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NWMC Transportation Newsletter

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Dates to Remember

- June 12** **Deadline to submit nominations for the Northwest Council of Mayors Technical Committee mayoral vacancy (see article on page 3)**

- June 12** **Deadline to submit applications to RTA for Community and Subregional Planning and JARC New Freedom (see article on page 6)**

- June 17** **North Shore Council of Mayors Technical Committee – 8:30 a.m.**
Skokie Village Hall

- June 26** **Northwest Council of Mayors Technical Committee – 8:30 a.m.**
Arlington Heights Village Hall

- Late June** **Initial CMAQ Project Rankings Expected**

- July 21** **NWMC Bicycle and Pedestrian Committee – 10:00 a.m.**
NWMC Offices

Transportation Committee Goes to 2040

The NWMC Transportation Committee met on May 28 and heard an update from Bob Dean of the Chicago Metropolitan Agency for Planning (CMAP) on the agency's Go To 2040 regional comprehensive planning effort. This summer, CMAP will focus on the public engagement aspects of the plan including the launch of an interactive website, a schedule of public meetings and interactive kiosks at high traffic areas around the region. These efforts will allow the public and regional decision makers to provide their input on the plan. He also discussed more technical aspects of the

planning process, including the development of three planning scenarios for the region and the development of evaluation measures for major capital projects. After refining the alternatives, final adoption of the plan is scheduled to occur in the fall of 2010. For more information, please visit www.goto2040.org.

Jeff Busby of the Chicago Transit Authority (CTA) presented the Locally Preferred Alternative (LPA) for the proposed Yellow Line extension. The LPA calls for a single, elevated track between the current Dempster Street station and the

Old Orchard area in Skokie, terminating adjacent to Nilas North High School. This option scored more favorably than other bus and rail options. The LPA will cost approximately \$270 million, with service beginning in 6 to 10 years depending on available funding. The LPA is expected to be presented to the CTA Board for final approval in August. If approved, it will then be submitted to the Federal Transit Administration. More information can be found at: http://www.transitchicago.com/news_initiatives/planning/yellowextend.aspx.

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NWMC Transportation Committee Continued

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The Committee also discussed the state's capital bill, which recently passed in both houses of the General Assembly (see article below). Discussion also followed about the lack of funding for transit expansion projects, particularly the STAR Line.

Finally, the committee agreed to rec-

ommend that the NWMC Executive Board make the Bicycle and Pedestrian Committee part of the permanent Conference committee structure. The next scheduled meeting of the Transportation Committee is Thursday, September 24, but the committee agreed to meet over the summer should issues arise.



State Capital Bills Pass General Assembly

In the last two weeks of May, the General Assembly moved quickly to pass a state-wide capital program. The roughly \$29 billion capital bill represents a combination of new and existing state funds combined with local and federal funding sources. The capital program will fund road and transit projects, along with school and state facility construction. The north-eastern Illinois' share of the statewide funding for road projects is not significantly different than in the past, despite efforts from some legislators and regional groups to change the balance.

House Bill 255 provides the revenue for the capital program through a variety of sources: video gaming, lottery changes (online lottery and private management), applying the sales tax to candy and certain uncarbonated beverages, higher taxes on alcohol, increased vehicle and license fees and streamlining sales tax collection.

House Bill 312 was the first capital appropriation bill passed. In regards to transportation, the bill included \$3 billion in new state funding for streets and highways. The bill contained an additional \$1.8 billion to the Chicago Transit Authority (CTA), Metra and Pace. In addition, the bill included \$500 million for local governments

that the state will distribute based on Motor Fuel Tax distributions.

House Bill 313 was the second capital appropriation bill. In addition to \$400 million provided for high speed rail in Illinois, the bill contained \$500 million of specific line-item appropriations.

House Bills 255 and 312 passed the General Assembly on May 22 and House Bill 313 passed on June 1; however, the fate of these capital bills remains uncertain. House Bill 313 did include \$400 million in high speed rail funding per the Governor's request. Nonetheless, Governor Quinn has expressed reservations about passing a capital program until the state resolves the operating budget. In addition, a motion to reconsider was filed on these three capital bills which means they remain in the General Assembly.

NWMC Bicycle and Pedestrian Committee

The NWMC Bicycle and Pedestrian Committee met on May 28 at the NWMC offices. The committee discussed local bike projects and plans, including the recent implementation of Des Plaines' bike plan, the development of Hoffman Estates' bike plan and an update on the Skokie Valley Trail. This discussion also included IDOT's Complete Streets policy, which is designed to fulfill legislation passed in 2007 which required IDOT to take all users of a road, including bikes and pedestrians, into account when reconstructing or widening a road. The committee reviewed a draft of the policy and expressed concern about issues including local cost sharing and design guidelines.

Staff updated the committee on a recommendation of the NWMC Transportation Committee to make the Bicycle and Pedestrian Committee part of the permanent Conference committee structure. Finally, staff updated the committee on the sidewalk inventory information that has been collected, and previewed the next steps in the effort to map areas along arterial roads which have an incomplete network of sidewalks or no sidewalks at all.

The next meeting is scheduled for Tuesday, July 21, at 10:00 a.m. at the NWMC offices.



News from the Northwest Council of Mayors

The Northwest Council of Mayors Technical Committee met May 8 at the *Arlington Heights Village Hall*. IDOT staff provided updates on the department's regular program, American Recovery and Reinvestment Act (ARRA) projects and those funded under the "mini" capital bill passed recently in Springfield. CMAP staff presented the region's Surface Transportation Program (STP) and local ARRA update.

Regarding existing STP projects, funding was approved for right-of-way acquisition for *Barrington's U.S. 14* at Hart Road intersection improvement project and a cost increase for a lighting project on Golf, New Wilke, and Algonquin Roads in *Rolling Meadows* and *Arlington Heights*. Projects which were approved to move into the active program from the "B" list were: Northwest Highway lighting project in *Palatine*, Palatine Road reconstruction in *Hoffman Estates*, Kensington Avenue reconstruction in *Mount Prospect*, intersection improvement projects at Busse and Greenleaf, Busse and Pratt, and Biesterfield and I-290 in *Elk Grove Village* and Commuter Drive reconstruction in *Rolling Meadows* and *Arlington Heights*. Presentations on new STP projects were tabled until the committee members had more time to review all of the applications. An update was provided on the Northwest Council's ARRA funded projects, with all moving toward their scheduled lettings.

Finally, the Committee agreed to allow the Northwest Council's STP funds to be used for Phase II Engineering. This option will give municipalities another tool to leverage their local dollars with federal funds. Any project which has not received Phase I design approval is eligible to apply. Federal funds will cover fifty percent of the cost, with a local match required for the other half. The committee will meet on June 26 to select new projects received in the most recent call for projects.

Nominations Sought for Northwest Council Technical Committee

There is currently one mayoral vacancy on the Northwest Council of Mayors Technical Committee. The Technical Committee makes recommendations on federal Surface Transportation Program (STP) funding within the nineteen municipalities of the Northwest Council area, which are then voted on by the full Council. STP funds can be used for a wide range of transportation projects including improvements to roads, transit facilities, and bike and pedestrian projects. The Technical Committee also recommends periodic updates to the methodology used to judge STP projects. The Committee meets as needed, typically three or four times a year.

Under the Council's methodology the Technical Committee must consist of four mayors and four managers. No municipality can be represented by both a mayor and manager. Therefore, the following mayors/presidents are eligible to serve on the Technical Committee:

- President Karen Darch, Barrington
- President Michael Kelly, Bartlett
- President Elliott Hartstein, Buffalo Grove
- Mayor Marty Moylan, Des Plaines
- President Rodney Craig, Hanover Park
- President John Tatoeso, Inverness
- Mayor Robert Callero, Niles
- Mayor Jim Schwantz, Palatine
- Mayor David Schmidt, Park Ridge
- Mayor Dolly Vole, Prospect Heights
- President Frank Munao, Jr., South Barrington
- President Judy Abruscato, Wheeling

Please send your nominations for the new mayoral representative by June 12. Nominations will be considered at the

News from the North Shore Council of Mayors

The North Shore Council of Mayors continues to move forward with its American Recovery and Reinvestment Act (ARRA) projects. The July letting will include three North Shore Council ARRA projects:

- Sheridan Road, City of Evanston
- Central Road, Village of Glenview
- Overlook Drive, Village of Golf

The North Shore Council of Mayors Technical Committee meets on June 17 to discuss the progress on the ARRA program and the Surface Transportation Program (STP).

June 26 Technical Committee meeting, and then put to a vote by the full Council.

More information can be found at:

<http://www.nwmc-cog.org/jahia/jahia/pid/35>



IDOT Unveils Proposed FY 2010-2015 Proposed Highway Improvement Program

On May 20, the Illinois Department of Transportation released an \$11.25 billion Multi-Year Highway Improvement Program for Fiscal Years 2010-2015. The program includes roughly \$7.5 billion in federal funding, \$3.05 in state funding and \$.7 billion in local funding. Included in the six-year program is \$587,372,000 in funding for projects directly affecting NWMC municipalities. Additionally, the program contains \$33,390,000 in funding for projects within NWMC municipalities in state fiscal year 2010. Projects with funding identified for state fiscal year 2010 are listed on the following page (page 5).

Other notable projects within the NWMC identified for funding in state fiscal years 2011-2015 include:

Interstate 90 (Kennedy Expressway) at Cumberland Avenue – Bridge replacement, intersection improvement and lighting are programmed during FY 2011-2015 at a cost of \$18.5 million.

Illinois 22 (Lake Zurich Road) from Quentin Road to west of Illinois 83 (Mundelein Road) – Additional lanes for 3.5 miles, land acquisition, and engineering are programmed during FY 2011-2015 at an estimated cost of \$38.5 million.

Des Plaines River Road from US 12 (Rand Road) to Devon Avenue – Reconstruction on 3.8 miles, land acquisition and engineering are programmed during FY 2011-2015 at an estimated cost of \$43 million.

Wolf Road from Illinois 21 (Milwaukee Avenue) to north of Hintz Road – Widening and resurfacing for 2 miles, bi-directional left turn-lane, land acquisition and lighting are programmed during FY 2011-2015 at an estimated cost of \$6.8 million.

With the passage of state-wide capital bill pending, IDOT will likely shift projects forward in the multi-year program and include new projects (see article on page 2). The complete FY 2010-2015 Multi-Year Program can be found at <http://www.dot.il.gov/hip1015/hwyimp rov.html>.

Metra Using ARRA Funds on Union Pacific—North Line

Metra will be using American Recovery and Reinvestment Act (ARRA) funds to partially fund the construction of eight Union Pacific – North Line bridges, which are Balmoral Ave., Foster Ave., Winnemac Ave., Lawrence Ave., Leland Ave., Wilson Ave., Sunnyside Ave. and Montrose Ave. Metra will also be rebuilding all of the retaining walls between these bridges. If Metra does not rebuild these bridges, maintenance costs will increase and Metra could face potential slow orders on these bridges.



US DOT Announces TIGER Discretionary Grants

On May 15, U.S. Transportation Secretary Ray LaHood announced the availability of \$1.5 billion in TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grants for capital investment in surface transportation projects. Grants will be awarded on a competitive basis to projects that have a significant impact on the nation, a region or metropolitan area and can create jobs and benefit economically distressed areas.

The grants can range from \$20 million up to \$300 million to support high impact transportation projects. Secretary LaHood can waive the minimum grant

requirement for beneficial projects in smaller cities, regions or states. The U.S. Department of Transportation (The Department) will require rigorous economic justifications for projects over \$100 million. The American Recovery and Reinvestment Act (ARRA) prohibits the award of more than 20 percent of the \$1.5 billion made available under this program to projects in any one State. Consequently, the maximum Illinois can receive from the TIGER Discretionary Grant program is \$300 million.

Projects that are eligible for TIGER Discretionary Grants include, but are not

limited to, capital investments in: (1) highway or bridge projects; (2) public transportation projects; (3) passenger and freight rail transportation projects; and (4) port infrastructure investments, including projects that connect ports to other modes of transportation and improve the efficiency of freight movement.

Primary selection criteria include contributing to the medium- to long-term economic competitiveness of the nation, improving the condition of existing transportation facilities and systems, improving the quality of living and work-

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FY 2010: IDOT Proposed Highway Improvement Program - NWMC Municipalities				
Route/Street	Location	Improvements	Est. Cost	Municipality
ILL 83 Milwaukee Ave. Main St.	Wisconsin State Line to Petite Lake Rd	RR Flager	\$ 415,000	Antioch Lake Villa
Maple Ave.	Washington St. to L.W. Besinger Dr.	Reconstruction	\$4,460,000	Carpentersville
Maple Ave.	Washington St. to L.W. Besinger Dr.	Const. Eng.	\$ 312,000	Carpentersville
Monroe St.	Golfview Ln. Hazard Rd.	Reconstruction	\$3,483,000	Carpentersville
Monroe St.	Golfview Ln. Hazard Rd.	Const. Eng.	\$ 159,000	Carpentersville
US 14 Virginia St.	Lucas Rd. to Crystal Lake Ave. & Ridgefield Rd. (S. Jct.)	P.E. (Phase II)	\$ 370,000	Crystal Lake
US 14 Northwest Hwy.	At Wisconsin Central & UP RR .7 miles NW of US 12/45 (Des Plaines River Rd.)	P.E. (Phase II)	\$ 450,000	Des Plaines
O'Hare Ring Rd.	I-90 (Northwest Tollway) to I-294 (Tri-State Tollway)	P.E. (Phase II)	\$2,000,000	Elk Grove Village Bensenville Itasca Wood Dale
Various	Scour Countermeasures	Land Acquisition	\$ 100,000	Glencoe Park Forest Elmhurst Lansing Villa Park
Glenview Rd.	At Greenwood Rd.	Intersection Improvement	\$2,485,000	Glenview
US 45 Lake Ave.	Washington St. to N of ILL 120 (Belvidere Rd.)	Demolition	\$ 200,000	Grayslake
US 45 Lake Ave.	Washington St. to N of ILL 120 (Belvidere Rd.)	Demolition	\$ 200,000	Grayslake
US 45 Lake Ave.	Washington St. to N of ILL 120 (Belvidere Rd.)	Land Acquisition	\$1,000,000	Grayslake
US 45 Lake Ave.	S of ILL 120 (Belvidere Rd.) to ILL 137 (Buckley Rd.)	Const. Eng.	\$1,400,000	Grayslake
ILL 19 Irving Park Rd.	Westview Plaza Ent. To Kingsbury Dr.	Lighting Traf. Signal Modernization	\$1,215,000	Hanover Park
Barrington Rd.	At Buttitta Dr./ Laurie Ln.	Land Acquisition	\$ 50,000	Hanover Park Streamwood
ILL 72 Higgins Rd.	At Moon Lake Blvd / Governors Ln.	Traf. Signal Modernization Intersection Improvement	\$ 820,000	Hoffman Estates
US 45 Milwaukee Ave.	ILL 60 (Townline Rd.) to ILL 22	P.E. (Phase II)	\$ 250,000	Indian Creek Vernon Hills Mundelein
ILL 22	US 12 (Rand Rd.) to Quentin Rd.	Landscaping	\$ 400,000	Lake Zurich
ILL 58 Dempster St.	North Branch Chicago River to Central Ave.	Additional Lanes Resurfacing Traf. Signal Replacement	\$2,335,000	Morton Grove
ILL 58 Dempster St.	North Branch Chicago River to Central Ave.	Land Acquisition	\$ 855,000	Morton Grove
ILL 43 US 14 Waukegan Rd.	US 14/ILL 58 (Dempster St.) to N of US 14 (Caldwell Ave) & S of US 14 (Caldwell Ave.) to Milwaukee Ave	Resurfacing	\$1,700,000	Niles Morton Grove
ILL 68 Dundee Rd.	Middle Fork North Branch Chicago River .8 miles E of ILL 43 (Waukegan Rd.)	P.E. (Phase II)	\$ 300,000	Northbrook
Willow Rd.	W of Sunset Ridge Rd. to E of Happ Rd. & at Middle Fork of North Branch Chicago River	P.E. (Phase II)	\$ 275,000	Northfield
Winnetka Rd.	Skokie River of I-94 (Edens Expy.)	Land Acquisition	\$ 35,000	Northfield
Willow Rd.	ILL 43 (Waukegan Rd.) to I-94 (Edens Expy) & at Middle Fork North Branch Chicago River	P.E. (Phase II)	\$1,000,000	Northfield
Palatine Rd.	McDonald Creek .3 miles W of ILL 83 (Elmhurst Rd.)	Culvert Replacement	\$ 500,000	Propsect Heights
Old Orchard Rd.	At Skokie Blvd.	Intersection Improvement	\$5,986,000	Skokie
Old Orchard Rd.	At Skokie Blvd.	Const. Eng.	\$ 335,000	Skokie
ILL 68 Dundee Rd.	Wheeling Dr. Ditch	Land Acquisition	\$ 100,000	Wheeling
ILL 68 Dundee Rd.	Wheeling Dr. Ditch	P.E. (Phase II)	\$ 200,000	Wheeling



TIGER Discretionary Grants Continued

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ing environments through livable communities, improving energy efficiency and reducing greenhouse gas emissions and improving the safety of U.S. transportation facilities.

The Department will give more weight to the Long-Term Outcomes and Jobs Creation & Economic Stimulus criteria than to the Innovation and Partnership criteria. Projects that are unable to demonstrate a likelihood of significant long-term benefits in any of the five long-term outcomes will not proceed in the evaluation process.

The Department will also give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic

activity, especially projects that will benefit economically distressed areas. Priority will be given to projects that can be completed by Feb 17, 2009.

Applications for TIGER discretionary grants must be submitted by **September 15, 2009**, from state and local governments, including U.S. territories, tribal governments, transit agencies, port authorities and others. Pace is planning to submit an application for the purchase of hybrid buses, and it is anticipated that Illinois will seek funding for CREATE. To find more information about the TIGER Discretionary Grant Program, please visit:

<http://www.dot.gov/recovery/ost/>.



Last Chance for RTA Grants

The Regional Transportation Authority (RTA) is now accepting funding applications for its community planning, subregional planning and JARC/New Freedom programs. By responding to the call for projects, applicants may seek funds for planning, operating, and capital transit projects. Proposals should take innovative approaches to increasing transit usage, improving efficiency and effectiveness of the region's current transit system, providing better mobility for seniors and people with disabilities, or improving job access. The application **deadline is June 12**.



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