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TRANSPORTATION COMMITTEE

Thursday, September 30, 2010

9:00 a.m.

NWMC Offices

1616 East Golf Road

Des Plaines, IL 60016

AGENDA

- I. Call to Order**
- II. Approval of the May 27, 2010 Meeting Minutes (*Attachment A*)**
Action requested: Approval of minutes
- III. 2010-2011 Transportation Committee Information**
 - A. 2010-2011 Transportation Issues (*Attachment B*)**
Staff will provide a brief overview of transportation issues that are expected to be relevant and may warrant committee attention during 2010-2011.
Action requested: Discussion
 - B. 2010-2011 NWMC Transportation Committee Roster (*Attachment C*)**
The 2010-2011 committee roster is attached.
Action requested: Informational
 - C. Transportation Glossary (*Attachment D*)**
Staff will present the transportation glossary, which contains common transportation acronyms and terms.
Action requested: Informational
- IV. NWMC Bicycle Plan Update (*Attachment E*)**
The NWMC has been working to update its 2007 Bike Plan. The planning process has focused on corridor evaluation, prioritization and implementation. Staff will provide a report on the 2010 Bicycle Plan Update. The draft map, corridor rating sheets and prioritization can be found on the NWMC website:
<http://www.nwmc-cog.org/Transportation/Bike-Planning.aspx>.
Action requested: Discussion
- V. CMAP Report**
Staff will provide an update on relevant activities from CMAP's committees.
Action requested: Informational
- VI. Other Business**
- VII. 2010-2011 Meeting Schedule (*Attachment F*)**
The proposed meeting schedule for 2010-2011 is attached. The next scheduled committee meeting is October 28 at 9:00 a.m. at the NWMC offices.
Action requested: Informational
- VIII. Adjournment**

TRANSPORTATION COMMITTEE
DRAFT MINUTES
Thursday, May 27, 2010
9:00 a.m.
NWMC Offices
1616 East Golf Road
Des Plaines, IL 60016

Members Present:

Ken Nelson, Chair, Mayor, City of Rolling Meadows
Kerry Cummings, Chair, President, Village of Glenview
Brian Kozminski, Trustee, Village of Northfield
Louella Preston, Trustee, Village of Niles
Jeff Berman, Trustee, Village of Buffalo Grove
Arlene J. Mulder, Mayor, Village of Arlington Heights
Al Larson, President, Village of Schaumburg
George Van Dusen, Mayor, Village of Skokie

Others Present:

Rick Mack, Metra
Ylda Capriccioso, CMAP
Kitty Weiner, Congressman Roskam's Office
Bunny Anderson, Illinois Tollway
John Fortmann, IDOT
Luis Montgomery, 2IM Group
Bob Israel, MACTEC
Mike Pagones, Village of Arlington Heights
Mike Hankey, Village of Hoffman Estates
Annette Cardiff, City of Highland Park
Bill Baltutis, TMA of Lake Cook
Mary L. Donner, Pace
June Johnson, Village of Schaumburg
Chris Staron, NWMC
Mike Walczak, NWMC
Greg Summers, Village of Barrington

I. Call to Order

Chair Nelson called the meeting to order at 9:00 a.m.

II. Approval of the April 22, 2010 Meeting Minutes

The April 22, 2010 meeting minutes were approved on a motion from President Larson, seconded by Trustee Berman.

III. Green Transportation Initiatives

Mr. Minor from the RTA delivered a presentation on the Regional Green Transit Plan. He reported that RTA is working to improve the sustainability of the transit system in the Chicago region. He explained that even though transit operations give off greenhouse emissions, transit modes are still more efficient than single occupancy

vehicles. He said that transit also displaces emissions because of mode shift and congestion relief. He said that the RTA is working to document and understand the net impact of the transit. He informed the committee that municipalities can be partners for transit, assist with transit promotion campaigns like “Dump the Pump” and participate in the anti-idling program from the Metropolitan Mayors Caucus. Mayor Mulder noted that schools and parents can be the biggest idling offenders. Mr. Walczak pointed out that schools are one of the focus areas of the MMC Clean Air Counts program. Mr. Minor presented information on www.goroo.com, RTA’s trip planning website and made an announcement about the RTA funding programs. President Cummings asked how Pace was dealing with the purchase of hybrid vehicles. Mr. Minor responded that CTA is committed to purchasing hybrid buses, which makes sense for the frequent stop and lower speed service. He further replied that Pace is purchasing two hybrid buses to study their effectiveness. He explained that transit providers have to balance the costs and benefits of hybrid technology. President Cummings noted that the region needs to do a better job providing education regarding transit use. A discussion followed among the committee about reaching out to high school students and potential efficiencies with school bus service.

Mr. Montgomery delivered a presentation on the Illinois Tollway’s bioswale demonstration project. He reported that the Tollway elected to use bioswales as a green infrastructure solution following the expansion project on I-294. He explained the various dry and wet designs for bioswales and how they were implemented along I-294. He reported that the goal of the project is to capture and clean more stormwater runoff before it enters the Des Plaines River and its tributaries. Mr. Montgomery said that there will be a ten year monitoring of water quality related to the project. Mayor Mulder asked how much the project cost compared to traditional stormwater management. Mr. Montgomery responded that the project cost \$6 million and noted that excavation contributes to the project cost. Mayor Mulder asked if this type of project has other applications in a smaller setting. Mr. Montgomery said that the project is scalable. He said bioswales are good for the smaller rain events and said that the goal should be to address the runoff closer to the source. He noted that capturing the first flush is important because it washes pollutants from the roadways. Additionally, he explained that most rainfalls are less than two inches. There was a discussion about the requirements for detention and maintenance agreements with the Forest Preserve District of Cook County. Mr. Montgomery reported that the Tollway is responsible for maintenance of the bioswales and that it is anticipated that the bioswales will have to be replanted in twenty years; however, he noted that since the project is experimental, no one knows how long it will be before the bioswales need to be replanted. President Cummings asked if salt is the biggest problem. Mr. Montgomery said salt and invasive species are the biggest concerns.

Mr. Fortmann gave a presentation on the I-LAST rating system and guide. He said that the document was developed as a cooperative effort between IDOT and the American Council of Engineering Companies – Illinois Chapter. He explained that with the growing interest in environmentally friendly design and anticipating federal requirements in the future, IDOT wanted to put together a comprehensive guide in best practices for sustainable transportation (Planning, Design, Environmental, Water Quality, Transportation, Lighting, Materials, and Innovation). He reported that the guide contains simple evaluation tools for all phases and areas of a construction project.

He said that IDOT is using the guide in District One on all state projects. He noted that the guide has not been approved statewide. He explained that the scoring philosophy rewards practices that are beyond the standard operating procedure. Mr. Israel said that although the guide was designed for IDOT, municipalities can use it on their local projects. Chair Nelson asked if the guide is required for local roads projects. Mr. Fortmann responded that currently it is only being used on state projects. Trustee Preston raised the question of challenges to comparing projects and Mr. Fortmann agreed that it is a struggle due to the differing nature of projects. There was a brief discussion about European road maintenance and its benefits and costs. Mr. Walczak asked if STP and CMAQ projects can use I-LAST. Mr. Fortmann responded that IDOT would like local projects to use the guide so IDOT can have more feedback. Mr. Israel noted that the guide can be a communication tool for projects.

IV. CMAP Go To 2040 Regional Comprehensive Plan Update

Mr. Walczak reported that the draft plan will be released for public comment on June 11. He said that public hearings are scheduled throughout the region and that there will be one in Arlington Heights for the NWMC region on July 29. He said that NWMC is also hosting a special meeting on June 28 so CMAP can present the Go To 2040 Regional Plan. He informed the Committee that although the plan will contain a broad focus, there are still concerns about the STAR Line and the Yellow Line not being included in the fiscally constrained list.

V. Bike and Pedestrian Committee Update

Mr. Walczak reported that the NWMC is currently updating the 2007 Bike Plan. He said that the focus is again on the regional corridors, especially East-West, that connect municipal networks and regional destinations. He noted that the update will also look at Lake County corridors.

VI. CMAP Report

Ms. Capriccioso reported that CMAP received a \$25 million grant as part of ARRA for an energy retrofit program. She distributed and described the regional STP and ARRA expenditure reports and noted that the suburbs are spending the available federal funding. She reported that it appears that CMAP will receive funding through IDOT for its SFY 2010 operations.

VII. Other Business

Ms. Anderson reported that construction on the Edens Spur will be starting later this summer and will be completed by the end of 2010. She said that the presentation for IL 53 will likely be rescheduled for June 24. Mr. Mack said that Metra is going to work to reschedule the STAR Line Task Force Meeting.

X. Next Meeting

Chair Nelson informed the committee that the next scheduled meeting date is September 23 at 9:00 a.m. at the NWMC offices.

XI. Adjournment

A motion to adjourn was unanimously approved on a motion from Mayor Mulder, seconded by President Cummings.

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Grayslake
Hanover Park
Highland Park
Hoffman Estates
Kenilworth
Lake Forest
Lake Zurich
Libertyville
Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
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To: NWMC Transportation Committee

From: Mike Walczak, Program Manager for Transportation
Christopher Staron, Program Association for Transportation

Date: September 23, 2010

Subject: 2010-2011 Transportation Issues

Purpose: As the NWMC Transportation Committee starts its new year, this memo serves as a primer for a number of issues that are likely to warrant attention in the next twelve months.

Regional Issues***Congestion Pricing:***

The Illinois Toll Highway Authority, with the assistance of the Metropolitan Planning Council, completed a congestion pricing study of the Chicago Metropolitan area highway network (tollway and freeway). In addition, the Chicago Metropolitan Agency for Planning (CMAP) will be adopting its Go To 2040 Regional Comprehensive Plan in October, which encourages congestion pricing and includes managed lanes projects on I-90 and I-55 in the list of major capital projects. Due to growing congestion, limited expansion potential and inadequate transportation revenues, the Tollway and CMAP see congestion pricing as both a demand management and revenue production tool. Of interest to the NWMC is how congestion pricing will affect traffic on local roads and the potential use of revenue for the STAR Line in the I-90 corridor.

CMAP Go To 2040 Implementation:

CMAP will be adopting the Go To 2040 Plan in mid-October. This is the first long-range plan produced by CMAP and is the region's first truly comprehensive regional plan. The plan touches on a broad array of issues under the following categories: Livable Communities, Human Capital, Efficient Governance and Regional Mobility. Of particular interest to the NWMC Transportation Committee is the major capital projects that the plan endorses (for example: IL 53 Extension) and the desire to provide technical assistance to local municipalities for planning and plan implementation.

Elgin O'Hare – West Bypass:

With the approval of the preferred concept plan known as Alternative 203D, the Elgin O'Hare West Bypass study has moved into Tier Two of the planning process. Tier Two will produce a more refined environmental impact statement, design report, drainage report, detailed financial plan, project management plan and construction sequencing options. As the Tier Two process begins, IDOT is holding preliminary discussions on financing options for the project, including the options to have some or all of the expressways in the improvements as tolled facilities. IDOT expects the Tier Two study to last two years. The Elgin O'Hare – West Bypass project is included in the constrained Go To 2040 major capital projects list.

IL 53 Extension into Lake County:

The CMAP Go To 2040 plan includes the extension of Illinois Route 53 into Lake County on its fiscally constrained major capital projects list. The project has long been a NWMC priority because the extension would ease congestion on arterials in Central Lake County and northwest Cook County. Voters overwhelmingly supported the extension of Route 53 in a 2009 Lake County referendum. In

late July, Illinois Tollway staff presented the project to the Illinois Tollway Board. The Illinois Tollway is currently considering potential projects for a new capital program, and is anticipated to reveal its plans in late fall or winter.

NWMC Bicycle Plan Update:

With the assistance of the Active Transportation Alliance (ATA), NWMC is currently in the process of updating its 2007 bicycle plan. While the 2007 plan focused on identifying potential regional bicycle corridors, the 2010 plan update process has focused on further evaluation of corridors, identification of preferred routes, prioritization and the establishment of implementation plans. NWMC began holding meetings in the spring and anticipates completing the plan update for Board approval in November or December.

STAR Line:

Metra staff is currently completing the Alternatives Analysis. Final submittal to the Federal Transit Administration (FTA) is expected by the end of 2010. To date, Metra has not met the FTA's financial requirements due to a lack of demonstrated funding for operations and a lack of state matching funds. The RTA is studying alternative financing options for transit projects in the I-90 corridor. Its four-month study is expected to be completed in October.

With the STAR Line listed on the Chicago Metropolitan Agency for Planning's (CMAP) list of unconstrained capital projects in the draft Go To 2040 plan, the project faces another roadblock upon completion of the Alternatives Analysis. Until it is listed on the constrained list, which means that funding for the project has been reasonably identified, the project will not be able to advance into engineering phases.

Metra North Central Service Enhancements:

In February, the NWMC Transportation Committee passed a resolution urging Metra to study enhancement of the North Central Service. There are a number of constraints on the line; however, with the purchase of the Elgin, Joliet & Eastern (EJ&E) rail line, Canadian National (CN) anticipates reduced freight traffic on the tracks shared with the North Central Service.

State Issues

Capital Bill Implementation:

Illinois passed its first capital bill in a decade in the summer of 2009; however, implementation of the capital bill is just beginning. The capital bill designated lottery privatization, video gaming in bars and increased license fees as the revenue sources for the capital bill spending; however, the Governor just recently announced the lottery privatization contract while the state has not released video gaming rules. The capital bill includes \$500 million in appropriations to local governments (based on MFT distributions); however, the state has released none of this funding.

Complete Streets:

In 2007, The General Assembly passed Senate Bill 508, which required the Illinois Department of Transportation (IDOT) to incorporate bicycle and pedestrian accommodations into state highway projects in urban areas, except in cases where pavement resurfacing projects do not widen the existing traveled way, or where there is a documented safety issue, excessive cost or absence of need. In June, IDOT issued a Bureau of Design and Environment (BDE) Procedure Memorandum, which includes local match requirements and a new bicycle facility selection table.

High Speed Rail:

Illinois was awarded a \$1.1 billion (American Recovery and Reinvestment Act) ARRA grant to replace 183 miles of track. Service speed for three of Amtrak's five Chicago-St. Louis trains will be able to go 110-mph in this section when the work is completed. Additionally, \$1,250,000 in ARRA funds have been allocated for the environmental review restoring a second track to the entire route. Currently, most of the route is a single-track mainline. Finally, Illinois has requested \$8 million in federal funds to design a 220-mph bullet train line linking Chicago to St. Louis.

Motor Fuel Tax Funding:

At the end of August, Illinois Transportation Secretary Gary Hannig indicated that the state intends to borrow one month's worth of Motor Fuel Tax (MFT) distribution to the state, municipalities, counties and townships. In return, the state would distribute \$100 million to all local governments from the Capital Bill utilizing the current MFT formula along with the same spending restrictions as in the regular MFT program. NWMC sent a letter and passed a resolution opposing this proposal. IML and a number of other local government groups opposed the proposal and the Quinn administration has since reported that the borrowing plan is off the table.

Public Private Partnership Legislation:

Senate Bill 3482, which would have created the Public-Private Partnerships for Transportation Act, did not advance out of the Senate last session. The bill is intended to promote public-private partnerships for transportation by authorizing the Illinois Department of Transportation (the Department) and the Illinois State Toll Highway Authority (the Authority) to enter into public-private agreements related to the development, operation, and financing of transportation facilities and to encourage the practice of congestion pricing in connection with toll highways, pursuant to which higher toll rates are charged during times or in locations of most congestion. Public-private partnership legislation specific to the construction of the Illiana Expressway did pass last session.

Federal Issues***Highway Trust Fund Solvency:***

In March, President Obama signed legislation that deposited nearly \$20 billion in the Highway Trust Fund from the General Fund. The Trust Fund, which is funded by federal motor fuel tax revenues, nearly went bankrupt in August 2008 and July 2009, but it was propped up by two transfers from the General Fund (\$8 billion and \$7 billion respectively). The federal motor fuel tax, which stands at \$18.4 per gallon, was last increased in 1993 and has not been able to keep pace with federal surface transportation spending.

Livable Communities Act

In August, the Senate Banking Committee voted 12-10 in favor of the Livable Communities Act, legislation that would link together transportation, housing, economic development, and environmental policy. This bill would formalize links between the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA). The Livable Communities Act creates a new office within HUD, called the Office of Sustainable Housing and Communities, that will distribute about \$4 billion through competitive grants. The initial round of grants would fund comprehensive plans. Most of the funding (\$3.75 billion) would be distributed over three years to implement projects identified in such plans.

Reform of New Starts Process

In January, U.S. Transportation Secretary Ray LaHood proposed that new funding guidelines for major transit projects (New Starts) be based on livability issues such as economic development opportunities and environmental benefits, in addition to cost and time saved, which are currently the primary

criteria. The Federal Transit Administration (FTA) is currently undergoing a rulemaking process. The new rules could potentially benefit projects like the STAR Line, where transit-oriented development is anticipated and planned.

SAFETEA-LU Reauthorization:

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was the multiyear federal surface transportation authorization that expired October 1, 2009. Since that time, Congress has extended the legislation multiple times. The most recent extension is set to expire at the end of the December. A new multiyear authorization faces numerous hurdles, including the lack of revenues (see Highway Trust Fund Solvency) and a clear national transportation vision.

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*Affiliate Member

To: NWMC Transportation Committee

From: Mike Walczak, Program Manager for Transportation
 Christopher Staron, Program Association for Transportation

Date: September 23, 2010

Subject: **2010-2011 NWMC Transportation Committee Roster**

-
- Sandra E. Frum, Co-Chair, President, Village of Northbrook
 - Kenneth Nelson, Co-Chair, Mayor, City of Rolling Meadows

 - Arlene J. Mulder, Mayor, Village of Arlington Heights
 - Greg Summers, Director of Engineering and Building, Village of Barrington
 - Jeffrey Berman, Trustee, Village of Buffalo Grove
 - Martin Moylan, Mayor, City of Des Plaines
 - Paul Schneider, Director of Transportation and Engineering, City of Evanston
 - William McLeod, Mayor, Village of Hoffman Estates
 - Michael E. Janonis, Manager, Village of Mount Prospect
 - Louella Preston, Trustee, Village of Niles
 - David F. Schmidt, Mayor, City of Park Ridge
 - Al Larson, President, Village of Schaumburg
 - George Van Dusen, Mayor, Village of Skokie
 - Michael S. Allison, Manager, Village of Vernon Hills
 - Tim Frenzer, Manager, Village of Wilmette

Northwest Municipal Conference
Glossary of Transportation Terms and Acronyms

ADA -

Americans with Disabilities Act of 1990

Advance Funding -

The practice of borrowing against future funding to pay for a current project. The CMAP Council of Mayors Executive Committee must approve advance funding requests

Air Quality Conformity -

The process of determining the air quality impacts of transportation projects submitted for inclusion in the Transportation Improvement Program (TIP). Conformity analysis is done by the Chicago Metropolitan Agency for Planning (CMAP) to assure that the TIP meets federal requirements and the Clean Air Act Amendments (CAAA).

Alternatives Analysis (AA) -

Part of the New Starts process for transit projects. The Alternatives Analysis Study is designed to examine all the potential transit options available and determine a locally preferred alternative.

Annual Average Daily Traffic (AADT) -

The total yearly volume of vehicles on a roadway divided by the number of days in the year.

Annual Element -

A listing of the projects expected to have their contracts awarded within the current fiscal year. The Surface Transportation Program (STP) is made up of the Annual Element and the Multi-Year Program.

Arterial -

The functional classification of a roadway whose primary function is to serve through traffic. Ideally, arterials should not penetrate identifiable neighborhoods.

Bridge Discretionary Funds (Highway Bridge Replacement and Rehabilitation Program) -

States compete for these funds for specific major bridge projects. Criteria to receive funding includes availability of state funds, size of project, bridge closings or weight restrictions, average daily truck and vehicle traffic and the bridge's sufficiency rating.

Bridge Replacement and Rehabilitation Programs -

Federal funds allocated to the states on a formula basis.

BRT -
Bus Rapid Transit

CMAP -
The Chicago Metropolitan Agency for Planning. The regional, member-run agency designated as the Metropolitan Planning Organization (MPO) for the region. Among other responsibilities, CMAP coordinates the Surface Transportation Program for northeastern Illinois including the North Shore Council and Northwest Council area.

Collector -
The functional classification for a roadway whose primary function is to connect residential areas with the arterial system.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) -
Federal transportation program that funds projects that improve air quality and/or reduce congestion. Projects are selected from a competitive application process through the Chicago Metropolitan Agency for Planning (CMAP).

Construction Engineering (ENG III) -
Also called Phase III engineering.

CTA -
Chicago Transit Authority

DOT -
Department of Transportation

FHWA -
Federal Highway Administration

Fiscal Year (FY) -
The Councils of Mayors Surface Transportation Program operates within the federal fiscal year (October 1 - September 30).

FRA -
Federal Railroad Administration

FTA -
Federal Transit Administration

FTA Section 5307 -
This federal program provides financing for capital improvements to transit systems in all urbanized areas of the country on a formula basis.

FTA Section 5309 (New Starts) -

Projects eligible for federal New Starts funding include rapid rail, light rail, commuter rail, automated guideway transit, people movers and facilities for exclusive bus use. Recipients compete for these funds.

FTA Section 5310 -

These FTA formula-based grants finance the purchase of specially equipped vehicles for the transportation of elderly and mobility-limited persons. Service contracts are eligible for funding under this program. Public agencies are eligible to participate.

FTA Section 5316 - Job Access and Reverse Commute (JARC) -

These federal grants provide funding for transportation services designed to transport low income individuals to and from jobs. The program also supports development of transportation services between urban centers and suburban employment opportunities.

FTA Section 5317 - New Freedom -

Federal funds are allocated through a formula base upon population of persons with disabilities. The funds are to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act.

High Priority Projects (HPP) -

High Priority Projects are specifically earmarked by Congress and are included in SAFETEA-LU.

Highway Safety Improvement Program -

Federal safety funds consist of two categories - high hazard locations and rail crossing improvement. Safety funds are allocated on a statewide basis.

Highway Trust Fund (HTF) -

Federal fund supported by the federal motor fuel tax (MFT). It funds federal surface transportation programs including the STP and CMAQ.

HOV -

High Occupancy Vehicle

IDOT -

The Illinois Department of Transportation. IDOT implements the STP program.

Illinois Transportation Enhancement Program (ITEP) -

Federal funding source to provide facilities for pedestrians and bicycles; the acquisition of scenic easements and scenic or historic sites; landscaping or scenic beautification; historical preservation of transportation facilities; preservation of

abandoned rail corridors; control of outdoor advertising; mitigation of water pollution due to highway run-off.

Letting -

The public opening of bids for a contract. IDOT has up to 45 days after the letting to award the contract or reject all bids.

Level of Service (LOS) -

A method of grading the performance of an intersection of roadway segment. An "A" indicates free traffic flow while an "F" is gridlock.

Mark -

The projected dollar value of a fund source used for programming purposes. The "mark" is developed through fiscal forecasting or through the budgetary process.

MFT -

Motor Fuel Tax

Minor Arterial -

Arterials not designated as Strategic Regional Arterials.

MPO -

Metropolitan Planning Organization. Federal designated agency with responsibilities for long-range planning and the Transportation Improvement Program (TIP).

Multi-Year Program (MYP) -

A listing of projects to be completed in future years. The Surface Transportation Program (STP) is made up of the Annual Element and the Multi-Year Program.

MUTCD -

Manual of Uniform Traffic Control Devices

MYB -

Multi-Year B Projects that are not part of the fiscally constrained TIP

NEPA -

National Environmental Policy Act

NHS -

National Highway System

North Shore Council of Mayors -

A voluntary, cooperative effort by municipalities to plan and implement the Surface Transportation Program for the North Shore region of the Council of Mayors System.

North Shore Council of Mayors Technical Committee -

The committee includes municipal engineers that review all projects and proposals made to the North Shore Council of Mayors.

Northwest Council of Mayors -

A voluntary, cooperative effort by municipalities to plan and implement the Surface Transportation Program for the Northwest region of the CMAP Council of Mayors System.

Northwest Council of Mayors Technical Committee -

The committee is comprised of eight members, including four Mayors/Presidents and four managers/administrators, that review all projects and proposals made to the Northwest Council of Mayors.

Obligated -

A highway project is said to be "obligated" when it has been accepted for funding, that is, when a project agreement has been executed with FHWA.

Phase I Engineering (ENG I) -

A conceptual engineering report involving geometry, design, right-of-way requirements and environmental studies. ENG I is not eligible for STP funding.

Phase II Engineering (ENG II) -

Translates the concepts of a Phase I report into specifics for the preparation of the contract plans and land acquisition.

Phase III Engineering (ENG III) -

Construction Engineering

Planning Liaison (PL) -

The person employed by the Northwest Municipal Conference to coordinate the Surface Transportation Program for the Northwest and North Shore Councils of Mayors. The Liaison also represents the Council to county, state, regional and federal transportation agencies.

Regional Transportation Plan (RTP) -

A 20+ year plan that has specific goals and is system and major project oriented, and includes the highest priority projects and a funding projection indicating what funds are projected to be available for the plan's implementation.

ROW -

Right-of-Way

RTA -

Regional Transportation Authority responsible for overseeing CTA, Metra and Pace.

Safe Routes to School -

This federal program enables and encourages primary and secondary school children to walk and bicycle to school. Each state will receive a portion of the funds based on its percentage of the national total of school-aged children in grades K-8, but not less than \$1 million each year.

Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) -

The federal transportation bill enacted in 2005 which authorizes the federal surface transportation programs for highways, highway safety and transit for the five year period of 2005-2009. The Act establishes guidelines and provides sources of funding for transportation projects.

Statewide Transportation Improvement Program (STIP) -

A multi-year program of major transportation projects to be funded by the state.

Strategic Regional Arterial (SRA) -

An arterial roadway designated by the Illinois Department of Transportation as part of the Strategic Regional Arterial System.

Surface Transportation Program (STP) -

The federal program that provides federal funding for locally initiated transportation projects. The Program, contained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), is administered by CMAP and implemented by IDOT.

Transportation and Community System Preservation -

This is a very small pilot program with the goal of developing strategies that use transportation investments to build "livable" communities.

Transportation Control Measures (TCM) -

Projects designed to reduce the impact/use of single occupant vehicles by encouraging the use of alternate modes of transportation, non-peak period travel or greater system efficiency.

Transportation Improvement Program (TIP) -

A unified document indicating coordination of all transportation agencies in the Chicago metropolitan area. All transportation projects, other than those entirely funded by local funds, are included in the TIP.

Unified Work Program (UWP) -

The Unified Work Program (UWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations.

Vehicle Miles Traveled (VMT) -

The VMT is the length of the proposed improvement multiplied by the number of vehicles that travel the route daily.

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
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Representing a Population of Over One Million*

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To: NWMC Transportation Committee

From: Mike Walczak, Program Manager for Transportation
Christopher Staron, Program Association for Transportation

Date: September 30, 2010

Subject: **Update on the 2010 NWMC Bike Plan**

In November 2009 the Northwest Municipal Conference contracted with the Active Transportation Alliance (ATA) to update the conference's Bike Plan. Building on the initial work of the 2007 Bike Plan, the Bicycle and Pedestrian Committee identified a more detailed corridor analysis and an implementation strategy as the key goals of the Plan update.

Starting with the regional corridors identified in the 2007 Plan, ATA and NWMC staff worked with the Bicycle and Pedestrian Committee and bicycle planners from other NWMC communities to identify challenges and opportunities for each of the corridors. Since the 2007 Plan focused solely on Cook County, a special effort was made to identify potential bike corridors in Lake and McHenry Counties. A corridor open house held in July drew in participants from 29 of the 34 conference members invited, plus representatives from four other regional agencies. Based upon the detailed knowledge of each corridor gained, a three tiered system of recommended corridors has been drafted, identifying the corridors with the highest regional impact and best opportunity to be implemented.

In addition to the corridor planning efforts, the Plan will also include specific recommendations on what the NWMC and member communities need to do to make the Bike Plan a reality. This will include funding opportunities for corridor and project implementation and more municipal and corridor based planning work.

The Plan will also include recommendations on what to include in municipal bike plans, bike rack design, safety, education, and encouragement strategies, regional signage standards to clearly identify regional routes, and a primer on the appropriate bicycle facilities for different road types.

The next steps in the process are the finalization of the corridor rankings and the preparation of the draft plan, which will be brought back to the Transportation Committee in either October or November for further comment. With the approval of the Bicycle and Pedestrian Committee and Transportation Committee, the final plan will then be presented to the NWMC Board for adoption in November or December.

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To: NWMC Transportation Committee
From: Mike Walczak, Program Manager for Transportation
Christopher Staron, Program Association for Transportation
Date: September 23, 2010
Subject: **2010-2011 Meeting Schedule**

The Northwest Municipal Conference (NWMC) Transportation Committee typically meets on the fourth Thursday of the month (September through May) at the NWMC offices. The 2010-2011 meeting dates are listed below.

Meeting Dates

- Thursday, September 30, 2010 (Fifth Thursday due to IML conflict)
- Thursday, October 28, 2010
- November 18 (Third Thursday due to Thanksgiving)
- December 16, 2010 (If necessary)(Third Thursday due to Christmas)
- January 27, 2011
- February 24, 2011
- March 24, 2011
- April 28, 2011
- May 26, 2011

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