

NORTHWEST MUNICIPAL CONFERENCE
1616 East Golf Road
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*

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Antioch
Arlington Heights
Barrington
Bartlett
Buffalo Grove
Carpentersville
Cary
Crystal Lake
Deerfield
Des Plaines
Elk Grove Village
Evanston
Fox River Grove
Glencoe
Glenview
Grayslake
Hanover Park
Highland Park
Hoffman Estates
Kenilworth
Lake Forest
Lake Zurich
Libertyville
Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
Northfield Twp.
Palatine
Park Ridge
Prospect Heights
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**Northwest Municipal Conference
Transportation Committee
Thursday, February 28, 2013
9:00 a.m.
NWMC Offices
1616 East Golf Road
Des Plaines, IL**

AGENDA

- I. Call to Order/Introductions**
- II. Approval of January 24, 2013 Meeting Minutes (Attachment A)**
Action requested: Approval of minutes
- III. Regional Revenues for Transportation Infrastructure**
Following from the recommendations of the Chicago Metropolitan Agency for Planning's (CMAP) Regional Tax Policy Task Force, CMAP staff has been researching potential regional revenue sources for transportation investment. Matt Maloney from CMAP will present its findings to the committee.
Action Requested: Discussion
- IV. House Bill 1549 (Attachment B & C)**
Representative Nekritz has introduced HB 1549, which directs the Illinois Department of Transportation (IDOT) to establish a Technical Advisory Group that will determine performance measures for transportation funding decisions. The bill requires IDOT to report its findings in fiscal year 2014 and implement the plan beginning in fiscal year 2015. Beginning in 2015, IDOT shall detail how it applied performance measures in the development of the multi-year highway improvement program and how these performance measures were applied to prioritization and funding decisions. Peter Skosey from the Metropolitan Planning Council will outline the bill and its intent.
Action Requested: Provide Recommendation to Legislative Committee
- V. State Legislative Update (Attachment D)**
Staff will report on other introduced transportation legislation being tracked by the NWMC.
 - [SB 1594 – CMAP and RTA Merger](#)
 - [SB 2139 – Road Fund Revenue](#)
 - [SB 2140 – Motor Fuel Tax Distribution](#)

Action Requested: Discussion

VI. Bicycle and Pedestrian Committee Update (Attachments E & F)

Staff will provide a brief report on recently awarded Illinois Transportation Enhancement Program (ITEP) projects and submitted applications for Congestion Mitigation and Air Quality (CMAQ) program.

Action Requested: *Informational*

VII. CMAP Update

An update on relevant activities from CMAP's committees will be provided.

Action requested: *Informational*

VIII. Other Business

IX. Next Meeting Date

The next meeting date is scheduled for March 28, 2013 at 9:00 a.m. at the NWMC offices.

X. Adjournment

TRANSPORTATION COMMITTEE
DRAFT MINUTES
Thursday, January 24, 2013
9:00 a.m.
NWMC Offices
1616 E. Golf Road
Des Plaines, IL

Members Present:

Tom Rooney, Mayor, City of Rolling Meadows, Chair
Tim Frenzer, Manager, Village of Wilmette
Jane Grover, Alderman, City of Evanston
Bob Israel, Trustee, Village of Northbrook
Al Larson, President, Village of Schaumburg
Anne Marrin, Administrator, City of Prospect Heights
Louella Preston, Trustee, Village of Niles
Greg Summers, Director of Engineering and Building, Village of Barrington

Others Present:

Erin Aleman, CMAP
Steve Andrews, Pace
Marnie Hooghkirk, IDOT
Dan Jedrzejak, Chastain & Associates
Tam Kutzmark, DMMC
John Loper, DuPage County
Rick Mack, Metra
Josh McClusky, IDOT
Leanne Redden, RTA
Chris Staron, NWMC
Mike Walczak, NWMC
Larry Widmer, NWMC

I. Call to Order

Chair Rooney called the meeting to order at 9:00 a.m. and asked those present to introduce themselves.

II. Approval of the November 29, 2012 Meeting Minutes

Reflecting on last meeting, Chair Rooney noted that the transportation funding statement approved by the committee was incorporated into the legislative program presented at Saturday's legislative brunch. Trustee Preston highlighted three corrections to the meeting minutes. *With those corrections, the November 29, 2012 meeting minutes were unanimously approved on a motion from Trustee Israel, seconded by Alderman Grover.*

III. RTA – Getting America to Work

Ms. Redden reported on the Getting America to Work coalition, which is a homegrown initiative for the Regional Transportation Authority (RTA). She said that RTA is viewing this as a national campaign to highlight the serious transit infrastructure needs and federal role in meeting those needs. She presented on the economic impact of transit investment and the challenges presented by an aging transit system. She explained that RTA would encourage the Northwest Municipal Conference to join the coalition. Chair Rooney said that this agenda item

was informational for today, so the committee could wait until next month to take action or decide to make a recommendation today. Trustee Israel asked about how state-of-good-repair projects translate into job creation and economic benefits. Ms. Redden said that transit advocates need to do a better job explaining how ensuring a state of good repair translates into real world benefits like less delays, less slow zones and more reliability. Mr. Staron asked if the campaign has started coming up with solutions. Ms. Redden said that the campaign is trying to start a transit caucus and make transit a bigger issue in Washington D.C. Mayor Larson recommended that RTA introduce the campaign to the National League of Cities. Chair Rooney asked the committee if they wanted to act today or wait until next month. *On a motion from Mayor Larson, seconded by Alderman Grover, the committee unanimously voted to recommend that the NWMC join the Getting America to Work coalition.*

IV. CMAP Congestion Pricing – Resolution of Support

Ms. Aleman reminded the committee that CMAP staff presented congestion pricing last year. She provided an overview of the congestion pricing study and said that the proposal is focused on new capacity. Chair Rooney said that he is fully in favor of congestion pricing as it follows economic principles. Mr. Summers said that Barrington has concerns that the revenue from the congestion priced lanes will not cover construction of the lane. He said that he will abstain from voting on the resolution. *On a motion from Trustee Preston, seconded by Mayor Larson, the committee voted to approve the resolution of support for CMAP’s congestion pricing campaign. Mr. Summers abstained.*

V. Elgin O’Hare Western Access – CMAQ Application

Ms. Kutzmark presented the background of the Elgin O’Hare Western Access CMAQ application. She explained that there is a roughly \$300 million funding gap in the project. She said that the local communities rejected the idea of value captured and favored seeking federal assistance through CMAQ funding. Mr. Loper said that the project elements that reduce congestion on arterial roadways and at interchanges are included in the application package.

Mr. Israel said that he worried that supporting this large application will negatively impact other priorities of the NWMC. Ms. Kutzmark said that the resolution language is clear about this support not precluding other priorities and applications. Mr. Loper said that the project elements will be ranked separately, so it is likely that the project will not get the full funding request. *On a motion from Mayor Larson, seconded by Mr. Frenzer, the committee voted to approve the resolution supporting the Elgin O’Hare Western Access CMAQ application. Mr. Israel abstained.*

VI. Bicycle and Pedestrian Committee Update

Mr. Staron reported that it has been just over two years since adoptions of the 2010 NWMC Bicycle Plan. He explained that at the end of each year, staff has looked back at the progress made towards implementing the priorities in the plan. He highlighted the completion of the regional signage plan and the Northwest Highway Bicycle Facility Plan. He further reported that a number of municipal plans have been completed or are in the works that incorporate the NWMC regional bicycle corridors. He highlighted projects in Evanston, Skokie and Hoffman Estates as completing segments of tier one corridors. He reported that 64 percent of tier one corridors are complete and six percent of the corridors are programmed. He said that the full report was delivered to the Bicycle and Pedestrian Committee and could be made available to the Transportation Committee.

Mr. Walczak reported that he is working with CMAP staff to finalize the RFP for the Des Plaines River Trail project. He said that he hopes to release the RFP soon.

VII. CMAP Update

Ms. Aleman reported that the CMAQ call for projects is still open until February 8. She said that CMAP is hosting a construction coordination meeting this month. She briefly outlined CMAP's legislative framework and agenda.

VIII. Other Business

Mr. Mack reported that ridership was down in 2012 on Metra. He said that the recession and a slowdown in discretionary rides appear to be driving the decline. He said that Metra is going to be launching a media campaign to attract new riders. He said the strategic plan should be completed in June. Trustee Preston asked how the change to the seniors' free rides has impacted ridership. Mr. Mack said that it is hard to quantify and understand the full impact.

Mr. Andrews reported that the Ventra system will be coming online later this year for Pace and CTA. He said that Pace is planning to expand service on the I-55 bus on shoulder. In addition, he said that Pace will be implementing a short-term service plan on I-90 in conjunction with the construction of the Jane Addams. He said that Pace ridership grew last year.

IX. Next Meeting

Chair Rooney reported that the next meeting is scheduled for February 28 at the NWMC offices.

X. Adjournment



98TH GENERAL ASSEMBLY

State of Illinois

2013 and 2014

HB1549

by Rep. Elaine Nekritz

SYNOPSIS AS INTRODUCED:

20 ILCS 2705/2705-200
605 ILCS 5/4-303

was 20 ILCS 2705/49.16
from Ch. 121, par. 4-303

Amends the Illinois Vehicle Code. Directs the Department of Transportation to establish a Technical Advisory Group that will determine performance measures for all future transportation infrastructure projects. Provides that the Department of Transportation and the Technical Advisory Group shall develop prioritization and performance standards with input from local Metropolitan Planning Groups. Requires the Department of Transportation to report its findings in fiscal year 2014 and implement the plan beginning in fiscal year 2015. Effective immediately.

LRB098 07443 MLW 37511 b

1 AN ACT concerning transportation.

2 **Be it enacted by the People of the State of Illinois,**
3 **represented in the General Assembly:**

4 Section 5. The Department of Transportation Law of the
5 Civil Administrative Code of Illinois is amended by changing
6 Section 2705-200 as follows:

7 (20 ILCS 2705/2705-200) (was 20 ILCS 2705/49.16)

8 Sec. 2705-200. Master plan; reporting requirements.

9 (a) The Department has the power to develop and maintain a
10 continuing, comprehensive, and integrated planning process
11 that shall develop and periodically revise a statewide master
12 plan for transportation to guide program development and to
13 foster efficient and economical transportation services in
14 ground, air, water, and all other modes of transportation
15 throughout the State. The Department shall coordinate its
16 transportation planning activities with those of other State
17 agencies and authorities and shall supervise and review any
18 transportation planning performed by other Executive agencies
19 under the direction of the Governor. The Department shall
20 cooperate and participate with federal, regional, interstate,
21 State, and local agencies, in accordance with Sections 5-301
22 and 7-301 of the Illinois Highway Code, and with interested
23 private individuals and organizations in the coordination of

1 plans and policies for development of the state's
2 transportation system.

3 To meet the provisions of this Section, the Department
4 shall publish and deliver to the Governor and General Assembly
5 by December 31, 2012 and every 5 years thereafter, its master
6 plan for highway, waterway, aeronautic, mass transportation,
7 and railroad systems. The plan shall identify priority
8 subsystems or components of each system that are critical to
9 the economic and general welfare of this State regardless of
10 public jurisdictional responsibility or private ownership.

11 The master plan shall include a comprehensive and
12 multimodal freight mobility plan which shall analyze commodity
13 flows, assess the freight transportation network, and identify
14 significant freight system trends, needs, and economic
15 opportunities. It shall recommend improvements in the
16 operation and management of the freight system, projects that
17 will eliminate inefficiencies in the State's freight network,
18 methods of funding needed for freight system improvements, and
19 policies to ensure the safe, reliable, and efficient movement
20 of goods within and through the State and to ensure the State's
21 economic vitality. The freight mobility plan shall incorporate
22 and maintain compatibility with any federally required rail
23 plan affecting this State.

24 The master plan shall provide particular emphasis and
25 detail of at least the 5-year period in the immediate future.

26 Annual and 5-year, or longer, project programs for each

1 State system in this Section shall be published and furnished
2 the General Assembly on the first Wednesday in April of each
3 year.

4 Identified needs included in the project programs shall be
5 listed and mapped in a distinctive fashion to clearly identify
6 the priority status of the projects: (1) projects to be
7 committed for execution; (2) tentative projects that are
8 dependent upon funding or other constraints; and (3) needed
9 projects that are not programmed due to lack of funding or
10 other constraints.

11 All projects shall be related to the priority systems of
12 the master plan, and the priority criteria identified. Cost and
13 estimated completion dates shall be included for work required
14 to complete a useable segment or component beyond the period of
15 the program.

16 The master plan shall include the documentation and
17 information required pursuant to Section 4-303(b) of the
18 Illinois Highway Code.

19 (b) The Department shall publish and deliver to the
20 Governor and General Assembly on the first Wednesday in April
21 of each year a 5-year, or longer, Highway Improvement Program
22 reporting the number of fiscal years each project has been on
23 previous plans submitted by the Department.

24 (c) The Department shall publish and deliver to the
25 Governor and the General Assembly by November 1 of each year a
26 For the Record report that shall include the following:

1 (1) All the projects accomplished in the previous
2 fiscal year listed by each Illinois Department of
3 Transportation District.

4 (2) The award cost and the beginning dates of each
5 listed project.

6 (Source: P.A. 97-32, eff. 6-28-11.)

7 Section 10. The Illinois Highway Code is amended by
8 changing Section 4-303 as follows:

9 (605 ILCS 5/4-303) (from Ch. 121, par. 4-303)

10 Sec. 4-303.

11 (a) Investigations made by the Department to determine the
12 reasonably anticipated future need for federal aid highways and
13 State highways may include, but shall not be limited to, the
14 making of traffic surveys, the study of transportation
15 facilities, research concerning the development of the several
16 areas within this State and contiguous territory as affected by
17 growth and changes in population and economic activity and the
18 collection and review of data relating to all factors affecting
19 the judicious planning of construction, improvement and
20 maintenance of highways. Such investigations may also be
21 conducted in cooperation with counties, municipalities, the
22 United States, sister states, agencies of any such governments
23 or other persons in pursuance of agreements to share the cost
24 thereof. The Department is authorized to enter into such

1 agreements.

2 (b) Guidelines.

3 (1) Purpose. The purpose of this subsection is to
4 ensure that transportation infrastructure projects in the
5 State of Illinois foster long-term state and local economic
6 development and enhance the quality of life for Illinois
7 residents. It is the intent of the General Assembly to
8 provide a statewide, data-rich, outcomes-based,
9 transparent, and accountable approach to prioritizing
10 transportation infrastructure projects so that public
11 funds are used effectively for these transportation
12 projects and allocated based on defined performance
13 criteria. Accordingly, as provided in this subsection, all
14 transportation funds appropriated by the State, including,
15 but not limited to, appropriations from the Road Fund,
16 State Construction Account Fund, Capital Projects Fund,
17 and transportation bond funds shall be allocated based on
18 plans submitted by the Metropolitan Planning Organizations
19 for their areas of jurisdiction and the annual and
20 multi-year highway improvement programs prescribed by the
21 Illinois Highway Code and federal law. This subsection
22 shall not apply to (i) any grant programs administered by
23 the Department of Natural Resources, (ii) any funds
24 administered by the Department of Commerce and Economic
25 Opportunity that support local transportation improvements
26 as part of an economic development project, or (iii) any

1 monies distributed to local government entities pursuant
2 to item (2) of subsection (e) of Section 8 of the Motor
3 Fuel Tax Law.

4 (2) Scope. For purposes of this subsection,
5 transportation infrastructure projects shall include,
6 without limitation, projects for highways maintenance,
7 highway modernization, highway expansion, transit, and
8 high-speed rail.

9 (3) Project Selection Process. The Department shall
10 develop and utilize a process for the selection of
11 transportation infrastructure projects that is based on
12 defined performance measures established under this
13 subsection. The strategic prioritization process to
14 develop these performance measures shall be systematic and
15 data-driven and shall include input from the Metropolitan
16 Planning Organization having jurisdiction over the
17 proposed project.

18 (4) Technical Advisory Group. To develop the
19 performance measures required by this subsection, the
20 Department shall establish and convene a Technical
21 Advisory Group consisting of representatives from the
22 Department, the State's Metropolitan Planning
23 Organizations, and other appropriate partners. The
24 Technical Advisory Group shall establish performance
25 measures for transportation infrastructure projects,
26 formalize the input of Metropolitan Planning Organizations

1 in the evaluation and prioritization of transportation
2 infrastructure projects, and establish a methodology to
3 measure funding decisions for transportation
4 infrastructure projects against the performance measures
5 established under this subsection.

6 (5) Performance Measures. The performance measures
7 established under this subsection shall, at a minimum,
8 include the following criteria: (i) improving access and
9 mobility for users, (ii) preserving and managing the
10 existing transportation system, (iii) supporting
11 multi-modal choices, (iv) maximizing social equity
12 benefits of transportation investments, (v) fostering
13 safety, (vi) coordination of current long-range plans,
14 (vii) improving the environment, (viii) reducing
15 congestion by improving the movement of people, (ix)
16 fostering economic development, (x) improving quality of
17 life, (xi) moving a growing, diverse and active population,
18 and (xii) ensuring transparency and accountability.

19 (6) Initial Report. The initial report of the Technical
20 Advisory Group shall, at a minimum, include
21 recommendations to: (i) specifically define transportation
22 infrastructure projects consistent with this subsection,
23 (ii) establish and clearly identify the performance
24 standards required under this subsection, (iii) establish
25 a protocol for how the established performance measures
26 will be used to evaluate, measure, and prioritize

1 transportation infrastructure projects, and (iv) establish
2 a process to ensure qualitative input on the evaluation and
3 prioritization of projects from, among others,
4 Metropolitan Planning Organizations. The Technical
5 Advisory Group shall provide its initial report to the
6 Secretary of Transportation pursuant to this subsection no
7 later than the end of Fiscal Year 2014. The Secretary of
8 Transportation shall report these recommendations to the
9 General Assembly no later than September 1, 2014.

10 (7) Master Plan. The Department shall implement the
11 Technical Advisory Group's recommendations beginning in
12 Fiscal Year 2015. Beginning in Fiscal Year 2015 and in
13 every year thereafter, the Department shall include as part
14 of its multi-year highway improvement program an analysis
15 and related documentation detailing how performance
16 measures established under this subsection were applied in
17 the development of the program and how these performance
18 measures were applied to prioritization and funding
19 decisions. This documentation shall include a list of the
20 performance criteria used, a description of how each
21 performance criterion is weighted, and a copy of the plan
22 received from the Metropolitan Planning Organization
23 having jurisdiction over the project. This documentation
24 shall be included as a part of the multiyear highway
25 improvement program.

26 (Source: Laws 1959, p. 196.)

1 Section 99. Effective date. This Act takes effect upon
2 becoming law.

HB1549—Merit Based Transportation Investments in Illinois Act

Chief Sponsors: Ill. Rep. Elaine Nekritz (D-57), Ill. Sen. Heather Steans (D-7)

A merit-based process for prioritizing transportation projects will provide taxpayers with the best return on their investment, and improve Illinois' global competitiveness, community livability, and sustainability.

Purpose

HB1549 will establish a timeline for implementing merit-based budgeting for all potential transportation investments in Illinois. It is a fresh, objective approach to transportation spending that advances the Illinois Dept. of Transportation's (IDOT) 12 vital elements and Gov. Patrick Quinn's Budgeting for Results approach to state investments. This approach also would help the state meet new federal goals under the current transportation authorization, MAP-21.

Overview

IDOT will convene a state technical advisory group charged with establishing criteria for programmatic measurement and determining how to tie the merit-based evaluation process to funding decisions. Group members will include staff from IDOT, the state's 14 Metropolitan Planning Organizations (MPOs), and other appropriate stakeholders. Measures will include:

- Improving access and mobility for users;
- Supporting multi-modal choices;
- Fostering safety;
- Coordinating current long-range plans;
- Improving the environment;
- Improving the movement of people; and
- Fostering economic development.

The state technical advisory group must report back by the end of FY2014 for implementation in FY2015. MPOs will engage in a formal process to develop each region's internal prioritization criteria, to be delivered by the end of FY2014.

Why?

Accountability: Given Illinois' fiscal state, it is critical to reap the highest value for every taxpayer dollar spent. This bill would do so by requiring all projects vying for capital funding to be weighed against criteria based on statewide goals.

Transparency: A statewide, data-rich, outcomes-based approach to prioritizing infrastructure investments will make it clearer to Illinois taxpayers why their tax dollars are being funneled toward a specific project.

Return on Investment: Setting forth a process for prioritizing projects will ensure taxpayers receive the best return on their investment. Strategically investing precious tax dollars rather than spending them will improve quality of life, clean the air, and generate much-needed economic development.

Leveling the playing field: A more open and honest way of making capital investment decisions in Illinois means all communities' projects would be measured against the same yardstick: The "have-nots" will have as good a chance to compete as the "have-lots."

For more information

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To: NWMC Transportation Committee

From: Mike Walczak, Program Manager for Transportation
Christopher Staron, Program Associate for Transportation

Date: February 19, 2013

Subject: **Legislative Update – Additional Transportation Bills**

SB 1594 – CMAP and RTA Merger (Link)

Creates the Transportation Modernization Act. Provides for the purpose of the Act and creates a transition committee that shall develop a detailed staff and operations integration plan to merge the staffs and operations of the Regional Transportation Authority and the Chicago Metropolitan Agency for Planning.

Status: Referred to Assignments February 13, 2013

SB 2139 – Road Fund Revenue

Provides that beginning in fiscal year 2014 the Road Fund must spend 40% of its revenue on actual construction and maintenance projects. Directs the Comptroller to perform an audit of the Road Fund's revenue and expenditures every three years to ensure compliance with this requirement. Provides that if the Comptroller determines the Road Fund has not met its expenditure threshold, it will have its share of the Motor Fuel Sales Tax revenue reduced by 1%, and the State Construction Account Fund will receive the lost funds.

Status: Referred to Assignments February 15, 2013

SB 2140 – Motor Fuel Tax Distribution

Amends the Motor Fuel Tax Law. Changes the distribution of 45.6% of motor fuel tax receipts from 37% to the State Construction Account Fund and 63% to the Road Fund to 63% to the State Construction Account Fund and 37% to the Road Fund. Effective July 1, 2013.

Status: Referred to Assignments February 15, 2013

Approved 2013 ITEP Projects in NWMC Municipalities

Project Sponsor	Project Title	Approved Federal Funds
Niles	Milwaukee Avenue Corridor Improvements - Phase IV	\$ 747,840
Northfield	Willow Road Enhancements	\$ 733,990
Skokie	East Oakton Streetscape Improvements	\$ 1,442,060
Glenview	Village-wide Bike Route Signage and Pavement Marking	\$ 97,920
Mount Prospect	Northwest Highway Streetscape Project	\$ 678,000
Park Ridge	Uptown Streetscape	\$ 841,380
Lake Forest	Historic Train Station Rehabilitation	\$ 1,236,520
Evanston	Ladd Arboretum Multiuse Trail	\$ 580,000
Palatine	Bicycle Transportation Plan Implementation	\$ 147,560
Hoffman Estates	Shoe Factory Road & I-90 Bicycle and Pedestrian Project	\$ 676,000
Barrington	Hart Road Path Improvements	\$ 798,880
	Total	\$ 7,980,150

CMAQ 2014-2018 Call For Projects Application Summary - NWMC Municipalities

Project Sponsor	Project Title	Phases Requested	Proposed Federal Funds (all phases)
Evanston	Dodge Ave. Protected Bicycle Lanes	Construction	\$ 480,000
Glenview	West Lake Ave. and Greenwood Rd. Intersection Improvement	ROW	\$ 80,000
Glenview	Waukegan Rd. and Overlook Dr. Path	E2 and Construction	\$ 294,000
Prospect Heights	Willow Road sidewalks	Construction	\$ 284,000
Rolling Meadows	Euclid Avenue multiuse path	E2 and Construction	\$ 679,000
Schaumburg	Metra Station Bike Lockers	Implementation	\$ 36,000
Skokie	Gross Point Rd. Bike Lanes and Sidewalks	E2 and Construction	\$ 478,000
Skokie	Gross Point Rd. and Golf Rd. Intersection Improvement	E2, ROW and Construction	\$ 1,131,000
Skokie	Main St. Bicycle Lanes	E2 and Construction	\$ 456,000
Skokie	Church St. Bicycle Lanes	E2 and Construction	\$ 472,000
Streamwood	Lake Street sidewalks	Construction	\$ 348,000
Streamwood	Irving Park Multi-Use path	Construction	\$ 960,000
Wilmette	Skokie Valley Trail	E1	\$ 394,000
Lake County	Deerfield Road Shared-Use Path (Riverwoods)	E2, ROW and Construction	\$ 1,728,000
Lake County	Quentin Road Bike Path (IL Route 22 to White Pine Rd.)	Construction	\$ 2,583,000
		Total	\$ 10,403,000