Council of Mayors Executive Committee

Resource guide

Chicago Metropolitan Agency for Planning

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The Executive Committee By-Laws

Adopted October 2001

1. Membership is limited to Mayors and Village Presidents appointed by each of the eleven Regional Councils.

2. Each Regional Council, by resolution, appoints two representatives during May or June of each odd-numbered year (as a minimum).

3. The Executive Committee meets a minimum of four times a year prior to the CATS Policy Committee meetings, or as often as deemed necessary by the Chairman.

4. A Chairman and Vice-Chairman are elected by the Executive Committee from among themselves.

5. Each of the eleven Regional Councils has one vote. It is the responsibility of the representatives to determine their one vote.

6. A vote is decided by a majority of the members present, except that seven positive votes are required to approve funding issues.

7. In cases where neither regional council representative is able to attend an Executive Committee meeting, they will appoint another elected official to represent the Regional Council at that particular meeting. The appointed substitute will present written proof of his charge to the committee.

8. When it is necessary for a regional council to revise the appointment of a representative it would be done by formal resolution. The regional council chairman will forward the approved resolution to the chairman of the Executive Committee.

History of the Council of Mayors

This historical information is gathered from several historical documents about the Chicago Area Transportation Study, the Northeastern Illinois Planning Commission, and the Council of Mayors. Cells highlighted blue denote key moments in the Council of Mayors' history.

1955	The Chicago Area Transportation Study (CATS) is formed to develop the first long-range transportation plan for northeastern Illinois, with the study area limited to Cook County and a portion of DuPage County.
Early 1960s	CATS establishes relationships with local elected officials to support the long-range transportation plan being developed.
1962	CATS completes its first long-range transportation plan.
1962	The Federal Aid Highway Act of 1962 mandates the participation of local governmental units in the "continuous, cooperative, and comprehensive" transportation planning process (the 3C requirement).
1962-1963	CATS becomes a permanent agency and Chicago is the first region to be certified as meeting federal requirements. CATS' Policy Committee includes representatives from Cook County, City of Chicago, State of Illinois, and U.S. Bureau of Public Roads (which became the Federal Highway Administration). CATS has no formal relationship with regional mayors.
1964	**CATS convenes the first meeting of all mayors and village presidents in six northeastern Illinois counties — 260 municipalities in the region** (in 2024, there are 284). This meeting includes the Northeastern Illinois Planning Commission (NIPC) and other state officials.
1965	**The Council of Mayors (COM) is formally recognized** when the CATS Policy Committee asks the COM (rather than the individual municipalities) to endorse a cooperative agreement between CATS (responsible for regional *transportation* planning) and NIPC (responsible for regional *land* use planning). The agreement describes the responsibilities and participation of each in support of the regional councils.
1967	**The 10 regional councils include 123 mayors and village presidents, with each regional council electing representatives to the COM.** CATS staff recommends adding additional COM representatives from the expanded geographical region (including Kendall County and Sandwich and Somanauk in DeKalb County).
1969	CATS begins its second long-range transportation plan and formalizes input from regional mayors.
1969	**All municipalities in six counties (Cook, DuPage, Kane, Lake, McHenry, and Will, but not Kendall) are grouped together geographically to create 12 regional councils of mayors, one being the City of Chicago.**
Early 1970s	**The regional councils start to meet monthly and representatives from the transportation planning and implementing agencies participate in these meetings.**
1970	**The CATS Policy Committee adds one representative from the COM.** The COM also has representatives on the CATS Work Program Committee (what is now the Transportation Committee), as well as numerous other CATS committees and task forces.
1971	The Federal Aid Urban (FAU) boundary system is established and used to determine when an area's population makes its roads eligible for federal funding. The FAU system provides that local elected officials select the roads and allocate the funding (otherwise known as "programming" the funding). **FAU legislation provides metropolitan planning funds (PL funds) to support cooperative planning in urban areas.**

1973	Federal legislation expands FAU funding to include public transit infrastructure improvements, in addition to roads. The CATS Policy Committee is designated as the metropolitan planning organization (MPO) pursuant to the 1973 Federal Highway Act.
1976	Regional council members (DuPage and Northwest) urge the use of PL funds to hire staff to advise on transportation planning matters and to shift that responsibility to CATS, due in part to the complexity of transportation funding processes. The COM proposes that regional councils hire a full-time staff member to convey local input to CATS committees. IDOT agrees, and allocates a share of PL funds for use by the regional councils to ensure more effective participation by regional councils in the decision-making process. **The CATS Policy Committee approves the allocation of funding to regional councils for planning liaison staffing.**
Late 1970s	The regional councils establish monthly meetings to program federal funding for transportation projects. CATS staff provides support for the regional councils and establishes the councils' FAU funding levels. The full council of all the mayors meets once a year.
1981	**An Executive Committee of the COM is formed to link the councils and CATS.** The Executive Committee includes two representatives selected by each of the eleven suburban regional councils and the mayor of the City of Chicago is invited to participate.
Early 1980s	**The Executive Committee programs transportation projects, balancing funding allotments among the regional councils and approving council-to-council fund borrowing.** The Executive Committee also establishes policies related to the FAU program.
1983 - 1985	A public transit financial crisis hits; the Regional Transportation Authority is reorganized and PACE Suburban Bus is created.
1989	CATS approves the 2010 Transportation System Development Plan, a long-range regional transportation plan.
1990s	The CATS Policy Committee does short-range programming through its Transportation Improvement Plan (TIP), a revolving 5-year program of capital improvements.
1991	The federal Intermodal Surface Transportation Efficiency Act (ISTEA) creates the Surface Transportation Program (STP), a new block grant program that replaces the FAU program; authorizes funding for the Congestion Mitigation and Air Quality Improvement Program (CMAQ), which is administered by IDOT; and requires Illinois to set aside 10% of STP funds for project beyond roads and transit. The state creates the Illinois Transportation Enhancement Program. In response to the ISTEA, the Executive Committee refines council boundaries and ensures that every municipality is eligible for funding (a departure from the past when only those within the urbanized boundary were eligible). The Executive Committee is involved in the implementation of ISTEA beyond the programming of funds: hey sponsor studies exploring the potential for increased transit service in the region; produce and distribute a video describing and addressing the ozone problem; and develop bicycle and pedestrian plans for each of the councils.
1992	**The CATS Policy Committee delegates responsibility for programming STP funds to the COM,** following recommendations from the regional councils. The COM Executive Committee refines regional councils' boundaries to ensure that all municipalities are eligible for federal funding under ISTEA. **With new federal funding, the Executive Committee agrees to increase amounts for each regional council for transportation planning (20%), ongoing activities (10%), and for Clean Air Act, ISTEA, and ADA mandates (10%).** The remaining increase in planning funds goes to regional efforts. The *regional* councils also revise their project selection methodologies to align with ISTEA.

	The Executive Committee agrees that the local share of the STP funds should be programmed by the City of Chicago and the COM, and agrees that 57.4% of funds be allocated to Chicago and 42.6% to suburban councils. The agreement stipulates that any increases or decreases in funding made by Congress during the life of the agreement would be split 60% suburbs and 40% city. The CATS Policy Committee forms the ISTEA Subcommittee working group to assess planning and programming changes resulting from the new legislation. **In November 1992, the ISTEA Subcommittee morphs into the CMAQ Project Selection Committee to handle the programming of the newly created CMAQ program.**
1993	**The CMAQ Project Selection Committee meets for the first time with a member of the COM.**
1997	The consistency of the CATS suballocation process with ISTEA is discussed during the USDOT certification review and is determined to be consistent because: • the suballocations are not made to individual jurisdictions • there is a process for transferring funds to other modes • there is a process for transferring funds between subregions • subregions have pooled funds on projects of common interest
1999	**The City of Chicago and CATS COM agree on a new formula for STP distribution, with 50% of funding distributed to the City of Chicago and 50% to the suburban councils.** The agreement is in force for the life of TEA-21 and calls for renegotiating an agreement after a new transportation bill is passed by Congress.
2005	The Regional Planning Act establishes the Chicago Metropolitan Agency for Planning (CMAP) for integrated land use (formerly NIPC) and transportation (formerly CATS) planning.
2005	Kendall County is added to the CATS planning area.
2008	**The City of Chicago and CATS COM agree on a new formula for STP distribution: 5% off the top for programming regional projects within the City of Chicago, with the remaining 45% to Chicago and 55% to the suburban councils.**
2010	The GO TO 2040 comprehensive regional plan is adopted by the CMAP Board and MPO Policy Committee.
2014	**The USDOT's federal certification review encourages CMAP to move away from the sub-allocation of STP funds and instead expand performance-based programming of STP funds.**
2016	The FHWA and the FTA finalize new planning regulations in response to changes included in the MAP-21 Act and the FAST Act. The regulations continue an insistence that STP formula allocations are inconsistent with current law.
2016 – 2017	CMAP convenes a working group of COM Executive Committee members, CDOT, IDOT, and the FHWA to discuss reforms to the STP suballocation and project selection process.
2017	**The COM Executive Committee and CDOT execute an agreement for the performance-based distribution of STP programming authority to the City and suburban councils and establishes the ST Shared Fund.** The agreement establishes an STP Project Selection Committee that is responsible for (1) developing the methodology for the STP Shared Fund, (2) establishing active program management po for the region, and (3) establishing policies for assistance to disadvantaged communities.
2018	The ON TO 2050 comprehensive regional plan is adopted by the CMAP Board and MPO Policy Committee.
2019	The first call for STP Shared Fund projects is conducted jointly with the call for CMAQ and TAP-Local projects.
2020	The first calls for STP Local projects under the provisions of the 2017 agreement are conducted by the subregional councils and CDOT.

List of council membership

Central
Michael Fricano mfricano@westcook.org **708.453.9100**
Berwyn
Brookfield
Cicero
Countryside
Forest View
Hodgkins
Indian Head Park
LaGrange
LaGrange Park
Lyons
McCook
Riverside
Stickney
Summit
Western Springs

DuPage
Matt Pasquini mpasquini@dmmc-cog.org **630.576.9143**
Addison
Bartlett (also in Northwest)
Bensenville
Bloomingdale
Burr Ridge
Carol Stream
Clarendon Hills
Darien
Downers Grove
Elmhurst
Glendale Heights
Glen Ellyn
Hanover Park (also in Northwest)
Hinsdale
Itasca
Lisle
Lombard
Naperville
Oak Brook
Oakbrook Terrace
Roselle
Villa Park
Warrenville
Wayne (also in Kane)
West Chicago
Westmont
Wheaton
Willowbrook
Winfield
Wood Dale
Woodridge

Kane / Kendall
George Kandathil kandathilgeorge@co.kane.il.us **630.845.3797** **Gretchen Klock** klockgretchen@kanecountyil.gov **630.444.2957**
Aurora
Batavia
Big Rock
Burlington
Campton Hills
Carpentersville
East Dundee
Elburn
Elgin
Geneva
Gilberts
Hampshire
Kaneville
Lily Lake
Maple Park
Millbrook
Montgomery
North Aurora
Oswego
Pingree Grove
Plattville
St. Charles
Sandwich
Sleepy Hollow
Somonauk
South Elgin
Sugar Grove
Virgil
Wayne (also in DuPage)
West Dundee
Yorkville

Lake

Joe Surdam
jsurdam@lakecountyil.gov
847.377.7538

Mike Klemens
jsurdam@lakecountyil.gov
847.377.7455

- Antioch
- Bannockburn
- Beach Park
- Buffalo Grove (also in Northwest)
- Deerfield
- Deer Park
- Fox Lake
- Grayslake
- Green Oaks
- Gurnee
- Hainesville
- Hawthorn Woods
- Highland Park
- Highwood
- Indian Creek
- Island Lake
- Kildeer
- Lake Barrington
- Lake Bluff
- Lake Forest
- Lake Villa
- Lake Zurich
- Libertyville
- Lincolnshire
- Lindenhurst
- South Elgin
- Sugar Grove
- Virgil
- Wayne (also in DuPage)
- West Dundee
- Yorkville
- Long Grove
- Mettawa
- Mundelein
- North Barrington
- North Chicago
- Old Mill Creek
- Park City
- Riverwoods
- Round Lake
- Round Lake Beach
- Round Lake Heights
- Round Lake Park
- Third Lake
- Tower Lakes
- Vernon Hills
- Volo
- Wadsworth
- Wauconda
- Waukegan
- Winthrop Harbor
- Zion

Central

Michael Fricano
mfricano@westcook.org
708.453.9100

- Berwyn
- Brookfield
- Cicero
- Countryside
- Forest View
- Hodgkins
- Indian Head Park
- LaGrange
- LaGrange Park
- Lyons
- McCook
- Riverside
- Stickney
- Summit
- Western Springs

McHenry

Drew Duffin
apduffin@mchenrycountyil.gov
815.482.0325

- Algonquin
- Barrington Hills
- Bull Valley
- Cary
- Crystal Lake
- Fox River Grove
- Greenwood
- Harvard
- Hebron
- Holiday Hills
- Huntley
- Johnsburg
- Lake in the Hills
- Lakemoor
- Lakewood
- Marengo
- McCullom Lake
- McHenry
- Oakwood Hills
- Port Barrington
- Prairie Grove
- Richmond
- Ringwood
- Spring Grove
- Trout Valley
- Union
- Wonder Lake
- Woodstock

North Central

Leonard Cannata
lcannata@westcook.org
708.453.9100

Bellwood
Berkeley
Broadview
Elmwood Park
Forest Park
Franklin Park
Harwood Heights
Hillside
Maywood
Melrose Park
Norridge
Northlake
North Riverside
Oak Park
River Forest
River Grove
Rosemont
Schiller Park
Stone Park
Westchester

North Shore

Brian Larson
BLarson@nwmc-cog.org
847.296.9200 x131

Evanston
Glencoe
Glenview
Golf
Kenilworth
Lincolnwood
Morton Grove
Northbrook
Northfield
Skokie
Wilmette
Winnetka

Northwest

Eric Czarnota
eczarnota@nwmc-cog.org
847.296.9200 x128

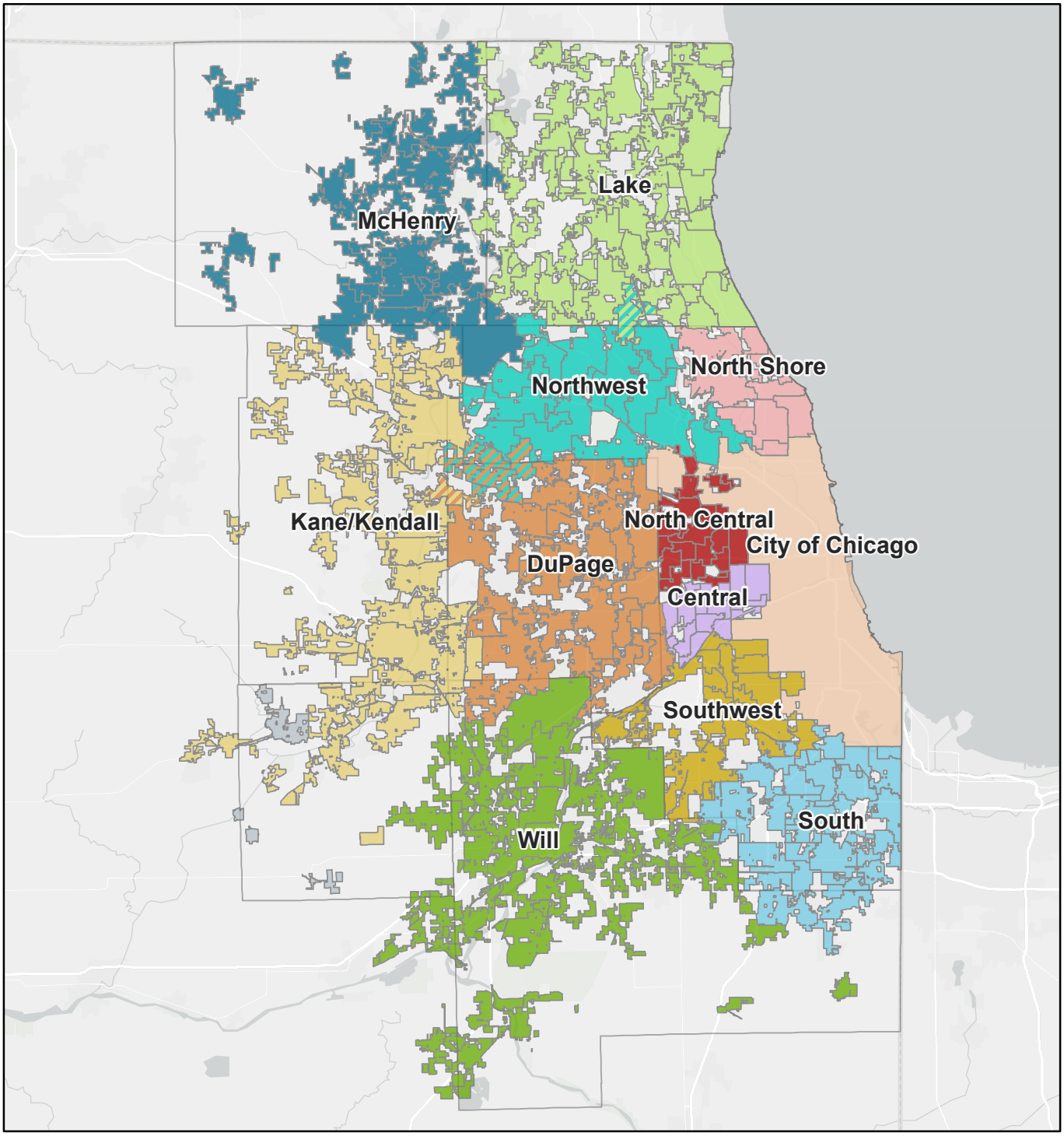
Arlington Heights
Barrington
Bartlett (also in DuPage)
Buffalo Grove (also in Lake)
Des Plaines
Elk Grove Village
Hanover Park (also in DuPage)
Hoffman Estates
Inverness
Mt Prospect
Niles
Palatine
Park Ridge
Prospect Heights
Rolling Meadows
Schaumburg
South Barrington
Streamwood
Wheeling

South
Leslie Rauer leslie.rauer@ssmma.org **708.922.4677**
Burnham
Calumet City
Calumet Park
Chicago Heights
Country Club Hills
Crete
Dixmoor
Dolton
East Hazel Crest
Flossmoor
Ford Heights
Glenwood
Harvey
Hazel Crest
Homewood
Lansing
Lynwood
Markham
Matteson
Midlothian
Oak Forest
Olympia Fields
Park Forest
Phoenix
Posen
Richton Park
Riverdale
Robbins
Sauk Village
South Chicago Heights
South Holland
Steger
Thornton
Tinley Park
University Park

Southwest
Brittany Matyas Brittany@Swmayors.com **708.403.6132**
Alsip
Bedford Park
Blue Island
Bridgeview
Burbank
Chicago Ridge
Crestwood
Evergreen Park
Hickory Hills
Hometown
Justice
Lemont
Merrionette Park
Oak Lawn
Orland Hills
Orland Park
Palos Heights
Palos Hills
Palos Park
Willow Springs
Worth

Will
Jada Porter jada.porter@wcgl.org **815.254.7700**
Beecher
Bolingbrook
Braceville
Braidwood
Channahon
Coal City
Crest Hill
Diamond
Elwood
Frankfort
Godley
Homer Glen
Joliet
Lockport
Manhattan
Minooka
Mokena
Monee
New Lenox
Peotone
Plainfield
Rockdale
Romeoville
Shorewood
Symerton
Wilmington

Map of council membership



8/26/2024

1:1,003,300

0 5 10 20 mi

0 10 20 40 km

Councils of Mayors
- Central
- DuPage
- Kane/Kendall
- Lake
- McHenry
- North Central
- North Shore
- Northwest
- South
- Southwest
- Will
- City of Chicago
- DuPage, Kane/Kendall
- DuPage, Northwest
- Lake, Northwest
- None

City of Wheaton, County of DuPage, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

CMAP resources

2017 STP funding split agreement

MEMORANDUM OF AGREEMENT
BETWEEN
THE CITY OF CHICAGO AND THE CMAP COUNCIL OF MAYORS
REGARDING
THE DISTRIBUTION AND ACTIVE PROGRAM MANAGEMENT
OF LOCALLY PROGRAMMED SURFACE TRANSPORTATION BLOCK GRANT FUNDS
UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION ACT

The following agreement is entered into between the city of Chicago (hereafter referred to as the City) and the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors (hereafter referred to as the Council). The agreement entered into on this 11th day of October , 2017 is for the purpose of programming local Surface Transportation Block Grant funds (hereafter referred to as STP) made available to northeastern Illinois under the Fixing America's Surface Transportation (FAST) Act.

The parties do here to mutually agree, through their duly authorized representatives, to the following:

1. Shared Fund. The City and Council agree to establish a shared fund available to the City and Councils for the purpose of funding important regional projects that address regional performance measures and the goals of ON TO 2050.

   a. Set-aside. The shared fund will be established using a set-aside of the region's annual allotment of STP funding, as follows:

      i. In FFY 2020, the set-aside shall be 7.5%;

      ii. In FFY 2021, the set-aside shall be 10%;

      iii. In FFY 2022, the set-aside shall be 12.5%; and

      iv. In FFY 2023 and all subsequent years, the set-aside shall be 15%.

   b. Use of carryover/obligation authority. In collaboration with the Illinois Department of Transportation (IDOT), excess unobligated federal funding, also known as carryover, will be made available to the parties for programming and obligation and shall be used for the shared fund in the amount of:

      i. $30 million in FFY 2020;

      ii. $25 million in FFY 2021; and

      iii. $20 million in FFY 2022.

This obligation authority will be in addition to the obligation authority associated with the annual allotment of STP, Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP) funds to the northeastern Illinois region.

   c. Project selection committee. The City and Council agree to establish a Shared Fund Project Selection Committee, composed as follows:

      - 3 Votes from the Council of Mayors Executive Committee

- 3 Votes from the City of Chicago
- 1 Vote from CMAP staff
- 1 Advisory member from IDOT
- 1 Advisory member from the Counties
- 1 Advisory member from the Regional Transportation Authority
- 1 Advisory member from FHWA

The Shared Fund Project Selection Committee will be supported by CMAP staff and shall have the authority to:

i. Review applications and recommend projects to the MPO Policy Committee for the shared fund

ii. Develop a project selection methodology for the shared fund and update as needed;

iii. Update performance measures described in section 2; and

iv. Develop an Active Program Management system, applying to both the local programs and the shared fund, as described in section 3.

v. Develop parameters for providing assistance to disadvantaged communities, including defining eligible communities, as described in section 6.

2. Local Distribution. After the set-asides described above, the remainder of the region's annual STP allotment will be distributed via a performance-based formula to the eleven regional councils of mayors and the City for programming by each entity as described below.

a. Performance Measures. The City and Council agree to apply the following performance measures on the local jurisdiction system of roadways, functionally classified as collectors or higher, for determining relative need:

i. Pavement Condition. To be measured as lane-miles in poor condition as defined in 23 CFR 490.

ii. Bridge Condition. To be measured as square feet of deck area in poor condition as defined in 23 CFR 490.

iii. Congestion. To be measured as congested centerline miles, until such time as data is available to calculate peak hour excess delay as defined in 23 CFR 490.

iv. Safety. To be measured as the number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract.

v. SOV travel. To be measured as the total number of single occupant vehicle (SOV) commuters based on the most recent American Community Survey.

b. Distribution. The City and Council agree that initial annual programming allotments for FFY 2020 – FFY 2024 shall be determined by applying the sum of the City's and each Council's relative performance for the five measures, using data current as of the deadline in section 5 and weighted equally, to the total funding available for local distribution. CMAP staff shall be responsible for computing all measures. The FFY 2020 distribution for each council and the City shall be no more than 10% above or below its FFY 2017 distribution, and the FFY 2021 distribution shall be no more than 20% above or below its FFY 2017 distribution; in no case shall the performance-based distribution result in an individual council allotment below $3,000,000. Beginning in FFY 2025 an improvement score, to be developed by the Shared Fund Project Selection Committee, shall be incorporated into the distribution calculation. Attachment A to this agreement contains an

illustrative example of the distribution, using data currently available.

c. Project Selection. The City and Council agree that each individual subregional council and the City shall establish its own points-based methodology for selecting projects and that a minimum of 25% of those points shall be allocated to regional priorities:

i. Green Infrastructure. Points awarded to projects that use green infrastructure to manage stormwater.

ii. Reinvestment. Points awarded to projects that serve a reinvestment area as defined in ON TO 2050.

iii. Multi-modal freight movement. Points awarded to projects that benefit freight movement.

iv. Economically disconnected areas. Points awarded to projects that improve equity through benefits to economically disconnected areas as defined in ON TO 2050.

v. Complete streets. Points awarded to projects from sponsors that have adopted a complete streets ordinance or to projects within the City of Chicago that include significant complete streets elements.

vi. Transit supportive density. Points awarded to projects from sponsors that have permitted density at transit-supportive levels where transit is available or planned or, transit-supportive projects within the City of Chicago.

Within the overall 25% weight, each individual subregional council and the City may weight these criteria according to their own local prerogatives.

3. Active Program Management. The Council and City agree to use a uniform active program management system for the shared fund and local distributions to ensure projects are obligated in a timely manner to avoid having a large unobligated balance of STP funds due to unreasonable or excessive delay. The active program management system will be developed in coordination with CMAP staff and agreed upon by the Shared Fund Project Selection Committee established in section 1.c. of this agreement, and will contain, at a minimum:

a. deadlines for projects to be initiated;

b. deadlines for project phases to be obligated;

c. grace periods for local reprogramming of funds;

d. policies for project and phase eligibility; and

e. policies for re-distribution of unobligated funds.

4. Phase-in. The Council and City agree that the provisions of this agreement shall be phased in over a period of three years during which time the following will occur:

a. Pause new programming. Upon execution of this agreement, the City and Councils shall pause the addition of new projects or phases of projects to local programs that would cause the City or a council to exceed in three years, the amount of their FFY 2017 allotment times three.

b. Regional fiscal constraint. All individual funding balances, whether positive or negative, shall be forgiven. A single regional balance of funding shall be established from:

i. the existing carryover balance available for obligation that is not reserved for use in the shared fund in FFY 2020 - 2022;

ii. the entire northeastern Illinois allotment for FFY 2018 and FFY 2019; and

iii. the amount of the FFY 2020 northeastern Illinois allotment that is not set-aside for the shared fund.

c. Honor existing commitments. All project phases programmed within FFY 2018 – FFY 2020 in each suburban council's adopted multi-year program as of the execution of this agreement will continue implementation on a "first ready, first funded" basis, until such time as any of the following occur:

i. all committed project phases have been obligated or voluntarily withdrawn by the project sponsor;

ii. all available funds described in section 4.b. above have been exhausted; or

iii. the start of FFY 2021.

Documented adopted policies for maximum funding caps and cost increases shall be honored for applicable projects or project phases. For sponsors seeking cost increases that are within councils without established policies, CMAP staff will determine if the requested funding is anticipated to be available and will provide a staff recommendation for approval or denial by the Council of Mayors Executive Committee. In the absence of an adopted program, the commitment to the City of Chicago shall be defined as three times the annual allotment, including the 5% regional set-aside, to which the City was entitled for FFY 2017. The City shall notify CMAP staff of changes to their established program prior to seeking federal obligation in order to facilitate regional accounting.

5. Implementation Deadlines. The Council and City agree that:

a. Shared Fund Project Selection Committee voting procedures shall be established by December 31, 2017.

b. The Shared Fund Project Selection Committee shall adopt the shared fund project selection methodology, referenced in Section 1.c., no less than three months prior to the initial call for projects or FFY 2020 – FFY 2024 program development to be funded with the shared fund.

c. Individual subregional councils and the City shall each adopt local project selection methodologies, as referenced in Section 2.c., no less than three months prior to the initial call for projects or FFY 2021 – FFY 2025 program development to be funded with the local distribution.

d. The Shared Fund Project Selection Committee shall establish an Active Program Management system by September 30, 2018.

e. Complete and uniform performance data shall be collected by CMAP, in coordination with local partners, by June 30, 2019, and shall be updated at least every five years.

f. Performance-based distribution allotments shall be determined by September 30, 2019, and shall be re-calibrated every five years based on the updated data.

g. The methodology for recalibrating distribution to account for improved performance shall be established by the Shared Fund Project Selection Committee by December 31, 2019.

6. Other Provisions. The Council and City agree to these additional provisions.

a. Assistance for disadvantaged communities. Eligible communities, as defined by the Shared Fund Project Selection Committee, shall be permitted to request Transportation Development Credits in lieu of required local match for the construction phase of projects based on credit availability and with the approval of IDOT and within federal and state policies and guidance.

b. Transparency. The City and Council agree, in support of the principles and procedures of the Grant Accountability and Transparency Act (GATA) and in the interest of promoting transparent decision-making and opportunities for public engagement, that:

i. Project selection methodologies shall be published on the City, individual subregional council, and/or CMAP websites;

ii. Recommended programs of projects shall be subject to a minimum public comment period; and

iii. Final programs or projects, and any subsequent updates thereto, shall be published on the City, individual subregional council, and/or CMAP websites.

c. Period of agreement. The terms of this agreement shall remain in effect as long as the participating parties deem appropriate, and shall be subject to review and renewal or amendment upon:

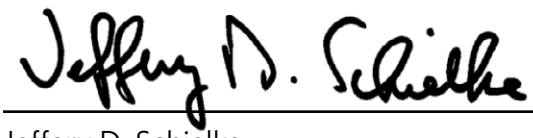
i. passage of new federal transportation authorization legislation replacing the FAST Act;

ii. request or recommendation of the US DOT as a part or condition of any certification review of the metropolitan planning process; or

iii. substantial changes to the overall condition of transportation funding and needs in northeastern Illinois, including, but not limited to, the failure of IDOT to provide funding as described in section 1.b. of this agreement.

The City and the Council hereby cause this memorandum of agreement to be executed on the day and year identified in the first paragraph.

SIGNED:

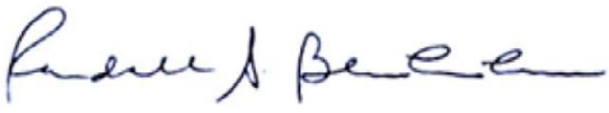


Jeffery D. Schielke
Chairman, Council of Mayors
Mayor, City of Batavia

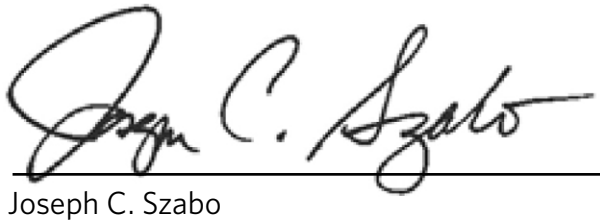


Rebekah Scheinfeld
Commissioner, Department of Transportation
City of Chicago

ATTEST:



Randall S. Blankenhorn
Secretary
Illinois Department of Transportation



Joseph C. Szabo
Secretary Executive Director
Chicago Metropolitan Agency for Planning

ATTACHMENT A: Illustrative local distribution of funding

Illustrative local distribution change due to formula, with a smoothed phase-in (showing first year only) limiting the change (+/-) to 10% in FFY20 and 20% in FFY21 and slower Shared Fund Growth (7.5% in FFY20; 10% in FFY21, 12.5% in FFY22; 15% in FFY23 and beyond).

	FFY17 allotment	FFY20 smoothed allotment	$ Change (FFY17 to smoothed FFY20)	% Change (FFY17 to smoothed FFY20)
Central	$3,138,388	$3,000,000	-$138,388	-4.4%
Chicago[1]	$63,871,101	$59,140,492	-$4,730,609	-7.4%
DuPage	$11,271,468	$11,845,427	$573,959	5.1%
Kane/Kendall[2]	$9,868,205	$10,605,449	$737,244	7.5%
Lake	$8,507,921	$9,358,713	$850,792	10.0%
McHenry	$3,958,003	$4,352,498	$394,495	10.0%
North Central	$3,778,438	$4,156,282	$377,844	10.0%
North Shore	$3,968,555	$4,365,411	$396,856	10.0%
Northwest	$8,687,388	$7,818,649	-$868,739	-10.0%
South	$6,327,698	$5,694,928	-$632,770	-10.0%
Southwest	$4,592,442	$4,798,866	$206,424	4.5%
Will	$7,165,240	$7,881,764	$716,524	4.5%

[1] Chicago FFY 2017 allotment includes the 5% region project set-aside

[2] Kane/Kendall FFY 2017 allotment includes STP funds accumulated by Plano ($591,525) and Sandwich ($781,854) prior to joining the CMAP Planning region.

CMAP funding sources

Federal funding

U.S. Department of Transportation (USDOT) Metropolitan Planning funds
Other USDOT funds (through the Federal Transit Administration and the Federal Highway Administration) to fund local projects through the Transportation Improvement Program

Fund distribution

Illinois Department of Transportation (IDOT)

16 Metropolitan Planning Organizations (MPO) in Illinois

CMAP

MPO required functions

CMAP roles & functions

Unified Work Program (UWP) grants to partner agencies
CMAP supports the comprehensive core and competitive funding process to carry out required federal and state planning functions. UWP partner agencies (CDOT, Council of Mayors, planning liaisons, Metra, Pace, counties) receive direct grants to fund transportation work and core MPO activities.

Metropolitan Transportation Plan (MTP)
ON TO 2050 (30-year regional plan)

Management of Transportation Improvement Program (TIP)
5-year program

Unified Planning Work Program
1-year planning programs and project activities

Programming of federal transportation funds
CMAP manages the TIP and programs federal transportation funds for capital and non-capital projects, bicycle and pedestrian facilities, and other transportation enhancements. CMAP evaluates applications through the Call for Projects and programs funds to agencies under these grant programs:

- **Surface Transportation Program**
- **Congestion Mitigation and Air Quality Improvement Program**
- **Transportation Alternatives Program**
- **Carbon Reduction Program**

Other funding sources

IDOT

Local contributions
Counties, cities, transit agencies, Tollway

Supports required 20% local match to use federal funds

Other government funds
Department of Natural Resources, Environmental Protection Agency, Department of Energy

Philanthropic & other
The Chicago Community Trust, MacArthur Foundation; interest; fund balance

Local match varies

Where the money goes

- **Plan regionally & locally**
- **Prioritize & program**
- **Deliver data**
- **Collaborate & convene**

Regional priority focus areas

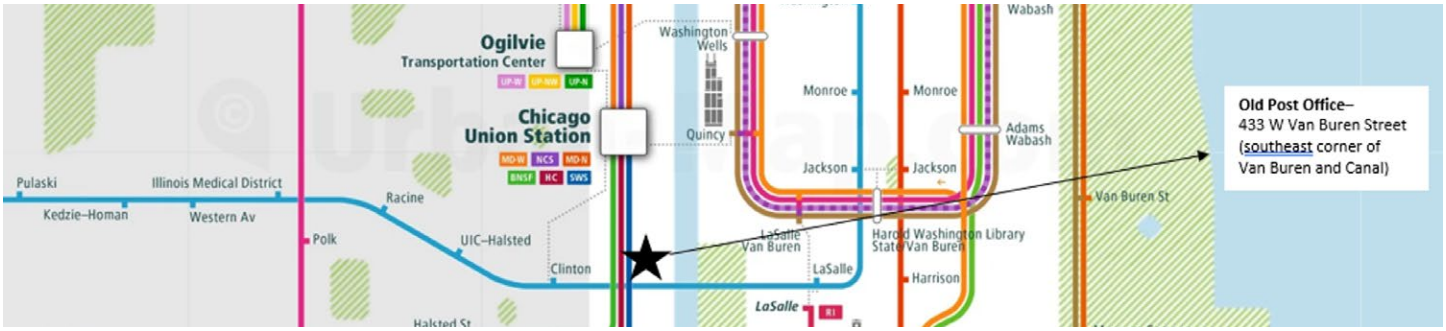
- **Transportation**
- **Climate**
- **Regional Economy**

CMAP staff contacts

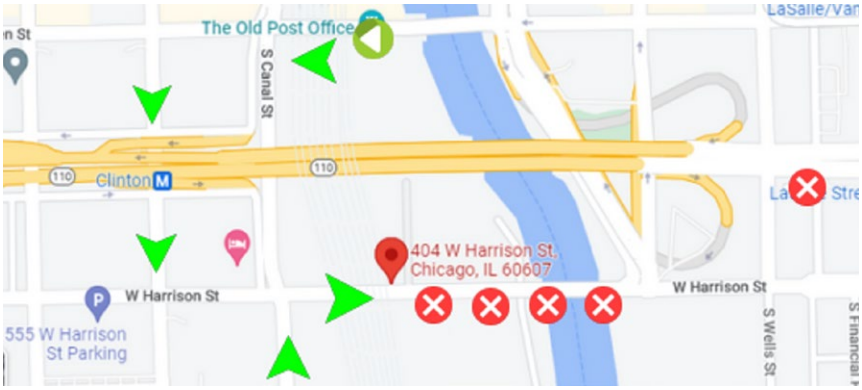
Name	Title	Role	Contact
Erin Aleman	Executive Director	Agency leadership	ealeman@cmap.illinois.gov 312-454-0400
Aimee Lee	Deputy	Transportation, research, analysis, and programming	alee@cmap.illinois.gov 312-371-5817
Laura Wilkson	Deputy Executive Director	Strategic advancement	lwilkison@cmap.illinois.gov 312-386-8648
Teri Dixon	Principal	Development and analysis of the transportation improvement program	tdixon@cmap.illinois.gov 312-386-8754
Kama Dobbs	Principal	Federal transportation funding programs	kdobbs@cmap.illinois.gov 312-386-8710
Jane Grover	Principal	Public engagement, committee staff support	jgrover@cmap.illinois.gov 312-386-8802
Sarah Stolpe	Analyst	Transportation improvement program, committee staff support	sstolpe@cmap.illinois.gov 312-386-8729

Old Post Office parking/transit information

CMAP's offices are located in the Old Post Office at 433 W. Van Buren Street. The building sits at the corner of Van Buren Street and Canal Street. An ADA compliant entrance is located at the northwest corner of the Van Buren Street entrance.



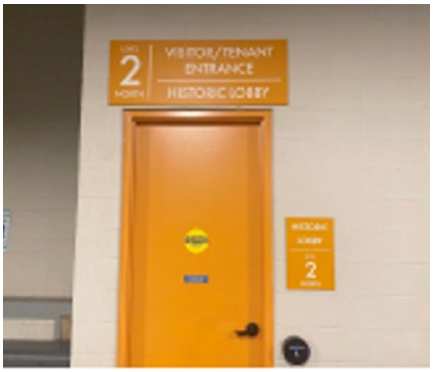
Public transit
The Old Post Office is served by public transportation and is accessible by Metra, the CTA train lines, and CTA buses. Visit transitchicago.com to find the best way to commute to the building.



Parking
Due to construction, tenants and guests of the Old Post Office should enter the parking garage just east of the Harrison and Canal intersection. Please note the parking garage cannot be accessed going westbound on Harrison Street.

Parking at the Old Post Office can be purchased in advance through abmparking.com. Once you've parked, follow signs to Level 2 North, Historic Lobby. Check in with security at the elevator turnstiles and let them know you are visiting CMAP.

Additional parking
Additional parking can be found at the BMO building, at the northwest corner of Canal and Van Buren (adjacent to the Old Post Office). Access to this garage is on Clinton (one block west of Canal). Elevators in the parking garage will bring you up to the ground floor. Cross over to the Old Post Office and enter on Van Buren, heading to the eastern bank of elevators (closest to the river). Parking at this location be can purchased in advance through parking.com.





CMAP guide to acronyms and terms

AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
ADA	Americans with Disabilities Act
affordable housing	housing that costs no more than 30% of household income
AICP	American Institute of Certified Planners
AMPO	Association of Metropolitan Planning Organizations
APA	American Planning Association
APM	active program management: adjusting funds in the active TIP to ensure the funds are fully obligated within the fiscal constraint
APS	audible or accessible pedestrian signals: enhancements to the traffic signal system to provide information through audible beeping or touch
ART	arterial rapid transit
ASE	automated speed enforcement
at-grade	an intersection where two roads meet at the same height
AV	autonomous or automated vehicle
AWPB	annual work plan and budget
BACOG	Barrington Area Council of Governments
BC ratio	benefit-to-cost ratio
BIL	Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act (IIJA): federal law passed in 2021 to fund transportation infrastructure, broadband access, clean water, and electric grid renewal
BRT	bus rapid transit
BUILD	Better Utilizing Investments to Leverage Development: transportation discretionary grants program
CAC	Citizens' Advisory Committee
CATS	Chicago Area Transportation Study: predecessor to CMAP for transportation planning, merged with NIPC in 2005 when CMAP was created
CCDOTH	Cook County Department of Transportation and Highways
CCDP	Chicago Contractor Development Program
CCLBA	Cook County Land Bank Authority
CCT	Chicago Community Trust
CDOT	Chicago Department of Transportation
certification review	Assessment USDOT conducts every four years to certify that an MPO is carrying out the metropolitan planning process according to federal law
CFP	call for projects
CFR	Code of Federal Regulations
CHDO	community housing development organization

CIP	corridor improvement project, capital improvement plan
CMAP	Chicago Metropolitan Agency for Planning: created by the Regional Planning Act in 2005
CNT	Center for Neighborhood Technology
CMAQ	Congestion Mitigation and Air Quality: federal grant program to improve air quality and reduce traffic congestion, administered by CMAP
COG	council of government: regional governing or coordinating body
COM	council of mayors
COM EC	Executive committee of the former regional Council of Mayors. Each subregional council appoints to members to serve on the executive committee.
conformity analysis	CMAP staff evaluates the impact of proposed transportation projects on air quality and must demonstrate to the FHWA that emissions resulting from the projects in the long-range transportation plan and the TIP meet (or "conform to") air quality regulations.
councils of mayors	Eleven subregional bodies representing suburban Cook County and the collar counties that select projects to be funded through the Surface Transportation Program-Local according to their own methodology. Each has one staff person designated as a planning liaison.
CRP	Carbon Reduction Program: funding program CMAP administers for projects that reduce carbon dioxide emissions from highway sources
CRS	condition rating survey: method used by IDOT for rating the condition of transportation assets
CTA	Chicago Transit Authority: operates public bus and train transportation system in Chicago and 35 suburbs
DCEO	(Illinois) Department of Commerce and Economic Opportunity
DER	distributed energy resource
development incentives	a financial subsidy in the form of tax credits, rebates, preferences, loans, or fee waivers, that are provided to a private business or developer to induce economic, fiscal, or other goals
disinvested	a persistent, long-term lack of market investment, measured by loss of jobs, low levels of lending to small businesses, and low property values
DMMC	DuPage Mayors and Managers Conference
EA	environmental assessment to determine whether a project will have a significant environmental impact
EDA	economically disinvested area: area with a concentration low-income residents and/or residents with limited English proficiency
EIS	environmental impact statement
EJ	environmental justice
ETC	equitable transportation community
eTIP	Electronic Transportation Improvement Program: the online TIP platform
facility	a building, service, or piece of equipment that is provided for a specific purpose to allow for the transportation of people, animals, or goods
FAST Act	Fixing America's Surface Transportation Act: 2015 federal law that provided five-year funding for surface transportation infrastructure. Replaced the MAP-21 Transportation Alternatives Program with a set-aside of Surface Transportation Block Grant program funding.

FEMA	Federal Emergency Management Agency
FFY	federal fiscal year: the accounting period of the federal government that runs October 1 to September 30
FHWA	Federal Highway Administration: provides financial assistance to state and local agencies for highways
fiscal constraint	ensuring that the transportation agency can reasonably expect to receive funding for a transportation project within the time that it is planned to be built and operated
full-cost pricing	water rates set to recover the full cost of providing water service
FRA	Federal Railroad Administration: supports passenger and freight railroads, oversees rails safety
FTA	Federal Transit Administration: provides financial assistance to local public transportation systems that run buses, light rail, and subways; oversees transit safety
geofencing	a virtual geographic boundary that can set different rules or enable different option for GPS-enabled devices within the area
GIS	geographical information system: used for mapping
GO TO 2040	comprehensive regional plan for northeastern Illinois adopted in 2012, predecessor to ON TO 2050
GPS	global positioning system
grade separation	constructing a junction of two transportation routes at different heights (example: a roadway bridge over a railroad)
HTF	Highway Trust Fund: receives money from gas tax and supports 20% of public highway and mass transit funding
HSIP	Highway Safety Improvement Program: federal funding to reduce crash rates, administered by the FHWA
human capital	the skills, knowledge, experience, and ingenuity of people
IDOT	Illinois Department of Transportation
IGA	intergovernmental affairs
IIJA	Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law (BIL)): federal law passed in 2021 to fund transportation infrastructure, broadband access, clean water, and electric grid renewal
INDOT	Indiana Department of Transportation
INFRA	Infrastructure for Rebuilding America (also known as Nationally Significant Multimodal Freight and Highway Projects): program of competitive grants for multimodal freight and highway projects to improve safety, efficiency, and reliability of moving freight and people
IROADS	Illinois Roadway Analysis Database System: website database to track IDOT's projects
ISTEA	Intermodal Surface Transportation Efficiency Act: federal law passed in 1991, which authorized CMAQ funding

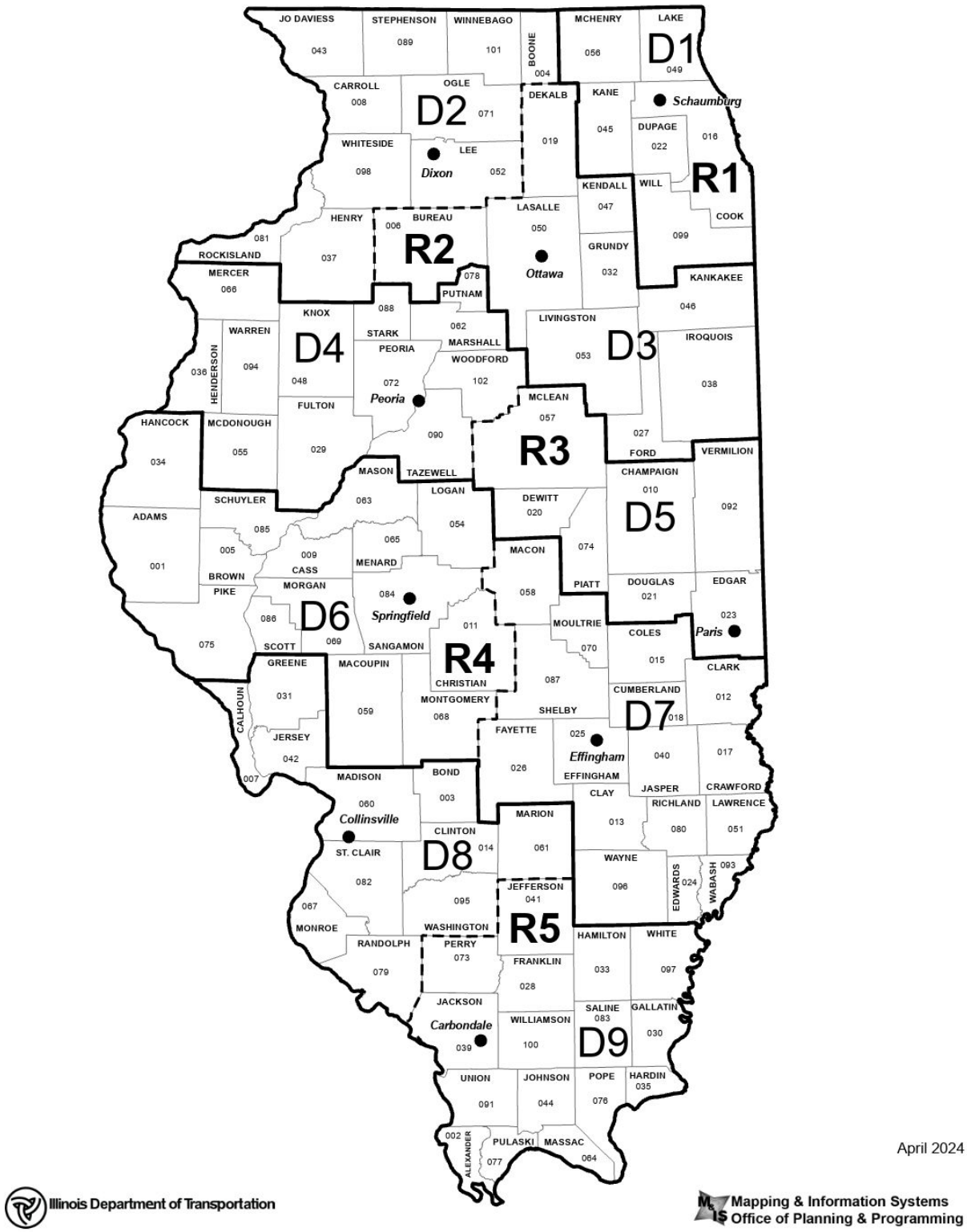
ITEP	Illinois Transportation Enhancement Program: federal funding administered by IDOT for community-based projects that improve aspects of the transportation infrastructure. Applications for ITEP funds open in the fall of each even numbered year.
JT	jurisdictional transfer: agreement to transfer authority over a road from IDOT to a county, township, or municipality, which then assumes responsibility for the road's reconstruction, maintenance, signage, and operation. Note: jurisdictional transfer does not automatically transfer land rights.
KKCOM	Kane/Kendall Council of Mayors
LEP	limited English proficiency
letting	the process of receiving bids prior to awarding a contract for a construction project
local government	city, village, town, or county that owns and operates its own roadways
LRTP	long range transportation plan: covers at least 20 years and sets goals and targets for transportation issues (ex., CMAP's ON TO 2050 regional plan and IDOT's "Move Illinois")
MAP-21	Moving Ahead for Progress in the 21st Century: federal legislation passed in 2012, authorized 2-year funding (extended) of performance-based surface transportation programs
marks	projected funding availability
MCCOG	McHenry County Council of Governments
Metra	Commuter rail system serving northeastern Illinois and Kenosha, Wisconsin
microtransit	transportation that uses small or medium sized vehicles, often privately operated on flexible routes
mitigate	to avoid, lessen, or compensate for the impact (of a transportation project)
MMC	Metropolitan Mayors Conference: membership organization that shares offices with CMAP
mode	type or form of transportation
Move Illinois	IDOT's long range transportation plan
MPA	metropolitan planning area
MPO	metropolitan planning organization: federally designated organization that makes long- and short-term plans for transportation in a particular region
MUTCD	Manual on Uniform Traffic Control Devices: standards used by road managers nationwide to install and maintain traffic control devices
MYP	multiyear program (IDOT) or multiyear improvement program
NAAQS	National Ambient Air Quality Standards
NACTO	National Association of City Transportation Officials
NARC	National Association of Regional Councils
NEPA	National Environmental Policy Act: requires federal agencies to consider environmental impact in decision making
NHS	National Highway System: roads and bridges in the national system
NIPC	Northeastern Illinois Regional Planning Commission: predecessor to CMAP for land use planning, which merged with CATS in 2005
NIRPC	Northwestern Indiana Regional Planning Commission

NPMRDS	National Performance Management Research Data Set
non-attainment	the failure of a region to reach national air quality standards
NOx	nitrogen oxides
NWMC	Northwest Municipal Conference
ON TO 2050	the current comprehensive regional plan for northeastern Illinois
OPP	Office of Planning and Programming (IDOT)
Pace Suburban Bus	Public bus transit service operating in Cook, DuPage, Lake, Kane, McHenry, and Will counties
paratransit	door-to-door public transportation service for people with disabilities, without fixed routes or timetables
PHED	peak hour excessive delay
planning liaison	staff person in each subregional council of mayors responsible for programming the locally sponsored and federally-funded transportation projects that are in the CMAP TIP
PM	particulate matter
PPI form	project program information form (exclusive to IDOT D1)
project sponsor	municipality or county that proposes a transportation project and will implement the project
PSC	project selection committee
RBI	Rebuild Illinois: multiyear capital bill passed in 2019 to fund infrastructure improvements, including transportation infrastructure
redistribution funding	unobligated balance of Surface Transportation Program funds available to all regional councils of mayors, CDOT, and shared fund projects that can be reprogrammed
RITIS	regional integrated transportation information system
RPA	Regional Planning Act: passed in 2005 to create CMAP
RSP	Regionally significant project: transportation project included in the ON TO 2050 plan with identified funding
RTA	Regional Transportation Authority: government agency created by the Illinois legislature to coordinate and plan northeastern Illinois' public transit system and oversee its financing
RTP	Regional transportation plan: required by federal law to include long- and short-range investments in the transportation system
RUC	road user charge: also known as mileage-based user fee or VMT
service boards	governing boards of transit agencies CTA, Metra, and Pace Bus
SEWRPC	Southeastern Wisconsin Regional Planning Commission
SoAC	state of acceptable condition
SOV	single occupancy vehicle
SSA	special service area
SSMMA	South Suburban Mayors and Managers Association

SRTS	Safe Routes to School: funding program to encourage walking and biking to and from school, administered by IDOT
state of good repair	a condition in which physical assets are functioning as intended and are maintained through regular maintenance and replacement programs
STIP	Statewide Transportation Improvement Program, developed by state DOTs as short-range, four-year lists of priority transportation projects; include all regionally significant projects that receive funds from FHWA or FTA
STP	Surface Transportation Program: federal funding allocated through councils of mayors to improve federal-aid to roads, bridges, and bike and pedestrian infrastructure
STBG	Surface Transportation Block Grant
STP-L	Surface Transportation Program-Local: federal funding administered by the 11 councils of mayors and CDOT according to their own methodologies, with oversight from CMAP
STP Shared Fund	Surface Transportation Program Shared Fund: federal funding programmed by CMAP's STP Project Selection Committee and administered by CMAP staff
surface transportation	movement of people or goods by road, train, or ship (not by plane)
TAMP	Transportation Asset Management Program: IDOT's strategy to manage transportation assets, certified by the FHWA
TAP-L	Transportation Alternatives Program-Local: federal funds to support non-motorized transportation projects
TC	Transportation Committee (CMAP)
TDC	transportation development credits: FHWA toll credits that can serve as a substitute for the required local funding match to federal funds for a project; earned by states and MPOs when toll revenues are used to fund capital projects on public highways
TIC	Transportation impact criteria
TIP	transportation improvement program: short-range, four-year list of transportation projects developed by an MPO in cooperation with state and public transit providers
Title VI	provision of the Civil Rights Act of 1964 that prohibits discrimination in federally funded programs
TMA	transportation management area: urbanized area with a population over 200,000
TRA	targeted reinvestment area
transit agency	provider of public transportation services
TSP	transit signal prioritization
UrbanSim	platform that creates statistical models of cities and regions to forecast future patterns
USDOT	United States Department of Transportation
UWP	Unified Work Program: primary funding source for CMAP's transportation planning, used for operating activities and contractual services
VMT	vehicle miles travelled: can also refer to a fee or tax, also known as a RUC
VOC	volatile organic compounds

IDOT resources

IDOT region and district boundary map

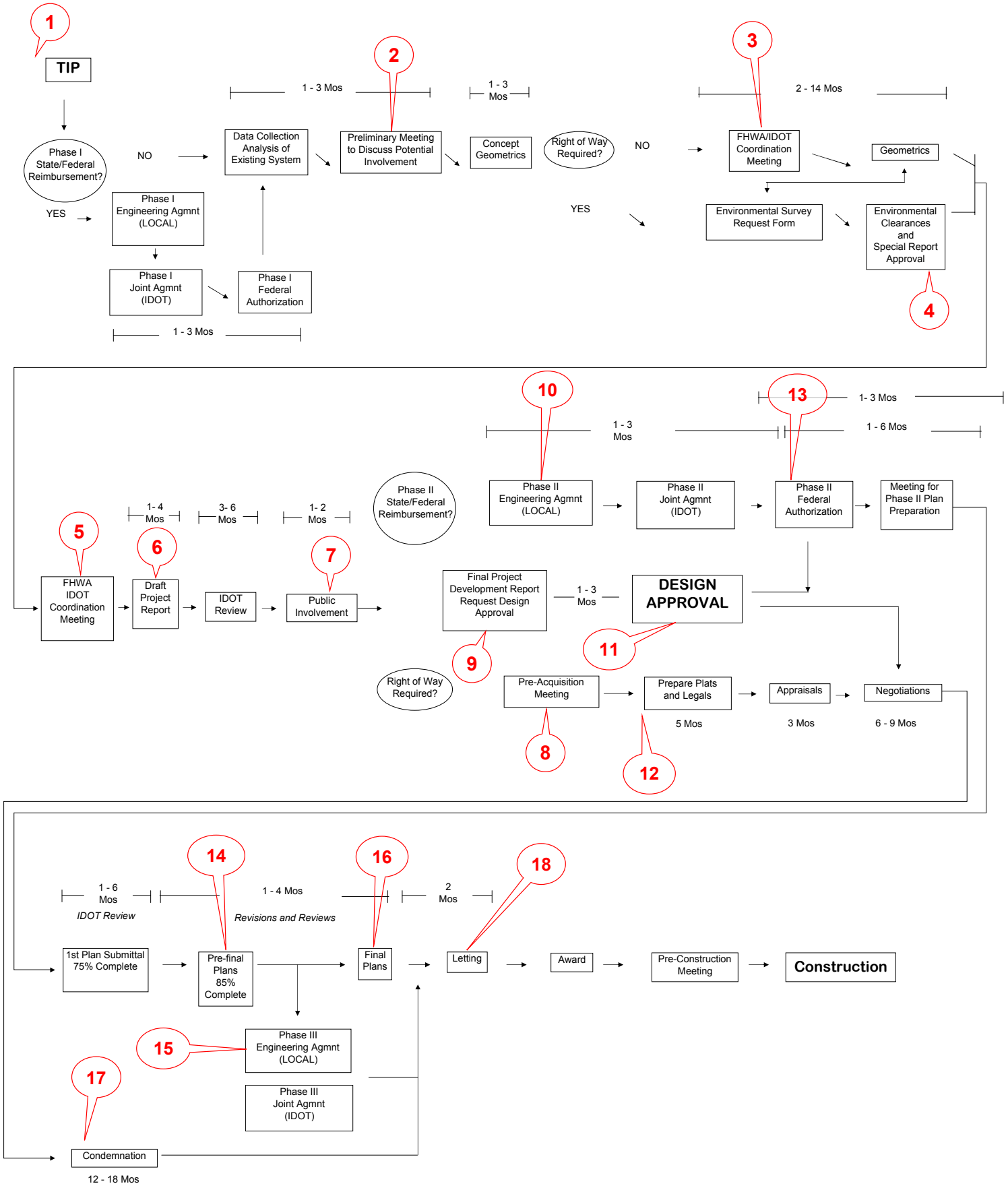


April 2024

Illinois Department of Transportation

Mapping & Information Systems
Office of Planning & Programming

Federal and project flow chart



District 1 Local Roads contacts

Name	Title	Role	Contact
Chad Riddle	Bureau Chief/ District Local Roads Engineer	Administrative	charles.riddle@illinois.gov 847.705.4201
Jessica Feliciano	Program and office engineer	Administrative	jessica.feliciano@illinois.gov 847.705.4406

Name	Council	Role	Contact
Alex Househ	North Shore / Northwest / Lake / McHenry	Field engineer	alex.househ@illinois.gov 847.705.4410
Kevin Stallworth	Southwest / South / Will	Field engineer	kevin.stallworth@illinois.gov 847.705.4169
Marilin Solomon	North Central / West Central / DuPage / Kane-Kendall	Field engineer	marilin.solomon@illinois.gov 847.705.4407

Mailing address (all)
IDOT-Region One-District One
Bureau of Local Roads and Streets
201 West Center Court
Schaumburg, Illinois 60196

STP PROJECT MILESTONE SCHEDULE

Municipality: _____
Project: _____
Scope of Work: _____
TIP #: _____
TIP Years (Ph II / Const): _____
Section #: _____
Current Constr & E3 Cost (date:): $ _____
Fund Type(s): _____

Contact Information

Municipality _____
Council/Liaison _____
Consultant _____
IDOT _____

Date Prepared: _____ Date Revised: _____

	Projected Dates			
	Initial Est.	Kick-Off	Revised/Actual	Notes
1. Project Scoping				
2. IDOT Phase I Kick-off Meeting				
3. 1st State/Federal Coordination Meeting				
4. Categorical Exclusion Concurrence				
5. Design Variance Concurrence				
6. Submit Draft Phase I Report (PDR) to IDOT (a)				
7. Public Hearing/Meeting (or N/A)				
8. Right-of-Way Kick-off Meeting (or N/A)				
9. Submit Final Phase I Report (PDR) to IDOT (b)				
10. Submit Phase II Engr. Agreem't to IDOT (or N/A)				
11. Phase I Design Approval				
12. ROW Aquistion Initiation (or N/A) (c)				
13. Phase II Engr. Agreement Approval (or N/A)				
14. Submit Pre-Final Plans and Estimates (d)				
15. Submit Phase III Engr. Agreement to IDOT				
16. Submit Final Plans, Specs & Estimates (PS&E) (e)				
17. ROW Acquisition Complete				
18. Construction Letting				

Notes:

(a) 3 to 6 month review required per complexity and submittal quality
(b) 1 to 3 month review
(c) Minimum 9 to 18 months required from plats to acquisition
(d) 85% minimum; 1 to 4 month review
(e) 7 to 10 days before Springfield BLR due date

* Refer to: "Federal Aid Project Initiation to Completion" Flow Chart for sequence of events and estimated review times.

* Refer to Local Roads Letting Schedule for Phase II submittal dates.

FY 2025-2030

IDOT MULTI-YEAR PROGRAM

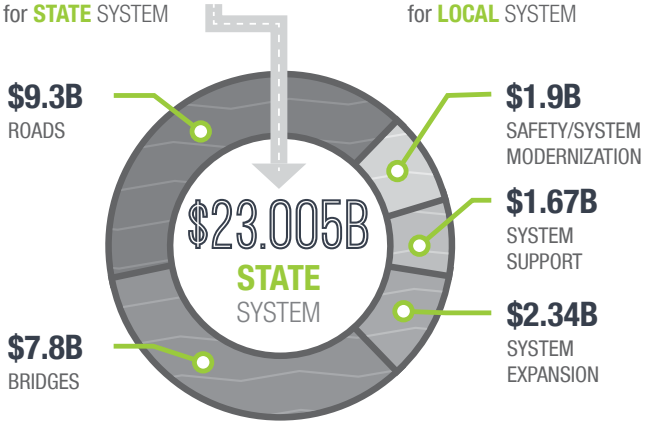
FOR ROADS AND BRIDGES

FUNDING BREAKDOWN

$29.651B over six years

$23.005B for **STATE** SYSTEM

$6.646B for **LOCAL** SYSTEM



NUMBER OF STATE MILES

TO BE IMPROVED/BUILT

3214

SQUARE FEET OF STATE BRIDGES

TO BE IMPROVED/BUILT

8.88 M

MULTI-YEAR PROGRAM PROJECTIONS

STATE PAVEMENT IN ACCEPTABLE CONDITION

INTERSTATES	NON-INTERSTATES
89%	68%

STATE BRIDGES IN ACCEPTABLE CONDITION

INTERSTATES	NON-INTERSTATES
91%	87%

REBUILD ILLINOIS ACCOMPLISHMENTS

THE MULTI-YEAR PROGRAM IS FUELED BY GOV. PRITZKER'S REBUILD ILLINOIS, WHICH HAS ACCOMPLISHED:

$14.8B	6,078	629	895
AWARDED PROJECTS	MILES OF ROAD IMPROVEMENTS	BRIDGE PROJECTS	SAFETY IMPROVEMENTS

https://idot.click/rbi-accomplishments, data as of 05/03/24

DISTRICT 1 OVERVIEW

FY 2025-2030

6 COUNTIES

- COOK
- DUPAGE
- KANE
- LAKE
- MCHENRY
- WILL

2,711 MILES OF HIGHWAYS

1,455 BRIDGES

157 MILLION MILES OF TRAVEL DAILY

$7.4 BILLION FOR IMPROVEMENTS DURING FY 2025-2030

MAJOR DISTRICT HIGHWAY PROJECTS BY COUNTY

COOK

- **I-55 at Illinois 50:** $172.9 million for bridge replacement and pedestrian and bicycle improvements at Illinois 50. Bridge deck overlays and bridge joint replacements/repairs on several bridges from Illinois 50 to Chinatown feeder ramps in Cook County.
- **I-55:** $38 million for bridge replacement and pedestrian and bicycle improvements at Illinois 43 in Forest View.
- **I-80 (Eastbound):** $27.5 million for bridge replacement at I-294 in Hazel Crest.
- **I-90/94:** $49.4 million for bridge deck overlays, bridge joint replacements and repairs, bridge approach roadwork, patching and other improvements from I-94 to Hubbard Street in Chicago.
- **I-90/94 from Ohio Street to 31st Street:** Engineering for design, location and environmental studies at an estimated total cost of $12 million.
- **I-90 from Bessie Coleman Drive to I-90 (Kennedy Expressway):** $625.7 million for reconstruction and construction of auxiliary lanes, additional ramps, and improving safety and access to O'Hare International Airport in Chicago and Rosemont.
- **I-290 Corridor:** $989.6 million for bridge replacement and rehabilitation from Mannheim Road to Racine Avenue.
- **U.S. 12/20/45 (95th Street):** $80.7 million for several bridge replacements, intersection reconstruction and additional improvements at Stony Island Avenue in Chicago.
- **U.S. 20:** $130.6 million for construction of a new interchange, reconstruction, retaining walls and bridge replacement at Shales Parkway in Elgin.
- **Illinois 43:** $91.3 million for a railroad grade separation at the BRC railroad in Bedford Park.
- **Illinois 43:** $14.6 million for bridge superstructure rehabilitation, bridge repair, and pedestrian and bicycle improvements at Sanitary and Ship Canal in Forest View.
- **Illinois 53:** $143.1 million for 12 new bridge decks, three bridge superstructure replacements, rehabilitation of the structure carrying Euclid Avenue over Illinois 53, bridge painting, resurfacing on 5 miles, and pedestrian and bicycle improvements from south of U.S. 12 to Illinois 62.
- **Ida B. Wells Drive:** $25.4 million for bridge superstructure replacement, superstructure rehabilitation and new bridge deck at the Old Post Office in Chicago.
- **Pershing Road:** $53.8 million for bridge replacement and pedestrian and bicycle improvements at Racine Avenue and at CN Railroad in Chicago.
- **Willow Road:** $22 million for reconstruction and construction of additional lanes for 1 mile, intersection improvement, pedestrian and bicycle improvements, and additional improvements from east of the Des Plaines River to Waterview Drive/Protection Parkway in Glenview and Prospect Heights.

DUPAGE

- **Illinois 38:** $16.2 million for resurfacing on 1 mile, widening of existing pavement, drainage and patching from Winfield Road to County Farm Road.

KANE

- **Illinois 47/U.S. 30:** $96.8 million for reconstruction and construction of additional lanes for 4.3 miles, pedestrian and bicycle improvements, bridge replacements, culvert replacements and railroad relocation from Cross Street to Galena Road in Sugar Grove and Yorkville.

LAKE

- **U.S. 41:** $89.4 million for interchange reconstruction, construction of auxiliary lanes, pedestrian and bicycle improvements, bridge replacement, storm sewer, drainage and grading at Illinois 176 in Lake Bluff and North Chicago.
- **U.S. 45:** $37 million for construction of additional lanes, reconstruction of 2 miles, and pedestrian and bicycle improvements from Illinois 132 to Washington Street.
- **Illinois 120:** $27.7 million for reconstruction and construction of additional lanes for nearly 1 mile as well as pedestrian and bicycle improvements from Ashford Lane to U.S. 45 in Grayslake.
- **Illinois 131:** $87.5 million for reconstruction and construction of additional lanes for 2.5 miles as well as pedestrian and bicycle improvements from Wadsworth Road to Sunset Avenue in Beach Park.

MCHENRY

- **Illinois 31:** $115 million for reconstruction and construction of additional lanes for 6.3 miles, pedestrian and bicycle improvements, culvert replacements, drainage improvements, traffic signal modernization and ADA improvements from Illinois 120 to Illinois 176 in McHenry, Prairie Grove and Crystal Lake.

WILL

- **I-55:** $159 million for interchange reconstruction and bridge replacement at Lorenzo Road and at Illinois 129; also auxiliary lanes and resurfacing from Illinois 129 to Lorenzo Road and reconstruction of the frontage roads between Kavanaugh and Lorenzo roads.
- **I-55:** $204.4 million for bridge replacements and construction of interchanges at Airport Road/Lockport Road and at Illinois 126 in Romeoville.
- **I-57:** $192 million for new interchange and railroad crossing construction at Eagle Lake Road.
- **I-80 from Ridge Road to U.S. 30:** $779.7 million for multiple bridge replacements, including aging, obsolete structures over the Des Plaines River. Capacity enhancements include auxiliary lanes and shoulders in Joliet, New Lenox and Minooka.
- **U.S. 52:** $96.4 million for reconstruction and construction of additional lanes, pedestrian and bicycle improvements, bridge widening, turning lanes, culvert extension and bridge repairs from River Road to Houbolt Road in Shorewood and Joliet.
- **Illinois 53/U.S. 52:** $62.5 million for intersection improvements as well as pedestrian and bicycle improvements from Patterson Road to Arsenal Road in Joliet, Elwood and Wilmington.

Illinois Department of Transportation

Full program available at idot.illinois.gov.

DISTRICT OVERVIEW FY 2025-2030

DISTRICT 3

1,687 MILES OF HIGHWAYS

784 BRIDGES

10.8 MILLION MILES OF TRAVEL DAILY

$1.4 BILLION FOR IMPROVEMENTS DURING FY 2025-2030

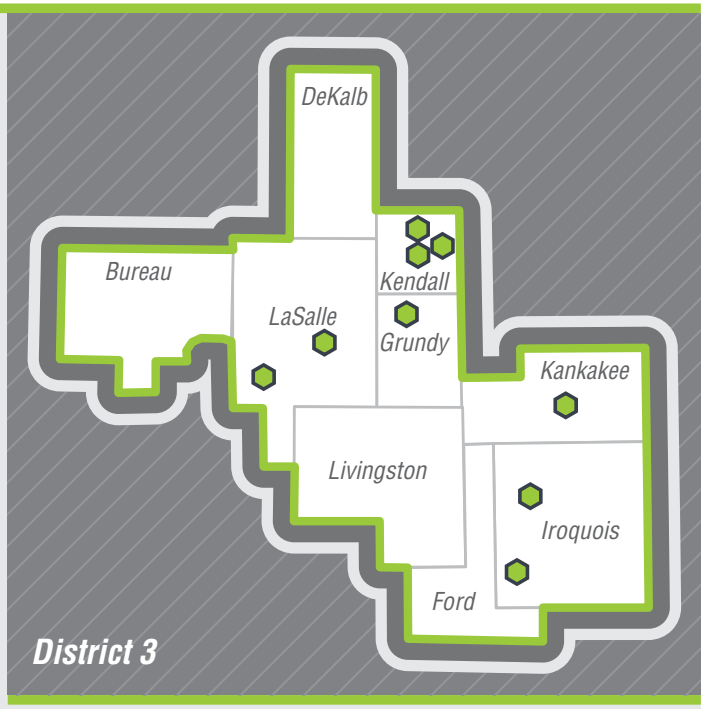
MAJOR DISTRICT HIGHWAY PROJECTS BY COUNTY

GRUNDY

- **I-80:** $112.6 million for reconstruction of 6.5 miles, preliminary engineering, utility adjustments and other improvements from east of the Seneca interchange to west of Illinois 47.

IROQUOIS

- **I-57:** $29.2 million for bridge deck overlays, bridge joint replacement/repairs, culvert repairs, bridge superstructure replacements and new bridge decks on various structures from 1.2 miles south of Sugar Creek to 1.3 miles north of Prairie Creek.
- **I-57:** $23 million for resurfacing 7.9 miles from Ford County line to 0.7 mile south of the Buckley interchange.



KANKAKEE

- **I-57/Illinois 17 Interchange:** $105 million for a bridge replacement, interchange reconstruction, reconstruction of 2.2 miles, railroad separation replacement and other improvements at the interchange, from south of Waldron Road to north of Illinois 17 and on Illinois 17 from North Fairmont Avenue to Eastgate Parkway.

KENDALL

- **Illinois 47:** $60.5 million for reconstruction and additional lanes of 2.3 miles, railroad separation replacement, bridge replacement and other improvements between Galena and Kennedy roads in Yorkville.
- **Illinois 47:** $46 million for additional lanes and reconstruction of 4.2 miles, as well as other improvements, from Illinois 71 to Caton Farm Road.
- **Illinois 126:** $12 million for resurfacing of 9.2 miles, preliminary engineering, utility adjustments and other improvements from Illinois 71 to Will County line.

LASALLE

- **I-39/U.S. 51:** $53 million for reconstruction of 2.8 miles from Marshall County line to 0.3 mile north of Norfolk Southern railroad and resurfacing of 9.5 miles from 0.3 mile north of NS railroad to 0.5 mile south of Illinois 351.
- **Illinois 23 and Illinois 23B/Illinois 71A:** $26 million for a new bridge deck at the Illinois River, bridge replacement, utility adjustments and other improvements in Ottawa.

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Letting schedule through 2027
IDOT - Bureau of local roads and streets - Region one

*Pre-Final Plans to Region One (Friday)	TIP Revisions Due (Tuesday)	CMAP Transportation Committee Meeting (Friday)	**Final PS & E and Draft Agreement(s) (Funding / CE) to Region One Design Approval (Monday)	Program Revisions Due (Friday)	Final CE, RR and Funding Agreements to D-1 BLRS & ***Final ROW Documents to D-1 Bureau of Land Acquisition (Monday)
August 11, 2023	November 17, 2023	November 27, 2023	October 2, 2023	October 13, 2023	November 27, 2023
September 29, 2023	December 5, 2023	December 15, 2023	November 27, 2023	December 8, 2023	January 15, 2024
November 17, 2023	February 20, 2024	March 1, 2024	January 15, 2024	January 26, 2024	March 4, 2024
January 5, 2024	April 16, 2024	April 26, 2024	March 4, 2024	March 15, 2024	April 22, 2024
February 23, 2024	May 21, 2024	May 31, 2024	April 22, 2024	May 3, 2024	June 10, 2024
April 12, 2024	July 16, 2024	July 26, 2024	June 10, 2024	June 21, 2024	July 29, 2024
May 31, 2024	August 27, 2024	September 6, 2024	July 29, 2024	August 9, 2024	September 9, 2024
July 26, 2024	November 5, 2024	November 15, 2024	September 30, 2024	October 11, 2024	November 25, 2024
September 6, 2024	December 3, 2024	December 13, 2024	November 25, 2024	December 6, 2024	January 13, 2025
November 1, 2024	TBD	TBD	January 13, 2025	January 24, 2025	March 3, 2025
December 20, 2024	TBD	TBD	March 3, 2025	March 14, 2025	April 21, 2025
February 7, 2025	TBD	TBD	April 21, 2025	May 2, 2025	June 9, 2025
March 28, 2025	TBD	TBD	June 9, 2025	June 20, 2025	July 28, 2025
May 16, 2025	TBD	TBD	July 28, 2025	August 8, 2025	September 8, 2025
July 25, 2025	TBD	TBD	September 29, 2025	October 10, 2025	November 24, 2025
September 5, 2025	TBD	TBD	November 24, 2025	December 5, 2025	January 12, 2026
October 31, 2025	TBD	TBD	January 12, 2026	January 23, 2026	March 2, 2026
December 19, 2025	TBD	TBD	March 2, 2026	March 13, 2026	April 20, 2026
February 6, 2026	TBD	TBD	April 20, 2026	May 1, 2026	June 8, 2026
March 27, 2026	TBD	TBD	June 8, 2026	June 19, 2026	July 27, 2026
May 15, 2026	TBD	TBD	July 27, 2026	August 7, 2026	September 7, 2026
July 24, 2026	TBD	TBD	September 28, 2026	October 9, 2026	November 23, 2026
September 4, 2026	TBD	TBD	November 23, 2026	December 4, 2026	January 11, 2027
October 30, 2026	TBD	TBD	January 11, 2027	January 22, 2027	March 1, 2027
December 18, 2026	TBD	TBD	March 1, 2027	March 12, 2027	April 19, 2027
February 5, 2027	TBD	TBD	April 19, 2027	April 30, 2027	June 7, 2027
March 26, 2027	TBD	TBD	June 7, 2027	June 18, 2027	July 26, 2027
May 14, 2027	TBD	TBD	July 26, 2027	August 6, 2027	September 6, 2027

NOTES:Cut-off dates that fall on a Holiday will be due the next business day.

Dates are subject to periodic adjustments. Deadlines for CY's 2026 and 2027 Lettings are approximate.

Program Revisions Due (Friday)	Final CE, RR and Funding Agreements to D-1 BLRS & ***Final ROW Documents to D-1 Bureau of Land Acquisition (Monday)	ROW Certified by Bureau of Land Acquisition (Wednesday)	Federal Authorization Request (Friday)	Service Bulletin (Friday)	Letting (Friday)
October 13, 2023	**November 27, 2023**	November 29, 2023	December 1, 2023	December 8, 2023	**January 19, 2024**
December 8, 2023	**January 15, 2024**	January 24, 2024	January 26, 2024	February 2, 2024	**March 8, 2024**
January 26, 2024	**March 4, 2024**	March 13, 2024	March 15, 2024	March 22, 2024	**April 26, 2024**
March 15, 2024	**April 22, 2024**	May 1, 2024	May 3, 2024	May 10, 2024	**June 14, 2024**
May 3, 2024	**June 10, 2024**	June 19, 2024	June 21, 2024	June 28, 2024	**August 2, 2024**
June 21, 2024	**July 29, 2024**	August 7, 2024	August 9, 2024	August 16, 2024	**September 20, 2024**
August 9, 2024	**September 9, 2024**	September 11, 2024	September 13, 2024	October 4, 2024	**November 8, 2024**
October 11, 2024	**November 25, 2024**	December 4, 2024	December 6, 2024	December 13, 2024	**January 17, 2025**
December 6, 2024	**January 13, 2025**	January 22, 2025	January 24, 2025	January 31, 2025	**March 7, 2025**
January 24, 2025	**March 3, 2025**	March 12, 2025	March 14, 2025	March 21, 2025	**April 25, 2025**
March 14, 2025	**April 21, 2025**	April 30, 2025	May 2, 2025	May 9, 2025	**June 13, 2025**
May 2, 2025	**June 9, 2025**	June 18, 2025	June 20, 2025	June 27, 2025	**August 1, 2025**
June 20, 2025	**July 28, 2025**	August 6, 2025	August 8, 2025	August 15, 2025	**September 19, 2025**
August 8, 2025	**September 8, 2025**	September 10, 2025	September 12, 2025	October 3, 2025	**November 7, 2025**
October 10, 2025	**November 24, 2025**	November 26, 2025	November 28, 2025	December 5, 2025	**January 16, 2026**
December 5, 2025	**January 12, 2026**	January 21, 2026	January 23, 2026	January 30, 2026	**March 6, 2026**
January 23, 2026	**March 2, 2026**	March 11, 2026	March 13, 2026	March 20, 2026	**April 24, 2026**
March 13, 2026	**April 20, 2026**	April 29, 2026	May 1, 2026	May 8, 2026	**June 12, 2026**
May 1, 2026	**June 8, 2026**	June 17, 2026	June 19, 2026	June 26, 2026	**July 31, 2026**
June 19, 2026	**July 27, 2026**	August 5, 2026	August 7, 2026	August 14, 2026	**September 18, 2026**
August 7, 2026	**September 7, 2026**	September 9, 2026	September 11, 2026	October 2, 2026	**November 6, 2026**
October 9, 2026	**November 23, 2026**	November 25, 2026	November 27, 2026	December 4, 2026	**January 15, 2027**
December 4, 2026	**January 11, 2027**	January 20, 2027	January 22, 2027	January 29, 2027	**March 5, 2027**
January 22, 2027	**March 1, 2027**	March 10, 2027	March 12, 2027	March 19, 2027	**April 23, 2027**
March 12, 2027	**April 19, 2027**	April 28, 2027	April 30, 2027	May 7, 2027	**June 11, 2027**
April 30, 2027	**June 7, 2027**	June 16, 2027	June 18, 2027	June 25, 2027	**July 30, 2027**
June 18, 2027	**July 26, 2027**	August 4, 2027	August 6, 2027	August 13, 2027	**September 17, 2027**
August 6, 2027	**September 6, 2027**	September 8, 2027	September 10, 2027	October 1, 2027	**November 5, 2027**

* Pre-Final Plans will be accepted only if: (1) a current, accurate PPI is on file, (2) there is concurrence of the target letting from the Planning Liaison, and (3) there is documentation of a Phase 2 kick-off meeting or prior coordination with IDOT Phase 2 Staff.

** Final Plans and Draft Agreements will only be accepted if the project has Design Approval or, if applicable, an approved re-evaluation. On this date, projects that are not cleared will move to the next letting (or later, as coordinated).

***Right-of-Way status for a project remaining on the letting will be determined by the Local Land Acquisition Coordinator.

FY25-0006

The Chicago Metropolitan Agency for Planning (CMAP) is the region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See cmap.illinois.gov for more information.

Chicago Metropolitan Agency for Planning

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