

NORTHWEST MUNICIPAL CONFERENCE
1616 East Golf Road
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
www.nwmc-cog.org



*A Regional Association of Illinois
Municipalities and Townships
Representing a Population of Over One Million*

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TRANSPORTATION COMMITTEE
Thursday, November 17, 2011

9:00 a.m.

NWMC Offices
1616 East Golf Road
Des Plaines, IL 60016

AGENDA

- I. Call to Order**
- II. Approval of the October 27, 2011 Meeting Minutes (Attachment A)**
Action requested: Approval of minutes
- III. Pace Budget Report (Attachment B)**
Steve Andrews from Pace will present the agency's proposed budget for 2012.
Action requested: Informational
- IV. Metra Budget Report**
Rick Mack from Metra will present the agency's proposed budget for 2012.
Action requested: Informational
- V. Illinois Tollway Projects Update**
Staff will provide updates on Tollway projects of interest to the NWMC area, including the I-90 Corridor improvements, the Elgin-O'Hare West Bypass and the Route 53 extension.
Action requested: Informational
- VI. STAR Line Update**
The STAR Line Municipal Task Force met on November 3. Staff will provide an update.
Action requested: Informational
- VII. Bike/Ped Committee Update**
The NWMC Bicycle and Pedestrian Committee met on November 15th and discussed the ongoing North and Northwest Cook Bike Signage Plan, the Northwest Highway Corridor study, and other topics. Staff will provide an update.
Action requested: Informational

VIII. Federal Transportation Legislation (Attachment C)

The Senate Environment and Public Works Committee published its proposal for the next Federal transportation program on November 4 titled Moving Ahead for Progress in the 21st Century (MAP 21). It maintains current funding levels while consolidating programs, eliminating earmarks, and expediting project delivery. Staff will provide a summary.

Action requested: *Informational*

IX. CMAP Report

Staff will provide an update on relevant activities from CMAP's committees.

Action requested: *Informational*

X. Other Business

XI. Next Meeting

Staff recommends leaving the December meeting on call. The next regularly scheduled committee meeting is January 26, 2012 at 9:00 a.m. at the NWMC offices.

XII. Adjournment

TRANSPORTATION COMMITTEE

DRAFT MINUTES

Thursday, October 27, 2011

9:00 a.m.

NWMC Offices

1616 East Golf Road

Des Plaines, IL 60016

Members Present:

Sandy Frum, President, Village of Northbrook, Chair

Jeff Berman, Trustee, Village of Buffalo Grove

Tim Frenzer, Manager, Village of Wilmette

Al Larson, Mayor, Village of Schaumburg

Darren Monico, Assistant Director of Engineering and Building, Village of Barrington

Erik Morimoto, Director of Engineering and Building, City of Crystal Lake

Louella Preston, Trustee, Village of Nilas

Others Present:

Bunny Anderson, Illinois Tollway

Marnie Hooghkirk, IDOT

Bob Israel, Trustee, Village of Northbrook

Dan Jedrzejak, Chastain and Assoc.

Rick Mack, Metra

Tim Oakley, City of Des Plaines

Derek Peebles, City of Des Plaines

Andre Santos, Traffic Control Corporation

Chris Staron, NWMC

Mike Walczak, NWMC

Larry Widmer, NWMC

I. Call to Order

Chair Frum called the meeting to order at 9:02 a.m. and asked those present to introduce themselves.

II. Approval of the September 28, 2011 Meeting Minutes

The September 28 2011 meeting minutes were approved on a motion from Trustee Preston, seconded by Trustee Berman.

III. I-90 Corridor Planning

Mr. Zucchero presented details on the proposed I-90 Corridor improvements. He reviewed the highlights of the project, which include 62 miles of widening and reconstruction from Rockford to the River Road Toll Plaza. The committee discussed the use of the new inside lane as a managed lane, where variable pricing would be used to ensure free-flow traffic in that lane when the other lanes are experiencing congestion. Mr. Zucchero reported that transit would also be able to use this lane for express bus service. The committee discussed the project's impact on the STAR Line. Mr. Zucchero noted that right-of-way has been reserved to accommodate an additional transit lane, with room for heavy rail (i.e. the Metra STAR Line). Mr. Zucchero outlined the short, medium and long-term cross-sections and explained how they accommodate transit.

Mr. Zucchero said that work is continuing to determine the proper configuration at the potential bottleneck where the four-lane Jane Addams will meet the three-lane Kennedy Expressway, plus the Tri-State, I-190 from O'Hare and the Cumberland Avenue exit. The committee discussed the importance of this transition. Mr. Zucchero answered questions about the construction of the full Elmhurst Road interchange.

IV. Elgin O'Hare – West Bypass Update

Mr. Walczak provided an update on the Elgin O'Hare West Bypass project. He reported that while \$3.1 billion in funding was programmed by the Tollway in the Move Illinois program, the full project still has a \$300 million funding gap. He said that options identified by the Financing Subcommittee of the Governor's Advisory Council include federal funding from Illinois' congressional delegation, from municipal sources through value capture or other new taxing districts, or from federal grant programs including TIGER. He informed the committee that a recent proposal was offered by Elk Grove Village to postpone the construction of the northern leg of the Bypass (scheduled for 2023-2026 under the Tollway's program) until full funding is identified. He reported that Elk Grove is encouraging the Tollway to secure the right-of-way for the northern leg; however, the near term traffic needs would be met by improvements on arterials in the area including Elmhurst Road, Touhy Avenue, and Landmeier Road. Mr. Peebles noted that the Tollway cannot fund the \$160 million in arterial improvements.

Mr. Walczak reported that IDOT and Tollway staffs are currently analyzing the transportation and revenue impacts of the proposal. He said that the goal is to identify an acceptable solution to close the funding gap by December 2011. IDOT, who has been the lead agency on the project through development and early engineering, anticipates preliminary engineering and environmental studies to be completed in 2013.

The committee discussed the traffic projections and their reliability. Mr. Walczak said that staff would continue to follow developments on this project and keep the committee informed.

V. Illinois Route 53 Corridor Update

Mr. Staron reported on the Route 53 Blue Ribbon Advisory Council. He said the most recent council meeting focused on the footprint of the project, with staff presenting various potential cross sections and styles of roadway, including four and six lane configurations, plus right-of-way for transit, multi-use paths, and green space. He noted that there was a presentation on modern boulevards, which are one option to reduce the footprint of the project. He explained to the Committee that three subcommittees (Mobility and Finance, Design and Land Use, and Environment and Sustainability) will meet between full council meetings.

VI. CMAP Report

Mr. Walczak delivered the CMAP report with items on the case study library, CMAP's 2012 legislative program, GIS workshops, online mapping, IEPA Green Infrastructure and the CMAQ program.

VII. Other Business

Mr. Mack reported on the Metra budget and outlined the proposed fare increase provisions. He informed the committee that Metra is holding public hearings and will be accepting budget comments through November 4.

Ms. Donner provided a brief report on the proposed Pace budget, which she noted is balanced and does not include any fare increases.

VIII. Next Meeting

Chair Frum reported that the next NWMC Transportation Committee is scheduled for 9:00 a.m. on November 17.

IX. Adjournment

On a motion from Trustee Preston, seconded by President Larson, the committee unanimously voted to adjourn.

PACE RELEASES PROPOSED 2012 BUDGET

FOR IMMEDIATE RELEASE

October 12, 2011 4:00:00 PM

Media Release Office: (847) 228-4295

Contact: Patrick Wilmot (847) 228-4295

No fare increases or service cuts included in budget as public hearings begin October 17

The Pace Board of Directors officially released the agency's 2012 budget for public review and comment, with the first of 13 public hearings beginning next week. Despite the struggling economy, the agency plans no fare increases or service reductions in its balanced budget for the second straight year.

"We've been aggressively containing our costs and restructuring service to maximize efficiency," said Pace Chairman of the Board Richard Kwasneski. "The actions we've taken in recent years have put us in good position to release a positive budget message- one that not only calls for no negative impacts on riders, but increases service in some areas."

The Suburban Services operating budget, which includes fixed route bus service, vanpool and Dial-a-Ride service, totals \$195 million and includes some new service to be implemented in late 2011 and early 2012. These include two new Call-n-Ride routes in the Wheaton/Winfield and St. Charles/Geneva areas, additional trips on I-55 express service, and a federally-funded route connecting the southwest suburbs with employment centers near OHare Airport and in the northwest suburbs.

The Regional ADA Paratransit budget is set at \$126.6 million to provide complementary transportation to people with disabilities in Chicago and the suburbs. The RTA has set contingencies on funding requiring Pace to implement certain efforts to increase efficiency on the service in Chicago. These include setting trip reservation hours to regular business hours and continuing progress toward implementation of a centralized dispatch system.

Thirteen public hearings have been scheduled regionally throughout the city and suburbs, and take place October 17-27. For the first time, Pace will host an online webinar to provide access to those unable to attend a hearing. Details and registration are available at www.pacebus.com. "Our budget message is very positive this year, but we still encourage people to participate in the public hearing process," said Kwasneski. "We're always interested in hearing ideas on how we can improve." The budget document is available at public hearings and has been distributed to municipalities and libraries to be made available to the public. It can also be downloaded from Pace's website. Those unable to attend the hearings can submit written comments to Pace Government Affairs, 550 West Algonquin Road, Arlington Heights, IL 60005 or through the Public Hearings section of www.pacebus.com.

SUMMARY OF MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)

Bill Highlights

- Moving Ahead for Progress in the 21st Century (MAP-21) reauthorizes the Federal-aid highway program at the Congressional Budget Office's baseline level—equal to current funding levels plus inflation—for two fiscal years.
- MAP-21 consolidates the number of Federal programs by two-thirds, from about 90 programs down to less than 30, to focus resources on key national goals and reduce duplicative programs.
- Eliminates earmarks.
- Expedites project delivery while protecting the environment.
- Creates a new title called “America Fast Forward,” which strengthens the Transportation Infrastructure Finance and Innovation Program (TIFIA) program to leverage federal dollars further than they have been stretched before.
- Consolidates certain programs into a focused freight program to improve the movement of goods.

Authorizations and Programs

MAP-21 continues to provide the majority of Federal-aid highway funds to the states through core programs. However, the core highway programs have been reduced from seven to five, as follows:

- **National Highway Performance Program [New core program]** – This section consolidates existing programs (the Interstate Maintenance, National Highway System, and Highway Bridge programs) to create a single new program, which will provide increased flexibility, while guiding state and local investments to maintain and improve the conditions and performance of the National Highway System (NHS). This program will eliminate the barriers between existing programs that limit states' flexibility to address the most vital needs for highways and bridges and holds states accountable for improving outcomes and using tax dollars efficiently.
- **Transportation Mobility Program [New core program]** – This program replaces the current Surface Transportation Program, but retains the same structure, goals and flexibility to allow states and metropolitan areas to invest in the projects that fit their unique needs and priorities. It also gives a broad eligibility of surface transportation projects that can be constructed. Activities that previously received dedicated funding in SAFETEA-LU, but are being consolidated under MAP-21, will be retained as eligible activities under the Transportation Mobility Program.
- **National Freight Network Program [New core program]** – Our nation's economic health depends on a transportation system that provides for reliable and timely goods movements.

Unfortunately, the condition and capacity of the highway system has failed to keep up with the growth in freight movement and is hampering the ability of businesses to efficiently transport goods due to congestion.

MAP-21 addresses the need to improve goods movement by consolidating existing programs into a new focused freight program that provides funds to the states by formula for projects to improve regional and national freight movements on highways, including freight intermodal connectors.

- **Congestion Mitigation and Air Quality Improvement Program [Existing core program]**
The Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides funds to states for transportation projects designed to reduce traffic congestion and improve air quality.

MAP-21 improves the existing CMAQ program by including particulate matter as one of the pollutants addressed, and by requiring a performance plan in large metropolitan areas to ensure that CMAQ funds are being used to improve air quality and congestion in those regions.

Reforms the Transportation Enhancements program with more flexibility granted to the states on the use of the funds within the program.

- **Highway Safety Improvement Program [Existing core program]** – MAP-21 builds on the successful Highway Safety Improvement Program (HSIP). MAP-21 substantially increases the amount of funding for this program because of the strong results it has achieved in reducing fatalities. Under HSIP, states must develop and implement a safety plan that identifies highway safety programs and a strategy to address them.
- **Transportation Infrastructure Finance and Innovation Program (TIFIA)** – The TIFIA program provides direct loans, loan guarantees, and lines of credit to surface transportation projects at favorable terms. TIFIA will leverage private and other non-federal investment in transportation improvements.

Included in the “America Fast Forward” title of MAP-21 will be provisions that build upon the success of the TIFIA program. MAP-21 modifies the TIFIA program by increasing funding for the program to \$1 billion per year, by increasing the maximum share of project costs from 33 percent to 49 percent, by allowing TIFIA to be used to support a related set of projects, and by setting aside funding for projects in rural areas at more favorable terms.

- **Projects of National and Regional Significance Program** –This bill authorizes a program to fund major projects of national and regional significance which meet rigorous criteria and eligibility requirements. This program authorizes for appropriation \$1 billion in Fiscal Year 2013.
- **Federal Lands and Tribal Transportation Highways Programs** – MAP-21 consolidates the existing program structure by creating a new Federal lands and tribal transportation program. The bill maintains funding for maintenance and construction of roads and bridges that are vital to the federal lands of this country.
- **Territorial and Puerto Rico Highways Program** –This program provides funds to the U.S. territories and Puerto Rico to construct and maintain highway, bridge, and tunnel projects.
- **Administrative Expenses** – Funds the general administrative operations of the Federal Highway Administration.
- **Emergency Relief** – Provides funds to states to repair highways and bridges damaged by natural disasters.
- **Highway Bridge and Tunnel Inventory and Inspection Standards** – Improves the existing highway bridge inspection program and authorizes a national tunnel inspection program to ensure the safety of our nation’s bridges and tunnels.

Performance Management

- Performance Measures and Targets in MAP-21
 - The bill establishes an outcome-driven approach that tracks performance and will hold states and metropolitan planning organizations accountable for improving the conditions and performance of their transportation assets.
- State and Metropolitan Transportation Planning
 - MAP-21 improves statewide and metropolitan planning processes to incorporate a more comprehensive performance-based approach to decision making. Utilizing performance targets will assist states and metropolitan areas in targeting limited resources on projects that will improve the condition and performance of their transportation assets.

Acceleration of Project Delivery

MAP-21 includes program reforms designed to reduce project delivery time and costs while protecting the environment. Examples of improvements include: expanding the use of innovative contracting methods; creating dispute resolution procedures; allowing for early right-of-way acquisitions; reducing bureaucratic hurdles for projects with no significant environmental impact; encouraging early coordination between relevant agencies to avoid delays later in the review process; and accelerating project delivery decisions within specified deadlines.

Research and Education

- **Transportation Research Programs** – MAP-21 funds research and development, technology deployment, training and education, intelligent transportation system (ITS), and university transportation center activities to further innovation in transportation research. The primary research areas include: improving highway safety and infrastructure integrity; strengthening transportation planning and environmental decision-making; reducing congestion, improving highway operations; and enhancing freight productivity.