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TRANSPORTATION COMMITTEE

Thursday, May 24, 2012

9:00 a.m.

Mount Prospect Village Hall

50 S. Emerson Street

Mount Prospect, IL 60056

AGENDA

- I. Call to Order**
- II. Approval of the March 22, 2012 Meeting Minutes (Attachment A)**
Action requested: Approval of minutes
- III. Illinois Route 53/120 Blue Ribbon Advisory Council Update (Attachment B)**
The Advisory Council will meet on May 18 to discuss the revised Resolution and Summary Report (available at <http://www.frego.com/route53/>). The Conference submitted the attached comments for consideration. Staff will provide an update on the meeting.
Action requested: Informational
- IV. RTA/CMAP Call for Projects (Attachment C)**
On May 9, the Regional Transportation Authority (RTA) and the Chicago Metropolitan Agency for Planning (CMAP) launched a joint call for local planning projects. RTA will be accepting applications for their Community Planning Program and JARC/New Freedom grants, while CMAP will be taking applications for their Local Technical Assistance Program.
Action requested: Discussion of Potential NWMC Area Projects
- V. IDOT 2013-2018 Program/Bonding Authority Request (Attachment D)**
IDOT staff will discuss the recently released multi-year program and highlight projects in the NWMC area. Staff will also discuss IDOT's request to the Legislature to approve the necessary bonding authority to fund the \$1.25 Billion in remaining Illinois Jobs Now projects. This includes state and federally funded projects.
Action requested: Informational
- VI. Federal Transportation Bill Update**
A House and Senate conference committee has begun meeting to debate a long overdue federal surface transportation authorization; however, expectations remain low that a long-term authorization will proceed before the November elections. The current extension of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expires on June 30. Congress and the President have extended SAFETEA-LU nine times since September 2009.
Action requested: Informational

VII. Bicycle and Pedestrian Committee Update

Staff will update on the activities of the Bicycle and Pedestrian Committee.

Action requested: Discussion

VIII. CMAP Report

An update on relevant activities from CMAP's committees will be provided.

Action requested: Informational

IX. Other Business

X. Next Meeting

The next committee meeting is September 27, 2012 at 9:00 a.m. at the NWMC offices.

Action requested: Informational

XI. Adjournment

TRANSPORTATION COMMITTEE
DRAFT MINUTES
Thursday, March 22, 2012
9:00 a.m.
NWMC Offices
1616 East Golf Road
Des Plaines, IL 60016

Members Present:

Bill McLeod, Mayor, Village of Hoffman Estates, Acting Chair
Mike Allison, Manager, Village of Vernon Hills
Jeff Berman, Trustee, Village of Buffalo Grove
Tim Frenzer, Manager, Village of Wilmette
Mike Janonis, Manager, Village of Mount Prospect
Al Larson, Mayor, Village of Schaumburg
Arlene J. Mulder, Mayor, Village of Arlington Heights
Louella Preston, Trustee, Village of Niles
Tom Rooney, Mayor, City of Rolling Meadows
Greg Summers, Director of Engineering and Building, Village of Barrington
Abby Wilgreen, Assistant City Engineer, City of Crystal Lake

Others Present:

Bunny Anderson, Illinois Tollway
Steve Andrews, Pace
Mike Bolton, Pace
Curtis Cornwell, Thomas Engineering
Marnie Hooghkirk, IDOT
June Johnson, Village of Schaumburg
Rick Mack, Metra
Joshua McClusky, IDOT
Mike Pagones, Village of Arlington Heights
Joy Schaad, CMAP
Chris Staron, NWMC
Mike Walczak, NWMC
Larry Widmer, NWMC

I. Call to Order

Chair McLeod called the meeting to order at 9:00 a.m. and asked those present to introduce themselves.

II. Approval of the January 26, 2012 Meeting Minutes

The November January 26, 2012 meeting minutes were unanimously approved on a motion from Trustee Preston, seconded by Mr. Summers.

III. Pace I-90 Corridor Planning

Mr. Bolton delivered a presentation about Pace's planned improvements in the I-90 corridor. He reported that Pace plans to improve access to the Rosemont Blue Line station. He further reported that the I-90 projects will improve reliability and frequency of transit service. He provided an overview of various conceptual project components, such as bus circulator routes

in Elk Grove Village and Bensenville, improved service on Touhy Avenue, locations for park and ride lots and improved service at Prairie Stone. He noted that the improvements in the I-90 corridor are being coordinated with the Tollway's construction project and funded by a large CMAQ grant.

Trustee Preston asked about the timeframe for the improvements. Mr. Bolton responded that Pace will begin increasing service in early 2013. He said the full improvements will not be in place until the Tollway completes its construction at the end of 2016.

IV. Illinois Route 53/120 Blue Ribbon Advisory Council Update

Mr. Walczak reported that the Advisory Council is advancing a 4-lane parkway design based on the results of the full-day design workshop. He said that Tollway staff revealed a \$1.5 to \$2 billion funding gap. He said that the Finance and Mobility Working Group briefing discussed options for either reducing costs or finding additional revenue to fill the funding gap. He said that the Working Group talked about options like another toll increase, Lake County taxes and value capture scenarios.

Mayor Mulder said that the political and environmental issues are starting to emerge. She noted that environmental mitigation will add costs to the project. Trustee Berman expressed frustration that the recent toll increase did not plan for the construction of the Route 53/120 project. Ms. Anderson responded that the Tollway Board wanted to have a consensus on the project before seeking funding. Mayor Mulder said that the projected price of tolls on the Route 53/120 project is anticipated to be approximately \$.20 a mile and could be higher with congestion pricing. Mr. Staron noted that the initial funding gap for the Elgin O'Hare – West Bypass project was roughly the same size as the gap facing this project.

V. Federal Transportation Bill Update

Mr. Staron reported that the Senate has passed a two-year authorization known as MAP-21. He explained that the House leadership has indicated that they will not take up the Senate bill, but rather move for a short-term extension of SAFETEA-LU. He said that House authorization proposals to tie transportation spending and domestic energy production have met resistance in from Democrats and some Republicans. He said that an extension moves the issue closer to the fall elections, which will make it more difficult to pass a long-term authorization. Mr. Walczak added that Kitty Weiner from Congressman Roskam's office said that a short-term extension will move forward in the House. He said that Ms. Weiner expressed some concerns about Projects of National Significance not being included in the Senate bill.

V. RTA Interagency Fare Collection

Mr. Walczak said that staff was invited to participate in a focus group on interagency fare collection. He said that the General Assembly has set a deadline for a unified fare system. He explained that the focus group is looking at the policies and fare structure that should be put in place. He reported that the focus group is not looking at the mechanics of implementing a universal fare card. Mayor Mulder said that it is a difficult task because of the different ways that the transit agencies charge for services. Mr. Bolton reported on the work that Pace is doing with CTA regarding its fare collection system and the potential for Pace to use distance based fare collection. Trustee Preston discussed the current inconsistencies with the fare collection system when transferring between Pace and CTA.

VI. Bicycle and Pedestrian Committee Update

Mr. Staron reported that the Bicycle and Pedestrian Committee met on Tuesday and discussed a number of topics. He said that the City of Chicago presented work on its Streets for Cycling 2020 plan and NWMC members discussed links between bicycle networks. He reported that the committee looked at naming conventions for corridors, guidelines for “Stop for Pedestrian” signs and the ITEP call for projects.

VIII. CMAP Report

Ms. Schaad reported on CMAP legislative positions, grant funding opportunities and FLIP applications for high school students.

IX. Other Business

Ms. Anderson reported on the Tollway work between I-294 and I-90, which will cause some detours for the next four months.

Mr. McClusky reported that IDOT continues work on the State Rail Plan, which will be folded into the State’s long-range transportation plan with the bicycle Plan, Highway Plan and Aviation Plan. He said that IDOT is attempting to be more multimodal in this planning effort.

X. Next Meeting

Chair McLeod reported that the next NWMC Transportation Committee is scheduled for 9:00 a.m. on April 26.

XI. Adjournment

On a motion from Mr. Janonis, seconded by Mr. Allison, the committee unanimously voted to adjourn.

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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May 16, 2012

Mr. David Stolman and Mr. George Ranney
Illinois Route 53/120 Blue Ribbon Advisory Council Co-chairs
c/o Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, IL 60515

Dear Co-chairs Stolman and Ranney:

Thank you for the opportunity to comment on the draft Illinois Route 53/120 Resolution and Summary Report. The Northwest Municipal Conference (NWMC), which has a membership of 41 municipalities and one township with a combined population of over 1.3 million Illinois residents, appreciates the value that the Advisory Council and the Tollway place on municipal input.

The extension of Route 53 into Lake County has long been an NWMC priority, enjoying high levels of support from elected officials and citizens throughout both Lake and northern Cook Counties, including the overwhelming support shown in the 2009 Lake County referendum. Year after year, traffic congestion in central Lake County and northwest Cook County grows, underscoring the need for the construction of this critical facility which showed the highest congestion relief benefit of any road project in the Chicago Metropolitan Agency for Planning's Go To 2040 Regional Comprehensive Plan.

The following section highlights areas of concern arising from the draft report.

Tolling of existing Route 53 south of Lake-Cook Road

The draft report includes support for tolling of the existing Route 53 from Lake-Cook Road to I-90. The NWMC has serious concerns about the potential changes to traffic patterns in northwest Cook County based on this proposal. The Council has not reviewed or discussed any traffic modeling regarding impacts to local roadways if this freeway segment is converted into a tollway.

Additionally, there has been very little discussion about the improvements that would be required by the Federal Highway Administration (FHWA). FHWA requirements could quickly turn this marginal revenue enhancement revenue negative. Given the limited modeling and unclear requirements, it is premature and ill-advised for the Council to endorse the tolling of Route 53 south of Lake-Cook Road.

Value capture

While value capture may be a viable option as a local funding source, much more analysis is needed to ensure equitable application. The NWMC agrees that "continued discussion is necessary" regarding implementation of value capture.

System-wide toll increase

The NWMC is encouraged that the latest draft report "supports the use of Tollway system generated revenues to enable this project." Nonetheless, the draft report does

not include an analysis of the revenue potential from system-wide revenues or potential toll increases. All previous Tollway projects have relied largely on system-wide revenues. Given that the Chicago Metropolitan Agency for Planning's (CMAP) Go To 2040 Regional Comprehensive Plan identifies the project as a regional priority, the NWMC believes the Advisory Council should analyze and consider a system-wide toll increase in the menu of funding options.

Design of Route 120 Bypass

Of the three alignments proposed in the first draft report for connecting the new Route 53 with I-94, only one provides a continuous access-controlled roadway. The latest draft eliminates the alignment option that creates a continuous access-controlled roadway connecting to I-94. The remaining two alternatives retain some at-grade intersections. NWMC urges the Advisory Council to fully consider potential traffic delays and safety concerns in the alignment options recommended.

Review Period

The review time for the draft Report has been very quick, leaving little time to adequately review and comment. Since the Council is operating under a self-imposed deadline, the NWMC encourages the Advisory Council to take the full time necessary to produce a thorough document. There is no reason to rush a final report.

The Advisory Council has worked diligently throughout this planning process to address transportation and environmental concerns. The Council report should respect regional consensus to move this project towards construction.

Thank you again for your consideration of our comments as the Advisory Council develops its final report. If you have any questions, please do not hesitate to contact Mark Fowler, NWMC Executive Director at 847-296-9200, ext. 25.

Sincerely,

A handwritten signature in blue ink, appearing to read "Christopher S. Canning". The signature is fluid and cursive, with a long, sweeping underline.

Christopher S. Canning
President, Northwest Municipal Conference and
President, Village of Wilmette

Cc: Kristi LaFleur, Executive Director, Illinois Tollway

RTA Funding Programs

in partnership with CMAP
Setting Ideas in Motion

South Elgin Transit Improvement Plan



The Village of South Elgin was awarded a \$75,000 **Community Planning** grant to develop a transit plan based on current demographics resulting from recent growth and development. The study, completed in November 2011, examined current land use and travel patterns, identified residents' transit needs, and investigated a variety of potential transit service options and improvements. In response to the study's findings, Pace Route #801 has been re-routed to address the increased travel demand along the major activity corridor, Randall Road, as well as

other key origins and destinations. Additionally, the Village is pursuing the study's infrastructure and access recommendations that will result in an improved transit environment for pedestrians and transit users.

McHenry County's MC Ride Program

On February 1, 2012, a new transit service called McRide began in McHenry County. It is funded partially through the RTA-administered **JARC/New Freedom program**. The service combines a pilot transit project with dial-a-ride services in Crystal Lake, McHenry and Woodstock to encourage greater efficiencies, promote service standardization and expand rider options for McHenry County residents. In its first month of operation, the service provided 7,400 trips. Jason Osborn, Principal Transportation Planner with the McHenry County Department of Transportation notes that "By pulling the County, Crystal Lake, McHenry, and Woodstock services under one umbrella, this project establishes a financial model that should make it easier to weather economic storms and expand the provision of these services into new areas."



Wilmette Village Center Master Plan

In 2011, the Village of Wilmette adopted a Village Center Master Plan (TOD plan) completed through the **Community Planning** program. The RTA provided funding for creation of a plan that provided a framework for TOD in the Village Center area served by Metra and Pace. The study process evaluated market feasibility, infrastructure capacity, and public opinion to create the final plan recommendations, resulting in a Master Plan that suggests increased densities, building heights and a mix of acceptable land uses combined with an appropriately regulated urban design. Since the plan's adoption the Village has purchased three key properties near the station and recently released an RFP for transit-oriented development to incorporate a mix of residential and commercial land uses, a parking deck and public open space. The RTA is currently assisting the Village with a revision to their Village Center parking regulations.

"Wilmette's participation in the RTA's Program was beneficial in many ways beyond the monetary assistance. The inclusion of representatives of the RTA, CTA, Metra and Pace resulted in a very objective, systematic planning approach for the transit-rich Village Center."

Christopher Canning,
Village of Wilmette President



2012 Call for Projects

Call for Projects: May 9, 2012
Open Houses: May 21, 23, and 29
Applications Due: August 1, 2012 by 3:00 PM
www.rtachicago.com/programs

For information about CMAP's Local Technical Assistance efforts visit www.cmap.illinois.gov/lta



Job Access Reverse Commute / New Freedom • Community Planning

RTA Funding Programs

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Setting Ideas in Motion



DuPage County Transportation to Work Program

The County has secured a total of \$1.5 million in federal **JARC/New Freedom** funds to support the Transportation to Work program. This operates as one element under the Ride DuPage program providing service 24 hours a day, 7 days a week for persons with developmental disabilities who are unable to drive a car. The program affords participants increased employment opportunities by providing them with access to jobs outside their own town and beyond traditional work hours. The service began in December 2008 and now provides over 2,100 rides each month.

Harlem Avenue Corridor Study

The Southwest Conference of Mayors was awarded a \$200,000 **Community Planning** Grant for a segment of Harlem Avenue from 63rd Street in Bedford Park to Interstate 80 in Tinley Park. The purpose of the study was to develop a comprehensive plan that unites the corridor to make it more highly functioning for a variety of transportation modes, while fostering the study area as an activity center for the southwest suburbs. A key focus was to improve the environment for pedestrians and transit users by identifying improved pedestrian and transit amenities, sidewalk conditions, and streetscape continuity. The resulting report, completed in December 2011, provides detailed implementation plans for a variety of development opportunity sites within the corridor. Currently the Southwest Conference of Mayors, member communities, Pace, and the RTA are developing implementation priorities.



Joliet Intermodal Transportation Center Feasibility Study

The City was awarded a \$125,000 **Community Planning** grant to conduct an intermodal transportation center feasibility study. Following the planning process, the City received a \$35 million grant from Illinois Jobs Now! to partially fund the project, announced by Governor Quinn on October 28, 2010. The balance of the money for the total project cost will come from a combination of City funds and other sources. "With the RTA grant,"

City Manager Tom Thanas said, "Joliet is well on its way to creating a walkable, sustainable community that will be at the forefront in promoting people traveling by Metra, Pace, Amtrak, high-speed rail, intercity bus, and other forms of transportation for many years to come." The City is actively acquiring land around Union Station to implement this project and construction bid packages will be released in the 2nd Quarter of 2012.

CMAP Studies

In 2011, CMAP funded several **Community Planning** projects addressing the intersection of land use and transportation in accordance with recommendations from GO TO 2040. Below is a sample of these projects and the funding amounts:

- The Village of Algonquin was awarded a \$90,000 grant to complete a Downtown Planning Study that seeks to evaluate enhancements in the Old Town District as a result of the rerouting of Illinois Route 31 - the Algonquin Western Bypass.
- With a grant of \$80,000, the Village of Downers Grove will update the existing Bicycle and Pedestrian plan to increase mobility in the community and provide an educational opportunity on alternative transportation options in the Village.



2012 Call for Projects

Call for Projects: May 9, 2012
Open Houses: May 21, 23, and 29
Applications Due: August 1, 2012 by 3:00 PM
www.rtachicago.com/programs

For information about CMAP's Local Technical Assistance efforts visit www.cmap.illinois.gov/lta

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ILLINOIS DEPARTMENT OF TRANSPORTATION

Authorization Increase Request for Illinois Jobs Now! (IJN!)

SUMMARY

In order to fulfill commitments made under IJN!, the Illinois Department of Transportation is requesting an increase of \$2.4 Billion total over current authorization in Bond Series Funds D and B.

By Mode of Transportation		Whole Dollars*
Series B and D		
Current Authorization		3,999,400,000
Requested Increase		2,404,342,998
Highways Series D	1,304,742,998	
Transit/Rail Series B	1,099,600,000	

*Values are listed in whole dollars because authorization is listed this way in statute.

DETAIL BY MODE

Highways Series "D" Bond Fund*		Whole Dollars
Current Authorization		2,249,000,000
Obligation through FY13**	3,066,225,020	
Remainder of Obligation	487,517,978	
Need to Complete Program		3,553,742,998
Authorization Shortfall		(1,304,742,998)

* Capital projects fund is the source of debt service. That includes increase in vehicle registrations & title fees among other things.

** Authorization needed to obligate IJN programmed projects for FY 12&13. Without the increase, IJN projects would have to pull off all future lettings.

Needed to Complete Authorization Shortfall for Highways Program

Authorization for the FY2013 planned projects is critical to maintaining eligibility for federal funds; without the authorization increase, not only would Series D projects not go to letting, but some or all of the State's federal funds would be put at risk. The \$1,304.7m increase authorization is made up of two components (Note: these projects have not started yet):

- \$1,004.7m for the state
- \$300.0m will be for local road grants.

Transit/Rail-Series "B" Bond Fund		Whole Dollars
Current Authorization		1,750,400,000
Obligation through FY13*	2,549,895,051	
Remainder of Obligation*	300,104,949	
Need to Complete Program		2,850,000,000
Authorization Shortfall		(1,099,600,000)

*Note: Grant agreements specify subject to authorization and approp.

Needed to Complete Authorization Shortfall for Transit/Rail Program

The \$1,099.6m increase authorization is comprised of:

- \$631.7m for NEIL transit (CTA, Metra, & Pace combined)
- \$210.9m for CREATE TIGER IV application projects
- \$152.0m for new downstate transit rolling stock and facility
- \$9.0m to build a multi-modal station in Rockford
- \$96.0m for Chicago-Detroit High Speed Rail work in Illinois