IV. North Shore Council of Mayors Surface Transportation Program (STP) Changes

Mr. Larson presented proposed changes to the North Shore Council of Mayors Surface Transportation Program.

Mr. Bernahl asked the committee if anyone had insight on the impact of tariffs on project cost increases. He shared that the state said changes may see a 20-30% increase across all types of construction including water and intersections, and that Winnetka may have a contractor meeting to discuss this soon. Mr. Nagar replied no. Mr. Tomich said he was seeing an increase in steel, but not concrete or pipe costs. Mr. Bernahl added that he would be happy to share the numbers they are seeing and will share bid results, so that the group can stay ahead of cost issues. Mr. Tomich noted that concrete repair costs came in at around 2020-2021 costs.

a. Local Surface Transportation Program (STP-L) FFY2025-2029 Update

Mr. Larson provided a brief overview of the current program, noting changes to the program since the previous meeting.

Mr. Tomich asked about projects that are reprogrammed due to fiscal constraint and moving multiple years. Mr. Larson said that the reason was because no projects were able to be advanced to the open position and he also did not want to move any active projects to the Contingency list. Mr. Tomich encouraged the committee to ensure all funds are obligated as quickly as possible as it provides the council with more opportunities to advance projects. Mr. Larson noted that for the current fiscal year, the only project obligated to date was Glenview's Shermer Road project, and encouraged communities to obligate as soon as possible, including billing monthly to IDOT to ensure council marks are fully utilized.

c. North Shore Council of Mayors Surface Transportation Program Alternatives

Mr. Larson shared information on four proposed alternate program approaches: score-based; timeline-based; year shift change, and the current program with minimal changes, to gauge the council's openness towards how active reprogramming should happen.

Mr. Larson explained that a score-based approach would have projects ranked within each fiscal year by project score, and if a project could not be fully funded within the FFY, it would be moved to next FFY, with remaining projects would be evaluated until no more marks remained. He said that a timeline-based approach would have projects targeting earlier in each fiscal year receiving priority over projects letting later in the fiscal year to maximize future Planned Use of Redistribution. He added that a year shift approach would have the existing program would be reprogrammed as minimally as possible, with the condition that no project could shift more than one year from its target letting date. Finally, he noted that the committee could also adopt the current program, with one project shifted.

Mr. Manis asked whether the goal of the options presented was to enable efficient usage of the council's marks each year. Mr. Larson said that active reprogramming is currently on an ad hoc basis, so the options would ensure clarity of the method utilized when a project is actively reprogrammed. Mr. Bernahl said that this was a continuation of the committee's conversations in 2024 which also addressed how communities would be prioritized in accessing Redistribution. Mr. Larson said that there is no requirement to adopt one of these methods right now, but it would assist guiding the program moving forward. Mr. Nagar asked whether this would apply for new projects looking at future years. Mr. Bernahl said that this would establish a methodology to reallocate funding if a program gets pushed to a future FFY and address any domino effects. He said that adopting a method sooner rather than later would be best, as it would be tool that's used fair and objective. Mr. Bernahl asked that at the next meeting there be a discussion on the options available and how they relate to the methodology.

Mr. Tomich asked about the effectiveness of fixing the methodology now when approving the next call for projects and how those projects would affect the current program. Mr. Nagar responded that new projects would have to fit with the existing program. Mr. Bernahl said that the evaluation would be under the new methodology system and how those ready-to-go projects would be fit in. He encouraged communities during committee meetings to discuss go/no-go situations on projects that can be moved in and out of current years. He asked if the projects currently slotted for FFY2025 are ready to go. Mr. Larson responded that all communities have told him they are ready to let.

Mr. Nagar moved for adoption of the FY2025-2029 Program as presented in Attachment L. Mr. Welch seconded the motion, which was unanimously approved.

V. Report by Methodology Revision Working Group

NWMC staff shared a draft version of the Methodology, with and without changes, based on the Methodology Working Group's discussions so far on potential revisions to the North Shore Council of Mayors STP Program Selection Methodology.

Mr. Bernahl suggested that a special meeting be held to discuss the methodology prior to the next committee meeting. Mr. Larson said he would send out a scheduling email. Ms. Webb asked whether the July meeting could be moved to a different date due to a large number of conflicts among the membership. Mr. Larson said that he would look into alternate dates.

Mr. Larson shared the initial draft of the methodology based on the working group's discussions and noted significant changes.

Mr. Tomich asked about how the cost increase requests between meetings policy changed. Mr. Larson said that evaluation of ratio changes can now be included. Mr. Tomich asked about the Quarterly Status Updates language. Mr. Larson responded that the language comes directly from CMAP requirements.

Mr. Tomich asked about inclusion of federal authorization and intermediate dates in the methodology calendar. Mr. Larson responded that those dates are dependent on the IDOT letting schedule and couldn't be generalized for inclusion, but could see what of the annual end of FFY process, such as obligation extension requests could be included. Mr. Tomich said that inclusion of any dates or timelines that impact the active program would be most useful. Mr. Manis said if the concern was to ensure full obligation of marks, then to plan and incentivize projects that target the earlier letting dates. Mr. Bernahl said that the group could hold that as a non-written goal to enable earlier access.

Mr. Bernahl asked that a one-pager of methodology revisions be drafted for the July meeting. Mr. Larson said he would prepare one.

Ms. Sarna asked if there was opportunity for additional changes to the methodology prior to the July meeting. Mr. Larson said yes.

Mr. Tomich asked if the project application has been changed. Mr. Larson said the application has not yet been changed.

VI. Other Business

Mr. Larson asked the committee to notify their elected mayors and presidents to serve as co-chairs of the North Shore Council of Mayors to the CMAP Council of Mayors Executive Committee.

VII. Next Meeting

Mr. Bernahl said the next meeting of the North Shore Council of Mayors Technical Committee is currently scheduled for Thursday, July 17, 2025, at 8:30 a.m. at Skokie Village Hall, 5127 Oakton Street, but will be rescheduled to an alternate date, with a virtual non-voting option available.

VIII. Adjourn

Mr. Nagar moved to adjourn the meeting at 9:51 a.m. Mr. Tomich seconded the motion, which was unanimously approved.

CMAP news

Comprehensive Climate Action Plan for Greater Chicago survey

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

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

Communities encouraged to update the Northeastern Illinois Development Database

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

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

Regional Transportation Plan (RTP) survey

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

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

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

CMAP awarded \$2M in FY26 state budget

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

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

July 7, 2025

Job opportunities

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

Program status updates

Surface Transportation Program

The [STP Project Selection Committee](#) last met on May 15, 2025. The committee's next meeting is scheduled for **August 21, 2025**. [Meeting Materials](#) are posted on CMAP's Legistar site one week in advance of the meetings. Program status reports for the STP Shared Fund, based on quarterly updates submitted by project sponsors, and an accounting of available, programmed, and obligated funds for the region are available on the [STP webpage](#).

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

Staff contact: [Jon Haadsma](#) (312-386-8664)

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

The most recent [CMAQ Project Selection Committee](#) meeting was held on May 15, 2025. The committee's next meeting is scheduled for **July 17, 2025**. [Meeting materials](#) are posted on CMAP's Legistar site one week in advance of the meetings. Information for submitting change requests for CMAQ, CRP, or TAP-L funded projects can be found on CMAP's [CMAQ Management Resources web page](#).

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

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

Safe Travel for All Roadmap (STAR)

CMAP's [STAR program](#) continues to work to improve regional travel safety with assistance, resources and policy development. Information on the [Countywide Safety Action Plans](#) adopted by the MPO Policy Committee on May 30, 2025, and more, can be found on the STAR webpage.

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

Accessible Communities Program

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

CMAP launched the Accessible Communities Program to help communities in northeastern Illinois improve accessibility for their residents and visitors with disabilities. Essential information about improving accessibility can be found on this [CMAP webpage](#) and in the Accessible Communities newsletter.

July 7, 2025

Recordings and slides for CMAP's ADA trainings, which cover ADA and Title II requirements, completing a self-evaluation, the role of an ADA coordinator, developing a transition plan, and PROWAG are [available](#). CMAP has also developed [templates and guidance](#) that public entities can use to help meet their legal obligations of providing an ADA notice, grievance procedure, and designating an ADA coordinator.

Staff contact: [Jaemi Jackson](#) (312-386-8706)

CMAP products and data

New water demand forecast highlights need for sustainable water management

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

New data to help communities make informed housing decisions

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

2024 Community Data Snapshots

The 2024 CMAP [Community Data Snapshots](#) are available. The annual snapshots provide data-driven profiles for every county, municipality, and Chicago Community Area (CCA) in our region. The snapshots include updated demographic, socioeconomic, and employment data from the American Community Survey (ACS) datasets, updated land use summaries using data from the [Land Use Inventory](#), and updated estimated vehicle miles traveled per household.

Explore the CMAP data hub

CMAP's [Data Hub](#) provides vetted and trustworthy information about northeastern Illinois so local governments, community organizations, academic researchers, and businesses can learn and make informed decisions about their communities. The Data Hub allows you to search or browse by categories and tags. You can find tables or shapefiles for transit routes and stops, land use inventory, greenhouse gas emissions, economically disconnected and disinvested areas, bikeway inventory system, and more!

From our partners

2023 IDOT National Highway System (NHS) pavement and bridge data

IDOT collects condition data on Interstate pavements annually and on non-Interstate pavements on a two-year cycle. Bridges receive a routine visual inspection at least every 2-4 years, depending on the condition. The results of the most recent NHS pavement condition assessments and bridge inspections, along with performance measures and targets, may be accessed on [IDOT's "Performance" webpage](#).

July 7, 2025

Vulnerable Road User Safety Assessment (VRUSA)

The IDOT [Vulnerable Road User Safety Assessment \(VRUSA\)](#) is available for download and use. The VRUSA contains IDOT's efforts to help stakeholders identify programs and projects to address vulnerable road user safety through stakeholders' engagement and data analysis. It also outlines safety strategies based on the safe system approach with a profound consideration for equity principles. It is IDOT's intention for this document to be an important tool for stakeholders to continue to address the needs of VRU's in their communities.

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

Funding opportunities

No current opportunities

Training opportunities

National Association of Development Organizations (NADO) Regional Transportation Conference

The [National Regional Transportation Conference](#) will be held in Des Moines, Iowa from **July 15-17, 2025**, offering an annual mixture of panels, workshops, and discussion-based sessions on transportation-related topics. [Registration](#) is available now.

Modeling Mobility (MoMo) Conference

The MoMo conference serves as a forum for advancing travel models, transportation data, and quantitative analysis for transportation planning. The [2025 conference](#) aims to connect academic, public, and private sector professionals to collaboratively solve data and model-related problems in transportation planning applications. The conference is **September 14-17, 2025**, in Minneapolis, Minnesota and [registration](#) is open now.

IDOT Fall Planning Conference

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

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

FHWA Learning Management System

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

IDOT BLRS 2025 T2 training

IDOT's Technology Transfer (T2) Center has the [Spring 2025 T2 training](#), along with all past offerings, available online. For more information on how to navigate this training, along with 35+ additional

July 7, 2025

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

Engage with CMAP

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

July 7, 2025

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

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

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

Final ROW documents due for projects targeting the September 2025 letting

###

This information is compiled from these official sources:

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

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

Selections: RCO: 02	Engineer:
Fund:	Tip Fund:

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

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
1 GLENVIEW 220020600CH 3287	FAU1292 - E Lake AVE AT Waukegan RD PAVEMENT WIDENING	6,555,823	02-19-0016 E1: / / / / E2: FFY23 / CMAQ / 435,000 / 348,000 / RW: FFY25 / CMAQ / 210,000 / 168,000 / C: FFY25 / CMAQ / 6,555,823 / 4,405,000 /	CE 1 3 /26/2024			Yes		9/19/2025	AH CR Civiltech	NR	* NR * * * * * * * * * *
2 GLENVIEW 240021300RS 3351	FAU1297 - Glenview Rd Milwaukee Ave to Shermer Rd RESURFACING	2,717,000	02-25-0004 E1: / / / / E2: / / / / RW: / / / / C: FFY25 / STPL / 2,717,000 / 2,173,600 /	CE 1 12/20/2024	NR		No		6/13/2025	AH CR B & W	NR	* NR * * * * * * * * * *
3 LINCOLNWOOD 160006100LS 2799	FAU1349 - Devon Av Lincoln Av to McCormick Blvd WIDENING & RESURFACING/SW LIGHTING/LANDSCAPING	4,066,000	02-16-0004 E1: / / / / E2: FFY20 / STPL / 303,952 / 106,383 / RW: / / / / C: MYB / STPL / 4,066,000 / 2,749,500 /	CE 1 9 /18/2018	NR		Yes	A 9 /18/2018	11/7/2025	AH CR CBBEL	NR	* NR * * * * * * * * * *
4 LINCOLNWOOD 180006600CH 3243	FAP0350 - Cicero Ave Touhy Ave INTERSECTION IMPROVEMENT	2,220,000	02-19-0008 E1: / / / / E2: FFY22 / CMAQ / 210,000 / 168,000 / RW: FFY24 / CMAQ / 410,000 / 328,000 / C: FFY25 / CMAQ / 2,220,000 / 1,776,000 /	CE 1 7 /1 /2020	NR		Yes E		6/12/2026	AH CR Stanley	NR	* NR * * * * * * * * * *

Selections: RCO: 02	Engineer:
Fund:	Tip Fund:

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

02

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
Record id												
5	LINCOLNWOOD 210007200BT 3409	FAU1353 - Pratt Ave Lincolnwood to McCormick BIKEWAYS	2,776,000 E1: / / / / E2: FFY24 / STE2 / 127,000 / 127,000 / RW: / / / / C: FFY25 / STE / 2,776,000 / 2,776,000 /	02-11-0008 E1: / / / / E2: / / / / RW: / / / / C: / / / /	CE 1 8/19/2022	NR	No		9/19/2025	AH CR CBBEL	NR	* * * * * * * * * * *
6	MORTON GROVE 210011000RS 3399	FAU3520 - Gross Point Rd Main St to Oakton St RESURFACING	1,680,000 E1: / / / / E2: / / / / RW: / / / / C: FFY25 / STPL / 1,680,000 / 1,344,000 /	02-25-0006 E1: / / / / E2: / / / / RW: / / / / C: / / / /	CE 1 12/20/2024	NR	No		6/13/2025	AH CR	NR	* * * * * * * * * * *
7	MORTON GROVE 210011100RS 3400	FAU1313 - Beckwith Rd Shermer Rd to Austin Av RESURFACING	3,060,000 E1: / / / / E2: / / / / RW: / / / / C: FFY25 / STPL / 3,060,000 / 2,448,000 /	02-25-0005 E1: / / / / E2: / / / / RW: / / / / C: / / / /	CE 1 12/20/2024	NR	No		6/13/2025	AH CR Ciorba	NR	* * * * * * * * * * *
8	MORTON GROVE 240011300RS 3401	FAU2794 - Central Ave Golf Rd to Dempster St RESURFACING	1,530,000 E1: / / / / E2: / / / / RW: / / / / C: FFY25 / STPL / 1,530,000 / 1,224,000 /	02-25-0007 E1: / / / / E2: / / / / RW: / / / / C: / / / /	CE 1 12/20/2024	NR	No		6/13/2025	AH CR	NR	* * * * * * * * * * *

Selections: RCO: 02	Engineer:
Fund:	Tip Fund:

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

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
9 MORTON GROVE 240011400RS	FAU2770 - Shermer Rd Golf Rd to Harlem Ave RESURFACING	1,240,000	02-25-0008 E1: / / / / E2: / / / / RW: / / / / C: FFY25 / STPL / 1,240,000 / 992,000 /	CE 1 12/20/2024	NR		No		6/13/2025	AH CR	NR	* NR * * * * * * * * * *
3402							REMARKS: Item No. 12.					
10 SKOKIE 080028000FP	- Old Orchard Rd Harms Rd/(1-94) to Skokie Blvd RECONSTRUCTION SIGNAL TIMING/PROGRESSION	16,400,000	02-97-0006 E1: / / / / E2: / / / / RW: FFY17 / CMAQ / 1,907,500 / 1,526,000 / A C: FFY23 / HPP / 1,000,000 / 800,000 / / CMAQ / 10,000,000 / 7,800,000 /	CE 2 12/10/2014	NR		Yes		1/1/2026	AH CR Transyste		* * * * * * * * * * *
1312							REMARKS: Bill #1809. Kick-off meeting held 4-4-08. Part of CCHD Project. Requires PE1 Addendum. Need s chedule (4-20-20).					
11 SKOKIE 130029500BT	FAU1313 - Church St Linder Av to McCormick Blvd Bike Lanes	550,000	02-14-0003 E1: / / / / E2: FFY19 / CMAQ / 43,000 / 32,000 / A RW: / / / / C: FFY23 / CMAQ / 550,000 / 440,000 /	CE 1 5/13/2013	NR		No		6/13/2025	AH CR CBBEL	NR	* NR * * * * * * * * * *
3023							REMARKS: PE1 Addendum app: 10/21/2024. Item No. 2.					
12 SKOKIE 150030300MS	Var - CTA Stations Dempster to Oakton LANDSCAPING BIKE RACKS	289,000	02-16-0013 E1: / / / / E2: FFY19 / CMAQ / 25,963 / 20,770 / A RW: / / / / C: FFY22 / CMAQ / 289,000 / 231,000 /	CE 1 6/9/2015	NR		Yes		1/1/2026	AH CR CBBEL	NR	* NR * * * * * * * * * *
3007							REMARKS: Com Ed/CTA lease agreement. PE2 kick-off meeting held 10/30/19. Letting TBD as of 11-15-2022.					

Selections: RCO: 02	Engineer:
Fund:	Tip Fund:

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

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
13 SKOKIE 160030700BT 3249	Off - Skokie Vly Tr Golf Rd to Dempster BIKEWAYS	3,190,000	02-18-0001 E1: / / / / E2: FFY20 / STE2 / 420,000 / 336,000 / RW: FFY23 / STER / 637,200 / 448,000 / C: FFY24 / STE / 3,190,000 / 2,096,000 /	CE 1 4 / 5 / 2019	NR		Yes		2/27/2026	AH CR	NR	* NR * * * * * * * * * *
14 SKOKIE 190010802BT 3425	FAU1332 - Oakton St Caldwell Ave to Lehigh Ave SIDEWALKS BIKE PATH	2,759,937	02-19-0015 E1: / / / / E2: / / / / RW: / / / / C: FFY25 / CMAQ / 2,458,074 / 1,966,460 / / SRTS / 301,863 / 241,488 /	CE 1 10/21/2021	NR		Yes		11/7/2025	AH CR CBBEL	NR	* NR * * * * * * * * * *
15 WILMETTE 190020301CH 3356	FAU0350 - Skokie BI/US41 Illinois Rd to Lake Ave BIKEWAYS MODERNIZE TRAFFIC SIGNALS	1,334,000	02-16-0005 E1: / / / / E2: FFY23 / ITEP / 195,715 / 121,600 / A RW: / / / / C: FFY25 / ITEP / 1,334,000 / 1,068,960 /	CE 1 9 / 27 / 2022	NR		Yes		11/7/2025	AH CR Civiltech	NR	* NR * * * * * * * * * *

July 2, 2025

North Shore Council of Mayors Management Monitoring Schedule FY 2025-2030

Proposed Highway Improvement Program

Target lettings for projects in the MYP are contingent upon contract plan readiness, land acquisition and funding availability.

Katie Herdus, Area Programmer
Phone : (847) 705-4090
FAX: (847) 705-4666
E-mail : Katherine.Herdus@illinois.gov

MANAGEMENT MONITORING SCHEDULE

ATTACHMENT D

North Shore Council of Mayors

July 2, 2025

IDOT FY 2025-2030 Proposed Highway Improvement Program is available on-line at [FY 2025-2030 Proposed Highway & Multimodal Improvement Program - June 2024 \(illinois.gov\)](#)

PROJECT LOCATION AND LIMITS	SCOPE OF WORK	EST. COST (X000)	DESIGN APPROVAL DATE	RIGHT OF WAY REQUIRED	TARGET LETTING TIMEFRAME*	FISCAL YEAR FUNDS AVAILABLE	COMMENTS
I-90 (Kennedy Expwy) Various Bridges	Bridge Deck Sealing	\$500	PS&E	NO	Early Years MYP Contract: 62X44 1-81367-0000	MYP	
I-94 (Edens Expwy) Ramp (SB) to US 41 (Skokie Ave)	Bridge Superstructure Replacement	\$5,000	TBD	TBD	Later Years MYP 1-77360-0000	MYP	Wilmette
I-94 (Edens Expwy) At Winnetka Rd	Bridge Replacement and Retaining Wall	\$7,000	03/22/02	TBD	Middle Years MYP Contract: 62H34 1-75746-0100	MYP	Northfield
I-94 (Edens Expwy) At Touhy Ave	Bridge Superstructure Replacement	\$8,930	TBD	TBD	Middle Years MYP 1-81127-0000	MYP	Skokie
US 14 (Dempster St) IL 21 (Milwaukee Ave) to Ozark St.	Signal Timing/Progression	\$165	PS&S	NO	Early Years MYP Contract: 62W83 1-81281-0000	MYP	Niles, Morton Grove
US 14 (Dempster St) Ozark St. to IL 43 (Waukegan Rd)	Drainage	\$10,000	E12/31/17	Yes	Middle Years MYP 1-79267-0000	MYP	Morton Grove

- **Entries in bold print indicate updates made since the last Committee Meeting.**
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MANAGEMENT MONITORING SCHEDULE

ATTACHMENT D

North Shore Council of Mayors

July 2, 2025

IDOT FY 2025-2030 Proposed Highway Improvement Program is available on-line at [FY 2025-2030 Proposed Highway & Multimodal Improvement Program - June 2024 \(illinois.gov\)](#)

PROJECT LOCATION AND LIMITS	SCOPE OF WORK	EST. COST (X000)	DESIGN APPROVAL DATE	RIGHT OF WAY REQUIRED	TARGET LETTING TIMEFRAME*	FISCAL YEAR FUNDS AVAILABLE	COMMENTS
US 41 (Skokie Hwy) : Lake-Cook Rd to I-94 (Edens EXPWY)	SMART Overlay	\$1,000	PS&E	TBD	Early Years MYP 1-81016-0000	MYP	Northbrook
US 41 (Cicero Ave) : N of Golf Rd to Devon Ave	SMART Overlay	\$6,205	PS&E	TBD	Early Years MYP 1-81205-0000	MYP	Skokie, Lincolnwood
US 41 (Skokie Blvd) at Main St	Signal Timing Progression	\$175	PS&E	NO	Early Years MYP 1-80919-0000	MYP	
US 41 (Skokie Blvd): S of Old Glenview Rd to N of Golf Rd	SMART Overlay. ADA Improvements	\$1,216	PS&E	TBD	Letting 4/2025 1-80982-0000	No	Wilmette, Skokie
US 41 (Church St) US 41 (Skokie Blvd): At Church St & Church St: At Niles Center Rd and at Main St	Signal Timing Progression	\$315	PS&E	TBD	Early Years MYP Contract: 62R84 1-80911-0000	MYP	Skokie
IL 21 (Milwaukee Ave) North of Sanders Rd to South of Euclid Ave	Reconstruction Intersection Improvement Traffic Signal Modernization Signal Timing / Progression Additional Lanes	\$13,375	12/13/06	Yes	Middle Years MYP Contract: 60R53 1-71621-0100	MYP	Glenview

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MANAGEMENT MONITORING SCHEDULE

ATTACHMENT D

North Shore Council of Mayors

July 2, 2025

IDOT FY 2025-2030 Proposed Highway Improvement Program is available on-line at [FY 2025-2030 Proposed Highway & Multimodal Improvement Program - June 2024 \(illinois.gov\)](#)

PROJECT LOCATION AND LIMITS	SCOPE OF WORK	EST. COST (X000)	DESIGN APPROVAL DATE	RIGHT OF WAY REQUIRED	TARGET LETTING TIMEFRAME*	FISCAL YEAR FUNDS AVAILABLE	COMMENTS
IL 21: Dearlove Rd to Harlem Ave	SMART Overlay	\$8,530	PS&E	TBD	Later Years MYP 1-81225-0000	MYP	Glenview, Niles
IL 43 (Waukegan Rd): Emerson at to US 14 (Caldwell Ave)	SMART Overlay	\$2,430	PS&E	TBD	Later Years MYP 1-81207-0000	MYP	Northbrook
IL 43 (Waukegan Rd) N of Main St to Oakton St & Harlem Ave to US 14 (Caldwell Ave)	Standard Overlay, ADA Improvements	\$990	PS&E	No	Later Years MYP Contract: 62V42 1-79496-0000	MYP	Morton Grove Niles
IL 68 (Dempster St): Des Plaines River to I 94 (Edens Expwy)	SMART Overlay	\$10,320	PS&E	No	Later Years MYP 1-81197-0000	MYP	Northbrook
Devon Ave Springfield Ave to Lincoln Ave	Smart Overlay, ADA Improvements	\$570	TBD	TBD	Early Years MYP Contract: 62L58 1-79489-0000	MYP	Lincolnwood
Dundee Rd I-94 (Eden Expwy) to Forest Way Dr	Standard Overlay, ADA Improvements	\$800	PS&E	TBD	Early Years MYP Contract: 62J64 1-80441-0000	MYP	Glencoe Northbrook
Forest Way Dr At Ditch north of Willow Rd	Culvert Replacement	\$1,200	TBD	TBD	Early Years MYP 1-80294-0000	MYP	Wilmette

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MANAGEMENT MONITORING SCHEDULE

ATTACHMENT D

North Shore Council of Mayors

July 2, 2025

IDOT FY 2025-2030 Proposed Highway Improvement Program is available on-line at [FY 2025-2030 Proposed Highway & Multimodal Improvement Program - June 2024 \(illinois.gov\)](#)

PROJECT LOCATION AND LIMITS	SCOPE OF WORK	EST. COST (X000)	DESIGN APPROVAL DATE	RIGHT OF WAY REQUIRED	TARGET LETTING TIMEFRAME*	FISCAL YEAR FUNDS AVAILABLE	COMMENTS
Green Bay Rd S of Scott Ave to S of Kenilworth Ave	Standard Overlay, ADA Improvements	\$2,030	TBD	TBD	Early Years MYP 1-79439-0000	MYP	Glencoe
Greenwood Rd: Linneman St to IL 58 (Golf Rd)	Standard Overlay, ADA Improvements	\$1,200	PS&E	TBD	Middle Years MYP 1-80085-0000	MYP	Glencoe Winnetka Kenilworth
Touhy Ave At Hamlin Ave	Channelization, Traffic Signal Installation	\$750	TBD	Yes	Later Years MYP 1-77024-0000	MYP	Glenview, Niles
Willow Rd E of Des Plaines River to Waterview Dr/Protection Pkwy	Reconstruction, Intersection Improvement, Lighting, Noise Barriers, Bridge Rehabilitation	\$19,000	4/2/01	Yes	Early Years MYP Contract: 60L75 1-73626-0000 1-73626-3000	MYP	Prospect Heights Glenview
Willow Rd At W Fork North Branch Chicago River	Bridge Replacement, Sidewalk	\$9,400	TBD	Yes	Middle Years MYP Contact: 62M85 1-72414-0300	MYP	Prospect Heights Glenview

- **Entries in bold print indicate updates made since the last Committee Meeting.**
- ***Target lettings for projects in the MYP are contingent upon contract plan readiness, land acquisition and funding availability.**

Illinois Tollway Update

Capital Plan – Investing in the Future

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

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

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

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

Bridging the Future

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

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

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

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

If you have any questions, please reach out to Kelsey Passi at kpassi@getipass.com.

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www.VentraChicago.com/RDP

Regional Day Pass now available!

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

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

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

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

All weekend Regional Day Passes will cost \$9.50.

How to Buy the Regional Day Pass

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

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

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



Local Government Update

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June Local Government Update

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

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

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

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

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



Local Government Update

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RTA seeking public comment on performance-based capital allocation process

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

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

RTA releases Travel Information Action Plan to improve rider experience

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

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



Local Government Update

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2025 Asset Condition Report details \$30 billion capital backlog

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

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



Local Government Update

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July Local Government Update

Regional Day Pass now available

Riders can now purchase the Regional Day Pass, which allows unlimited rides on CTA, Metra and Pace in a single day – streamlining how people move across the Chicago region. The new pass, available only in the latest version of the Ventra app, is a collaboration between the three transit agencies and the Regional Transportation Authority (RTA) to advance fare integration and more seamless transit rider experience. It offers a more convenient and cost-effective option for regional transit riders.

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- \$16 in Metra's three-zone travel area (\$9 for reduced fare card holders)

All weekend Regional Day Passes will cost \$9.50. Learn how to purchase the Regional Day Pass and find more information on the [RTA website](#).

RTA seeks public comment on Section 5310 Program

The [Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program](#) is a federal program that aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. The 2025 Call for Projects closed at the end of May and 16 projects, totaling approximately \$16.5 million in federal funding, are proposed. Feedback on these proposals can be submitted on the RTA website through July 30. Following the public comment period, staff will present the Program of Projects to the RTA Board of Directors for approval.



Local Government Update

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RTA, Service Boards release coordinated federal legislative agenda

The federal government is a key partner in funding and maintaining the Chicago region's transit system, with more than 60% of the regional system's capital funding comes from federal formula programs. While RTA and Service Boards will continue to prioritize state and local funding as the primary sources for maintaining and growing transit operations, the federal government could have an ongoing role by matching state and local contributions. To that end, the RTA, CTA, Metra, and Pace have released a [coordinated federal legislative agenda](#) that outlines the following priorities:

- **Capital Funding:** Preserve and grow the federal transit program.
- **Regulatory Reform:** Streamline policies to expedite project delivery and enable continued service innovations.
- **Discretionary Grants:** Maintain and enhance existing grant programs.
- **Operating Funding:** Reestablish an ongoing program to deliver federal operating assistance to the nation's largest transit systems.

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- Schaumburg
- Skokie
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- Streamwood
- Vernon Hills
- West Dundee
- Wheeling
- Wilmette
- Winnetka

To: North Shore Council of Mayors Technical Committee
From: Brian M. Larson, Planning Liaison
Re: Cost Increase Request for Morton Grove – Central Avenue
Date: July 9, 2025

The Village of Morton Grove has petitioned the North Shore Council of Mayors for a cost increase of \$192,540 for its Central Avenue project (TIP 02-25-0007), originally in April 2025 for a total federal CON/CE phase amount of \$1,500,000, but since revised to a total of \$1,416,540 following receipt of final bid amounts as provided below:

Pre-Letting Table1

	Total Cost	Federal Share	Local Share
Construction	\$1,624,373	\$1,278,874	\$371,279
Construction Engineering	\$75,300	\$60,240	\$15,060
Total	\$1,699,673	\$1,339,114	\$386,339

Post-Letting Table1

	Total Cost	Federal Share	Local Share
Construction	\$1,669,904	\$1,335,923	\$333,981
Construction Engineering	\$100,772	\$80,618	\$20,154
Total	\$1,770,676	\$1,416,540	\$354,136

Per the North Shore Council of Mayors Methodology, cost increase requests are contingent upon three factors: programming constraints and funding availability, special circumstances resulting in project cost increases, and no prior petitions by the project sponsor for the same project for the fiscal year.

Currently FFY2025 is overprogrammed beyond the Council marks, and although additional funds are available for projects letting this fiscal year through Planned Use of Redistribution, the project already is making use of these funds, which limits cost increases per Active Program Management due to an inability to extend obligation beyond the FFY. Further, funds have already been obligated for the project and the project has been let, therefore requests for cost increases may be approved for programming as a separate line item in the current year of the program only if at least 75% of the already obligated funds have been expended or if the duration of the construction contract is less than the number of business days left in the FFY at the time of the request. Otherwise, requests may be approved for programming as a separate line item in the first out year of the program. Currently, the project has been let and existing funds obligated, however the project has not yet expended at least 75% of the obligated funds. Therefore, the request will be considered for FFY2026.

Morton Grove indicates in its cost increase request that unexpected and additional costs caused by the mid-year bidding arose during the project with a post-letting bid additional

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cost of \$192,540. Therefore, special circumstances necessitate this portion of the cost increase.

The project's CON/CE funds were first approved on October 17, 2024, moving from the Contingency List and receiving a funding re-evaluation from the original 70/30 ratio to 80/20 when the project internalized ENG II phase funding. This request was during FFY2025, but was not a cost increase, and the project's CON STP-L funds have not changed since submission during the 2024 Call for Projects. Therefore, Morton Grove has not petitioned the Council for a cost increase for Central Avenue during FFY2025.

Per the North Shore Council of Mayors Methodology, approved cost increase requests are subject to limits dependent on the total annual marks allocated to the Council and maximum project limits. The allocation, \$1,224,000, made up 18.7% of Council marks (\$6,551,398). This means the maximum cost increase request for CON/CE can be 100% of the programmed STP funding for the project phase, or \$1,224,000. The requested increase of \$192,540 for CON/CE is well below this maximum amount.

The project's total STP funding, including the non-variance cost increase, would be \$1,416,540, below the individual project funding limit of \$5 million.

Therefore, **I recommend that the North Shore Council of Mayors conditionally approve Morton Grove's Central Road cost increase request** in the amount of \$192,540, for a total CON/CE phase STP funding of \$1,416,540, with the cost increase programmed using FFY2026 funding should it be available either through STP-L and/or Planned Use of Redistribution.

Sincerely,

A handwritten signature in black ink that reads "Brian Larson". The signature is written in a cursive style with a large, sweeping initial "B".

Brian M. Larson



April 8, 2025

Mr. Brian Larson
Program Associate for Transportation
Northwest Municipal Conference
1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60010

Reference: Request for Additional Funding
Central Avenue LAFO
Dempster Street to Golf Road
Village of Morton Grove, Cook County
Section: 24-00113-00-RS
TIP ID 02-25-0007

Dear Mr. Larson,

The Village of Morton Grove is requesting additional Surface Transportation Program (STP) funding in the amount of \$276,000 for improvements of Central Avenue from Dempster Street to Golf Road. Construction and construction engineering funding for this project is included in the STP FFY2025-29 Program. Note that the source of this funding is FFY2025 Planned Use of Redistribution and not the FFY2025 STP-Local. An explanation of the requested funding follows and the Village can answer questions at the April 2025 North Shore Council of Mayor’s Technical Committee meeting.

The project is on schedule for the June 2025 letting. The current estimated costs for eligible construction and construction engineering exceed the federal funding approved by the North Shore Council of Mayors. Table 1 shows the various estimated costs.

Table1

	Total Cost	Federal Share	Local Share
Construction	\$1,624,373	\$1,278,874	\$371,279
Construction Engineering	\$75,300	\$60,240	\$15,060
Total	\$1,699,673	\$1,339,114	\$386,339

The federal funding amount approved by the North Shore Council of Mayors is \$1,224,000, which is less than the eligible participating costs by \$115,114. Given the current volatility and the mid-year bidding for this project, the Village is holding a 15 percent fluctuation in prices. We are requesting approval of \$1,500,000, an increase of \$276,000.

Should you have any questions specific to the project, please contact me at ctomich@mortongroveil.org or at 847-663-3902.

Sincerely,

A handwritten signature in black ink that reads "Chris R. Tomich". The signature is written in a cursive, flowing style.

Chris R. Tomich, P.E.
Village Engineer

Cc: Mr. Mike Lukich, Director of Public Works
Mr. Chuck Meyer, Village Administrator
Ms. Hanna Sullivan, Director of Finance

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To: North Shore Council of Mayors Technical Committee
From: Brian M. Larson, Planning Liaison
Re: Cost Increase Request for Glenview – Glenview Road
Date: July 3, 2025

The Village of Glenview has petitioned the North Shore Council of Mayors for a cost increase of \$736,000 for its Glenview Road and Harlem/Lehigh Avenue project (TIP 02-22-0016), for a total federal CON/CE phase amount of \$4,416,500.

Per the North Shore Council of Mayors Methodology, cost increase requests are contingent upon three factors: programming constraints and funding availability, special circumstances resulting in project cost increases, and no prior petitions by the project sponsor for the same project for the fiscal year.

Currently FFY2026 has \$55,685 in remaining Council marks. This amount is insufficient to cover the entirety of the requested cost increase.

Glenview indicates in its cost increase request that unexpected and additional costs arose caused by the replacement of traffic signals to IDOT standards. Therefore, special circumstances necessitate this portion of the cost increase.

The project's CON/CE funds were first approved on November 3, 2022, moving from the Contingency List. The project has since received cost increases to its current levels on October 17, 2024. Therefore, Glenview has petitioned the Council for a cost increase for Glenview Road during FFY2025 so such a request cannot be programmed during FFY2025.

Per the North Shore Council of Mayors Methodology, approved cost increase requests are subject to limits dependent on the total annual marks allocated to the Council and maximum project limits. The allocation, \$3,680,000, made up 58.8% of Council marks (\$6,263,452). This means the maximum cost increase request for CON/CE can be 50% of the programmed STP funding for the project phase, or \$1,840,000. The requested increase for CON/CE is well below this maximum amount.

The project's total STP funding would be \$4,416,500, below the individual project funding limit of \$5 million.

Therefore, **I recommend that the North Shore Council of Mayors conditionally approve Glenview's Glenview Road cost increase request** in the amount of \$736,000, for a total CON/CE phase STP funding of \$4,416,500, with the cost increase programmed using FFY2026 funding should it be available either through STP-L and/or Planned Use of Redistribution.



June 19, 2025

Brian Larson
Transportation Program Associate
Northwest Municipal Conference
1600 East Golf Road, Suite 0700
Des Plaines, IL. 60016

Re: Request for Additional STP Funding- Glenview Road & Harlem/Lehigh Ave Improvement Project (TIP #02-22-0016)

Mr. Larson,

The Village of Glenview is officially submitting this letter to the Northwest Municipal Conference to request additional STP funding for the Glenview Road & Harlem/Lehigh Improvement Project.

The scope of work has expanded to include replacement of two traffic signals within the project limits that do not meet current Illinois Department of Transportation standards. As a result, the total construction cost has increased from \$3,341,455 to \$4,077,455. The revised construction total, including the local share, is now \$5,096,819.

The Village is requesting an additional **\$736,000** in STP funds to support the updated scope.

Should you have any questions specific to the project, please contact me at 847-904-4414.

Thank you for your continued support and partnership.

Sincerely,

Adriana Webb
Deputy Director of Public Works

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To: North Shore Council of Mayors Technical Committee
From: Brian M. Larson, Planning Liaison
Re: Pavement Condition Methodology Discussion
Date: July 3, 2025

The methodology discussion has resulted in a request to seek additional ways to include and evaluate pavement condition when communities may have more granular and recently updated information than the prior CMAP, and now IDOT, CRS data sources.

Results from other councils fell into four categories:

Prioritizes CMAP Score, Then IDOT, Before Considering Local Scoring

CMAP data utilized where available, followed by IDOT CRS if CMAP is not available, and if neither are available, local pavement testing data can be utilized.

Councils include:

- Central
- Lake
- North Central
- Will

Prioritizes Single Source Before Considering Local Scoring

These councils will prioritize a single data source, and only consider local scoring if data is not available for the project location.

Councils and respective priority source include:

- Kane-Kendall (IDOT)
- South (CMAP)

Prioritizes Single Source but Will Consider More Recent Local Scoring

The only council utilizing this policy is Northwest, which prioritizes IDOT CRS scores, but will consider a local scoring CRS equivalent that is more recent than the IDOT CRS score.

Prioritizes IDOT Score, Requires CMAP Verification to Consider Local Scoring

The only council utilizing this policy is DuPage, which requires communities to submit their CRS score-based pavement testing to CMAP. DuPage will only consider local scoring if CMAP concurs with the submitted data. If CMAP does not concur or does not timely process the data, DuPage will default to IDOT CRS.

Therefore, it appears that most councils follow a ranked hierarchy to ensure as standardized an evaluation as possible but will evaluate local data when state and/or regional scoring methods are not available. Of all the councils, Northwest follows the most permissive method by allowing scoring on a timeliness evaluation and DuPage the most restrictive by requiring local scoring to go through regional evaluation for inclusion.

CMAP does not have sufficient staff capacity to review the reasonability of more than one or two local project pavement condition datasets per council, with additional reasonability analysis requests the responsibility of the council.

To ensure flexibility when encountering limited information from IDOT, North Shore can either:

- Only accept IDOT pavement condition data, unless IDOT data is not available
- Only accept IDOT pavement condition data, unless local data is more recent

In either instance, local pavement condition data needs to be reducible to the current 10 point scale utilized by IDOT, and the procedure utilized needs to be provided to the Planning Liaison with sufficient time to review the reasonability of the method and its result with CMAP.

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To: North Shore Council of Mayors Technical Committee
From: Brian M. Larson, Planning Liaison
Re: Summary of Changes to Methodology
Date: July 3, 2025

The following is a summary of major changes were made to the North Shore Council of Mayors methodology:

Safety Improvement

- Completely revised. Crash Reduction Factor process eliminated, now utilizes [US DOT Safe Systems Approach](#) framework to evaluate potential changes. Additionally, the Safety Improvement score range now includes a potential 0 score for no improvements made.

Pavement Condition

- To share best practices, project applicants are requested to submit information on rehabilitation practices and timelines.

Project Readiness

- Projects on the Contingency List can request score reevaluation if the project status has changed since application to prioritize projects taking active steps towards completion.

Local Needs

- Completely revised. Years Since Last STP Project category eliminated due to insufficient differentiation between applications and replaced by formula that evaluates community's per capita STP funding over the past 3 years, whether a community has future STP funding allocations, and whether the project is on a Minor Arterial or higher route.
- ADA Transition Plan evaluation criteria added to encourage development of and completion of projects contained within ADA Transition Plans.

Quarterly Status Updates

- Language added clarifying requirements regarding submission of Quarterly Status Updates in accordance with CMAP Active Program Management.

Funding Parameters

- Clarified that project applications awarded under the original 70/30 federal/local ratio can later switch to 80/20 and apply for cost increases to meet the revised ratio.

Council Prerogative

- Clarified that exceptions to the methodology can be waived by a majority vote of the Technical Committee.

**NORTH SHORE
COUNCIL OF MAYORS
SURFACE TRANSPORTATION
PROGRAM METHODOLOGY
DRAFT 2025**

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Introduction

Overview

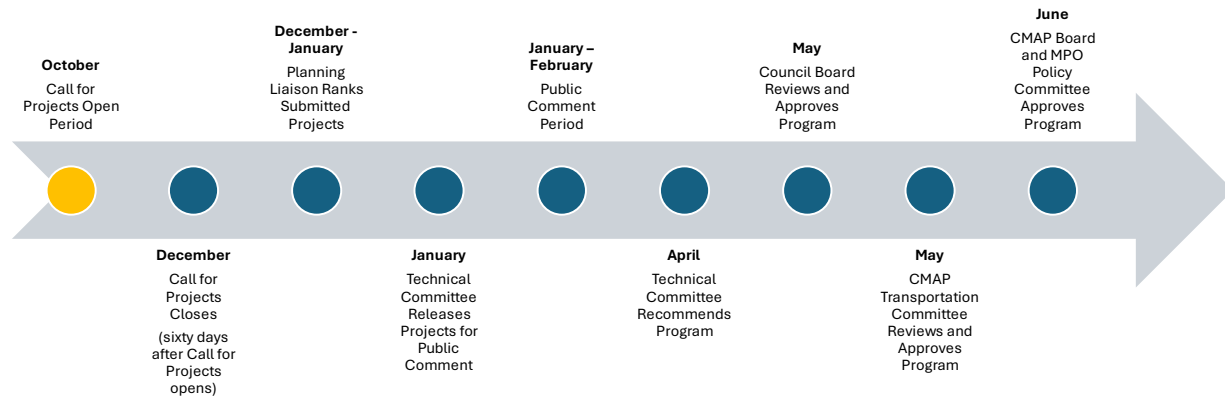
Federal surface transportation funding operates under multiyear authorizations through the Surface Transportation Program (STP). Northeastern Illinois is comprised of eleven regional Councils of Mayors and the City of Chicago. Each local council oversees the planning and programming of these STP funds within their own region. The STP provides flexible funding states and localities can use for projects on any federally eligible roadways, bridge projects on any public road, transit capital projects, or intercity and intercity bus terminals and facilities. Each Council has developed a set of project selection guidelines. These guidelines set the parameters by which the Councils program STP funds to locally submitted projects.

The North Shore Council is comprised of Evanston, Glencoe, Glenview, Golf, Kenilworth, Lincolnwood, Morton Grove, Northbrook, Northfield, Skokie, Wilmette and Winnetka. Project applications are reviewed by the North Shore Council of Mayors Technical Committee. The Technical Committee recommends projects to the North Shore Council of Mayors which makes final decisions based on Council vote.

Key Terms

1. **Planning Liaison** - The Planning Liaison coordinates the STP for the North Shore Council of Mayors. The liaison also represents the Council to county, state, regional and federal transportation agencies and performs other duties described in the contract scope of work with CMAP.
2. **North Shore Council of Mayors** - A cooperative body of municipalities comprised to plan and program the STP for the North Shore region. The North Shore Council of Mayors membership includes the mayor or president from each municipality in the North Shore Council.
3. **North Shore Council of Mayors Technical Committee** - The committee contains municipal engineers (or other staff) that review and recommend projects for STP funds. Membership on the Technical Committee is made up of one engineer from each municipality.

Project Application and Selection Process



Project Submittal Process

1. Call for Projects

The North Shore Council of Mayors will develop a five-year program with a call for project every two years. The Technical Committee will only consider programming new projects after a call for projects. Project applicants should be given adequate notice of call for projects. In addition, project applicants should have no less than sixty days between the call for projects and the application deadline.

2. Project Scoping

Project applicants wishing to apply for STP funds must first contact the Planning Liaison to discuss the scope of the project. Project applicants may (but are not required to) get initial concurrence from the Bureau of Local Roads at the Illinois Department of Transportation (IDOT) regarding the project's scope, federal and state requirements and schedule. Project scoping prior to submittal of an application is extremely important. Requirements associated with the use of federal funds and the IDOT review process can delay and add costs to projects. Poorly scoped projects can face significant delays and considerable cost increases.

3. Project Application

Following project scoping, project applicants will complete the project application form provided to them by the Planning Liaison and located at the back of this packet.

4. Project Review

The Planning Liaison, with the assistance of the Technical Committee, shall review each project application in accordance with the project prioritization system outlined in the [Project](#)

Prioritization section. The Planning Liaison will assign a "benefit number" which shall be used to compare project applications.

Once each project has been assigned a benefit number, the project applications will be placed on the agenda of a Technical Committee meeting. Prior to the project selection meeting of the Technical Committee, the Planning Liaison shall distribute copies of the project applications to all committee members. At the meeting, the project applicants should be prepared to give a brief presentation and answer questions concerning the project. The Technical Committee will review project applications, project rankings and available funding in making programming recommendations. The Technical Committee will recommend projects with the five-year program and will recommend projects for inclusion in a Contingency Program.

5. Project Selection

The North Shore Council of Mayors will consider the Technical Committee's programming recommendation at its next regular scheduled meeting. Following the North Shore Council's approval, the Planning Liaison will submit the required documentation to the Chicago Metropolitan Agency for Planning (CMAP) so that the project may be considered for addition to the region's Transportation Improvement Program (TIP).

6. Project Kick-Off

Following inclusion in the TIP, the project sponsor and Planning Liaison will schedule a kick-off meeting with IDOT's Bureau of Local Roads. Similar to the project scoping, this meeting will confirm the project scope, engineering requirements and schedule. Although Phase I Engineering is not eligible for STP funding, the project sponsor must hold a kick-off meeting at the beginning of Phase I Engineering to ensure that all federal and state requirements will be met.

The municipality must work closely with IDOT's Bureau of Local Roads. Any work that proceeds without the consent of IDOT may be ineligible to receive STP funding.

Outside Agency Applications

Outside agencies, such as Cook County, townships and transit agencies have access to STP funds for capital costs of projects by obtaining the co-sponsorship of the project from at least one North Shore Council of Mayors member. This municipality would then present the project to the North Shore Council of Mayors Technical Committee for consideration for STP funding. Any applications from outside agencies must be for STP eligible projects.

Project Prioritization

Overview

The following project selection categories shall be considered by the Technical Committee in formulating their recommendations for STP projects.

Project Selection Category	Weight
A. Safety	20 %
B. Pavement Condition	20 %
C. Congestion Mitigation	10 %
D. Project Readiness	15 %
E. Local Needs	10 %
F. Complete Streets	15 %
G. Inclusive Growth	3 %
H. Green Infrastructure	2 %
I. Transit Supportive Land Use	5 %

The Planning Liaison will score each project on a 100-point scale. Point totals in the Congestion Mitigation and Complete Streets/Multimodal categories will be multiplied by a weighting factor.

Safety

The Safety category aims to prioritize projects where major safety concerns exist and can be addressed by appropriate engineering solutions.

Safety Need

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

SRI Category	Points
Critical	10
High	8
Medium	6
Low	4
Minimal	2

Safety Improvement

This score is based on the improvement of the project and the planning level expected safety benefit (reduction in number and severity of crashes) after implementing the improvement. The planning level safety improvement score is modeled using the [US DOT Safe Systems Approach-developed Framework for Projects](#). Projects will complete a before improvement version and after improvement version of the project using separate Framework sheets for segments and/or intersections. Details

on calculations using these forms are in Appendix I. This results in a Safety Improvement score. Point assignments for Safety Improvement are as follows: .

<u>Safety Improvement</u>	<u>Points (10 point maximum)</u>
Above 50%	10
36-49%	8
26-35%	6
15-25%	4
0.1-15%	2
0	0

Pavement Condition

The Pavement Condition category aims to prioritize projects most in need of rehabilitation and repair. Scoring will be based on [IDOT pavement condition data](#) for all federally-eligible routes.

To assist the Council in identifying best practices for rehabilitation and rebuilding, projects are requested to submit the date the section was last rehabilitated/rebuilt, the technique utilized, and the funding source utilized, if known, at time of application.

<u>Condition Rating</u>	<u>Points (20 point maximum)</u>
1.0 to 4.5 (poor)	20
4.6 to 6.0 (fair)	15
6.1 to 7.5 (good)	10
7.6 to 9.0 (excellent)	0

Congestion Mitigation

The Congestion Mitigation category aims to prioritize projects on roadways with severe congestion that threatens the transportation utility of a roadway or intersection. The project must address the level of service to qualify for congestion mitigation points. The project sponsor is asked to provide supporting documentation of the level of service improvement.

<u>Level of Service (Existing)</u>	<u>Points (5 point maximum)</u>
F	5
E	4
D	3
C	2
B	1
A	0

<u>Level of Service Improvement</u>	<u>Points (5 point maximum)</u>
3 levels	5
2 levels	4
1 level	3
No improvement	0

Project Readiness

The Project Readiness category aims to prioritize those projects that are closer to construction. Given the complexities that go along with federal funding, project readiness is important for spending STP funds within a reasonable timeframe. Project sponsors will need to provide documentation to receive points for project readiness. In order for Phase I to be underway, the applicant must either have entered into a Phase I engineering contract with an outside firm, or be able to provide documentation showing that Phase I work has begun in-house. Documentation of in-house work may include interim work products, timesheets indicating that work on the project is underway, or some other form of documentation that clearly demonstrates that Phase I has begun. NWMC staff may bring documentation before the Technical Committee to ensure that it is sufficient.

To encourage active completion, projects on the Contingency List can request a Project Readiness score reevaluation once each Federal Fiscal Year (FFY) if progress status has changed since submission. Project ranking will change accordingly if the project status has changed.

<u>Project Status</u>	<u>Points (15 point maximum)</u>
Project has received Design Approval from IDOT	15
A Phase I Project Development Report (PDR) has been submitted to IDOT	10
Phase I underway through IDOT	5
Project has not started Phase I	0

Local Needs (Up to 10 points total)

The Local Needs category aims to prioritize projects that are most significant to the region's transportation network, assist communities that have not been awarded STP funding for their transportation system to the same level as other communities, and to address community-identified needs.

Regional Significance and Historic and Future Funding (Up to 4 points total)

Funding will be based on the highest of whether a project's roadway classification is a minor arterial or higher, or the project community's per capita historic and future STP funding. Population will be based on the most recent [CMAP Community Data Snapshot](#). Funding numbers will be based on the most recent [North Shore Council STP program](#), with past three years consisting of the current FFY and past two FFYs, and future funding consisting of the next FFY.

<u>Per Capita STP Funding Past 3 Years</u>	<u>Points</u>
<\$100	4
\$100-300	2
>\$300	0
<u>Future STP Funding</u>	<u>Points</u>
No	2
Yes	0
<u>Minor Arterial or Higher Classification</u>	<u>Points</u>
Yes	4
No	0

Community Planning

<u>Planning</u>	<u>Points (4 point maximum)</u>
Project appears in local, subregional or regional plan	4
Project not in any adopted plans	0

ADA Transition Plans

The ADA Transition Plans requirement prioritizes projects whose communities have adopted [ADA Transition Plans](#) and are building projects that are in furtherance of the ADA Transition Plan. ADA Transition Plans do not count towards Community Planning.

<u>ADA Transition Plans</u>	<u>Points (2 point maximum)</u>
Project furthers goals or items in the ADA Transition Plan	2
Project not in furtherance of ADA Transition Plan	0

Complete Streets (Up to 15 points total)

The Complete Streets/Multimodal category aims to prioritize projects that account for all users of the transportation network. For transit projects, scoring is based off of the presence of a transit improvement or an improvement that makes transit more accessible. For bicycle and pedestrian projects, the full 10 points will be awarded to a project if it involves the construction of a new facility that connects users to one or more existing facilities, or if it involves a significant enhancement to an existing facility. Enhancements must make a substantial change to the design or function of the existing facility in order to earn the maximum 10 points. Projects that involve standard maintenance of an existing bicycle or pedestrian facility, or the construction of a new isolated facility, will receive five points in this category. The Planning Liaison will determine scoring based on information provided in the application, as well as online resources such as Google Maps or Google Street View.

<u>Transit*</u>	<u>Points (10 point maximum)</u>
Transit Improvement	5
Transit Access Improvement	5
No Transit Improvements	0

<u>Pedestrian</u>	<u>Points (10 point maximum)</u>
New Connected Facility or Enhancement to Existing Facility	Up to 10
Maintenance of Existing Pedestrian Facility or New Isolated Facility	5
No Pedestrian Improvements	0

<u>Bicycle</u>	<u>Points (10 point maximum)</u>
New Connected Bicycle Facility or Enhancement to Existing Facility	Up to 10
Maintenance of Existing Bicycle Facility or New Isolated Facility	5
No Bicycle Improvements	0

* A project with transit components can receive points for an improvement (bus pullout, transit shelter, transit signal priority, etc.) and for an access improvement (sidewalk to transit stop or station, bicycle access, etc.).

Inclusive Growth (3 points max)

Inclusive growth is a regional priority from ON TO 2050. The [CMAP inclusive growth map, which is created using data from CMAP's travel demand model](#), will be used to determine the allocation of points in this category.

<u>Percent of users that are low-income and people of color</u>	<u>Points</u>
10%+	3
5-10%	2
0-5%	0

Green Infrastructure (2 points max)

<u>Element</u>	<u>Points</u>
Project incorporates a green infrastructure element (bioretention, bioswale, street trees, permeable pavement, native plants, other elements as approved by Technical Committee on a case-by-case basis)	2
Project does not incorporate green infrastructure elements	0

Transit Supportive Land Use (Up to 5 points total)

<u>Element</u>	<u>Points</u>
A project adjacent zoning district has eliminated parking minimums	2
A project adjacent zoning district has parking maximums	2
A project adjacent zoning district requires parking behind, to the side, or underneath buildings	1
A project adjacent zoning district allows for shared parking	1
<i>Only score one of the below, if applicable:</i>	
A project adjacent zoning district allows for greater than 16 dwelling units/acre	2
A project adjacent zoning district allows for between 6 and 16 dwelling units/acre	1

Programming Guidelines

Eligible Routes

All projects must be on STP eligible routes (federal-aid eligible) prior to applying for STP funds. Routes must have a functional classification as a "collector" or higher. STP eligible routes serve a regional purpose and must serve more than a local land access function. Project applicants can review current roadway classifications at the [Getting Around Illinois website](#).

The STP provides flexible funding. Under federal provisions, bridge projects on any public road are eligible for STP funding. In addition, carpool, pedestrian, bicycle and safety projects may be implemented with STP funding on roads of any functional classification.

Eligible Projects

The following is a partial list of projects eligible for STP funding. Should a project applicant be unsure of a project's eligibility, contact the Planning Liaison.

- Construction, reconstruction, restoration and rehabilitation of roads and bridges
- Highway and transit safety improvements
- Traffic signalization projects
- Intersection improvements
- Bicycle and pedestrian facilities in conjunction with another approved STP project type
- Wetland mitigation, wetland banking, landscaping and mitigation of water quality impacts if undertaken with an approved STP project

Project Requirements

Before submitting an STP application, project applicants must complete the following:

- Contact the Planning Liaison to discuss the project's scope, timetable and estimated costs
- Confirm that the project is on a STP eligible route
- Confirm that the project work type is STP eligible
- Confirm that the project sponsor can fund the required local match

Regional Projects

The Technical Committee shall accept proposals for regional projects and may develop its own project proposals. Proposals for regional projects must go through project scoping and have the support of the relevant jurisdictions before the Technical Committee will consider programming funds to regional projects.

Active Program Management

Applicants must follow the guidelines in CMAP's [STP Active Program Management Policies](#). Training, when available, is encouraged for applicants but not required. Applicants are highly encouraged, but not required, to have projects in their capital improvement programs.

Obligation Extensions

The North Shore Technical Committee must approve requests for the six month extensions of the phase obligation deadlines allowed in the active program management program. If denied, the applicant may appeal to the North Shore Council of Mayors. Projects that are programmed using regional STP funds beyond those allocated to the North Shore Council of Mayors are ineligible to apply for an obligation extension.

Active and Contingency Program Changes

No project can be moved out of the active program without approval of the North Shore Technical Committee except as required in the active program management policies. NWMC staff may make other active reprogramming decisions without the need for Technical Committee approval. This includes accelerating projects into the active program and current FFY (if the project is ready to obligate and funding is available). NWMC staff must log any changes and present them to the North Shore Technical Committee at the next meeting.

Quarterly Status Updates

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

Submittals shall be verified by NWMC staff, in consultation with IDOT District 1 Bureau of Local Roads and Streets (BLRS) staff. Status updates may be submitted more often than required, at the NWMC's request and/or sponsor's discretion. Status updates must be submitted even if no progress has been made since the prior update. Failure to submit required status updates, as outlined below and in accordance with [Active Program Management requirements](#), may result in significant project delay or the loss of funding for current and subsequent phases of projects:

Failure to submit the required status updates will result in project phases being reprogrammed or removed from the programs. Projects that are removed from the programs must reapply for funding during a future call for projects.

- a. Projects with any phase programmed in the current year of the active program:
If a required quarterly update is not submitted, the following actions will be taken by NWMC staff and/or CMAP:
 - (i) The phase(s) programmed in the current year will be either reprogrammed in an out year of the active program (subject to fiscal constraint) or moved to the contingency program, at the selecting body's discretion.
 - (ii) All subsequent phases of the project that are included in the active program will be moved to the contingency program and will not be eligible to be moved back into the active program until the current year phase(s) is authorized/obligated or until the next call for projects, whichever comes first.
- b. Projects with any phase programmed in an out year of the active program:
If a required quarterly update is not submitted, the following actions will be taken by NWMC staff and/or CMAP:
 - (i) All phases of the project that are included in the active program will be moved to the contingency program.
 - (ii) The earliest phase will be eligible to be reinstated into the current year of the active program.
 - (iii) Any phase(s) not reinstated into the active program prior to the next call for projects must reapply for funding consideration during that call.
- c. Contingency projects:
If a required quarterly update is not submitted, all phases of the project will be removed from the contingency program.

Funding Parameters and Policies

Eligible Phases

The North Shore Council of Mayors dedicates STP funding for Phase II Engineering and Construction (including Construction Engineering). Phase I Engineering and any Right-of-Way acquisition are the responsibility of the project sponsor.

Local Match Requirements

The North Shore Council of Mayors allocates STP funding to projects based on a 70/30 federal/local match ratio for phase II engineering. If an applicant does not utilize STP funds for phase II engineering they may receive an 80/20 federal/local match for construction and construction engineering. Project sponsors are responsible for the local match and any non-participating expenses.

Project sponsors who receive a 70/30 federal/local match ratio for phase II engineering, but then do not use those funds, can reallocate their funds to an 80/20 federal/local match for construction and construction engineering. Project sponsors who do so can request a cost increase to bring federal funding to the 80/20 ratio under the Cost Increase Policies as described below.

Funding Limit

The North Shore Council of Mayors limits the funding of a single project to \$5 million.

Cost Increase Policies

All cost increases will be subject to approval by the North Shore Council of Mayors via the Technical Committee. Approval will be contingent upon the following:

- a. Programming constraints and funding availability within that fiscal year.
- b. Special circumstances that resulted in an increase in project costs such as additional improvements that are being required by federal, state and/or county transportation agencies not considered in during the project scoping process.
- c. Project sponsor has not petitioned the Council for cost increases for the same project during that particular fiscal year.
- d. Request is in compliance with [Active Program Management guidelines](#).

All cost increases will be funded at the same match ratio they are receiving for the project unless otherwise specified. Projects that seek to change their match ratio after their project is included will have their request reviewed in the same manner as a regular cost increase. Project sponsors seeking cost increases will be required to submit a written request to the Planning Liaison. The written request must outline the updated project costs, explain the cause for the cost increase and state that the project sponsor agrees to pay the percent local match.

Limit on Cost Increases

The Technical Committee shall limit large cost increase requests as outlined below:

- a. If the programmed STP funding for a project phase is less than 25 percent of the Council's annual STP allocation, then the Council will not consider cost increases in excess of 100 percent of programmed STP funding for the project phase.

- b. If the programmed STP funding for a project phase is between 25 and 50 percent of the Council's annual STP allocation, then the Council will not consider cost increases in excess of 75 percent of the programmed STP funding for the project phase.
- c. If the programmed STP funding for a project phase is more than 50 percent of the Council's annual STP allocation, then the Council will not consider cost increases in excess of 50 percent of the programmed STP funding in the project phase.

Percent of Annual Allocation	Maximum Cost Increase Request
< 25 percent	100 percent
Between 25 and 50 percent	75 percent
> 50 percent	50 percent

If the cost increase request exceeds the limits outlined above, the project sponsor may choose to move the project to the contingency program or remove the project from the program and have it reconsidered during the next programming cycle.

Proper project scoping (see [Project Submittal Process](#)) is important in developing project application cost estimates in order to avoid large cost increases. Requests for increases from the Shared Fund, per the regional APM policies, are subject to these same limitations.

Cost Increase Requests Between Regular Technical Committee Meetings

All cost increase requests submitted between regular quarterly meetings of the Technical Committee shall be added to the agenda of the next quarterly meeting, unless a project's letting or local agency agreement is contingent on approval of the cost increase request before the next quarterly meeting. In such cases, the Technical Committee can vote via fax/email, with a simple majority of the twelve members constituting the requisite votes for passage. A fax/email vote shall not be used if the cost increase request is:

- Over 35 percent of the currently programmed project cost estimate, or
- Over 25 percent of the North Shore Council's annual STP allotment for the federal fiscal year.

If either of these two conditions is met, then the project shall require a special meeting of the Technical Committee to act on the request.

Council Prerogative

The North Shore Council of Mayors has the authority to grant special exceptions to any of the above guidelines if in its opinion the circumstances so dictate and the exceptions are within federal and state guidelines, the provisions of the October 2017 agreement between the Council of Mayors, Chicago DOT, and CMAP Active Program Management policies. This exception can be granted by a majority vote from the Technical Committee.

Appendix I: Project Application Calculations

1. Safety Improvement
 - a. Vulnerable Road User Counts
 - i. Vulnerable road user counts will be calculated as 10 times the project corridor or intersection's Strava Metro bicycle and walk count. If a community has conducted a vulnerable road user count that covers the project area, that number will be utilized instead.
 1. Strava Metro counts are based on Lake County findings that Strava Metro accounts for approximately 7% of users.¹
 2. Lake County supported its finding through use of Colorado Department of Transportation analysis of Strava Metro.²
 3. 10 times multiplier is also based on Lake County findings as regarding Strava Metro counts.³
 4. If a community does not have a Strava Metro account, NWMC staff can obtain this information upon request prior to project application.
 - b. Calculating Safety Improvement Score
 - i. The Safety Improvement score is measured by the sum of the segment and/or intersection before summary scores minus the sum of the segment and/or intersection after summary scores divided by the sum of the segment and/or intersection before summary scores.
 1. The Excel formula is:
 - a.
$$\frac{((\text{SUM}(\text{BEFORE_INTERSECTION} + \text{BEFORE_SEGMENT}) - \text{SUM}(\text{AFTER_INTERSECTION} + \text{AFTER_SEGMENT}))}{(\text{SUM}(\text{BEFORE_INTERSECTION} + \text{BEFORE_SEGMENT}))}$$
 - ii. Combined segment and intersection score changes will be analyzed where a project scope includes both segments and intersections. A project that does not include either an intersection or segment in its scope will not calculate before and after scores for the respective item.

¹ Michael Klemens, Lake County Planning Liaison, in email with Brian Larson, North Shore Council of Mayors Planning Liaison, September 2024.

² "Colorado Analyzes Key Bike Corridors Using Metro to Prioritize Investments in Infrastructure." Strava. <https://metro.strava.com/fr/case-studies/colorado-analyzes-key-bike-corridors-using-metro-to-prioritize-investments>.

³ Klemens, 2024