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Deerfield
Des Plaines
Elk Grove Village
Evanston
Fox River Grove
Glencoe
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Golf*
Grayslake
Hanover Park
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Lake Forest
Lake Zurich
Libertyville
Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
Northfield Twp.
Palatine
Park Ridge
Prospect Heights
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Skokie
Streamwood
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*Affiliate Member

TRANSPORTATION COMMITTEE

Thursday, February 24, 2011

9:00 a.m.

NWMC Offices

**1616 East Golf Road
Des Plaines, IL 60016**

AGENDA

- I. Call to Order**
- II. Approval of the January 27 Meeting Minutes (Attachment A)**
Action requested: Approval of minutes
- III. Letter to Metra Board (Attachment B)**
With the agency about to undertake an update to its strategic plan, conference staff has drafted a letter to underscore NWMC's priorities, including capital projects.
Action requested: Approval of Letter
- IV. NWMC Bicycle Plan Implementation**
Staff will present outreach and implementation efforts, including grant seeking through the CMAQ Program and the revised NWMC Bicycle Plan fold-out.
Action requested: Informational
- V. Elgin O'Hare West Bypass Advisory Council Draft Report**
The Governor's Advisory Council has produced a draft report for the financing, environmental impact, workforce diversity and economic impact of the proposed project. The final report is due to the Governor in April. Staff will discuss the draft report's findings.
Action Requested: Informational
- VI. Public Private Partnership Bills (Attachments C)**
Staff from the Metropolitan Planning Council will discuss SB 146 (co-sponsors Steans and Risinger) and HB 1091 (co-sponsors Nekritz and Mathias), which would allow for Public Private Partnership agreements for transportation investments.
Action Requested: NWMC Position on Bill
- VII. CMAP Local Share Contribution (Attachment D)**
NWMC has received CMAP's 2011 request for municipalities to contribute to the agency's local matching funds for support of CMAP's regional role. As has been done previously, staff recommends that NWMC distribute local contribution requests to members of the Northwest and North Shore Councils of Mayors, based on population, with instructions to forward payment directly to CMAP.
Action requested: Approval of Local Share Distribution
- VIII. CMAP Report**

Staff will provide an update on relevant activities from CMAP's committees.
Action requested: Informational

IX. Other Business

X. Next Meeting

The next committee meeting is scheduled for March 24 at 9:00 a.m. at the NWMC offices.

Action requested: Informational

XI. Adjournment

TRANSPORTATION COMMITTEE
DRAFT MINUTES
Thursday, January 27, 2011
9:00 a.m.
NWMC Offices
1616 East Golf Road
Des Plaines, IL 60016

Members Present:

Sandy Frum, Co-Chair, President, Village of Northbrook
Ken Nelson, Co-Chair, Mayor, City of Rolling Meadows
Al Larson, Mayor, Village of Schaumburg
Arlene J. Mulder, Mayor, Village of Arlington Heights
Louella Preston, Trustee, Village of Niles
Greg Summers, Director of Engineering and Building, Village of Barrington
George Van Dusen, Mayor, Village of Skokie

Others Present:

Erin Aleman, CMAP
Bunny Anderson, Illinois Tollway
Bill Baltutis, TMA of Lake Cook
Bruce Christensen, Lake County
Mary L. Donner, Pace
Jane Grover, Alderman, City of Evanston
Mike Hankey, Hoffman Estates
Bob Israel, MACTEC
Dan Jedrzejak, Chastain & Assoc.
Wes Lujan, Union Pacific
Rick Mack, Metra
Mike Pagones, Village of Arlington Heights
Steve Pasinski, Thomas Engineering Group
Andy Plummer, RTA
Andre Santes, 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.

II. Approval of the November 18, 2010 Meeting Minutes

The November 18, 2010 meeting minutes were approved on a motion from Mayor Mulder, seconded by Trustee Preston.

III. CMAP Go To 2040 Implementation

Mr. Walczak reported that CMAP is currently offering or will soon offer a number of funding opportunities that are being tied to the implementation of Go To 2040. He said that the Local Technical Assistance call for projects is ending tomorrow, but subsequent

calls are expected this year. He explained that the funding is available for staff support on planning work. He further reported that the RTA will be collaborating with CMAP to expand its planning programs and tie in planning activities outside of transportation. Mr. Walczak outlined the Congestion Mitigation and Air Quality (CMAQ) program changes for the upcoming call for projects. Finally, he said that the Unified Work Program is currently under development and there may be opportunities for Metra, RTA and the Conference to obtain funding to study alternative financing for the STAR Line. He said that other ideas from the Committee are welcome.

Trustee Preston said that the memo and report contains a lot of information about different funding sources and asked that the report be condensed into a table on one sheet that highlights the submittal deadlines and the eligible projects. The Committee discussed work related to safety around transit stations, public awareness and distracted drivers and pedestrians.

Ms. Aleman said that CMAP has received 25 applications for Local Technical Assistance at this point, but expects another group before tomorrow's deadline. She said that CMAP will likely be able to fund 25-30 projects this year. She reported that CMAP will be offering \$700,000 in the combined RTA and CMAP planning call for projects.

IV. NWMC Bicycle Plan Implementation

Mr. Staron reported that the Bicycle and Pedestrian Committee discussed the potential outreach strategies for the NWMC Bicycle Plan at its meeting last week. He explained that the strategies are broken down into four categories: 1) Distributing plan documents, 2) using the internet for regular corridor updates, 3) presenting the NWMC Bicycle Plan to communities and 4) building coalitions. He said that NWMC needs to transition from the planning phase to the outreach and implementation phase, and he noted that the strategies move the Conference in that direction. Trustee Preston asked how the NWMC Bicycle Plan fits into the maps that the Secretary of State distributes. Mayor Mulder questioned if it would be possible to distribute the plan at the IML Conference along with the state bike map. Mr. Staron responded that the NWMC map is strictly a planning map at this point and not extremely useful to a cyclist. Trustee Preston asked which map has the best planning information. Mr. Walczak said that the NWMC map and plan contain the fullest picture of our region. Mayor Nelson noted that reaching out to local chambers of commerce might be an opportunity for coalition building. The Committee discussed the possibility of a regional bicycle ride to highlight a corridor, similar to Bike the Drive. Mr. Walczak said that a bike group in Palatine looked into a Northwest Highway ride, but there were a number of hurdles. Mr. Baltutis mentioned that outreach to bicycle clubs might be another way to sell the plan.

Mr. Walczak reported that the NWMC has been awarded two grants totaling \$66,000 from the Cook County Department of Public Health's Model Communities Grant program. He explained that the grants will allow the Conference to develop a bicycle facilities plan paralleling Northwest Highway and the Union Pacific – Northwest line from Barrington to Park Ridge and a bicycle signage plan for all the Cook County bicycle corridors. He said the grant was awarded earlier this week and NWMC is working on finalizing the contract and preparing the work-plan.

V. Union Pacific Northwest Line Safety Workshop

Mr. Lujan reported that NWMC has partnered with the Union Pacific Railroad and the Illinois Commerce Commission to host a railroad safety workshop on February 10. He said that the UP-Northwest line has 80% of the crashes for UP tracks in the region and this meeting will be a collaborative opportunity for municipalities and the UP to discuss addressing this problem. He said a number of Union Pacific officials will be there and that it is a good opportunity to meet UP officials face to face and discuss your municipal issues.

VI. CMAP Report

Ms. Aleman reported that the regional indicators website www.metropulsechicago.org is live. She said that CMAP is awaiting the release of 2010 census data to update certain indicators. She reported that CMAP will be holding Planning Commissioner Workshops throughout the region and that the NWMC area workshop will likely be held in the fall. The Committee noted that the timing will also be good for newly elected officials.

VII. Other Business

Mr. Walczak reported that the news about the constitutionality of the capital bill revenues is coming fast and that there are avenues for a judicial fix or legislative fix. He noted that Metra is planning to discuss the organization's priorities at an upcoming Metra Board meeting and staff will work on a letter to the Metra Board emphasizing the Conference's Metra related priorities. Mr. Mack said that the discussion will likely be occurring at Metra's March meeting.

Ms. Anderson reported that the Illinois Tollway has established its 2011 construction schedule, which includes resurfacing the Jane Addams Memorial tollway in parts.

Mr. Plummer reported that RTA is holding a performance measures workshop tomorrow. He explained that the RTA is trying to make the best data driven decisions for transit. He also said that he would like some time on a future agenda to talk about RTA's BRT report.

Alderman Grover reported that to celebrate the 1-year anniversary of the City's cell phone driving ban, Evanston will be holding a distracted driving summit on April 13.

VIII. Next Meeting

Chair Frum said the next meeting would be February 24.

VIII. Adjournment

On a motion from Mayor Van Dusen, seconded by President Larson, the committee unanimously voted to adjourn.



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Evanston
Fox River Grove
Glencoe
Glenview
Golf*
Grayslake
Hanover Park
Highland Park
Hoffman Estates
Kenilworth
Lake Forest
Lake Zurich
Libertyville
Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
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DRAFT

Carole R. Doris
Chairman, Board of Directors
Metra
547 West Jackson Boulevard
Chicago, IL 60661

March 9, 2011

Dear Chairman Doris,

As Metra embarks on an update to its strategic plan, the Northwest Municipal Conference (NWMC) would like to emphasize important capital projects to enhance the Metra system. The NWMC is a Council of Governments with forty-three members, representing over one million residents in the north and northwest suburbs. Metra forms an essential part of the transportation system for the residents and employers in our region. Five Metra lines traverse our membership area, which include 47 stations accounting for almost 43,000 weekday boardings.

Above all, we support Metra's efforts to bring the existing system to a state of good repair. In this time of budgetary constraints, the top priority should be investment in existing infrastructure. We also firmly encourage greater cooperation between the three service boards and the RTA for both transit planning and operations. A more efficient transit network across modes benefits all users of the transportation system.

Metra expansion projects have long been at the top of the transportation priorities for the NWMC as well. As your strategic plan work begins, we offer the following capital projects, which would enhance the existing Metra system and contribute positively to the region's transportation system.

STAR Line

The implementation of the STAR Line has been a long time NWMC priority. This line would address the suburb-to-suburb commute, and tie together employment centers while connecting to almost all existing Metra lines. Furthermore, this project would provide transit-oriented development opportunities at the new station areas.

The Conference encourages Metra to work with STAR Line Task Force municipalities and the RTA to develop a financial plan for the STAR Line and to finish work on the Alternatives Analysis. NWMC communities are ready to help. Municipalities throughout the STAR Line corridor have shown substantial investment through land purchases at future station locations, redevelopment planning and staff time dedicated to this project.

North Central Service

NWMC requests that Metra undertake a capacity expansion study on the North Central Service line. While service has improved after the completion of double tracking, the opportunity for more improvements for both traditional commuters (suburb to Chicago) as well as reverse and suburb to suburb commuters remains.

The NWMC and area communities played a key role in the initial development of North Central commuter service. We now hope to have your support to work with Metra and communities to further investigate the feasibility service expansion. We also understand that adding service is a complicated issue involving operational issues with the Canadian National, provision of new capital equipment and funding to operate the service. Given the financial conditions of Metra and other transit agencies, service expansion may not be feasible in the short term. Nonetheless, we feel Metra should now seriously look at this issue for the future long term betterment of commuter service.

UP Northwest Line

The NWMC encourages Metra to develop a financial plan for the UP-Northwest Line capacity expansion project and extension to Johnsburg. With the Alternatives Analysis work complete, a viable financial plan is necessary to seek federal funding for construction. This improvement would significantly enhance service for the fast growing areas in McHenry County, as well as established communities from Barrington to Park Ridge who have invested heavily in transit-oriented central business districts. This line is already the busiest in the NWMC region and expanding the capacity is critical to serve the growing population and employment base and to enhance Metra's reverse commute options.

UP North

On the UP North line, NWMC appreciates Metra's commitment the bridge rehabilitation project and the enhanced signal work, including the flexibility shown to rework the project after the initial scheduling difficulties. We encourage Metra to study options to further enhance service along the line including adding a third track north of Wilmette and more crossovers to improve express service in the corridor.

The members of the Northwest Municipal Conference are excited that Metra is undertaking this bold and important action for the region's transit future. We will continue to work with Metra's leadership and staff to move these important projects to completion. Please do not hesitate to contact me or NWMC Executive Director Mark Fowler if you have any questions.

Sincerely,

|

Kerry D. Cummings
President, Village of Glenview
President, Northwest Municipal Conference

DRAFT

Public Private Partnerships for Transportation Act

Providing authority to enter into public-private agreements for transportation investment

Senate Bill 146 Sponsor: Sen. Heather Steans (D-Chicago)

House Bill 1091 Sponsor: Rep. Elaine Nekritz (D-Des Plaines)

What is the purpose of the PPP Act?

The Public-Private Partnerships (PPP) for Transportation Act will promote the sound development and operation of transportation facilities in Illinois, by authorizing public-private partnerships for the construction of new transportation infrastructure projects and limiting the lease of existing infrastructure assets. Authorizing public-private partnerships will allow Illinois to seek new sources of investment capital and more efficiently deliver infrastructure improvements, to improve our transportation system to better serve the needs of Illinois residents and businesses.

“Tolling, pricing, and public-private partnerships present effective strategies on their own. But when they’re linked, they offer enormous opportunities to address the transportation challenges facing our country.”

*Victor Mendez, FHWA
Administrator, U.S.DOT*

The Act will cover all transportation infrastructure under the jurisdiction of the following:



Airports owned and operated by an airport authority created and established under the Airport Authorities Act.

What does the PPP Act do?

- The Illinois General Assembly must approve all potential PPP projects prior to issuing RFQs or RFPs.
- All projects considered for public-private partnerships must be consistent with the corresponding region’s plan, provided the region has a Metropolitan Planning Organization.
- The Commission on Government Forecasting and Accountability will conduct an independent review of all project proposals prior to final approval of a public-private partnership to ensure it serves the public’s interest.
- The public-private agreement will not include a noncompete clause.
- In cases where the project pertains to an existing transportation facility, the contractor will adhere to all existing employee contracts and obligations.
- Property belonging to the State of Illinois is not subject to taxation.
- Enables PPP to be used for High Speed Rail

Supporters:

American Council of Engineering
Companies of Illinois
Chicagoland Chamber of Commerce
Chicago Metropolitan 2020

Chicago Metropolitan Agency for Planning
Metropolitan Planning Council
South Suburban Mayors and Managers Association
West Central Municipal Conference

For more information

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

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Schaumburg
Skokie
Streamwood
Vernon Hills
Wheeling
Wilmette
Winnetka

To: NWMC Transportation Committee
From: Mike Walczak, Program Manager for Transportation
Date: February 21, 2011
Subject: **Local Contributions to Chicago Metropolitan Agency for Planning (CMAP)**

Recommendation: *Distribute local contribution requests to members of the Northwest and North Shore Councils of Mayors, with instructions to forward payment directly to CMAP.*

Issue: In 2008, the CMAP Board and staff recommended that its regional partner agencies contribute to the agency's local matching funds for support of CMAP's regional role. Transportation agencies, counties, the City of Chicago, and suburban Councils of Mayors have all been invoiced. Based on a \$25,000 total contribution for suburban Cook County, the share for the North Shore Council is \$3,201.84 and for the Northwest Council is \$7,299.92. Staff has determined each community's share (attached) based on population from the 2000 census.

Background: CMAP receives much of its funding through federal sources which require a local match. The local match in the past has come from state sources and contributions from transportation agencies. Previous to CMAP's creation, NIPC had invoiced municipalities, at a higher rate, to form a portion of its local match.

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North Shore Council

Amount Requested	\$ 3,201.84
Total Population	304,845 (2000 census)
Per Capita Charge	\$ 0.0105

	Population	Percent	Amount Requested
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Evanston	74,239	24.4%	\$ 779.75
Glencoe	8,762	2.9%	\$ 92.03
Glenview	41,847	13.7%	\$ 439.53
Golf	451	0.1%	\$ 4.74
Kenilworth	2,494	0.8%	\$ 26.19
Lincolnwood	12,359	4.1%	\$ 129.81
Morton Grove	22,451	7.4%	\$ 235.81
Northbrook	33,435	11.0%	\$ 351.17
Northfield	5,389	1.8%	\$ 56.60
Skokie	63,348	20.8%	\$ 665.36
Wilmette	27,651	9.1%	\$ 290.42
Winnetka	12,419	4.1%	\$ 130.44
Total	304,845	100%	\$ 3,201.84

Northwest Council

Amount Requested	\$ 7,299.92
Total Population	664,580 (2000 census)
Per Capita Charge	\$ 0.0110

	Population	Percent	Amount Requested
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Arlington Heights	76,031	11.4%	\$ 835.14
Barrington	10,168	1.5%	\$ 111.69
Bartlett (Cook)	12,196	1.8%	\$ 133.96
Buffalo Grove (Cook)	14,418	2.2%	\$ 158.37
Des Plaines	58,720	8.8%	\$ 645.00
Elk Grove Village	34,727	5.2%	\$ 381.45
Hanover Park (Cook)	20,755	3.1%	\$ 227.98
Hoffman Estates	49,495	7.4%	\$ 543.67
Inverness	6,749	1.0%	\$ 74.13
Mount Prospect	56,265	8.5%	\$ 618.03
Niles	30,068	4.5%	\$ 330.27
Palatine	65,479	9.9%	\$ 719.24
Park Ridge	37,775	5.7%	\$ 414.93
Prospect Heights	17,081	2.6%	\$ 187.62
Rolling Meadows	24,604	3.7%	\$ 270.26
Schaumburg	75,386	11.3%	\$ 828.06
South Barrington	3,760	0.6%	\$ 41.30
Streamwood	36,407	5.5%	\$ 399.90
Wheeling	34,496	5.2%	\$ 378.91
Total	664,580	100%	\$ 7,299.92