

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
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Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
Northfield Township
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**NORTHWEST COUNCIL OF MAYORS
TECHNICAL COMMITTEE**

Agenda

Friday, August 16, 2019

8:30 a.m.

BARRINGTON VILLAGE HALL

Board Room

200 S. Hough Street

Barrington, Illinois 60010

- I. Call to Order**
- II. Approval of June 14, 2019 Meeting Minutes (Attachment A)**
Action Requested: Approval of minutes
- III. Agency Reports**
 - a. CMAP Report
 - b. IDOT Highways Report
 - c. IDOT Local Roads Update (**Attachment B**)
 - d. Cook County Department of Transportation and Highways (**Attachment C**)
 - e. Metra
 - f. Pace (**Attachment D**)*Action Requested:* Informational
- IV. Northwest Council Surface Transportation Program**
 - A. Current Program Update (Attachment E)**
Staff will provide a brief overview of the current program, noting any changes since the previous meeting.
Action Requested: Informational/Discussion
 - B. Approval of Current Program (Attachment F)**
Committee approval is needed to include changes in the current program.
Action Requested: Approval
- V. Northwest Council Surface Transportation Program Methodology (Attachments G and H)**
Staff will summarize the Committee's comments on the Council's draft STP methodology and highlight specific changes for discussion. Specific discussion areas include the Prior Agency Funding category and the local match requirement for resurfacing projects. Staff requests approval to release the draft methodology for public comment until September 3, 2019.
Action Requested: Approval

VI. Other Business

VII. Adjourn

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- Evanston
- Fox Lake
- Glencoe
- Glenview
- Grayslake
- Hanover Park
- Highland Park
- Hoffman Estates
- Kenilworth
- Lake Bluff
- Lake Forest
- Lake Zurich
- Libertyville
- Lincolnshire
- Lincolnwood
- Morton Grove
- Mount Prospect
- Niles
- Northbrook
- Northfield
- Northfield Township
- Palatine
- Park Ridge
- Prospect Heights
- Rolling Meadows
- Schaumburg
- Skokie
- Streamwood
- Vernon Hills
- Wheeling
- Wilmette
- Winnetka

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**NORTHWEST COUNCIL OF MAYORS
TECHNICAL COMMITTEE**

Minutes

Friday, June 14, 2019

8:30 a.m.

Barrington Village Hall

The Northwest Council of Mayors Technical Committee met on Friday, June 14, 2019 at the Barrington Village Hall. The following persons were in attendance:

- | | |
|--|------------------------------|
| President Karen Darch, Chair | Village of Barrington |
| Sharon Caddigan (representing President Billie Roth) | Village of Streamwood |
| President Tom Hayes | Village of Arlington Heights |
| Jim Norris | Village of Hoffman Estates |
| Reid Ottesen | Village of Palatine |
| Ray Rummel | Elk Grove Village |
| Brian Townsend | Village of Schaumburg |
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| Dan Brinkman | Gewalt Hamilton |
| Akram Chaudhry | HR Green |
| Alex Househ | IDOT Local Roads |
| Rob Horne | City of Rolling Meadows |
| Russel Pietrowiak | CMAP |
| Darren Monico | Village of Buffalo Grove |
| Greg Summers | Village of Barrington |
| Scott Anderson | Village of Barrington |
| Kristin Mehl | Village of Schaumburg |
| Tom Powers | Village of Niles |
| Rick Mack | Metra |
| Katie Renteria | Metra |
| Larry Bury | NWMC |
| Tony Wolff | Ciorba Group |
| Rafael Herrera | SEB |
| Jeff Wulbecker | Village of Mount Prospect |
| Brian Lovering | Elk Grove Village |
| Tavis Farmer | IDOT Highways |
| Alan Wenderski | Village of Hoffman Estates |
| Matt Barry | Village of Palatine |
| Mike Klemens | Lake County DOT |
| Brian Fairwood | Transystems |
| Jon Vana | CivilTech |
| Andy Sikich | Village of Hanover Park |
| Nanci Julius | Village of Arlington Heights |
| Marie Hansen | Village of Barrington |
| Sam Trakas | Village of Inverness |

I. Call to Order

President Darch called the meeting to order at 8:31 a.m. and those present provided introductions.

President Darch noted that Greg Summers had taken a position with the Village of Orland Park and thanked him for his service.

II. Approval of April 19, 2019 Meeting Minutes

The minutes of the April 19, 2019 Technical Committee meeting were approved on a motion from President Hayes, seconded by Ms. Caddigan.

III. Agency Reports

a. CMAP Report

Mr. Pietrowiak reported that initial scores for the STP-Shared Fund, CMAQ, and TAP-L call for projects had been released. He noted that CMAQ projects were sorted by category, which differed from the reporting of the STP-Shared Fund and TAP-L scores. He also reported that the state had approved a capital bill, and said that CMAP was in the process of identifying projects that were included in the bill.

Mr. Pietrowiak then explained that the region could be facing rescission of certain unobligated federal transportation funds, specifically the Transportation Alternatives Program, at the end of the federal fiscal year. He noted that projects which are authorized to use federal funds generally are not considered obligated when authorization occurs, but rather when project sponsors begin invoicing on work completed.

Ms. Caddigan asked about the process of building the STP-Shared program. Mr. Pietrowiak said that CMAP staff would release a recommended program over the summer, and that the project selection committees would review the staff programs and make final decisions before a CMAP Board and MPO Policy Committee vote in October. He noted that scores were not the only factor that would determine funding, but that they would play an important role in the process.

b. CMAP Council of Mayors Executive Committee

No report was given.

c. IDOT Highways Report

Mr. Farmer reported that there were not any updates to the department's multi-year program in the Northwest region. He also noted that a capital bill had passed. Mr. Townsend asked if local projects included in the capital bill would be funded through IDOT. Mr. Farmer said that he was not sure, and that Central Office was still sorting through the capital bill.

d. IDOT Local Roads Update

Mr. Househ reviewed changes to local roads projects since the last meeting.

e. Cook County Department of Transportation and Highways

Mr. Klingenstein noted that Mr. Beata could not attend, but that the Cook County Highways report was available for committee members.

f. Metra

Mr. Mack noted that the capital bill had passed, and that it would provide Metra with \$227 billion in new revenue annually. He said that the agency was planning to follow through with appeals for new locomotives and a replacement of the A2 interlocker, both of which could be funded by new transportation revenue. He thanked the Technical Committee for their support of Metra.

President Darch asked if ridership was increasing or decreasing. Mr. Mack said that he had anecdotal evidence that it was increasing, but their most recent counts had shown a decrease. Mr. Townsend asked about the Metra Board's position regarding proposed expansion into Kendall County. Mr. Mack said that, while Metra was happy to work with the county and the interested communities, the priority at the moment was maintaining the existing system. He also noted that Kendall County is not part of the RTA, which could create problems regarding Metra expansion.

g. Pace

President Darch noted that Mr. Andrews was not in attendance.

IV. Northwest Council Surface Transportation Program

A. CMAP Update

Mr. Pietrowiak provided context on the current process for programming STP-L funds, noting that the region was in a transition period. He gave statistics on the amount of funding that has been programmed in the region and in the suburbs, noting that the Northwest Council would normally have been able to program \$9.8 million annually, but that under the current system the council had been able to program around \$30 million each year. He noted that STP-L funding was very tight and that it would remain so into Fiscal Year 2020, given that the region currently has \$130 million allocated to the STP-L program and around \$160 million programmed. Mr. Pietrowiak also said that they were expecting Fiscal Year 19 to be the largest in the region's history in terms of STP-L obligations.

Mr. Pietrowiak then explained that the region would continue to operate on a letting by letting basis, and that large groups of projects may need to be moved into a later fiscal year and brought back into FY 2020 as their letting or authorization date approached. He also outlined CMAP's process for prioritizing projects, noting that projects currently in a fiscal year received first priority, followed by engineering and right-of-way, followed by projects targeting the next letting that are currently programmed in a different fiscal year.

B. Current Program Update

Mr. Klingenstein provided an update to the Northwest Council's current program, noting target letting and authorization dates that had changed since the last meeting.

C. Approval of Current Program

The Committee voted to approve the current program on a motion by Mayor Hayes, seconded by Ms. Caddigan.

V. Draft STP Methodology Presentation

Mr. Klingenstein presented on the draft Northwest Council STP Methodology. He thanked the members of the methodology subcommittee and provided background on the methodology's development. He first reviewed the match ratio for projects and the maximum federal participation. Mr. Townsend asked for clarification about the \$4.375 million total project cost. Mr. Klingenstein responded that the only cap was the \$3,500,000 federal project maximum. Mr. Klingenstein went on to describe the process for programming new projects, noting that each call for projects would result in the creation of a five-year active and contingency program. He also said that the council would not obligate grandfather projects into the program that had not obligated by the end of FFY 2020.

Mr. Klingenstein then explained how program management would work under the new methodology. He described the requirements for project managers and outlined the need to submit quarterly status updates. He also reviewed project obligation deadlines, noting that failure to meet such deadlines could result in the loss of federal funds for a project phase. Mr. Klingenstein noted that project sponsors could ask for obligation deadline extensions in order to avoid loss of funding. Mr. Ottesen asked for clarification about the provision in the methodology that the reason for delay shall not be a factor in the decision to grant extensions. Mr. Klingenstein responded that only the ability of the sponsor to obligate the project by the end of the extension deadline would be considered when evaluating extension requests. Mr. Ottesen asked that staff clarify that the reason for delay could not be the sole factor in approving or denying obligation extension requests.

Mr. Klingenstein described the active reprogramming procedures under the new methodology, noting that staff would recommend changes to the Technical Committee based on status updates. He also explained the process for reviewing cost increase requests. Mr. Norris asked about the role of the technical committee moving forward. Mr. Klingenstein responded that the committee would be responsible for reviewing and approving all reprogramming decisions, and for ensuring that the Northwest Council obligated 100% of its federal funds. Mr. Klingenstein next reviewed the requirements that had to be met in order for funds to be carried over from one fiscal year to the next, and described the process for accessing unobligated funds from other councils via the STP-Shared Fund.

Mr. Klingenstein then described the project scoring and evaluation process. He reviewed the eligible project types and the weighting for each project category. President Darch asked why the safety category was not weighted as highly as other categories. Mr. Klingenstein responded that this was due to the fact that some projects were not explicitly making safety improvements.

Mr. Klingenstein then reviewed the scoring for each category, including regional transportation significance, safety, project scope, complete streets and multimodal improvements, congestion mitigation, and project readiness. Mr. Norris commented that the right-of-way status should be weighted equal to or more than the current engineering status. Mr. Norris also commented that he would like to see a separate scoring system created for resurfacings, so that such projects could be included in the program. Mr. Klingenstein said that he would work to create a draft of a resurfacing scoring system. He also said that he would likely need to eliminate the project scope scoring requirement as a result. Mr. Norris said that staff should investigate the possibility of providing bonus points to smaller communities, or communities which have not had an STP project funded in a long time. Mr. Ottesen asked that Mr. Klingenstein choose some Northwest Council projects to score using the new system. Mr. Klingenstein said that he would do so.

VI. Other Business

Mr. Klingenstein said that he had received confirmation from IDOT that the council's outstanding functional classification requests had been transmitted to the Federal Highway Administration (FHWA) for final approval. He said that he expected to receive final approval in the near future.

VII. Next Meeting

The committee confirmed that its next meeting would take place on August 16, 2019.

VIII. Adjourn

The meeting was adjourned on a motion by Ms. Caddigan, seconded by Mr. Rummel.

Selections: RCO: 03 Engineer
Fund: Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS

03

LOCATED IN THE CMAP NORTHWEST REGIONAL COUNCIL

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environmental Approval	Public Hearing Status	Design Appv Requested CD Est/Act CD DT	ROW Req CD 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 *
5 DES PLAINES 140022100BT 2820	Var - Rand Rd Central Rd to Elk Blvd BIKEWAYS INTERSECTION IMPROVEMENT	1,602,038	03-14-0014 E1: / / 119,911 / / E2: / / 153,571 / / RW: / / / / C: FFY20 / STE / 1,602,038 / 1,281,630 /	CE 1 12/4 /2017	NR		Yes		4/24/2020	AH CR Civiltech	NR	* * * * * * * * * *
				REMARKS: Max STE: \$1,281,630. Using FFM. PE2 kick-off 3-26-18 for Wolf to Golf reduced limits. Need updated PPI.								
6 ELK GROVE VILL 150006100BR 2731	MS1210 - Brickdale Dr Willow Creek CULVERT REPLACEMENT	570,000	03-15-0006 E1: FFY16 / BRPP / 79,441 / 63,552 / A E2: FFY19 / BRP2 / 70,000 / 56,000 / RW: / / / / C: FFY20 / BRP / 570,000 / 456,000 /	CE 1 3 /5 /2018	NR		Yes	A 3 /5 /2018	4/24/2020	AH CR Civiltech	NR	* * * * * * * * * *
				REMARKS: SN 022-7470.								
7 ELK GROVE VILL 180006600BR 2978	- Clearmont PedBr over Salt Creek PEDESTRIAN OVERPASS	2,530,000	E1: / / / / E2: / / / / RW: / / / / C: FFY20 / / 2,530,000 / /	CE 1 5 /15 /2019	NR		No	A 5 /15 /2019	3/6/2020	AH CR WBK	NR	* * * * * * * * * *
				REMARKS: Project pending approval of CMAQ/TAP-L funding. PE2 kick-off meeting held 6-28-19.								
8 ELK GROVE VILL 180006900RS 2883	- Nerge Rd Devon to Rohlwing RESURFACING	1,195,000	E1: / / / / E2: / / / / RW: / / / / C: MYB / STPL / 1,195,000 / 956,000 /	CE 1 7 /12 /2019	NR		No		11/8/2019	AH CR H R Gree	NR	* * * * * * * * * *
				REMARKS: PE1/2 kick-off meeting held 8/1/2018. Cook Co coordination required.								

Selections: RCO: 03 Engineer
Fund: Tip Fund:

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9 ELK GROVE VILL 190007000BR	MS - WIngtn/Leicstr Lake Cosman CULVERT REPLACEMENT	220,000	03-19-0007 E1: FFY19 / BRPP / 160,000 / 128,000 / / / / 0 / E2: FFY20 / BRP2 / 150,000 / 120,000 / / / / / RW: / / / / C: FFY20 / BRP / 220,000 / 1,760,000 / / / / / / / / /	CE 1	NR		Yes		11/6/2020	AH CR B & W	NR	* NR * * * * * * * * * *
2951						E 1/31/2020				Yes		
10 HOFFMAN ESTATES 130009100BT	Off - Poplar Crk Tr EJ&E RR to Sutton Rd (S1) to Shoe Factory - Hoffman S2 BIKEWAYS	915,000	03-13-0006 E1: / / / / / / / 0 / E2: / / / / / / / / RW: / / / / / / / / C: FFY19 / STE / 915,000 / 676,000 / / / / / / / / /	CE 1	NR		Yes		9/20/2019	AH CR TranSyste E	NR	* NR * * * * * * * * * *
2804						A 5/1/2018				No		
						REMARKS: ITEP #120044. Using FFM. Granted sunset extension (10-11-17). Needs RR lease agreement (S2). PE2 kick-off 10-16-18. Stage constr.						
11 NILES 120011400SP	- Cleveland St Caldwell Ave to Waukegan Rd PEDESTRIAN CROSSINGS ADVANCE WARNING BEACONS	117,000	03-12-0012 E1: FFY12 / CMAQ / 10,000 / 8,000 / A / / / 0 / E2: / / / / / / / / RW: / / / / / / / / C: FFY20 / CMAQ / 117,000 / 93,600 / / / / / / / / /	CE 1	NR		No		1/1/2021	AH CR Gewalt Ha	NR	* NR * * * * * * * * * *
2247										No		
						REMARKS: Need schedule (6-27-19).						
12 NILES 130011600TL	FAU1334 - Howard St Milwaukee Av to Lehigh Av RESURFACING PEDESTRIAN UNDERPASS	4,750,000	03-13-0010 E1: / / / / / / / 0 / E2: / / / / / / / / RW: / / / / / / / / C: FFY19 / STPL / 4,750,000 / 3,800,000 / / STE / 1,258,500 / 1,006,800 / / / / /	CE 2	NR		No		1/17/2020	AH CR GHA	NR	* NR * * * * * * * * * *
2348						A 12/12/2018				Yes		
						REMARKS: SN: 016-3029 included. Scope change from recon and bridge work to RS,Bikepath and Bike Bridge. No work on existing bridge. 03-18-0003 ITEP						

Selections: RCO: 03 Engineer
Fund: Tip Fund:

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13 NILES 170012900LS 2946	FAP0374 - Milwaukee Av Jonquil Tr to Howard St LANDSCAPING; SIDEWALKS PARKING	862,025	03-18-0013 E1: / / / / E2: / / / / RW: / / / / C: FFY20 / STE / 862,025 / 689,620 /	CE 1 2 /15/2019	NR		Yes		1/17/2020	AH CR B&W	NR	* NR * * * * * * * * * *
							REMARKS: Max ITEP: \$682,620. PE1/2 Local. PE2 kick-off meeting held 4-1-19.					
14 PALATINE 170010200PV 2885	FAU1285 - Palatine Rd Quentin Rd to Smith Rd RECONSTRUCTION ADDITIONAL LANES/BIKEWAY	5,318,000	03-16-0008 E1: FFY18 / STPL / 380,000 / 190,000 / A E2: / / / / RW: / / / / C: / / / /	CE 2	NR		Yes	E 5 /31/2020	1/1/2023	AH CR BLA	NR	* NR * * * * * * * * * *
							REMARKS: STPL for E1 only. Other phases unfunded (7-30-18).					
15 PROSPECT HEIGHT 150005200SW 2915	- Schoenbeck Rd Camp McDonald Rd to Palatine Rd SIDEWALKS	350,000	03-19-0004 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / SRTS / 350,000 / 160,000 /	CE 1 3 /25/2019	NR				8/2/2019 377,041	AH CR GHA	NR	* NR * * * * * * * * * *
							REMARKS: All engineering local. Item No. 2. Alliance Contractors, Inc.					
16 ROLLING MEADOWS 090009800CH 1390	- Algonquin Road at New Wilke Road INTERSECTION IMPROVEMENT MODERNIZE TRAFFIC SIGNALS	2,700,000	03-06-0006 E1: / / / / E2: / / / / RW: MYB / STPL / 600,000 / 300,000 / C: MYB / STPL / 2,700,000 / 1,890,000 /	CE 2	E PM		Yes	E 5 /31/2020	1/1/2022	AH CR CBBEL	Exempt	* Exempt * * * * * * * * * *
							REMARKS:					

Selections: RCO: 03 Engineer
Fund: Tip Fund:

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Record id												
17	SCHAUMBURG 150012200BT 2884	FAP0341 - IL 72/Higgins E of Plum Grove to W of Plum Grove BIKEWAYS 602,700	03-18-0002 E1: / / / / E2: FFY19 / CMAQ / 59,890 / 33,600 / A RW: / / / / C: FFY20 / CMAQ / 602,700 / 482,160 /	CE 1 8 / 2 / 2017	NR	No A 8 / 2 / 2017			1/17/2020	AH CR V3	NR	* NR * * * * * * * * * *
				REMARKS: Max CMAQ: \$515,760. PE2 kick-off meeting held 4-10-19.								
18	SCHAUMBURG 160006800WR 2715	FAP0339 - IL62/Algonquin Plum Grove Rd to IL 53 RECONSTRUCTION/LIGHTING MODERNIZE TRAFFIC SIGNALS 6,272,000	03-03-0102 E1: / / / / E2: FFY17 / STPL / 748,172 / 374,086 / A / ILL / 214,860 / / A RW: FFY18 / STPL / 1,700,000 / 625,000 / / CMAQ / / 360,000 / C: FFY20 / STPL / 6,272,000 / 2,697,600 / / CMAQ / / 2,320,000 / / ILL / 1,109,400 /	CE 2 3 / 1 / 2018	NR	Yes A 3 / 2 / 2018			1/17/2020	AH CR TranSyste	NR	* NR * * * * * * * * * *
				REMARKS: Also: ROW: \$692,500 ILL. Kick-off meeting held 1-18-17.Tech Memo Approved 3-2-2018. Letting depends on ROW. Schedule? 6-27-19								
19	SCHAUMBURG 160012700PV 2949	FAU1103 - National Pkwy IL Route 72 to IL Route 58 RECONSTRUCTION INTERSECTION IMPROVEMENT 10,470,000	03-19-0006 E1: / / / / E2: MYB / STPL / 1,200,000 / 600,000 / / / / / RW: MYB / STPL / 400,000 / 200,000 / / / / / C: / / / /	CE 2 3 / 4 / 2019	NR	Yes A 3 / 4 / 2019			1/1/2023	AH CR CBBEL	NR	* NR * * * * * * * * * *
				REMARKS: Construction unfunded (3-5-19).								
20	SCHAUMBURG 180013100PV 2911	FAP0559 - Knollwood Dr Bode Rd to Golf Rd RECONSTRUCTION 3,821,250	CE 1 10/12/2018	NR	No			1/1/2023	AH CR Thomas	NR	* NR * * * * * * * * * *	
				REMARKS: PE2 kick-off meeting held 10-25-18. Need PPI. Need TIP. Currently in NW CoM MYB.								

Selections: RCO: 03	Engineer
Fund:	Tip Fund:

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21 STREAMWOOD 150006100RS 2972	FAU1685 - Buttitta/Wdln East Av to Barrington Rd to Park Blvd to East Av RESURFACING	1,130,000	03-19-0028 E1: / / / / E2: / / / / RW: / / / / C: FFY20 / STPL / 1,130,000 / 940,000 /	CE 1 9 /22/2015	NR		No		1/17/2020	AH CR HR Green	NR	* NR * * * * * * * * * *
				REMARKS: Includes 16-00065-00-RS (Woodland Hts - DA 10/12/16).PE2 kick-off meeting held 5-31-19.								
22 STREAMWOOD 150006300RS 2973	FAU2958 - Park Blvd Schaumburg Rd to Irving Park Rd RESURFACING	960,000	03-19-0029 E1: / / / / E2: / / / / RW: / / / / C: FFY20 / STPL / 960,000 / 768,000 /	CE 1 9 /22/2015	NR		No		1/17/2020	AH CR HR Green	NR	* NR * * * * * * * * * *
				REMARKS: PE2 kick-off meeting held 5-31-19.								
23 STREAMWOOD 160006600RS 2974	FAU1684 - East Av Sunset Circle to Buttitta Dr RESURFACING	700,000	03-19-0030 E1: / / / / E2: / / / / RW: / / / / C: FFY20 / STPL / 700,000 / 560,000 /	CE 1 10/12/2016	NR		No		1/17/2020	AH CR HR Green	NR	* NR * * * * * * * * * *
				REMARKS: Construction limits match previous RS at Sunset Circle. PE2 kick-off meeting held 5-31-19.								

**COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS (CCDOH)
NORTHWEST COUNCIL OF MAYORS REPORT
2018-2023**

PHASE III - CONSTRUCTION

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
PAVEMENT PRESERVATION AND REHABILITATION PROGRAM NORTH 2019							
West Lake Avenue (Wolf Road to Landwehr Road)	Construction	\$4,600,000	2019				
Municipalities: Glenview, Mount Prospect							
Project Status: 100% final plans complete. Project letting was pushed to August 2019.							
ROSELLE ROAD							
At Schaumburg Road	Construction - addition of a southbound right turn lane, temporary traffic signal installation, permanent traffic signal installation consisting of LED traffic signal heads, LED countdown pedestrian signal heads, pedestrian pushbuttons, traffic signal posts, mast arm poles, controller and cabinet, service installation, handholes, cable, conduit, vehicle detectors, UPS, illuminated street name signs, interconnection of five (5) traffic signal installations, sidewalk, drainage, landscaping	\$ 889,351.29	2017	1/11/2017	4/24/2017	6/13/2017	Spring 2019
Municipalities: Schaumburg							
	Construction Engineering	In-House	2017				
Project Status: Work is 100% complete.							
CENTRAL RD							
Ela Road to Roselle Road	Construction - WB on-ramp onto I-90; land bridge construction along Central Road; reconstruction of Central Road	\$ 13,481,129.47	2017	2/17/2017		9/12/2017	Spring 2019
Municipalities: Hoffman Estates, Schaumburg							
	Construction Engineering (Tollway-led)		2017				
Project Status: Work is 99.7% complete to date. As of May 2019, contractor continuing work on punch list items.							
BARTLETT ROAD							
Over Poplar Creek	Design Engineering		In-House				
Municipalities: Hoffman Estates							
	Construction - Remove and replace the existing expansion details and minor deck slab and approach slab repairs as needed.	\$ 250,000.00	2019	3/29/19		Est. 2020	
	Construction Engineering		In-House				
Project Status: Plans 100% complete. Cost estimate and contract documents were finalized. Project was let on March 29, 2019.							

PHASE II - DESIGN

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
LAKE COOK RD							
Raupp Boulevard to Hastings Lane	Design Engineering (Village-led)	\$ 209,850.00	2017				
Municipalities: Buffalo Grove, Wheeling	ROW Acquisition	\$ 9,352,000.00	2017				
	Construction - Widening and Pavement Reconstruction, Intersection Improvement, Traffic Signal Modernization	\$ 53,927,313.03	2018	Est. Q3 2019		Est. 2020	
	Construction Engineering	\$ 8,089,096.95	2018				
	Material Testing	\$ 404,454.85	2018				

Project Status: Plans at 100% completion. ROW has been cleared, and County Board approved the funding agreement on April 25. Project was advertised July 24, 2019. Anticipated letting by late August 2019. Construction anticipated 2020 through 2022.

TOUHY AVE							
Elmhurst Road to Mount Prospect Road	Design Engineering	\$ 5,900,000.00	2017				
Municipalities: Chicago, Des Plaines, Elk Grove	Construction - Pavement Reconstruction, New Alignments, Grade Separations, Intersection Improvements, Drainage Improvements, New Street Lights, Bike path	\$ 64,263,390.00	2018	Est. 2020		Est. 2020	Est. 2021
	Construction Engineering	\$ 6,950,085.63	2019				

Project Status: Waiting for Tollway to finalize the acquisition of the right-of-way and UPRR to submit review comments on the IDOT-CCDOT-UPRR IGA.

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

Project Status: Design update is underway leading to Pre-Final Plan submit by late September. Pending other updates including drainage, permitting, and negotiating parcels.

PHASE I - PRELIMINARY ENGINEERING

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
BUSSE RD							
Golf Rd to Central Rd	Preliminary Engineering	\$ 685,943.97	2017				
Municipalities: Mount Prospect	Design Engineering	\$ 700,000.00	2018				
	ROW	\$ 155,000.00	2020				
	Roadway reconstruction and widening, multi-use path, and drainage improvements.	\$ 7,000,000.00	2020				
	Construction Engineering	\$ 700,000.00	2021				
<p>Project Status: The Preferred Alternative involves widening roadway to include one lane in each direction with continuous center turn lane and outside curb and gutter, as well as off road shared-use path and sidewalk on alternate sides of road. Second public meeting was held on March 12, 2019. Responses to public comments were sent to everyone who submitted official comment (written or verbal via court reporter). In addition, newsletter was distributed to all individuals on project stakeholders list. Final PDR for project is in progress and will be submitted to IDOT in the next few weeks. Design Approval and completion of Phase I is expected by late September or early October. Phase II (Design Engineering) is anticipated to begin late 2019 or early 2020.</p>							
CENTRAL RD							
Barrington Rd to Huntington Blvd	Preliminary Engineering	\$ 292,604.06	2017				
Municipalities: Hoffman Estates, South Barrington	Design Engineering	\$ 1,500,000.00	2018				
	Construction - Reconstruction or resurfacing of Central Road from Barrington Road to Huntington Blvd and the construction of an off-street path on Central Road.	\$ 9,000,000.00	2020				
	Construction Engineering	\$ 1,300,000.00	2020				
<p>Project Status: The County has received plans for the proposed development along Central Road that would extend Eagle Way south to intersect Central Road on 06/19/2018, and is reviewing these plans in order to coordinate the two projects. For the Environmental Survey Request (ESR), the cultural clearance was received on 05/10/2018. For the ESR's biological/wetlands clearance, the project was tasked for an avian survey. The Forest Preserve District of Cook County has provided its preference for the multi-use path spur connection to the existing bike path in Paul Douglas Forest Preserve via a direct connection at the northeast corner of Central Road/Huntington Blvd. Existing drainage plans have been completed. Design of the roadway and multi-use path geometrics have been submitted to the County on 06/17/2019 and is under internal review. The Wetland Impact Evaluation was submitted to the County on 07/01/2019 and is under internal review. Proposed drainage plans are ongoing.</p>							
QUENTIN RD							
Dundee Rd to Lake Cook Rd	Preliminary engineering	\$ 425,041.14	2017				
Municipalities: Deer Park, Palatine	Design engineering	\$ 1,500,000.00	2020				
	Construction - Reconstruction of roadway with potential widening, drainage improvements, and channelization. Includes replacement of bridge over Salt Creek and new multi-use path connecting to Forest Preserve.	\$ 34,000,000.00	2021				
	Construction engineering	\$ 3,400,000.00	2021				
	<p>Project Status: Environmental Stakeholder Meeting #6 occurred on December 13, 2018. NEPA-404 merger meeting scheduled for June 20, 2019.</p>						

INVEST IN COOK 2017

Project name	Applicant	Project type	Project phase	Awarded
West Bartlett Road/Devon Avenue swale and bike path replacement	Village of Bartlett	Bike/Ped	Design engineering	\$75,000
Des Plaines River Trail at the Union Pacific Railroad	Forest Preserve District of Cook County	Bike/Ped	Preliminary engineering	\$100,000
Wolf Road Sidewalk Connectivity Project	City of Prospect Heights	Bike/Ped	Construction	\$140,000
Des Plaines River Trail - Touhy Avenue to North Avenue	Village of Rosemont/West Central Municipal Conference	Bike/Ped	Preliminary engineering	\$309,000
Greater Woodfield Area Traffic Flow Improvements	Village of Schaumburg	Roadway	Construction	\$200,000
Barrington Road Bike Path	Village of South Barrington	Bike/Ped	Construction	\$76,000

INVEST IN COOK 2018

24 projects approved by the Cook County Board on July 25, 2018
 Nearly \$7 million investment of *Invest in Cook* funds leverages an additional \$26.8 million in federal, state, and local funds

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

INVEST IN COOK 2019

The Cook County Board approved 34 projects on July 25, 2019 including 5 transit, 14 bike/ped, 7 freight and 8 roadway projects
 Nearly \$43.6 millions requested for the \$8.5 million available

Project name	Applicant	Project type	Project phase	Awarded
Oakton Street Side path	Des Plaines	Bike/Ped	Preliminary Eng.	67,500
Rand Road, Central and Mount Prospect Intersection	Mount Prospect	Roadway, bike path	Design Engineering	460,500
Buffalo Creek Multi-Use Trail Extension	Arlington Heights	Bike/Ped	Construction	75,000
Biesterfield Road Bike Path	Elk Grove Village	Bike/Ped	Construction	250,250

PLANNING STUDIES

COOK COUNTY FREIGHT PLAN

Received by Cook County Board in October 2018

COOK COUNTY TRANSIT PLAN

Cook County has secured funding to complete a countywide transit plan. The plan will define the County's role in the transit arena, including the types of policies and improvements where the County can add the most value. The Department is initially focusing on studying the transit needs in south Cook County, where the loss of jobs and population over the course of decades has significantly reduced transit ridership.

Pace Announces Launch of Pulse Milwaukee Line

FOR IMMEDIATE RELEASE

June 24, 2019 12:00:00 PM

Media Relations Office: (847) 228-4222

Pace's first bus rapid transit service will begin operating on August 11

ARLINGTON HEIGHTS - Pace is excited to announce the launch of its first Pulse rapid transit line, the Pulse Milwaukee Line. Operations begin on Sunday, August 11, 2019. Pulse provides enhanced express bus service that incorporates streamlined route design and the latest technology, like transit signal priority (TSP), to provide faster, more frequent service. Passengers traveling along Milwaukee Avenue between the CTA Jefferson Park Transit Center and Golf Mill Shopping Center in Niles will soon benefit from increased service, state of the art stations, and improved customer communications with real-time Bus Tracker signs at every boarding location.

"Pulse represents the next generation of Pace service," said Pace Chairman Richard Kwasneski. "The frequency and affordability of this service will improve access to jobs, education, medical care, shopping and entertainment for the residents we serve."

Modern purple buses branded with the Pulse logo and equipped with Wi-Fi and USB charging ports will serve completely accessible stations featuring raised platforms to facilitate faster boarding, prominent vertical markers with local and regional maps and real-time bus arrival information, heated shelters with seating, snow-melt pavement, and bike racks. All stations will feature community expression elements designed in partnership with the communities and businesses along the route.

"A lot of hard work has gone into launching this service," said Executive Director Rocky Donahue. "I would like to thank our dedicated staff and all of the agencies, organizations and communities that had a hand in this, including the Village of Niles, City of Chicago, Regional Transportation Authority, Illinois Department of Transportation, Chicago Department of Transportation, Federal Transit Authority, Chicago Metropolitan Agency for Planning, and HNTB. There are also several business and property owners along the corridor who deserve a big thank you. This wouldn't be possible without their partnership and support."

Pulse service will operate on weekdays between 5 a.m. and midnight with 10-minute frequency during rush hours, 15-minute frequency during non-peak hours until 10 p.m., and every 20 minutes from 10 p.m. until midnight. On Saturdays, Pulse service will begin at 5:30 a.m. and on Sundays it will start at 6 a.m. Service on both Saturday and Sunday will run until midnight. On weekends and holidays, Pulse will run every 15 minutes until 10 p.m. when it will transition to every 20 minutes.

As Pace finishes work at several stations this fall, passengers may have to use a temporary bus boarding area in some locations after the August launch. The launch of the Pulse Milwaukee Line corresponds with a reduction in frequency on the mostly-overlapping Route 270. Route 270 will continue to make all local stops. More detailed information can be found at PaceBus.com.

NORTHWEST MUNICIPAL CONFERENCE

1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
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*A Regional Association of Illinois
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Lincolnshire
Lincolnwood
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Mark L. Fowler

Memorandum

TO: Northwest Council of Mayors Technical Committee

FROM: Joshua Klingenstein, Northwest Council of Mayors Planning Liaison

RE: Northwest Council of Mayors STP Program Updates

DATE: August 8, 2019

The following table summarizes updates to the Council's program since the June 14, 2019 Technical Committee Meeting. Updates are only included for projects with at least one phase in an active year in the eTIP database.

In addition to the status updates below, please note that the construction phases of both the Metra Access Road project and the Lake Zurich Road realignment project in Barrington have been moved from FFY 2020 to FFY 2021 in the TIP at the request of CMAP staff. This was done to maintain regional fiscal constraint in FFY 20, as currently there are more STP projects targeting obligation in FFY 20 than there is available funding. As each project approaches its target letting, the construction phase will be moved back into FFY 20, assuming funding is available. This same process is occurring for all STP projects in the region with target letting dates after March 2020. For Northwest Council programming purposes, these projects are still part of the active program and are scheduled to receive funding in FFY 20.

Project	Target Letting and Status
Barrington – Metra Access Road Current FY: 2019 (ROW \$95,000/\$47,500) 2020 (Construction: \$2,300,500/1,840,400) Scope: New Access Road to Metra Station	Target Letting: April 2020 Status: Target letting updated to a more realistic date due to ROW and easement acquisition process. Project moved into FFY 2021 in TIP, but will be moved back into FFY 20 as target letting date approaches, assuming funding availability.
Barrington – Lake Zurich Road Realignment Current FY: 2020 (Construction: \$4,213,739/\$3,363,071) Scope: Intersection Improvement/new alignment	Target Letting: September 2020 Status: Target letting was mistakenly listed as January 2020 on previous agendas. September 2020 target letting date based on timeline for ROW acquisition. Project moved into FFY 2021 in TIP, but will be moved back into FFY 20 as target letting date approaches, assuming funding availability.
Buffalo Grove- Lake Cook Rd (Buffalo Grove Rd to Hastings) Current FY: 2019 (Construction: \$15,108,750/\$4,000,000) Scope: Intersection improvement	Target Letting: August 2019 (local let) Status: Project has been advertised for letting.

<p>Buffalo Grove - Weiland Rd Extension (Buffalo Grove to Lake Cook) Current FY: 2019 (Construction: \$10,285,400/\$4,000,000) Scope: Intersection improvement/new road</p>	<p>Target Letting: August 2019 (local let) Status: Project has been advertised for letting.</p>
<p>Buffalo Grove - Lake-Cook Rd lighting (Raupp to Hastings) Current FY: 2019 (Construction: \$3,025,000/\$1,815,000) Scope: Lighting</p>	<p>Target Letting: August 2019 (local let) Status: Project has been advertised for letting.</p>
<p>Des Plaines – Lee/Forest Intersection Improvement Current FY: 2020 (Construction: \$2,562,476/\$2,042,000) Scope: Intersection Improvement</p>	<p>Target Letting: January 2020 Status: Project moved to January 2020 letting due to ROW acquisition. Project has moved from FFY 19 to FFY 20 as a result.</p>
<p>Elk Grove Village – Nerge Rd resurfacing (Devon to Rohlwing) Current FY: 2019 (Construction: \$1,360,800/\$956,000) Scope: Resurfacing</p>	<p>Target Letting: November 2019 Status: Project was moved into active program by vote of the Technical Committee.</p>
<p>Niles – Howard St reconstruction (Milwaukee to Lehigh) Current FY: 2020 (Construction: \$6,231,700/\$3,975,000) Scope: Reconstruction, new shared use path</p>	<p>Target Letting: January 2020 Status: Project was moved back to January 2020 letting due to IDOT special waste requirements.</p>

Attachment F

STP Projects											Green means funds have been expended			
Municipality	TIP ID	Project	Limits	Scope	Phase	Programmed Year	Total \$	Federal STP \$	Letting/Obligation	Project Status	Phase I	Phase II	ROW	Construction (other than STP)
Elk Grove Village	03-17-0008	JF Kennedy/Elk Grove	Arlington Hts to Victoria	Resurface, bridge rehab	Construction	2018	\$ 2,968,000	\$ 1,979,200	Let - January	Project was let	Local	Local	Local	
Palatine	03-16-0008	Palatine Rd	Quentin to Smith	Reconstruction, widening, new shared use path	Phase I	2018	\$ 380,000	\$ 190,000	March 2018	Agreement executed	STP	STP	STP	
Rolling Meadows	03-17-0006	Kirchoff Road	Wilke to Hicks Rd	Resurfacing	Phase II	2018	\$ 95,424	\$ 47,712	March 2018	Agreement executed	Local	STP	None	
Schaumburg	03-16-0015	Roselle Rd Bike Bridge	Bike Bridge	Bike bridge	Construction	2018	\$ 3,865,085	\$ 3,374,409	Let - April	Project was let	Local	STP	None	
Streamwood	03-16-0012	East Ave @ Irving Park Rd	Intersection Improvement	Intersection improvement	Construction	2018	\$ 650,000	\$ 520,000	Let - April	Project was let	Local	STP	None	
Streamwood	03-16-0013	North Ave @ Lake St	Intersection Improvement	Intersection improvement	Construction	2018	\$ 1,082,750	\$ 866,200	Let - April	Project was let	Local	STP	None	
Schaumburg	03-14-0020	Plum Grove Rd	Golf to Wiley	Reconstruction	Construction	2018	\$ 6,600,000	\$ 4,000,000	Let - August	Phase II and ROW acquisition underway	Local	STP	STP	
Schaumburg	03-14-0020	Plum Grove Rd	Higgins to Golf	Reconstruction	Construction	2018	\$ 6,500,000	\$ 4,000,000	Let - August	Phase II and ROW acquisition underway	Local	STP	STP	
Rolling Meadows	03-17-0006	Kirchoff Road	Wilke to Hicks Rd	Resurfacing	Construction	2018 (AC)	\$ 2,042,500	\$ 1,634,000	Let - November	Project was let	Local	STP	None	
Palatine	03-18-0009	Smith St	Palatine Rd to Dundee	Resurfacing	Construction	2018 (AC)	\$ 1,650,000	\$ 1,320,000	Let - November	Project was let	Local	Local	None	
Schaumburg	03-16-0010	State/National	Plum Grove to Golf	Reconstruction	Construction	2019	\$ 6,593,011	\$ 4,000,000	Let - January	ROW certified, final plans submitted to IDOT	Local	STP	STP	
Elk Grove Village	03-18-0018	Lively Blvd	Devon to Landmeier	Resurfacing	Construction	2019	\$ 1,575,039	\$ 1,096,000	Let - January	Phase placed in Advance Construction	Local	Local	None	
Schaumburg	03-18-0010	Walnut Lane	Schaumburg Rd to Weathersfield	Reconstruction	Construction	2019	\$ 3,591,045	\$ 2,560,000	Let - January	ROW certified, final plans submitted to IDOT	Local	Local	None	
Streamwood	03-09-0073	Irving Park Rd	Bartlett to Schaumburg	Reconstruction, widening	ROW	2019	\$ 1,000,000	\$ 500,000	Let - March	Project was let	Local	STP/IDOT	STP/IDOT	
Streamwood	03-09-0073	Irving Park Rd	Bartlett to Schaumburg	Reconstruction, widening	Construction	2019	\$ 6,800,000	\$ 4,786,668	Let - March	Project was let	Local	STP/IDOT	STP/IDOT	
Schaumburg	03-14-0017	Woodfield Rd	Meacham to Martingale	Reconstruction	Construction	2019	\$ 6,652,742	\$ 4,000,000	Let - April	Final Agreements Submitted	Local	STP	STP	
Schaumburg	03-14-0017	Woodfield Rd	Martingale to East Frontage	Reconstruction	Construction	2019	\$ 7,632,500	\$ 4,000,000	Let - April	Final Agreements Submitted	Local	STP	STP	CMAQ
FY 2019/FY 2020														
Buffalo Grove	03-11-0020	Lake Cook Rd Improvements	Buffalo Grove Rd to Hastings	Intersection improvement	Construction	2019	\$ 15,108,750	\$ 4,000,000	August 2019 (local let)	Project has been advertised for letting	County	County	County	CMAQ, County
Buffalo Grove	03-11-0020	Welland Rd Extension	Buffalo Grove to Lake Cook	Reconstruction	Construction	2019	\$ 10,285,400	\$ 4,000,000	August 2019 (local let)	Project has been advertised for letting	County	County	County	CMAQ, County
Buffalo Grove	03-11-0020	Lake-Cook Rd	Raupp to Hastings	Lighting	Construction	2019	\$ 3,025,000	\$ 1,815,000	August 2019 (local let)	Project has been advertised for letting	County	County	County	County
Barrington	10-00-0129	US 14 @ Hart Rd	Intersection Improvement	Intersection improvement	Construction	2019	\$ 14,375,425	\$ 4,000,000	September 2019	On track for September letting	County	CMAQ	CMAQ/Local/STP	CMAQ, County
Des Plaines	03-14-0006	Lee/Forest	Intersection Improvement	Intersection improvement	ROW	2018	\$ 320,000	\$ 160,000	In Advance Construction	ROW acquisition ongoing, using IDOT quick-take	Local	STP	STP	
Des Plaines	03-14-0006	Lee/Forest	Intersection Improvement	Intersection improvement	Construction	2020	\$ 2,562,476	\$ 2,042,000	January 2020	ROW acquisition ongoing, using IDOT quick-take	Local	STP	STP	
Barrington	03-06-0005	Barrington Metra Access Road	Access Road	New access road to Metra Station	ROW	2019	\$ 95,000	\$ 47,500	In Advance Construction	Phase II underway - IDOT approved ROW acquisition	Local	STP	STP	
Barrington	03-06-0005	Barrington Metra Access Road	Access Road	New access road to Metra Station	Construction	2020	\$ 2,300,500	\$ 1,840,400	April 2020	ROW acquisition ongoing	Local	STP	STP	
Schaumburg	03-03-0102	Algonquin Rd @ Meacham Rd	Intersection Improvement	Intersection improvement	ROW	2018	\$ 2,400,000	\$ 625,000	In Advance Construction - targeting final certification September 2019	ROW Agreement Executed	Local	STP/IDOT	STP/IDOT/CMAQ	CMAQ/IDOT
Schaumburg	03-03-0102	Algonquin Rd @ Meacham Rd	Intersection Improvement	Intersection improvement	Construction	2020	\$ 6,272,000	\$ 2,697,600	January 2020	ROW acquisition underway	Local	STP/IDOT	STP/IDOT/CMAQ	CMAQ/IDOT
Elk Grove Village	03-19-0023	Nerge Rd	Devon to Rohlwing	Resurfacing	Construction	2020	\$ 1,195,000	\$ 956,000	November 2019	Phase II underway	Local	Local	None	
Barrington	03-14-0010	Lake Zurich Road Realignment	Intersection Improvement	Realign intersection	Construction	2020	\$ 4,213,739	\$ 3,363,071	September 2020	Phase II underway, ROW issues	Local	STP	STP	IDOT
Niles	03-13-0010	Howard St	Milwaukee to Lehigh	Reconstruction, new shared use path	Construction	2020	\$ 6,321,700	\$ 3,975,000	January 2020	Timeline dependent on ROW	Local	STP	None	TAP for bike/ped
Resurfacing														
Arlington Heights	03-19-0005	Kensington Rd	Dryden to Village Limits	Resurfacing and multi-use path	Construction	2020	\$ 1,759,300	\$ 1,407,440	March 2020	Phase I approved, Phase II kickoff in October	Local	Local	None	
Bartlett		North Ave	Oak Ave to Lake St	Resurfacing	Construction	2020	\$ 809,010	\$ 647,208	2019	Phase I approved, ready to proceed if funded	Local	Local	None	
Elk Grove Village		Clearmont Ped Bridge	Over Salt Creek	Pedestrian Bridge	Construction	2020	\$ 2,000,000	\$ 1,800,000	June 2020	Phase I underway	Local	Local	None	
Hoffman Estates		Salem Dr	Bode Rd to village limits	Resurfacing	Construction	2020	\$ 200,000	\$ 160,000	TBD	Phase I approved, local funds ready for Phase II if STP funding for construction becomes available	Local	Local	None	
Hoffman Estates		Huntington Blvd North	Palatine Rd to Westbury Dr	Resurfacing	Construction	2020	\$ 510,000	\$ 408,000	TBD	Phase I approved, local funds ready for Phase II if STP funding for construction becomes available	Local	Local	None	
Hoffman Estates		Beverly Rd	Prairie Stone Pkwy to I-90	Resurfacing	Construction	2020	\$ 270,000	\$ 216,000	TBD	Phase I approved, local funds ready for Phase II if STP funding for construction becomes available	Local	Local	None	
Hoffman Estates		Jones Rd	Rosedale Ln to Highland Blvd	Resurfacing	Construction	2020	\$ 372,000	\$ 340,000	TBD	Phase I approved, local funds ready for Phase II if STP funding for construction becomes available	Local	Local	None	
Rolling Meadows		Old Wilke/Weber/Wilke	Various	Resurfacing	Construction	2020	\$ 3,270,000	\$ 2,289,000	TBD	Not started	Local	Local	None	

Schaumburg		Meacham Rd	Higgins to Golf	Resurfacing	Construction	2020	\$ 3,500,000	\$ 2,800,000	TBD 2020	Not started	Local	Local	None	
Schaumburg		Weathersfield Way	Braintree Dr to Salem Dr	Resurfacing	Construction	2020	\$ 1,750,000	\$ 1,400,000	TBD 2019	Phase I and Phase II complete, waiting for available funding	Local	Local - Have been expended	None	
Streamwood	03-19-0028	Buttitta Dr	Barrington to East	Resurfacing	Construction	2020	\$ 350,000	\$ 280,000	January 2020	Phase II kick-off meeting held	Local	Local	Local	
Streamwood	03-19-0028	Woodland Heights Blvd	Buttitta Dr to Park Blvd	Resurfacing	Construction	2020	\$ 780,000	\$ 624,000	January 2020	Phase II kick-off meeting held	Local	Local	Local	
Streamwood	03-19-0030	East Ave	Buttitta Dr to Schaumburg Rd	Resurfacing	Construction	2020	\$ 700,000	\$ 560,000	January 2020	Phase II kick-off meeting held	Local	Local	Local	
Streamwood	03-19-0029	Park Blvd	Irving Park to Schaumburg	Resurfacing	Construction	2020	\$ 960,000	\$ 768,000	January 2020	Phase II kick-off meeting held	Local	Local	None	
Barrington	03-14-0010	US 14 Grade Separation	Grade Separation	Grade separation	Phase II	2020	\$ 3,120,000	\$ 1,560,000	TBD 2020	ROW acquisition underway	TIGER	STP	State/STP	Seeking additional funding
Barrington	03-14-0010	US 14 Grade Separation	Grade Separation	Grade separation	Construction	2020	\$ 38,084,000	\$ 4,000,000	TBD 2020	ROW acquisition underway	TIGER	STP	State/STP	Seeking additional funding
Elk Grove Village		Arlington Hts Rd	Devon to Elk Grove	Widening, resurfacing	Construction	2020	\$ 5,325,000	\$ 4,000,000	January 2020	Phase I underway	Local	Local	None	
Elk Grove Village		Tonne Rd	Devon to Elk Grove	Reconstruction	Construction	2020	\$ 4,706,000	\$ 3,764,800	January 2021	Not started	Local	Local	None	
Elk Grove Village		Tonne Rd	Elk Grove to Landmeier	Reconstruction	Construction	2020	\$ 5,462,000	\$ 4,000,000	September 2021	Not started	Local	Local	None	
Niles		Touhy @ Gross Point/Harts	Intersection Improvement	Intersection improvement	Phase II	2020	\$ 400,000	\$ 200,000	TBD 2020	Phase I, expected design approval Spring 2019	Local	STP	Local	
Niles		Touhy @ Gross Point/Harts	Intersection Improvement	Intersection improvement	Construction	2020	\$ 2,787,500	\$ 2,230,000	TBD 2020	Phase I, expected design approval Spring 2019	Local	STP	Local	
Palatine		Palatine Rd	Quentin to Smith	Reconstruction, widening, new shared use path	Phase II	2020	\$ 344,640	\$ 133,750	TBD 2023	Phase I agreements executed	STP	STP	STP	
Palatine		Palatine Rd	Quentin to Smith	Reconstruction, widening, new shared use path	ROW	2020	\$ 250,000	\$ 100,000	TBD 2023	Phase I agreements executed	STP	STP	STP	
Palatine		Palatine Rd	Quentin to Smith	Reconstruction, widening, new shared use path	Construction	2020	\$ 4,470,313	\$ 3,576,250	TBD 2023	Phase I starting late 2017	STP	STP	STP	
Rolling Meadows	03-03-0006	Algonquin @ New Wilke	Intersection Improvement	Intersection improvement	Construction	2020	\$ 3,310,000	\$ 2,000,000	TBD 2020	Phase I starting late 2017	Local	Local	Local	
Schaumburg		Knollwood Rd	Bode Rd to Golf Rd (IL 58)	Reconstruction	Construction	2020	\$ 3,821,250	\$ 3,057,000	March 2019	Pre-final plans submitted to IDOT	Local	Local - Have been expended	None	
Schaumburg		Algonquin Rd at Hammond Dr	Intersection Impr	Intersection improvement	Phase II	2020	\$ 70,000	\$ 35,000	TBD 2020	Phase I complete	Local	STP	STP	
Schaumburg		Algonquin Rd at Hammond Dr	Intersection Impr	Intersection improvement	ROW	2020	\$ 180,000	\$ 90,000	TBD 2020	Phase I complete	Local	STP	STP	
Schaumburg		Rodenburg Rd	CP RR to Irving Park (IL 19)	Reconstruction	Construction	2020	\$ 1,693,750	\$ 1,355,000	TBD 2021	Phase I starting soon	Local	Local	None	
Schaumburg	03-19-0006	National Pkwy	Woodfield to Golf	Reconstruction	Phase II	2020	\$ 1,200,000	\$ 600,000	Potentially Locally funded	Phase I near completion	Local	STP	STP	

NORTHWEST MUNICIPAL CONFERENCE

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

Memorandum

To: Northwest Council of Mayors Technical Committee
From: Josh Klingenstein, Program Associate for Transportation
Date: August 8, 2019
Subject: Options for Prior Agency Funding Category

Action Requested: Staff recommends that the Technical Committee review, discuss and decide among the following options concerning the inclusion of a Prior Agency Funding category in the Northwest Council's new STP methodology.

Issue: The draft Northwest Council of Mayors STP Methodology includes a "Prior Agency Funding" scoring category related to the amount of STP funding per capita that a municipality has received in the previous five years. Multiple members of the Committee have expressed concerns about the inclusion of the category as currently written, especially its use of per capita statistics. In particular, concerns have been raised that the population of a community may not have much bearing on the importance of the project in question. There is also concern that the scoring of this category would disadvantage communities that have previously invested heavily in their transportation systems, while having a minimal effect on the ability of less well-resourced communities to access funding.

In response to these concerns, staff has developed four options below for adjusting the prior agency funding category. In addition to these four alternatives, the Committee may also decide to keep the category in its current form.

Option 1 – Years since last STP project

Points would be assigned based on the number of years since a community last obligated STP grant money for any phase of a project. Communities that have not had a project phase obligated in the last five years would receive 10 points in this category. Communities which have had a project obligated in the last five years would receive 0 points.

Years Since Last Project Phase Obligated	Points
5+	10
0-4	5

Option 2 – Funding per lane-miles of Federal-Aid Routes

Points would be assigned based on the amount of funding a municipality has received in the last five years per lane-mile of federal aid routes. This option would better take into account the importance of a municipality's transportation system while still advantaging communities who have not recently benefitted from STP funding. I am working with staff from CMAP to determine lane-mile statistics for all municipalities in our council, but the scoring would remain broadly the same as the current proposal.

MEMBERS

Antioch
Arlington Heights
Bannockburn
Barrington
Bartlett
Buffalo Grove
Deer Park
Deerfield
Des Plaines
Elk Grove Village
Evanston
Fox Lake
Glencoe
Glenview
Grayslake
Hanover Park
Highland Park
Hoffman Estates
Kenilworth
Lake Bluff
Lake Forest
Lake Zurich
Libertyville
Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
Northfield Township
Palatine
Park Ridge
Prospect Heights
Rolling Meadows
Schaumburg
Skokie
Streamwood
Vernon Hills
Wheeling
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Funding per lane-mile (FAU Routes only)	Points
Range 1: TBD	10
Range 2: TBD	5
Range 3: TBD	0

Option 3 – Current proposal with consideration of regional significance

Points would be assigned as proposed in the draft methodology document, but with special consideration provided to projects occurring on a roadway classified as a minor arterial or an other principal arterial. Projects occurring on these roadways would receive a minimum of five points regardless of the community’s previous funding. The maximum amount of points available would remain at 10.

STP Funding Per Capita in Previous Five Years	Points
≤ \$100	10
> \$100 and ≤ \$300	5
> \$300	0
Project occurs on Minor Arterial or above	5

Option 4 – Eliminate the prior agency funding category

This option would eliminate the prior agency funding category altogether and redistribute the 10 points to other categories. If the Committee does choose this route, staff recommends redistributing five (5) points to the AADT portion of the Regional Transportation Significance category and five (5) points to the safety improvement category for roadway and intersection projects. For resurfacing projects, staff recommends redistributing ten (10) points to the project readiness category.

Option 5 – Keep the category in its current form

No changes would be made to this category, and the methodology would be released for public comment with this category included.

Background: This category was initially included to address concerns about geographic equity and equal access to the Council’s STP funds. As the Council moves forward with a lower allotment of STP funds, it is worth considering the ability of all communities to access this funding. Many other councils have included similar “community need” categories in their methodologies, based on either the number of years since a municipality has received STP funding or the CMAP Community Cohort to which a municipality belongs.

***Northwest Council of Mayors
Surface Transportation Program
Handbook***

August 2019

I. INTRODUCTION: A GUIDE FOR STP FUNDING APPLICATIONS

The following municipalities form the Northwest Council of Mayors:

Arlington Heights	Niles
Barrington	Palatine
Bartlett (Cook County portion only)	Park Ridge
Buffalo Grove (Cook County portion only)	Prospect Heights
Des Plaines	Rolling Meadows
Elk Grove Village	Schaumburg
Hanover Park (Cook County portion only)	South Barrington
Hoffman Estates	Streamwood
Inverness	Wheeling
Mount Prospect	

As a member of the Northwest Council of Mayors, you are eligible to submit project proposals to the Council for federal Surface Transportation Program (STP) funding. The STP utilizes funds from the Fixing America's Surface Transportation Act or "FAST Act" federal transportation legislation to assist sponsoring municipalities with implementing eligible transportation projects.

The Northwest Council of Mayors has assembled this guidebook, which is divided into the following sections, in order to help facilitate the application process:

- Background description of the Surface Transportation Program
- Program Development
- Program Management
- Description of eligible projects
- Project selection criteria used by the Council's Technical Committee

Please note that in order for a potential project to be eligible for STP funding, the following criteria need to apply:

1. The project is on a Surface Transportation Program eligible route.
2. The project work type is eligible under the STP component of the FAST Act.
3. The project sponsor can fund the required local match.

Your main point of contact for initiating the STP funding process is the Planning Liaison to the Northwest Council of Mayors. The Liaison should be contacted to begin the process or answer any questions regarding the program. The Liaison can be reached through the Northwest Municipal Conference at (847) 296-9200.

II. THE NORTHWEST COUNCIL OF MAYORS SURFACE TRANSPORTATION PROGRAM

A. Fixing America's Surface Transportation Act or "FAST Act"

The Fixing America's Surface Transportation Act, or "FAST Act," provides federal funding, guidelines and requirements for all transportation projects seeking federal funding. Within the FAST Act there are various funding programs. The most important of these sources, from the Council of Mayors' perspective, is the Surface Transportation Program (STP).

The STP allocates funding directly to state departments of transportation. In Illinois, the Illinois Department of Transportation designates a portion of this funding for the Council of Mayors system. 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.

B. The Council's Role in the Surface Transportation Program

Each year the Council receives federal funds to be programmed for transportation projects within the Northwest region. Local municipalities apply for these funds during a call for projects by contacting the local Council Planning Liaison at the Northwest Municipal Conference, and by completing the appropriate application form. See section III c., "New Project Programming" for more details.

Each Council has developed a set of project selection guidelines. As its name implies, these guidelines set the parameters by which the Councils select which of the locally submitted projects will receive federal funding.

C. How the Council Utilizes STP Funding

The Northwest Council funds Phase II engineering, right-of-way acquisition, construction, and Phase III engineering (also known as construction engineering) for highway, transit, bicycle and other transportation projects. See section Vb., "Eligible Project Types," for more information. A 20% local match is required for construction and Phase III engineering phases. For Phase II engineering and right-of-way acquisition, a 50% local match is required. Phase I engineering will be the responsibility of the municipal sponsor.

D. Technical Committee Membership

The Northwest Council of Mayors Technical Committee shall be comprised of four mayors and four managers from municipalities within the Northwest Council of Mayors. Alternates may be chosen by members, with notification given to the Technical Committee and the Planning Liaison. No municipality shall have more than one representative on the Technical Committee.

The Chairman or Chairwoman of the Technical Committee, elected by the members of the Technical Committee, will serve as one of the Northwest Council's two representatives on the

Council of Mayors Executive Committee. The second Executive Committee representative shall be chosen by the Council as a whole.

When a vacancy occurs on the Technical Committee, the whole Northwest Council will be asked for nominations. Only a mayor may fill a vacancy left by a mayor, and only a manager can fill a vacancy left by a manager. The seats on the committee belong to the individual, not the municipality. A municipality's replacement for a departing Technical Committee member does not by default become their replacement on the Technical Committee.

The nominees will be voted on by the Technical Committee. The chosen nominee must then receive the approval of the Northwest Council of Mayors and the president of the Northwest Municipal Conference.

III. PROGRAM DEVELOPMENT

A. Match Ratio

Roadways and Intersections

The match ratio for the construction phase of a roadway or intersection project is an 80/20 federal/local split. Federal funds may be used for up to 80% of the eligible expenses. The sponsoring agency is responsible for the remaining 20%. Phase II engineering and right-of-way acquisition are funded at 50% federal funds and 50% local funds. A sponsor may elect to provide a local match greater than the minimum required for each phase.

Resurfacing, LAFOs, and LASOs

The match ratio for the construction phase of a resurfacing, Local Agency Functional Overlay (LAFO), or Local Agency Structural Overlay (LASO) project is a 75/25 federal/local split. Federal funds may be used for up to 75% of the eligible expenses. The sponsoring agency is responsible for the remaining 25%. Phase II engineering and right-of-way acquisition are funded at 50% federal funds and 50% local funds. If it is determined during the course of Phase I engineering that the project's scope will expand to a full reconstruction, the funding ratio for the construction phase of the project will remain at 75/25.

B. Maximum Federal Participation

The maximum total amount of federal STP participation for any project is \$3,500,000, inclusive of all phases. Any expense over the maximum federal STP participation amount will be the sole responsibility of the sponsoring agency.

C. New Project Programming

The Council will hold a call for projects every two years, with the first call occurring in January 2020. Each call will solicit projects covering the next five federal fiscal years (FFYs). The call will open in January, and final applications will be due on March 15th of each call year. From April to August, applications will be scored by NWMC staff using the methodology outlined in the

project selection criteria section of this document. Recommended active and contingency programs will be released after scoring has been complete, which will be followed by Technical Committee review and a public comment period. A CMAP TIP Amendment to incorporate the recommended program will be prepared in the fall for CMAP Transportation Committee consideration, with final approval of the program occurring when the MPO Policy Committee takes action in October. The project application workbook will be posted on the NWMC website prior to the opening of the call for projects.

Proposed new projects and previously programmed projects with significant changes to scope and/or schedule that include not exempt work types cannot be included in the TIP until the next semi-annual conformity analysis. Work types that will require a project to undergo conformity analysis include adding or widening lanes, constructing a new road or bridge, signal interconnect projects, and other miscellaneous projects that may affect roadway capacity. These projects will be identified and recommended for inclusion in the Northwest Council of Mayors program, contingent upon the next conformity determination. Based on the semi-annual conformity amendment schedule, not exempt projects cannot be programmed within the first year of either an active or contingency program. Please see the [conformity analysis](#) page on the CMAP website for more information.

D. Active Programs

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

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

E. Contingency Programs

It is anticipated that during each call for projects there will be more applications than can be programmed within the years of the call cycle. Additionally, in order to facilitate the region's goal of obligating 100% of available funding each year, the Northwest Council of Mayors can effectively "over program" by developing a contingency program of projects during each call cycle. The contingency program should include, in rank order, the next highest ranked projects that were unable to be funded in the call for projects (CFP) due to fiscal constraint. Sponsors of contingency projects must be committed to keeping projects active and moving forward toward

obligation of federal funding in the two years between calls for projects. If sponsors of potential contingency program projects are not committed to moving forward, for example because funding was requested in an out year, those projects should not be included in the contingency program. Projects requiring a conformity determination that are not already included in the current conformed TIP may be included in contingency programs, but cannot be reprogrammed into the current year of the active program after the TIP change submittal deadline for the spring semi-annual conformity analysis. These projects can be reprogrammed into an out year of the program at any time. Projects, or phases of projects, that did not apply for funding during a call for projects cannot be added to a contingency program until the next applicable call for projects. **No applications will be accepted outside of a regular call for projects.**

Inclusion of a project in a contingency program is not a guarantee of future federal funding for any phase of a project. The contingency program will expire with each subsequent call for projects. Projects included in the contingency program from the prior CFP must reapply for funding consideration during the next call. If the first phase of a project in the contingency program is moved to the active program, there is no guarantee that the subsequent phases will be funded via the contingency program or future active programs. There shall be no “automatic” reprogramming of subsequent phases from the contingency program to the active program.

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

F. Grandfathering

Project phases which are currently part of the Northwest Council of Mayors active program that are not expected to be obligated prior to the end of Federal Fiscal Year 2020 (September 2020) will *not* be automatically reprogrammed into the active or contingency programs that result from the 2020 call for projects. Any project phase that remains unobligated after September 2020 will need to reapply as part of the upcoming call for projects.

In addition, any programmed project phase targeting obligation in FFY 2020 that has not been obligated before the call for projects in January 2020 will be required to reapply for funding, should the sponsor wish to maintain the project’s eligibility for funding in FFY 2021 or later. If funding for the project phase is obligated by September 2020, the project phase will be dropped from the Northwest Council’s FY 2021-2025 program, and may be replaced by a project on the contingency list, subject to available funding and Technical Committee approval. See the Program Management section below for more information.

IV. PROGRAM MANAGEMENT

A. Training

Stakeholders throughout the region, including public and private sector implementers, have indicated that a thorough understanding of the project implementation process is critical for the successful completion of projects. An understanding of the process leads to realistic expectations and better overall scheduling and project planning. NWMC staff will work with CMAP, FHWA, and IDOT to develop an STP workshop and training materials for project sponsors and consultants. While not required, it is strongly recommended that project sponsors attend a training session prior to their project being formally adopted into the Northwest Council of Mayors STP program. Details on training will be transmitted to project sponsors after the conclusion of the STP application period in March.

B. Designated Project Managers

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

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

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

The project managers must be reported to the Northwest Council of Mayors Planning Liaison and should also be documented in the CMAP eTIP database. In the event of staff changes, a new designee(s) shall be assigned as soon as possible. These managers should be familiar with the federally funded project implementation process and are strongly encouraged to take advantage of training opportunities. Required project status updates described below may only

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

C. Status Updates

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

Submittals shall be verified by the Northwest Council Planning Liaison assigned to the project sponsor 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 sponsor’s discretion. Status updates must be submitted even if no progress has been made since the prior update. Failure to submit required status updates, as outlined in Table 1, may result in significant project delay or the loss of funding for current and subsequent phases of projects.

Table 1

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

	contingency program, and must re-apply for funding during the next CFP.
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D. Obligation Deadlines

Any project phase programmed in the current FFY on or after the first day (October 1) of that FFY is required to fully obligate the programmed federal funds prior to the end of that FFY. For the purposes of obligation deadlines, a project phase is considered to be obligated if federal funds have been authorized as “current” or “Advance Construction (AC)” in FHWA’s FMIS database. The entire phase must be obligated, up to the programmed amount or the final engineer’s estimate, whichever is less, to be considered fully funded. “Staged” construction, or “combined” engineering phases are not considered fully obligated until all stages/phases under a single State Job or Federal Project Number are fully obligated. The table below describes the actions necessary to obligate each federally funded phase, and the milestone deadlines that should be met in order to meet the obligation requirement. Please note that milestone deadlines may need to be adjusted based on IDOT agreement review times.

Table 2

Federally Funded Phase	Federal Obligation Action	Milestone(s)	Milestone Deadline
Phase II Engineering	Execution of Local Agency Agreement and Engineering Agreement	1. Phase II QBS Completed	1. Before submitting draft agreements (may be completed with Phase I QBS; may begin before DA received).
		2. Phase I Design Approval (DA) received	2. Before submitting draft agreements
		3. Draft agreements	3. April 30 th (approx.)
Right-of-Way	Execution of Local Agency Agreement	1. Phase I Design Approval (DA) received	1. Before submitting documents
		2. Approved plats and legals, cost estimates, and documentation of use of approve firms	2. Before submitting draft agreement
		3. Draft agreements submitted to IDOT district 1	3. April 30 th (approx..)

Construction (state let)	Execution of Local Agency Agreement (approx. 6 weeks prior to letting)	1. Phase II pre-final plans submitted	1. Date specified on the IDOT region 1 Letting schedule for the November State Letting (typically late May-early June)
Construction (local let)	For construction phases that will be locally let, the sponsor must reasonably demonstrate that construction funds will be authorized within the federal fiscal year.		

If these milestones are not anticipated to be achieved, based on the March status update, the project sponsor may by April 15th:

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

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

Programmed funds will be eligible to be carried over (subject to carryover limitations described later in this document) to the next FFY if the request is approved. Each project phase may only be granted one extension. If an extended project phase misses the extended obligation deadline, the phase, and all subsequent phases of the project, will immediately be moved to the contingency program, and the funds programmed in the current year will be removed from the selecting body’s programming mark. If not moved back into the active program prior to the next call for projects, the sponsor must reapply for funding consideration. If the end of the six-month extension period has been reached, and the phase remains unobligated solely due to agreement review and the agreement was submitted to IDOT before August 1st of the prior year in a good faith attempt to ensure timely obligation of funds within the programmed FFY, an additional three-month extension will be automatically granted for that phase. The additional extension will be to June 30 for engineering and right-of-way phases, and to the federal authorization date for the August state letting for construction/construction engineering phases.

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

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

Requests for extensions will be reviewed by NWMC staff, in consultation with CMAP, IDOT, and/or FHWA staff as needed. Extension requests will be granted based only on the ability of the sponsor to meet the extended obligation deadline. Program updates including extension requests will need to be approved by the Northwest Council of Mayors Technical Committee before being published. The reason for delay, whether within sponsor control or not, shall not be a factor in decisions to grant extensions, except as it pertains to the likelihood that the phase will be obligated before the extended obligation deadline. If an extension request is denied by staff, the sponsor may appeal to the Northwest Council of Mayors Technical Committee, or may choose another option. Following review of the March status updates, and any subsequent requests for extensions, sponsors of project phases included in the Contingency Program that have indicated potential for current year obligation of funds will be notified of the possible availability of funding and will be encouraged to take necessary actions to prepare for obligation of funds between June and October. Program changes to move project phases from the Contingency Program to the Active Program will occur no later than June 30. Formal TIP Amendments will be required to move contingency project phases into the current year of the TIP, therefore the current CMAP TIP Amendment schedule should be considered when making reprogramming decisions.

E. Active Reprogramming

It is the goal of the region to obligate 100% of the federal STP funding allotted to the region each year. Recognizing that implementation delays can and do occur, the Northwest Council of Mayors shall have the flexibility to actively reprogram funds. Staff will provide a recommendation to the committee when an opportunity to actively reprogram funds presents itself. However, all program updates will need to be approved by the Northwest Council of Mayors Technical Committee prior to the updates being published. If necessary, the Technical Committee may approve of program updates electronically via email correspondence with the Planning Liaison. This may be done in order to ensure that TIP revision deadlines are met and projects remain on schedule. TIP revision deadlines typically fall four to five months before the target construction letting date for a project.

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

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

When considering active reprogramming, the fiscal constraint of the program must be maintained at all times. No active reprogramming decision can be made that would push the council over its projected amount of available funds in any year of the active program, unless funds have been authorized for carry over. It may be necessary to move another project phase(s) out of the current FFY in order to accommodate ready to obligate phases.

Within out years of the active program, reprogramming from one out year to another out year or making cost changes in out years shall be limited only by fiscal constraint in those years. Any project moved into the current FFY through active reprogramming is subject to the same obligation deadlines as all other current year phases.

Each call for projects is an additional opportunity to request reprogramming in a different FFY. Sponsors may request to have project phases reprogrammed in a different FFY, based on the implementation status of those projects, without the need to re-apply or be re-ranked as long as the sponsor reaffirms their commitment to completing the project according to the requested schedule. Sponsors may reaffirm their commitment by doing one of the following:

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

For sponsors with multiple projects being reaffirmed, a single resolution or letter may be submitted that addresses each project.

In the event that a project included in the active program has not started phase 1 engineering (or equivalent) since the prior call for projects, whether that phase is to be federally or locally funded, that project must re-apply in the next call, except if the project is for pavement preservation techniques that were selected and programmed in out years to align with sponsor/subregional/regional pavement management system recommendations.

F. Cost Increases

A project that has already received the maximum federal funding allowed by the Northwest Council of Mayors is not eligible for a cost increase. All cost increases will be considered by the Technical Committee on a case-by-case basis, subject to the availability of additional STP funding within the requested Federal Fiscal Year. The cost increase will need to be approved by the full Northwest Council of Mayors before it can be included in a published program update. The Technical Committee may also vote to approve a cost increase that is lower than the amount requested. Cost increases can only be requested for project phases which have already been obligated, or which are targeting obligation in the current federal fiscal year.

Cost increases may only be requested for right-of-way and construction phases. Cost increase requests will not be considered for Phase II engineering.

For cost increases within the current federal fiscal year, including for already obligated phases, the project sponsor must wait until April to see if council funds will be available to accommodate the requested increase due to active reprogramming. Additionally, obligation deadlines must be met for each phase requesting an increase. Any phase of a project that does not meet the relevant obligation deadline will not be eligible for a cost increase within the current year.

If the Northwest Council is projected to have a balance of STP funds at the end of the fiscal year, cost increase requests will be reviewed by the Technical Committee at its next scheduled meeting. If requests for cost increases are greater than the Council's remaining balance of STP funds, the Technical Committee will determine approval based on project ranking and the potential for timely obligation of federal funds. Increases will continue to be reviewed until funds are exhausted. If Northwest Council funds have been exhausted, cost increases will be requested through the STP Shared Fund. If funds are not available through the Northwest Council or the STP Shared Fund, sponsors must notify the Northwest Council Planning Liaison about how they intend to proceed with the project. By June 1st, sponsors must declare their intent to:

1. Delay the project phase and actively reprogram it into either an out year of the current program or onto the contingency list; or
2. Keep the project in the current year and fund the increased project cost with local funds.

G. Carryover Limitations and Redistribution of Unobligated Funding

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

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

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

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

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

H. Accessing Unobligated Funds

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

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

Shared funds may be requested for increases in STP-eligible costs at the time of obligation, based on the IDOT approved estimated cost at the time, or for cost increases after obligation due to higher than estimated bids, change orders, or engineering supplements. STP funds cannot be requested for increased costs on project elements specifically funded with other sources (such as CMAQ, TAP, Economic Development, ICC, Invest in Cook, etc.). Cost increases from the shared fund are limited to 20% of the programmed STP funds. Cost increases from the shared fund cannot be used to exceed the \$3.5 million Northwest Council funding limit. Shared funds may also be requested to advance ready to obligate phases from out years of the Northwest Council’s active program or from the contingency program.

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

V. ELIGIBLE PROJECTS

A. STP Eligible Routes

All projects must be on STP eligible routes. STP eligible routes serve a regional purpose and must serve more than a local land access function. Routes must be designated as a "collector" or higher. The IDOT Road Classification shall govern. Please contact the Planning Liaison if you are unsure if a project is along an STP eligible route.

Agencies may ask the Council to request a reclassification of a particular route by IDOT and the Federal Highway Administration (FHWA). The Council shall decide if such a request is appropriate, using the Council's Functional Classification Change Request scoring form as a guide. Approval of a functional classification change request by IDOT and FHWA can be a lengthy process, so please consider this when deciding on the timing of the project's implementation.

B. Eligible Project Types

The following list provides a general description of the types of projects eligible for STP funding:

- Construction, reconstruction, restoration and rehabilitation of roads and bridges
- Local Agency Functional Overlays (LAFO), Local Agency Structural Overlays (LASO), and Resurfacings
- Highway and transit safety improvements
- Traffic signalization projects
- Intersection improvements
- Facilities that provide access to transit, if undertaken in conjunction with a different approved project type (e.g. park and ride facilities, pedestrian accommodations, commuter parking lots, etc.)
- Bicycle and pedestrian facilities if undertaken in conjunction with a different approved project type.
- Lighting improvements if undertaken in conjunction with a different approved project type.
- Phase III engineering for any eligible project
- Right-of-way acquisition for any eligible project
- Phase II engineering for any eligible project

If you are unsure of a project's eligibility, contact the Council Planning Liaison.

C. County and Transit Agency Access

County transportation departments and regional transit agencies (CTA, Metra and Pace) may have access to Surface Transportation Program funds for capital costs of projects by obtaining the co-sponsorship of the project from at least one member of the Northwest Council of Mayors. This municipality would ultimately need to submit the application to the Northwest Council of Mayors for consideration.

VI. PROJECT SELECTION CRITERIA – ROADWAYS AND INTERSECTIONS

The following scoring methodology shall be used to score all roadway and intersection projects, except for resurfacings, Local Agency Functional Overlays (LAFOs) and Local Agency Structural Overlays (LASOs). Although roadway and intersection projects will be scored using a different system than resurfacing, LAFO, and LASO projects, all projects will ultimately be ranked in a single program of projects in order to generate the staff recommended program.

The maximum amount of points a project can receive is 200, and each category is worth a subset of the total maximum amount of points. Scoring will be carried out by Northwest Council staff once all applications have been received. Draft rankings will be released one month prior to the final rankings, during which time project sponsors will have the opportunity to provide comments on their scores. Staff will consider these comments and adjust rankings as necessary, before releasing final rankings and a draft recommended program to the Technical Committee for review. If staff is unable to come to a decision on a project's ranking, it may refer the issue to the Technical Committee for review and approval.

The Technical Committee will review the project rankings and draft recommended program before they are released for a 30-day public comment period. After the comment period, Northwest Council staff will revise the recommended program if necessary and will bring the final program before the Technical Committee for approval.

Regional Transportation Significance	35 points (17.5%)
Safety	35 points (17.5%)
Prior Agency Funding	10 points (5%)
Complete Streets/Multimodal Improvements	50 points (25%)
Congestion Mitigation	30 points (15 %)
Project Readiness	40 points (20 %)

A. Regional Transportation Significance (35 Points)

Points for regional transportation significance will be based off of both the existing annual average daily traffic of the subject roadway and the number of participants who are financially contributing to the project, either directly or in-kind.

Traffic Volume

Points for annual average daily traffic will be awarded using the following formula:

$$Points = \frac{AADT}{800}$$

(Maximum 25 possible points)

Projects occurring on roadways with an AADT of 20,000 or greater will receive the maximum 25 points.

If the project is at an intersection, the higher AADT will be used. If the traffic volume of a project changes within the project's limits, the higher count will be used.

Contributing Participants

Participants must either make a direct financial contribution to the project or contribute in-kind via the donation of right-of-way or the granting of easements. Projects will not earn points for having additional sponsors who are not financially contributing. A letter of intent or other documentation of financial or in-kind support must be submitted in order for a project to receive points in this category.

Number of Contributing Participants	Points
3 or more participants	10
2 participants	5
1 participant	0

B. Safety (35 Points)

Safety scores are calculated based on both need and improvement. Safety need is calculated using IDOT's safety road index (SRI) for roadway segments, which is based on a road segment or intersection's Potential for Safety Improvement score. PSI scores are categorized within peer groups, ensuring that crash rates are compared across similar road types. IDOT has developed SRI scores for local and state routes, and that data will be available to NWMC staff.

The safety improvement score is based off of the expected benefit from the safety improvements included in the project. CMAP staff is developing a list of common safety improvements and their related crash reduction factors (CRFs). CRFs will be developed based on information from IDOT, the Crash Modification Clearinghouse, and the Highway Safety Manual. If multiple countermeasures are included in the project, NWMC staff will use the highest CRF when scoring the project's safety improvement. Only countermeasures which address type K and/or A (fatal or serious injury) crashes will be considered when assigning scores for this section.

More information on the calculation of SRI is available [here](#). More information on the SMART SCALE Safety Factor Evaluation is available [here](#).

Safety Need

SRI Category	Points
Critical	20
High	15
Medium	10
Low	5
Minimal	0

Safety Improvement

CRF	Points
Above 50%	15
36%-49%	11.25
26%-35%	7.5
16%-25%	3.75
15% and under	0

C. Prior Agency Funding (10 points)

In an effort to allow all communities equal access to funding, projects will earn points in this category based on the amount of STP funding per capita that the sponsor agency has programmed in the past five years. Funding data will be taken from the CMAP Transportation Improvement Program (TIP) database. Only funding that was programmed in an active (non-MYB) year in the TIP in the past five years will count toward a community's per capita funding total. Population figures will be based on the most recent U.S. Census. Funding which was originally programmed in a year prior to 2015, but which was eventually obligated between 2015-2019 due to the conversion of phases in advance construction, will not count toward a community's total.

STP Funding Per Capita in Previous Five Years	Points
≤ \$100	10
> \$100 and ≤ \$300	5
> \$300	0

D. Complete Streets/Multimodal Improvements (50 Points)

Projects can receive up to 50 points in this category. 30 points will be awarded if a community has adopted a complete streets policy or ordinance. NWMC staff will use guidelines from Smart Growth America to evaluate each complete streets policy. Based on these guidelines, policies should include as many of the following as possible:

- **Vision and Intent** – includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete and connected network and specifies at least four modes, two of which must be walking or biking.
- **Diverse Users** – Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
- **Commitment in all projects and phases** – Applies to new, retrofit/reconstruction, maintenance and ongoing projects.
- **Clear, accountable expectations** – Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
- **Jurisdiction** – Requires interagency coordination between government departments and partner agencies on Complete Streets.
- **Design** – Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
- **Land use and context sensitivity** – Considers the surrounding community’s current and expected land use and transportation needs.
- **Performance Measures** – Establishes performance standards that are specific, equitable, and available to the public.
- **Project Selection Criteria** – Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
- **Implementation steps:** Includes specific next steps for implementation of the policy.

Examples of Complete Streets policies from around the region are available on the [Active Transportation Alliance website](#).

20 points will be awarded if the project includes incorporation of new complete streets elements. 10 points will be awarded if the project only involves the replacement or maintenance of existing complete streets infrastructure. If the project involves a substantial change to the design or function of a pedestrian, bicycle, or transit facility (i.e. replacing an on-street bicycle facility with an off-street multi-use path, or replacing sidewalks with a multi-use path), the project will receive the 20 points for the incorporation of new complete streets elements.

If the project has documented an exception to the inclusion of complete streets elements in Phase I or Phase II engineering, the project will receive 10 points in this category. Possible exceptions include, but are not limited to:

- The costs of including accommodations for bicyclists, pedestrians, or transit are excessively disproportionate to the need for those accommodations.
- Construction of multimodal accommodations is not possible due to environmental concerns or surrounding land use.
- The use of certain modes of transportation is prohibited by law along the affected roadway.

- An existing project along the same corridor provides a comparable level of multimodal service to similar destinations as the proposed project.

Exceptions must be documented and submitted to the Planning Liaison as part of the application process. Ideally, these exceptions would also be documented in a municipality's Complete Streets policy. NWMC staff will evaluate each exception on a case-by-case basis, subject to approval by the Technical Committee. More information on Complete Streets policies and design elements can be found in the [CMAP Complete Streets Toolkit](#).

Action Taken	Points
Community has adopted a Complete Streets policy	30
Project includes new or upgraded Complete Streets elements	20
Project includes replacement or maintenance of existing Complete Streets infrastructure OR sponsor has documented an exception in Phase I or Phase II	10

E. Congestion Mitigation (30 Points)

Congestion mitigation points will be awarded based on the subject roadway's existing level of service and projected level of service improvement. Applicants will be required to demonstrate a projected level of service improvement in order to receive points. If the subject project does not address congestion mitigation, the project will receive zero points in this category.

Existing Level of Service

Level of Service	Points
F	15
E	10
A-D	0

Level of Service Improvement

Improvement	Points
3 levels	15
2 levels	10
1 level	5
No improvement	0

F. Project Readiness (40 Points)

Points will be awarded in this category based on the status of Phase I or Phase II Engineering, as well as the completion of right-of-way acquisition. Projects will also earn points if right-of-way acquisition is not required. Documentation will need to be submitted to the Planning Liaison in order for the project to earn points in any of the following categories.

Current Project Status

Project Status	Points
Phase II engineering contract executed	25
Design Approval granted by IDOT	20
Draft Phase I Engineering Report (PDR) Submitted to IDOT	10
Applicant has entered into Phase I engineering contract, or has committed to completing Phase I locally	3
Project has not started Phase I	0

Right-of-Way Acquisition Status

Right-of-Way Status	Points
ROW acquisition is complete or not required	15
ROW acquisition underway*	5
ROW acquisition has not started	0

*Right-of-way acquisition will be considered as “underway” if the applicant is able to provide documentation that appraisal of the subject properties has been completed and can reasonably demonstrate that negotiation is underway. An executed Right-of-Way agreement with IDOT will also be sufficient to earn points in this category, if land acquisition is being federally funded. Documentation must be submitted as part of the application process.

VII. PROJECT SELECTION CRITERIA – RESURFACINGS

The following scoring methodology shall be used for LAFO, LASO, and resurfacing projects. The maximum amount of points a project can receive is 200.

Regional Transportation Significance	50 points (25%)
Complete Streets/Multimodal Improvements	50 points (25%)
Project Readiness	40 points (20%)
Pavement Condition	50 points (25%)
Prior Agency Funding	10 points (5%)

A. Regional Transportation Significance (50 Points)

Points for regional transportation significance will be awarded based on the existing annual average daily traffic of the subject roadway.

Points for annual average daily traffic will be awarded using the following formula:

$$\text{Points} = \frac{\text{AADT}}{400}$$

(Maximum 50 possible points)

Projects occurring on roadways with an AADT of 20,000 or greater will receive the maximum 50 points.

If the project is at an intersection, the higher AADT will be used. If the traffic volume of a project changes within the project's limits, the higher count will be used.

B. Complete Streets/Multimodal Improvements (50 Points)

Projects can receive up to 50 points in this category. 30 points will be awarded if a community has adopted a complete streets policy or ordinance. NWMC staff will use guidelines from Smart Growth America to evaluate each complete streets policy, which are listed in section VI D. of this handbook. 20 points will be awarded if the project includes incorporation of new complete streets elements. 10 points will be awarded if the project only involves the replacement or maintenance of existing complete streets infrastructure. If the project involves a substantial change to the design or function of a pedestrian, bicycle, or transit facility (i.e. replacing an on-street bicycle facility with an off-street multi-use path, or replacing sidewalks with a multi-use path), the project will receive the full 20 points for the incorporation of new complete streets elements.

Projects will also earn 10 points in this category if an exception to the inclusion of complete streets infrastructure has been documented by the project sponsor in Phase I or Phase II engineering. More information on possible exceptions is provided in section VI D.

Action Taken	Points
Community has adopted a Complete Streets policy	30
Project includes new or upgraded Complete Streets elements	20
Project includes maintenance or replacement of existing Complete Streets infrastructure OR sponsor has documented an exception in Phase I or Phase II	10

C. Project Readiness (40 Points)

Points will be awarded in this category based on the status of Phase I or Phase II Engineering, as well as the completion of right-of-way acquisition. Projects will also earn points if right-of-way acquisition is not required. Documentation will need to be submitted to the Planning Liaison in order for the project to earn points in any of the following categories.

Engineering Status

Project Status	Points
Phase II engineering contract executed	25
Design Approval granted by IDOT	20
Draft Phase I Engineering Report (PDR) Submitted to IDOT	10
Applicant has entered into Phase I engineering contract, or has committed to completing Phase I locally	3
Project has not started Phase I	0

Right-of-Way Acquisition Status

Right-of-Way Status	Points
ROW acquisition is complete or not required	15
ROW acquisition underway*	5
ROW acquisition is required and has not started	0

*Right-of-way acquisition will be considered as “underway” if the applicant is able to provide documentation that appraisal of the subject properties has been completed and can reasonably demonstrate that negotiation is underway. An executed Right-of-Way agreement with IDOT will also be sufficient to earn points in this category, if land acquisition is being federally funded. Documentation must be submitted as part of the application process.

D. Pavement Condition (50 points)

Points in this category will be awarded based on Pavement Condition Index data provided by CMAP. Condition ratings range from poor to excellent, and are based on ratings for the International Roughness Index (IRI), percent cracking, rutting, and faulting. Data will be provided for all federal-aid eligible routes. Data collection is consistent with federal pavement performance measures.

IDOT’s Condition Rating Survey (CRS) data will be used where PCI data is not available. If neither data source is available, local pavement testing data will be considered. If no testing data is available, Council staff will estimate pavement condition index score.

Pavement Condition Rating	Points
Poor (0-45)	50
Fair (46-60)	30
Good (61-75)	10
Excellent (76-100)	0
New Roadway/Alignment	15

E. Prior Agency Funding (10 points)

In an effort to allow all communities equal access to funding, projects will earn points in this category based on the amount of STP funding per capita that the sponsor agency has programmed in the past five years. Funding data will be taken from the CMAP Transportation Improvement Program (TIP) database. Only funding that was programmed in an active (non-MYB) year in the TIP in the past five years will count toward a community's per capita funding total. Population figures will be based on the most recent U.S. Census. Funding which was originally programmed in a year prior to 2015, but which was eventually obligated between 2015-2019 due to the conversion of phases in advance construction, will not count toward a community's total.

STP Funding Per Capita in Previous Five Years	Points
≤ \$100	10
> \$100 and ≤ \$300	5
> \$300	0

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