

**TRANSPORTATION COMMITTEE**  
**DRAFT MINUTES**  
**Thursday, December 17, 2009**  
**9:00 a.m.**  
**NWMC Offices**  
**1616 East Golf Road**  
**Des Plaines, IL 60016**

**Members Present:**

Kerry Cummings, Co-Chair, President, Village of Glenview  
Ken Nelson, Co-Chair, Mayor, City of Rolling Meadows  
Jeff Berman, Trustee, Village of Buffalo Grove  
Tim Oakley, Director of Public Works and Engineering, City of Des Plaines  
Brian Kozminski, Trustee, Village of Northfield  
Jim Wallace, Deputy Village Manager, Village of Barrington  
Arlene J. Mulder, Mayor, Village of Arlington Heights  
Louella Preston, Trustee, Village of Niles  
Mike Allison, Village Manager, Village of Vernon Hills  
George Van Dusen, Mayor, Village of Skokie  
Marty Moylan, Mayor, City of Des Plaines

**Others Present:**

Mike Pagones, Village of Arlington Heights  
Brian Plum, Traffic Control  
Earl D. Dunn, IDOT  
Andy Plummer, RTA  
Chris Staron, NWMC  
Mike Walczak, NWMC  
Nick Webber, City of Park Ridge  
Ed \_, Student Mayor, Village of Arlington Heights  
Bill Baltutis, TMA of Lake Cook  
June Johnson, Village of Schaumburg  
Larry Widmer, NWMC  
Bob Dean, CMAP

**I. Call to Order**

Chair Nelson called the meeting to order at 9:01 a.m. He asked those present to introduce themselves.

**II. Approval of the October 29, 2009 meeting minutes**

*The October 1, 2009 meeting minutes were approved on a motion from Mr. Oakley, seconded by President Larson.*

**III. CMAP Go To 2040 Update**

Mr. Dean reported that CMAP is progressing towards the completion of the *Go To 2040* Regional Comprehensive Plan in 2010. He reminded the committee that CMAP was created by combining NIPC and CATS. He said that the 2040 plan will be the region's first truly comprehensive plan. He explained that the plan will not be limited to land use

and transportation but will look broadly at the inter-related planning characteristics that make a region successful. He informed the committee that CMAP has completed work on the Regional Vision and spent the summer doing public outreach on the priorities and strategies that should be in the plan. He reported that the public outreach culminated in the preferred regional scenario, which has three main directions: 1) Local infrastructure, 2) Regional infrastructure and 3) The policy environment. Mr. Dean said that local infrastructure relates to creating more livable communities. He emphasized that the plan does not aim to impede on local land use authority. He said that CMAP believes that land use authority belongs at the local level and that CMAP wants to provide assistance and be a partner in meeting regional objectives. He said that regional infrastructure relates to prioritizing investments. He noted that during the public input process there was repeated demand for more transit options. He reported that part making more transit a reality is to plan for land use that supports transit. He said that freight recommendations are also being studied at this point. He said that the policy environment centers on having non-physical investments and policies that create a prosperous climate. He cited intergovernmental agreements, workforce development and education as topics that will be covered in this section.

Mr. Dean reported that the plan must examine transportation finance and meet fiscal constraint rules outlined by the federal government. He said that projected revenue from existing sources cannot meet the enhancement and expansion needs of the transportation system. He said that the state will need additional revenue. He reported that CMAP will likely propose a gas tax increase that is indexed to inflation. He said that CMAP is also examining user fees and congestion pricing. He noted that congestion pricing is intriguing because it can reduce congestion and create revenues needed for the transportation system. He said that revenues from congestion pricing can be invested in the transit system or arterial network. He further informed the committee that CMAP will likely include Public-Private partnerships (PPP) in the plan. He noted that PPP recommendations are more appropriate project by project. He said that Illinois does not authorize PPPs under current law. Mayor Mulder said that Illinois Representative Walker recently sponsored and passed a TIF for TOD bill that helps with the idea of public and private partnerships.

President Cummings asked if CMAP has studied the Cook County MWRD Watershed Management Ordinance as it relates to the *Go To 2040 Plan*. Mr. Dean said that he knows this issue is on CMAP's radar and there are concerns that the ordinance does not over-regulate to discourage development; however, he noted that he is not directly involved in this issue. President Larson noted that Mayor Bennett for Palos Hills has been very involved in this issue and he is the president of CMAP.

Mr. Oakley asked how specific capital projects work into the planning process. Mr. Dean responded that CMAP is in the middle of its major capital projects development. He said that the capital projects list that is in the plan must be prioritized and fiscally constrained. He said that staff is working through the evaluation of the roughly fifty projects. He noted that major capital projects are the very large projects, such as expanded highways and transit expansions. President Larson asked how this will interface with IDOT priorities. Mr. Dean responded that CMAP is working with implementers to make sure that the plan prioritizes projects that have support. Chair Nelson asked if the IL-53 extension is being evaluated. Mr. Dean said that CMAP is

evaluating this project. Mr. Baltutis said that Lake County's referendum and planning has brought new attention to the project. Mr. Dean said that CMAP looks at the major capital projects at a high level with little design detail. He said that specific plans and alternative are examined later. Mayor Mulder said that the IL-53 extension project would be huge and that political factors have pushed it off. She said that O'Hare Modernization and western access creates opportunities. President Larson said that there is transit planned in the corridors. Mr. Dean said that the Elgin O'Hare extension and West Bypass are being examined. Mayor Mulder said that she believes transit access is a very important aspect of the plan and that the Chicago region should be trying to bring transit service within 1 mile of all residents in the region. Mr. Dean said that expanding transit coverage relies on have land-use that is supportive of transit. He said that transit and land-use go hand and hand. President Cummings added that education and promotion is another component of transit expansion. She said that too many residents never consider transit as an option.

Mr. Dean said that the major capital projects evaluations should be completed in January. He reported that CMAP will put together a draft priorities list, seek input and finalize the fiscally constrained list in June. He explained that the region will not be able to accomplish every proposed project in the timeframe. He said that he anticipates the plan will include a B-List of good projects that should be built if and when additional funding becomes available.

Mr. Oakley asked if CMAP is examining truck and train freight. Mr. Dean said that it will be a full inter-modal approach. He added that CMAP will be looking at corridors and operations as well as freight infrastructure. Trustee Preston asked what funds will be used to pay for capital improvements. Mr. Dean said that there are the conventional sources that will continue into the future and new sources that CMAP finds reasonable. Trustee Preston noted that the STAR Line has been around for a long time and is still years away from construction. Mr. Dean responded that CMAP will not just create a list of projects. He said that once the plan is complete, staff will have to transition to implementation assistance. Mr. Dean noted that projects need to be recommended in the plan to move beyond Phase I. Mr. Baltutis asked how you measure success. Mr. Dean said that CMAP is working on regional indicators that will track the progress of the region towards meeting its regional vision. Mr. Baltutis clarified that he wanted to know how CMAP measures success for major capital projects. Mr. Dean said that getting projects built is the easiest measurement. He said that moving projects from concept to engineering will be the first step. Mayor Mulder said that CMAP has to work on being lobbyist and implementers. Mr. Dean said that staff must reorient towards implementation once the plan is complete. President Cummings said that elected officials need to be focused on implementation as well. Mayor Mulder noted that it is also important to avoid competition between sub-regions. Mr. Dean said that the plan aims to avoid a laundry list of recommendations and prioritizes activities and projects. President Larson said that the CMAP Board is designed to require cooperation among Chicago, suburban Cook County and the collar counties. He said the focus is on consensus building. Mr. Baltutis asked about a list of projects for the next federal bill.

Mr. Dean finished by outlining the schedule. He said that the full draft plan should be released in June; however, he noted that CMAP plans to release components of the draft as they are completed. He said that municipal input is important.

#### **IV. Metra STAR Line Update**

Mr. Walczak reported that a legislative update meeting was held at Hoffman Estates to bring state and federal legislators up-to-date on the progress of the STAR Line. He said that Metra presented the Locally Preferred Alternative and Arlington Heights, Hoffman Estates, Schaumburg and Naperville presented station planning initiatives that the municipalities have undertaken. He further said that a representative of the Business Alliance reported on the benefits that the STAR Line would provide for employees. He reported that Metra plans to submit the Local Preferred Alternative to the FTA in the spring. Ms. Johnson reported that the STAR Line Task Force needs to have regular contact with legislators in order to let them know that the project is alive. She recommended that the Task Force send more frequent updates. Mayor Mulder said that Denver is working on a rail line to connect to its airport. She explained this as an example of the competition for federal transit funding. Mr. Walczak said that a state commitment on a local match is a big next step.

#### **V. American Recovery and Reinvestment Act (ARRA)**

Mr. Staron reported that the North Shore Council of Mayors has let ten out of eleven ARRA projects. He said that the council has roughly \$400,000 in leftover ARRA funding that can be obligated in the six-month grace period following the March 2010 deadline. He said that the council will likely program this funding towards three B-List projects. Mr. Walczak reported that the Northwest Council of Mayors has made similar progress in letting ARRA projects. He said there will be two projects on the January letting and one on March. Due to low bids, the council will have roughly \$1,100,000 in leftover ARRA funds.

Mr. Staron said that a number of the larger competitive grant programs that were included in ARRA will be awarded in the next couple of months. He reported that high speed rail funding and TIGER funding are two areas where Illinois could reap considerable funding. He said that the state applied for CREATE funding through the TIGER program and that the Tollway and Pace partnered for an express bus concept on I-294.

#### **VI. CMAP Report**

Mr. Dean reported that CMAP continues to work through the issues surrounding the federal rescissions written into SAFETEA-LU. He said that the CMAQ Project Selection Committee has a recommended strategy. He reported that the STP rescission is still being examined by IDOT. He said that CMAP has information about safety funding for highway and rail grade crossing on its website. Mr. Staron said that the Conference included an announcement about the funding in its Transportation Newsletter and will include additional announcements in the Director's Briefing. Mr. Dean said that CMAP is committed to getting a complete count for the 2010 census and will be encouraging municipalities to do the same.

#### **VII. Other Business**

Mr. Walczak reported that IDOT has released the preferred scenario for the Elgin O'Hare West Bypass study. He said that the proposed southern leg of the bypass will go through Franklin Park. He said that there is a transit, bike and pedestrian component to the plan as well. Ms. Johnson said that stakeholders have urged IDOT to move these

components of the study forward with the next planning tier. Mr. Walczak said that the stakeholder groups are now being split geographically as IDOT moves to the next planning tier.

Mr. Plummer said that Time Magazine had a recent article about the lock and dam system in Holland. He said it demonstrates what can come of true planning and commitment.

Ms. Donner said that she is temporarily replacing April Koos. She reported that the Pace Board approved cuts on December 11. She said that the cuts were smaller than originally proposed because Pace will be transferring more capital funding to operations. Mayor Mulder asked if routes can be saved. Ms. Donner said that the cut routes do not have enough riders to be economically competitive. She said that fixed route is not always the best option, but there are other partnership arrangements that can be explored.

Mr. Staron reported that a transportation glossary of terms and acronyms was provided at the meeting.

#### **VIII. Next Meeting**

Chair Nelson informed the committee that the next scheduled meeting date is January 28 at 9:00 a.m. at the NWMC offices.

#### **IX. Adjournment**

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