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 *Dates to Remember*

- October 9**      **DuPage Public Transit Conference—8:30 a.m. to 1:30 p.m.**  
Empress Banquets, 200 E. Lake Street, Addison  
If interested, contact Nick Pappas at DuPage County (Phone: 630-407-6671)
  
- October 14-16**    **IDOT Fall Planning Conference - <http://www.illinoisfpc.com/>**  
Allerton Hotel, 701 North Michigan Avenue, Chicago
  
- October 19**      **STAR Line Municipal Task Force Meeting—10:00 a.m.**  
Hoffman Estates Village Hall
  
- October 19**      **NWMC Bicycle and Pedestrian Meeting—2:00 p.m.**  
NWMC Office
  
- October 29**      **NWMC Transportation Committee Meeting—9:00 a.m.**  
NWMC Offices

 *NWMC Transportation Committee Tackles Full Agenda*

The NWMC Transportation Committee met on Thursday and discussed a number of emerging transportation issues. The Metropolitan Planning Council (MPC) presented the initial results of the Illinois Toll Highway Authority’s congestion pricing study. The Tollway modeled congestion pricing for an added or converted lane on all interstate highways in the Chicago region (both tollways and freeways). The initial modeling and screening identified strong candidates to move forward for further study. The CMAP Transportation Committee recommended studying congestion pricing on I-90 (River Road to the Circle Inter-

change), I-55 (I-294 to Downtown Chicago) and I-90 (Jane Addams Tollway). Whatever corridors move forward, Tollway representatives have emphasized that this study is aimed at learning about the feasibility of congestion pricing in the region on different types of roadways. The Tollway has not made its final determination on which corridors the study will carry forward. Committee members posed questions about diversion to local roads, the feasibility of congestion pricing on a “freeway” and the tangible benefits of congestion pricing. MPC staff welcomed the questions and comments and noted that the in-

depth corridor modeling will explore these questions.

In addition, MPC reported on the Transportation Investment Accountability Act (HB 4590, formerly HB 2359). HB 4590 proposes to create a State Transportation Policy Committee that will work with IDOT to establish performance criteria and a statewide transportation plan. The NWMC Transportation Committee has previously raised concerns about duplication of planning processes and the composition of the state advisory committee. Working with IDOT and

*(Continued on page 2)*



## Transportation Committee Continued

(Continued from page 1)

local stakeholders, MPC has worked to address concerns in the newly introduced HB 4590.

Furthermore, the Committee discussed the proposed Yellow Line Extension, which is one of the Conference's top transportation priorities. The Chicago Transit Authority (CTA) is proposing the extension of the Yellow Line from its current terminus at Dempster Street to Old Orchard Road. The preferred alternative forwarded by the CTA calls for the line's northern terminus to be near Niles North High School, along the eastern side of the Edens Expressway (I-94). This alternative has met opposition from local residents and the high school administration. CTA will reexamine alternative alignments and the northern terminus in the environmental review process. The public comment period for the Yellow Line Extension alternatives analysis is open through October 27 (see the item below for more information on how to comment). For more project information, visit:

<http://www.transitchicago.com/yellowis/>

The Committee also discussed the Illinois Department of Transportation (IDOT) Elgin O'Hare – West Bypass

study. IDOT released the Tier One Draft Environmental Impact Statement (EIS). The two alternative alignments (203 and 402) being considered both include an extension of the Elgin O'Hare Expressway to the western edge of O'Hare Airport with a southern expressway connection to I-294; however, there are two alignments of the southern connection under review. The northern connection of the West Bypass represents the major difference between the two alternatives. Alternative 203 includes an expressway section that would extend from I-90 at the current location of the Des Plaines Oasis, south along the western edge of O'Hare Airport. Alternative 402 includes an arterial improvement to York Road/Elmhurst Road between I-90 and the proposed Elgin O'Hare extension. The public comment period for the Draft Environmental Impact Statement (EIS) is open through October 26. To find more information about the study and to submit comments, visit:

<http://elginohare-westbypass.org/>.

The Committee also discussed federal rescissions (see article on page 6) and the American Recovery and Reinvestment Act (see article on pages 5 & 6).

## Bicycle and Pedestrian Committee

The NWMC Bicycle and Pedestrian Committee met on September 22 and reviewed the development of an implementation plan for the NWMC Bicycle Plan. Committee members and staff from the Active Transportation Alliance and the Chicago Metropolitan Agency for Planning (CMAP) agreed that while the previous plan did a good job of identifying existing conditions and potential future bicycling corridors, it did not address strategies for accomplishing the projects. Further, the group agreed that prioritization of regional projects would help the NWMC when pursuing funding from the competitive programs which fund bicycle and pedestrian efforts in the region. Staff will work on the contract issues and report back to the Committee at its next meeting.

Committee members also shared the latest developments on projects in their communities. At the suggestion of committee members, staff will ask all NWMC members to submit any bicycle and pedestrian project updates before each committee meeting.

The next meeting is scheduled for October 19 at 2:00 p.m. at the NWMC offices.

## Yellow Line Public Comment

**Comments will be considered if received by October 27, 2009.** You may submit comments through mail, e-mail or fax to:

Jeffrey Busby  
General Manager, Strategic Planning  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602

Fax: (312) 681-4297  
[YellowExtension@transitchicago.com](mailto:YellowExtension@transitchicago.com)



*News from the Northwest Council of Mayors*

The Northwest Council of Mayors had two projects on IDOT's September letting which used American Recovery and Reinvestment Act (ARRA) funding: resurfacing the Route 53 Frontage Roads in *Rolling Meadows* between Kirchoff Road and Algonquin Road and resurfacing Dundee Avenue in *Barrington* between Illinois 59 and Lake-Cook Road. The bids for both projects came in below the amount that was programmed. The Northwest Council will be able to reprogram those funds, and any other extra funds that result from low bids in April, 2010. These reprogrammed funds must be spent by September, 2010.

Looking forward, one project is scheduled for the November letting, while the

remaining three are on track for January. *Des Plaines* has dropped one project (Ballard Road sidewalks) due to a significant cost increase. This project may be the recipient of reprogrammed ARRA funds starting in April.

Regionally, the ten other Councils have also kept their ARRA projects on track to be on the federally required March letting or before, so a redistribution of unused funds between the Councils is unlikely at this point. The next meeting of the Northwest Council of Mayors Technical Committee is on call.



*News from the North Shore Council of Mayors*

On September 16, the North Shore Council of Mayors Technical Committee reviewed its progress on American Recovery and Reinvestment Act (ARRA) projects and prepared for the new federal fiscal year Surface Transportation Program (STP). Due to an increase in ARRA funding, the Technical Committee was able to reduce the local funding share on a majority of programmed ARRA projects. All programmed ARRA projects are on schedule to meet the March federal obligation deadline. Five of the council's eleven ARRA project have been awarded. Another five projects will be on the November letting, leaving Only one programmed project on the January letting.

In addition, the Technical Committee gave preliminary approval of the federal fiscal year (FFY) 2010-2014 North Shore STP. The program will now be considered for adoption by the North Shore Council of Mayors at the October 14 NWMC Board Meeting. If approved, the FFY 2010 program will include over \$6.5 million in federal STP funding, with over \$2.5 million worth of projects requiring advanced funding. Because the North Shore Council carries a negative balance, all STP projects require advanced funding approval from the CMAP Council of Mayors Executive Committee.

*News from Other Councils*

**McHenry County Council of Mayors**

McHenry County's ARRA projects are moving towards their lettings on schedule and on budget. Eight projects are programmed for the November 6 letting, including the Virginia Street project in the *City of Crystal Lake* and the Algonquin Road resurfacing project in the Village of *Fox River Grove*. On the March 5, 2010 letting, the *Village of Cary* will let their East Main Street resurfacing project. This project is adjacent to the right turn lane project off of US Route 14 onto East Main Street that the *Village of Cary* hopes to let on March 5, 2010 as well. A total of eighteen projects were chosen for ARRA funding in March 2009 and all projects will be let on time.

As a result of the Council proving its ability to let projects on schedule, a Call for Projects for FFY 2013, 2014 and 2015 will officially begin on November 19. In the meantime, local agencies are encouraged to begin thinking of projects for future years.



*Proposed CMAQ Program Nears Final Approval*

Both the Congestion Mitigation and Air Quality (CMAQ) Project Selection Committee and the Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee approved the Fiscal Year 2010-2011 CMAQ program in September.

Due to previous rescissions of federal funds and a large amount of funds already committed to FY 2010, only \$21,055,800 was available to be programmed. Consequently, the Committees also approved a proposed program for FY 2011, using projects from the 2010 call for projects.

Overall, there were 197 projects submitted, requesting \$473,636,338 in federal funds. Northwest Municipal Conference members submitted 32 projects for a

combined request of \$31,539,660. Ten projects from NWMC members totaling almost \$7 million are recommended for funding in 2010 and 2011 (see table). Another seven projects from other sponsors within the NWMC area totaling just under \$6 million are proposed for funding over the next two years (see table). Funding for two IDOT intersection improvements projects in the NWMC area, Golf Road at Harms Road in *Morton Grove* and Illinois 59 at West Bartlett Road in *Bartlett*, was transferred to another IDOT project and reprogrammed for future years.

The full program can be found at [http://www.cmap.illinois.gov/cmaq/fy2010\\_cmaq.aspx](http://www.cmap.illinois.gov/cmaq/fy2010_cmaq.aspx). Final approval by the CMAP Policy Committee should occur on October 8.

The CMAQ Project Selection Committee held a lengthy discussion on a potential federal rescission of funds at the end of September (see article on 6). Because Congress did not act, the rescission written into the most recent federal transportation bill will have a severe impact on the CMAQ program in Illinois. The rescission is divided among the states and programs proportionally to the amount originally apportioned; however, programs with large unobligated balances, including CMAQ in Illinois, are disproportionately impacted. The Committee discussed possible strategies for handling the rescission without reaching a consensus on a recommended action. The next meeting is on call, and will likely address dealing with the rescission.

Project Sponsor	Project	Project Total	Proposed CMAQ Funding
Arlington Heights	McDonald Creek Bike Path Improvements	\$320,000	\$242,000
Lincolnwood	ComEd ROW / Skokie Valley Bike/Multiuse Trail	\$1,020,000	\$816,000
Grayslake	Washington St. Bike Path	\$950,600	\$760,480
Lincolnwood	UP Line / Weber Spur Bike Trail	\$135,000	\$4,908,000
Arlington Heights	Green Bike Facility	\$151,500	\$112,000
Hoffman Estates	Diesel Fleet Emissions Reduction Project	\$277,000	\$221,600
Glenview	Patriot Blvd. at Independence Intersection Improvement	\$389,000	\$256,000
Hoffman Estates	IL 59 at Shoe Factory Rd. Intersection Improvement	\$1,280,000	\$1,024,000
Glenview	S. Greenwood Rd. sidewalks – Linneman to Glenview	\$142,600	\$107,680
Evanston	Sheridan Rd. from Central to Chicago Signal Interconnect	\$898,000	\$674,000
Lake County	Prairie Crossing Bike Path / Midlothian Rd.	\$2,629,788	\$2,044,800
McHenry Co. Con. Dist.	Oak St. to Veterans Acres Park Bike path	\$1,409,000	\$440,960
CTA	Suburban Station Bike Parking	\$24,000	\$19,200
Lake County	Diesel Retrofit Project	\$36,000	\$23,400
Lake County	Highland Park Signal Interconnect	\$3,608,750	\$2,723,000
CTA	CTA Yellow Line – Weekend Service Year 3	\$398,000	\$223,374
CTA	Purple Line Weekend Express Service	\$722,000	\$361,708
<b>Total</b>		<b>\$20,391,238</b>	<b>\$14,958,202</b>



## Illinois ARRA Enhancement Projects Announced

On September 17, Governor Pat Quinn announced that 27 transportation enhancement projects will be funded with American Recovery and Reinvestment Act (ARRA) funding. As you may remember, the Recovery Act set aside 3% of ARRA Transportation funding for enhancement projects (\$28.1 in Illinois). Illinois is applying \$20 million to these new transportation enhancement projects. Northwest Municipal Conference (NWMC) members received three of the

27 projects. These include the Lakefront Corridor Reconstruction Project in the *City of Evanston*, Restoring Native Trees in the *Village of Lincolnwood*, and the Skokie Boulevard Streetscape in the *Village of Skokie*. The ARRA transportation enhancement funding will operate as part of the Illinois Transportation Enhancement Program (ITEP). The projects selected for funding are subject to the same federal deadlines affecting other ARRA transportation projects.

Project sponsors must obligate all funding by March 2010. A complete list of the 27 ARRA transportation enhancement projects and the official Illinois Department of Transportation (IDOT) press release can be found at <http://www.dot.il.gov/press/09.17.09%20ITEP%20final.pdf>.

Project Sponsor	Project Title	ARRA Funding
Evanston	Lakefront Corridor Reconstruction Project	\$720,000
Lincolnwood	Restoring Native Trees	\$140,300
Skokie	Skokie Boulevard Streetscape	\$858,000
<b>Total</b>		<b>\$1,718,300</b>



## Pace Receives TIGGER Grant Funds for Hybrid Paratransit Vehicles

On September 21, the Federal Transit Administration announced the award of \$100 million in Transit Investments for Greenhouse Gas & Energy Reduction (TIGGER) grants as part of the American Recovery and Reinvestment Act (ARRA). On September 25, Illinois Transportation Secretary Gary Hannig announced that with the funding secured by the Illinois Department of Transportation (IDOT) 31 paratransit buses in seven transit agencies across the state will be replaced with hybrid-electric buses to help reduce greenhouse gas emissions and energy consumption in Illinois. IDOT was awarded \$4 million from the TIGGER program to fund paratransit vehicle purchases. Paratransit buses are typically used to transport the elderly and

citizens with disabilities. Of the \$4 million awarded to IDOT, Pace will receive \$1.3 million to purchase ten hybrid paratransit vehicles. The 31 hybrid buses will be distributed to seven Illinois agencies as shown in the table below.

IDOT estimates the statewide funding will reduce fuel usage by a total of 100,000 gallons, reduce greenhouse emissions by a total of 871 metric tons, create and sustain 24 full-time domestic manufacturing jobs and support new opportunities for job training.

In addition, the Chicago Transit Authority (CTA) received \$1.5 million to construct an electric power delivery system for outdoor bus parking at the North Park Garage facility. The grant will be

used to construct electrified stalls that will deliver electrical power for up to 80 vehicles and provide services such as heating and air-conditioning to vehicles that would otherwise be left idling during overnight cleaning and prior to morning pullout. Rock Island Metro and the Champaign-Urbana Mass Transit District also received separate grants from the TIGGER program.

Overall, Illinois received \$6.58 million of the \$100 million in available funding from the program.

Mass Transit District	# of Hybrid Vehicles	Total Cost Est.Vehicles	Misc Hardware Costs	Total Amount
Champaign Urbana	5	\$600,000	\$50,000	\$650,000
Rockford Mass Transit Dist.	2	\$240,000	\$20,000	\$260,000
St. Clair County Mass Transit	4	\$480,000	\$40,000	\$520,000
Springfield Mass Transit	4	\$480,000	\$40,000	\$520,000
Pace	10	\$1,200,000	\$100,000	\$1,300,000
Rock Island Metrolink	4	\$480,000	\$40,000	\$520,000
Bloomington Normal	2	\$240,000	\$20,000	\$260,000
<b>Total Grant</b>	<b>31</b>	<b>\$3,720,000</b>	<b>\$310,000</b>	<b>\$4,030,000</b>



## SAFETEA-LU Rescissions Hit State and Local Transportation Funding

When Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, the legislation included a large rescission, or take-back, of surface transportation funding at the end of federal fiscal year (FFY) 2009. October 1 marked the beginning of FFY 2010 and the Federal Highway Administration (FHWA) carried out the \$8.7 billion nationwide rescission. The State of Illinois lost just over \$290 million in federal transportation funding. Federal legislation dictated that each state and specific federal transportation program would share the rescission proportionally based on the amount of funding allocated to the state and program under SAFETEA-LU. In reality, not all programs had a large enough unobligated balance to meet the rescission amounts. Consequently, the rescission disproportionately impacted programs with large unobligated balances.

As mentioned above, Illinois's portion of the \$8.7 billion rescission totaled roughly \$290 million. The Congestion Mitigation and Air Quality (CMAQ) program was supposed to lose approximately \$23 million as part of the rescission. Due to an unobligated balance of

over \$200 million in the program, over \$83 million was taken from CMAQ funding throughout Illinois. The CMAQ program lost more funding than any other program in the state of Illinois. In addition, Surface Transportation Program (STP) funding for urbanized areas over 200,000 lost over \$20 million. In the Chicago region, the Chicago Metropolitan Agency for Planning (CMAP) is the federally designated Metropolitan Planning Organization (MPO) that determines funding procedures for CMAQ and STP funds. Ultimately, the MPO Policy Committee will have to make a policy decision on how to address the rescission on the regional level. At the state level, the Illinois Transportation Enhancement Program (ITEP), which funds local government transportation enhancement projects, lost over \$25 million in funding.

Many national transportation and planning groups were lobbying Congress to cancel the rescission; however, Congressional action to cancel the rescission would have required an \$8.7 billion budget offset. Ultimately, neither chamber of Congress was able to pass legislation regarding the rescission.



## SAFETEA-LU Extended Through Continuing Resolution

As mentioned in the rescissions article above, SAFETEA-LU, the federal surface transportation legislation since 2005, formally ended on September 30. A one month extension of SAFETEA-LU was included in appropriation's continuing resolution. With little action in Congress on passing a new multi-year federal transportation authorization, attention turned towards passing a temporary extension of SAFETEA-LU. Without a new authorization or a temporary extension on October 1, federal transportation funds would stop flowing to the states. While the House of Representatives did pass a three month extension of SAFETEA-LU, the Senate passed no

extension. The Obama Administration favors an eighteen month extension of the legislation that proponents in the Senate were backing; however, the longer extension ran in to opposition and stalled. With no agreement, the October 1 deadline forced Congress to rely on the one month continuing resolution. It is unlikely that a new multi-year transportation authorization will be ready when the one month extension expires on November 1, which will force another continuing resolution or congressional action on a longer extension.

## TIGER Grant Application Summary

According to preliminary data, the United States Department of Transportation (DOT) received 1,381 applications totaling \$56.9 billion for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program. Included in the American Recovery and Reinvestment Act (ARRA), the TIGER grant program will award \$1.5 billion in discretionary grants for capital investments 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, although the U.S. DOT does have discretion to award smaller projects. 512 applications totaling \$5.5 billion applied for funding under \$20 million. 781 applications totaling \$35.1 billion applied for funding between \$20 million and \$100 million. Finally, 83 applications totaling \$16.4 billion applied for funding over \$100 million. The Recovery Act limits states to no more than 20 percent of the \$1.5 billion in TIGER grant funding. Consequently, the maximum funding Illinois can receive from the TIGER grant program is \$300 million. At this time, the U.S. DOT has not released the number or funding amounts requested by each state or project.

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 working environments through livable communities, improving energy efficiency, reducing greenhouse gas emissions and improving the safety of U.S. transportation facilities. A majority of the applications are for highway projects (771 projects totaling \$32.19 billion).

Applications for TIGER grants were due on September 15, 2009 and the U.S. DOT pledges that it will select projects no later than February 17, 2010.



## Contacts

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### *Member Spotlight*

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If your municipality is undertaking a transportation plan or project of note, please contact NWMC staff to be featured in an upcoming edition of the NWMC Transportation Newsletter.