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## Dates to Remember

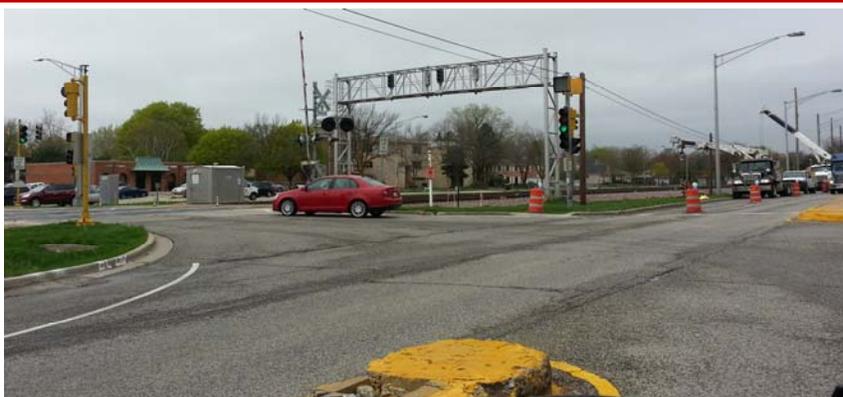
- May 7**                      **Economic Impact of Pedestrian and Bicycle Projects Webinar - 1:00 p.m. (see article on page 5)**
  
- May 23**                    **NWMC Transportation Committee Meeting - 8:30 a.m.**  
*Rolling Meadows City Hall, 3600 Kirchoff Road*
  
- June 3**                     **Deadline for TIGER Applications (see article on page 6)**
  
- June 7**                    **TMA of Lake-Cook Annual Meeting - 9:00 a.m.**  
*Baxter Healthcare, 1 Baxter Parkway, Deerfield (see article on page 4)*
  
- June 8-14**                **Bike to Work Week (see article on page 5)**

## News from the Northwest Council of Mayors

Construction season has begun in earnest and includes a number of long awaited Northwest Council projects. Collectively, these projects represent over \$19 million in federal Surface Transportation Program funds from the Northwest Council. Currently under construction are:

**Arthur/Davis/US 14 (Northwest Highway) intersection improvement - Arlington Heights**

This project will add turn lanes on U.S. 14 in conjunction with additional storm structures and resurfacing, reconstruct the Arthur/Davis intersection to accommodate a better flow of traffic through the intersection, reconstruct the Arthur Avenue railroad grade crossing and the Davis Street intersections to better ac-



commodate turning vehicles through and across the tracks and install modernized traffic signals and railroad crossing gates on both sides of the Arthur Railroad Grade Crossing.

Arthur/Davis/US 14  
(Northwest Highway) in  
Arlington Heights

*(Continued on page 2)*



## News from the Northwest Council of Mayors Continued

(Continued from page 1)

### **Kensington Road improvements - Mount Prospect**

The enhancements include removal of the existing pavement and constructing a new three lane roadway including a center left turn lane, curb and gutter, a new storm sewer system which will replace the existing roadway ditches, new sidewalk on the north side, a continuous street lighting system and right turn lanes for eastbound Kensington at Route 83 and westbound Kensington at Rand.



Kensington Road Improvement in Mount Prospect

### **Walnut Lane reconstruction – Schaumburg**

This project consists of pavement reconstruction of Walnut Lane between Golf Road and Bode Road.

### **Palatine Road improvements - Hoffman Estates**

This project will widen Palatine to provide a consistent three lane cross section with left turn lanes between Haman Road and Huntington Boulevard. A new traffic signal is included at the Palatine and Huntington intersection plus changes will be made at the Chambers Drive signal to improve pedestrian crossings.

### **Schoenbeck Road sidewalks- Prospect Heights**

This project will provide the first sidewalks in *Prospect Heights* to increase

safety for pedestrians, especially school children attending one of the three schools in the corridor. It is being done in coordination with a Safe Routes to School grant.

Construction will begin soon on:

### **Hassell Road improvements - Hoffman Estates**

The project will include changes to the lane configuration to provide left turn lanes in the western portion of the project. Generally, a single through travel lane in each direction instead of two will be provided with the exception of the section of eastbound Hassell Road from Barrington Road to the Barrington Square driveway where there will be two through lanes. On-street parking will be retained and delineated in the

central and eastern parts of the project limits. On-street bicycle lanes and shared lanes will also be included. Three culverts will be replaced and pedestrian improvements will be implemented at various locations.

### **Barrington Road/Schaumburg Road intersection improvement - Schaumburg**

This project includes the addition of dual left turn lanes to all legs of the intersection and access modifications to surrounding driveways. Also included is a new traffic signal at the intersection of Barrington Road and Holmes Way.

The date for the next Northwest Council Technical Committee meeting will be set soon, likely in late May or early June.



## News from the North Shore Council of Mayors

On April 10, the North Shore Council of Mayors approved Surface Transportation Program (STP) funding for the Northfield Road reconstruction project in the *Village of Northfield*. In March, the North Shore Council of Mayors Technical Committee reviewed and approved the project due to its regional and local significance as well as other justifications for inclusion in the program.

The Chestnut Avenue and Waukegan Road intersection improvement project in the *Village of Glenview* began construction in April. The intersection,

which is the highest accident location in *Glenview*, will see substantial safety and performance improvements. This signalized intersection currently operates under a split phase cycle, which this project will eliminate. Improvements will include an extension of the existing northbound left turn lane and eastbound right turn lane storage, construction of a southbound right turn lane, and closure or reconfiguration (with partial commercial building removal) of the east leg of the intersection. The project will eliminate the substandard lane

widths and taper rates and access problems will be alleviated through consolidating and limiting access drives. The riding quality will be improved by pavement resurfacing and widening of the pavement. The project is being accomplished with over \$2 million in STP funds from the North Shore Council.

The next meeting of the North Shore Council of Mayors Technical Committee is scheduled for Wednesday, June 19 at the *Skokie Village Hall*.



## IDOT Releases Multimodal Transportation Improvement Program

On April 17, 2013, the Illinois Department of Transportation (IDOT) released its [FY 2014-19 Proposed Multimodal Transportation Improvement Program](#), with \$9.5 billion programmed in highway spending.

In the NWMC area, \$90.3 million in funding is identified on state highways in Fiscal Year 2014. However, of that total, only about \$7,000,000 is in actual construction projects. The remainder is for engineering or land acquisition. By far the largest share (\$62.7 million) is for land acquisition for the Elgin O'Hare Western Access project. There are also land acquisition funds programmed for corridor-long intersection improvements on Dundee Road (from *Northbrook* to *Barrington*) and Illinois 59 (*Bartlett* to *Streamwood*). Engineering funds are programmed for major projects along Illinois 83, Illinois 173 and US 45/IL 83/ Milwaukee Ave in Lake County. Projects on local streets and funded with Surface Transportation Program funds are shown in the program, but not included in these totals.

Many major projects remain in the Multi-Year Program (MYP) years, waiting for engineering, and land acquisition to finish and funding to become available.

According to the Chicago Metropolitan Agency for Planning (CMAP), the share of funding from the recent state capital programs (Jump Start and Illinois Jobs

### Funding sources for the Illinois Department of Transportation's FY 2014-19 highway program

	AMOUNT (IN BILLIONS)
Federal	\$7.212
State (Pay-As-You-Go)	\$1.329
State (Illinois Jobs Now! capital program)	\$0.580
Local	\$0.409
<b>TOTAL</b>	<b>\$9.530</b>

Source: Illinois Department of Transportation FY 2014-19 Proposed Multi-Modal Transportation Improvement Program.

Now!) has fallen in each recent IDOT program. A much higher percentage of the program is made up of federal funds than in past programs.

Note: "Pay-as-you-go" refers to revenue raised annually from the motor fuel tax, vehicle registration fees, and other sources. Pay-as-you-go revenues fund current spending. In contrast, the Illinois Jobs Now! capital program refers to bonds issued by the State. While those bond proceeds also finance current spending, they must be repaid over time with interest. Illinois Jobs Now! [identifies](#) a number of revenue sources to cover this debt service.

In the FY 2012-17 program state capital

programs made up 20 percent of the funding, they are only six percent of the current FY 2014-19 program. Over the same period, the federal share has grown from 62 percent to now 76 percent in the FY 2014-19 program.

The inconsistency of state capital programs combined with the reliance on federal funds (see article below) leaves an uncertain future for the size and scope of future program and underscores the call from the NWMC Transportation Committee and many others for additional revenue sources.



## Highway Trust Fund Facing Insolvency, Again

On April 24, the Congressional Budget Office (CBO) offered testimony to the U.S. House of Representatives that revealed a bleak outlook for federal surface transportation programs. The federal Highway Trust Fund finds itself in a familiar circumstance of facing insolvency as outlays continue outpace revenues. In the recent past, Congress and the White House have prevented shortfalls in the Highway Trust Fund by transferring \$41 billion from the general fund of the Treasury. An additional \$12.6 billion is authorized for federal fiscal year (FFY) 2014 under the Moving Ahead for Progress in the 21<sup>st</sup> Century

(MAP-21) surface transportation authorization. Following the end MAP-21 at the end of FFY 2014, the unsustainability of the current trust fund trajectory becomes apparent. The CBO that the Highway Trust Fund will have insufficient funds to meet all of its obligations, resulting in steadily accumulating shortfalls.

The CBO has outlined the unattractive scenarios for improving the long-term sustainability of the trust fund. With limited to no growth in vehicle miles travelled and improving fuel economy, the CBO anticipates that receipts from the federal motor fuel tax will remain

relatively flat. If lawmakers continue to rely on general fund transfers, they would have to transfer an additional \$14 billion in FFY 2015. Increasing general fund transfers would be needed in subsequent years.

Alternatively, lawmakers could address the shortfall by reducing spending, boosting revenues or some combination of the two. If Congress attempted to remedy the Highway Trust Fund shortfall by solely cutting spending, spending authority would need to be reduced by 92 percent for the Highway Account and

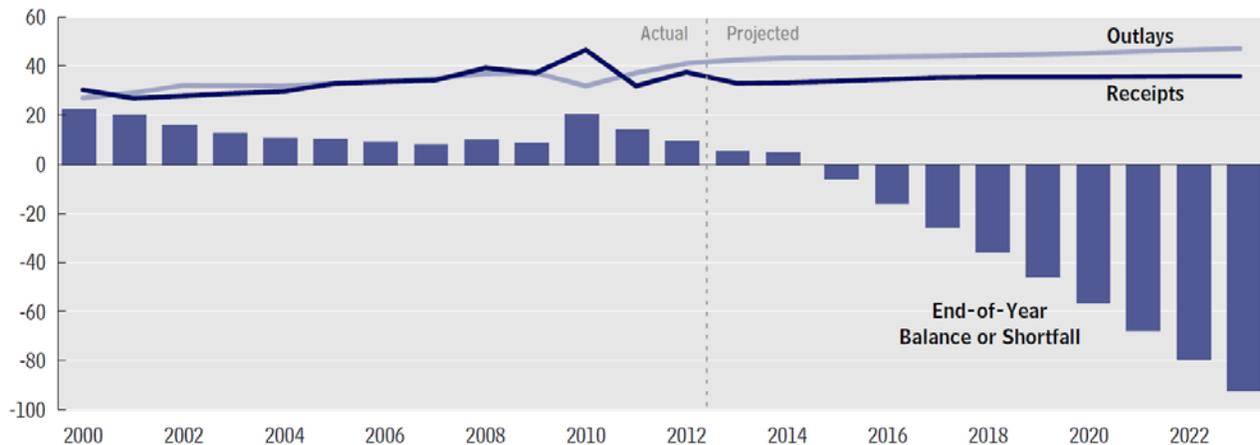
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## Highway Trust Fund Facing Insolvency, Again Continued

### Receipts, Outlays, and Balances of the Highway Trust Fund

(Billions of dollars)



Source: Congressional Budget Office.

Note: Estimates are based on CBO's February 2013 baseline projections.

(Continued from page 3)

100 percent for the Transit Account. Because states do not use all spending authority in a given year, that authority would need to be reduced substantially in 2015 to ensure a sufficient reduction in spending. This dramatic decrease in spending would occur at a time when the Federal Highway Administration has reported that maintaining the current performance of the highway and transit system would require at least \$13 billion per year more than current spending.

If lawmakers chose to meet obligations projected from the Highway Trust Fund solely by raising revenue, they would have to increase the motor fuel tax by about 10 cents per gallon or approximately fifty percent. Currently, the fed-

eral tax on gasoline and ethanol-blended fuels is 18.4 cents per gallon, and the tax on 24.4 cents per gallon on diesel fuels. The federal government last increased these taxes in 1993. Because the motor fuel tax is not adjusted for inflation, the CBO estimates that the purchasing power of the revenue has dropped approximately 38 percent. If the gas tax had been adjusted using the consumer price index (CPI), the tax today would be about 29 cents, which roughly mirrors the 10 cent increase required to address the Highway Trust Fund shortfall.

The CBO report notes that many combinations of transfers, spending cuts and revenue increases could address the sustainability of the trust fund. To view the full report, please visit the [CBO web-](#)

[site](#).

DC Streetsblog noted that Congress has three potential vehicles for addressing this problem: "1) a "grand bargain" on the deficit, the sequester and the fiscal cliff, 2) tax reform, and 3) the next surface transportation bill," ([link to article](#)).

As part of our annual Legislative Program, the Northwest Municipal Conference stated that the cornerstone of a successful transportation investment program is sufficient revenue and funding. The long term success of our communities will continue to suffer if existing problems and future needs continue to be put off as a result of inadequate investment in transportation infrastructure.



## TMA of Lake-Cook Annual Meeting

The Transportation Management Association (TMA) of Lake Cook is hosting its 2013 Annual Meeting on Friday June 7 at 9:00 a.m. at Baxter Healthcare (1 Baxter Parkway, Deerfield). The keynote speaker will be Congressman Brad Schneider, a member of the House Committee on Small Business. He will discuss ways transportation investment

helps local businesses and the economy as well as provide an update of the re-authorization of federal transportation legislation (MAP 21), which will expire in September 2014. Representatives from Pace and Metra will also discuss their plans for transit initiatives in Cook and Lake County. Following the presentations, the TMA will elect its 2013-2014

Board of Directors and distribute its 2012 Annual Report. Please RSVP to [lynn\\_stailey@baxter.com](mailto:lynn_stailey@baxter.com) by June 3rd.



## IDOT Launches Illinois Bike Transportation Plan Website

The Illinois Department of Transportation (IDOT) has created an online web portal for the Illinois Bike Transportation Plan, [www.IllinoisBikePlan.com](http://www.IllinoisBikePlan.com). The site provides a comprehensive overview of the plan and offers the public several opportunities to submit feedback, track plan progression and collaborate with IDOT.

Over the coming months, the site will be populated with additional resources and updated outreach information via the timeline tool. The site will also host an interactive public engagement tool that

will allow the public to submit bicycle policy and route recommendations. Finally, the site will provide helpful links to the public and instructions on ordering free Illinois bike maps (District 1, 3, and 7 maps were recently revised).

IDOT is seeking input on a very short outreach survey, which can be found by visiting [here](#).

Anyone can join the bike plan email distribution list by sending a blank email to [join-dot-bikeplan@lists.illinois.gov](mailto:join-dot-bikeplan@lists.illinois.gov).



## Pace and Lake County Study Transit Market

Pace and the Lake County Division of Transportation have partnered to study the county's transportation needs and commercial and residential development with the goal of finding opportunities for improving transit service.

Recommendations from the study include continued investment and investigation into coordinating local dial-a-ride services to improve efficiency, range and flexibility of travel for customers. Additionally, the study recommends consideration of "flex routing", in which select bus routes could leave fixed routing to pick up passengers on an on-demand basis to improve accessibility for more

people. Passengers could arrange for pickups in advance online or over the telephone. The model has been used successfully by other transit systems in areas with demand for transit service in locales with modest population density.

These concepts are being reviewed for feasibility; no timeline is set for implementation. Instead, service improvements will occur gradually as opportunities arise. One of the recommendations is already in service – the Vernon Hills-Mundelein Call-n-Ride, which began in August 2012. Please visit [here](#) to view the full study.



## RTA Begins Government Affairs Newsletter

The Regional Transportation Authority (RTA) has begun distribution of a new *Government Affairs Newsletter* through email. The goal of this periodic newsletter is keeping stakeholders informed on the RTA's work to ensure safe and reliable transit. The first newsletter covered the transition to the Ventra fare system,

the tax dispute with the village of Channahon, the Getting America to Work Coalition and House Bill 1389, which would extend the RTA's borrowing authority. To be added to the distribution list, please email Claire Serdiuk, [SerdiukC@rtachicago.org](mailto:SerdiukC@rtachicago.org).



## Bicycle Commuter Challenge Announced

Registration is now open for the Active Transportation Alliance's Bicycle Commuter Challenge, which runs during Bike to Work Week - June 8-14. NWMC staff will be completing once again (in the Non-Profit 5-24 employee category) and

we encourage all of our members to compete as well.

To sign up your municipality or department, please visit:

<http://bikecommuterchallenge.org/>.

## Economic Impact of Pedestrian and Bicycle Projects Webinar

The Pedestrian and Bicycle Information Center (PBIC) has partnered with the League of American Bicyclists for a free webinar entitled: *The Bottom Line: How bicycle and pedestrian projects offer economic benefits to communities*. The webinar will be held between 1:00 p.m. and 2:30 p.m. on Tuesday May 7.

Building pedestrian and bicycle facilities do not just add new transportation or recreation options to a community, they bring economic value. This webinar will focus on the economic impact of new or expanded bicycle and pedestrian facilities.

Presenters Darren Flusche with the League of American Bicyclists, Ginny Sullivan with the Adventure Cycling Association and Mark Wyatt with the Iowa Bicycle Coalition will discuss the latest research highlighting the dollar value bicycle and pedestrian projects bring to a community as well as offer compelling examples of pedestrian and bicycle projects from entire states, to big cities to rural areas.

To register, please visit [here](#). PBIC offers free, public Webinars approximately every month. To register for upcoming Webinars and to access archived presentations, please visit: [www.walkinginfo.org/webinars](http://www.walkinginfo.org/webinars).



## Tollway Elgin O'Hare Western Access Resolution

On Wednesday, May 1, the Illinois House of Representatives passed Joint Resolution 9 by a vote of 96-14 and 1 voting present. This resolution updates the original joint resolution from 1995, authorizing the Elgin O'Hare Western Access Project and aligning it with the

recommendations in the Final Environmental Impact Statement. The resolution, which is necessary when the Illinois Toll Highway authority expands the tollway system, includes access to O'Hare International Airport in the project description. Additionally, the resolution

mentions environmental measures and the facilitation transit and active transportation. With House approval, the resolution now moves to the Illinois Senate.



## TIGER Call for Projects

The U.S. Department of Transportation (USDOT) is now accepting applications for the Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program. As with previous rounds of TIGER, funds for the FY 2013 TIGER program are to be awarded on a competitive basis for projects that will have a significant impact on the nation, a metropolitan area or a region.

Prospective applicants are encouraged to look through Frequently Asked Questions, webinars and other guidance at the Application Resources page. Final applications must be submitted through Grants.gov on or before June 3, 2013, at 5:00 p.m. EDT. Unlike previous rounds, applicants do not need to submit a pre-application. USDOT will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region.

Primary Selection Criteria:

- **State of Good Repair:** Improving the condition of existing transpor-

tation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.

- **Economic Competitiveness:** Contributing to the economic competitiveness of the United States over the medium- to long-term.
- **Livability:** Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.
- **Environmental Sustainability:** Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefiting the environment.
- **Safety:** Improving the safety of U.S. transportation facilities and systems.

Secondary Selection Criteria:

- **Innovation:** USDOT will give priority to projects that use innovative strategies to pursue the long-term outcomes outlined above.
- **Partnership:** USDOT will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

TIGER Grants may be not less than \$10 million (except in rural areas) and not greater than \$200 million.

Visit <http://www.dot.gov/tiger> for more information.



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The NWMC Transportation Division has a new Twitter feed: @NWMCTrans.

Follow us for meeting announcements, funding opportunities, project updates and other useful information.