

NORTHWEST MUNICIPAL CONFERENCE

1600 East Golf Road, Suite 0700
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*

MEMBERS

- Antioch
- Arlington Heights
- Bannockburn
- Barrington
- Bartlett
- Buffalo Grove
- Carpentersville
- Crystal Lake
- Deer Park
- Deerfield
- Des Plaines
- Elk Grove Village
- Evanston
- Fox Lake
- Glencoe
- Glenview
- Grayslake
- Hanover Park
- Highland Park
- Hoffman Estates
- Kenilworth
- Lake Bluff
- Lake Forest
- Lake Zurich
- Libertyville
- Lincolnshire
- Lincolnwood
- Morton Grove
- Mount Prospect
- Niles
- Northbrook
- Northfield
- Northfield Township
- Palatine
- Park Ridge
- Prospect Heights
- Rolling Meadows
- Schaumburg
- Skokie
- Streamwood
- Vernon Hills
- Wheeling
- Wilmette
- Winnetka

- President*
- Arlene Juracek
- Mount Prospect

- Vice-President*
- Daniel DiMaria
- Morton Grove

- Secretary*
- Kathleen O'Hara
- Lake Bluff

- Treasurer*
- Ghida Neukirch
- Highland Park

Executive Director
Mark L. Fowler

MINUTES
NWMC TRANSPORTATION COMMITTEE
Thursday, November 29, 2018
NWMC Offices

Members Present

- Bill McLeod, Mayor, Village of Hoffman Estates, Co-Chair
- Rod Craig, Mayor, Village of Hanover Park, Co-Chair
- Tim Frenzer, Village Manager, Village of Wilmette
- Greg Summers, Director of Development Services, Village of Barrington
- Jeff Berman, Trustee, Village of Buffalo Grove
- Bob Benton, Trustee, Village of Deerfield
- Phil Kiraly, Village Manger, Village of Glencoe
- Sean Dorsey, Public Works Director, Village of Mount Prospect
- Dan Randolph, Civil Engineering, Village of Niles
- Joan Frazier, President, Village of Northfield
- Al Larson, President, Village of Schaumburg
- Karyn Robles, Director of Transportation, Village of Schaumburg
- Tim Frenzer, Village Manager, Village of Wilmette
- Matt Farmer, Village Engineer, Village of Northbrook
- Joe Gallo, 4th Ward Alderman, City of Rolling Meadows

Others Present

- Dan Jedrzejak, Consultant, Chastain and Associates
- Jane Grover, Outreach Principal, CMAP
- Katie Renteria, Legislative Affairs Liaison, Metra
- Rick Mack, Metra
- Mark Fowler, Executive Director, NWMC
- Larry Bury, Deputy Director, NWMC
- Steve Andrews, Pace
- Andy Plummer, Consultant, RTA
- Josh Klingenstein, Program Associate for Transportation, NWMC
- Cole Jackson, Program Associate for Transportation, NWMC

I. Call to Order

Co-Chair Craig called the meeting to order at 8:30 a.m. and those present gave introductions. The committee agreed to discuss the following items prior to the presentation on autonomous and connected vehicles: STP Funding Update and State Infrastructure Bill Update.

II. Approval of October 25, 2018 Meeting Minutes

Mr. Plummer requested that it be noted in the meeting minutes that he stressed the need for dedicated and sustained transportation funding during a discussion of a potential statewide capital bill. Mr. Klingenstein said that he would add that point to the minutes. The updated minutes were approved on a motion by Mayor Larson, seconded by President Frazier.

III. NWMC Multimodal Plan Update

Mr. Jackson stated that NWMC had received three consultant applications for its Multimodal Plan update, which is being funded through CMAP's Local Technical Assistance (LTA) program. Mr. Jackson reviewed the components of the plan, including an update of priority bicycle corridors, an evaluation of sidewalk gaps, and a survey of barriers to transit in the region. Mr. Jackson said that interviews with the finalist firms would take place next week, with a firm being chosen soon thereafter. Mr. Craig said that he looked forward to receiving future updates on the plan.

IV. Autonomous and Connected Vehicles

Mr. Quandt of the Illinois Autonomous Vehicle Association gave a presentation about autonomous and connected vehicle technology and what municipalities can do to prepare. Mr. Quandt stressed that, while self-driving vehicles are an important outcome of these technological advancements, there are many other benefits of autonomous and connected mobility. He also said that ILAVA is focused on transforming mobility through the use of data.

Mr. Quandt noted that his organization was partnering with transit agencies, municipalities, and planning organizations. He then gave an overview of the state of autonomous and connected vehicle technology. Mr. Quandt also said that greater efficiencies would begin to emerge across all types of mobility, including in the areas of fuel costs and equity. He also described how autonomous and connected mobility will help create a system of systems that will connect different industries and modes of transportation.

Mr. Quandt concluded by providing an overview of what municipalities can do to prepare for autonomous and connected mobility technology. He said that municipalities should identify data being generated, identify business opportunities, invest in data analytics, and analyze procurement policies.

President Frazier asked if ILAVA had concerns about privacy as autonomous and connected vehicles begin to proliferate. Mr. Quandt said that his organization is concerned about privacy, and that as this technology spreads the potential exists for greater conversations about data ownership. Ms. Frazier also asked about how autonomous vehicles might affect parking. Mr. Quandt said that he expected large reductions in both curbside parking and garage parking. Mr. Craig asked if other infrastructure would be affected, especially in emergency situations. Mr. Quandt said the need to maintain certain infrastructure would remain, but that autonomous and connected vehicles and associated technological improvements could also reduce the need for certain infrastructure repairs in the future. Mr. Craig also asked if bandwidth would be affected. Mr. Quandt said bandwidth generally would be very good, especially as 5G technology becomes more widespread. Larry asked if 5G is necessary to get these systems to work. Mr. Quandt said that most of the technology could be handled by DSRC.

V. STP Funding Update

Mr. Klingenstein reported that FY 2018 was a record year for regional STP obligations. He said that \$171 million was obligated region-wide, with \$114 million obligated in the suburbs. He also noted that this was a reversal of course for the

suburbs, which had traditionally obligated far less each year. Mr. Klingenstein then reported that 2019 was set to be another record year for STP obligations, with \$75.6 million in suburban projects on the January letting and \$31 million on the March letting, in addition to \$95.7 million in programmed City of Chicago projects. He said that some projects will slip back, but assuming even modest project delivery, the region would see another very significant year for STP obligations.

Mr. Klingenstein also reported that the CMAP STP Project Selection Committee had approved a proposal for the use of transportation development credits (TDCs) for STP-funded projects. He said that states accrue these credits when capital investments are made on federally approved toll facilities, and that they can be applied toward the local match share of highway projects. Mr. Klingenstein also informed the committee that IDOT had approved a policy for using toll credits for highway projects, when previously they had only been used for transit projects. He then said that high need communities, as determined by CMAP's LTA program community need measures, are eligible to use TDCHs. Finally, Mr. Klingenstein stated that he would send out a link to both the CMAP and IDOT policies on TDCHs.

VI. State Infrastructure Bill Update

Mr. Bury reported that a capital bill was not passed during the Illinois Senate's veto session. He said that, while there was talk about a capital bill being brought up in lame duck session, the most likely scenario was for the capital bill to be discussed by the new General Assembly.

Mr. Bury then discussed the capital needs survey that was distributed to Mayors and Managers. He said that the survey covered transportation, water and sewer infrastructure, fleet management, buildings, and pension obligations. He also stated that the deadline for responses was December 14th.

Mr. Craig asked if NWMC had defined the revenue side of a capital bill. Mr. Bury responded that the Legislative Committee would continue to discuss the matter, but that NWMC had not yet taken a position. Mr. Craig also stated that NWMC should drill down and look at duplicative services at the state level. Mr. Plummer stated that if a bill was passed that offered transit agencies sustained and dedicated capital funding, the transit agencies in the region would again be able to borrow funds as necessary. Mr. Plummer also said that the RTA finance committee was streamed live and that he would see if the video was available online for committee members to view.

VII. CMAP Update

Ms. Grover reported that the CMAQ and STP Shared Fund call for projects would open on January 15th and run through March. Mr. Klingenstein said he and Mr. Jackson would distribute additional information to the committee. Ms. Grover also mentioned that the CMAP My Daily Travel Survey was still open, and that school districts were eligible to receive \$10 for every survey that was completed within a district.

VIII. Agency Reports **a. Metra**

Ms. Renteria said that six newly purchased locomotives had been delivered to Metra, with three expected to be in service by the end of the year. She also reported that the Metra Board had passed the FY 2019 budget. Ms. Renteria also said that Metra was working on a resolution that it would ask the NWMC to support, and she mentioned that there was a meeting between Metra staff and Municipal officials being held at Oakton Community College on December 5th.

b. RTA

Mr. Plummer reported that the RTA would continue looking for help from the NWMC to support a capital bill. He also noted that the agency would be seeking funding for its "Access to Transit" program. Mr. Craig noted that many communities had significant investments in transit oriented developments, and that NWMC needed to be supportive of Metra and the other transit agencies in the region.

c. Pace

Mr. Randolph asked about the status of the Milwaukee Pace Pulse line. Mr. Andrews responded that the line should be open in the summer, with station platforms and shelters being completed over the winter.

IX. Other Business

Mr. Klingenstein reported that, due to conflicts with CMAP STP Project Selection Committee meetings, staff proposed that the Transportation Committee's next three meetings take place on January 17, February 21, and March 21.

X. Adjourn

The meeting was adjourned on a motion by President Larson, seconded by Mayor McLeod. The meeting adjourned at 9:40 a.m.

CMAQ/TAP/STP Regional Shared Fund Call for Projects

CMAQ/TAP Eligibility and Scoring

CMAQ

Congestion Mitigation and Air Quality

Administered by CMAP

Eligible sponsors: counties, municipalities, townships, park districts, forest preserve districts, and transit agencies.

Eligible project types: transit improvement, traffic flow improvement, bicycle facility, direct emissions reduction, demonstration projects, and others

TAP-L

Transportation Alternatives Program

Administered by CMAP

Eligible sponsors: local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts

Eligible project types: bicycle facility projects

CMAQ/TAP-L Eligibility Requirements

4

- » Phase I engineering complete
- » Sponsor must have committed matching funds – generally 20 percent
- » Bike facility projects must be feature in at least one adopted bike plan, comprehensive plan, or other plan

Example Projects

5

- » Skokie Valley Trail Extension (TAP-L)
- » Roselle Rd/Euclid Av Multi-Use Path in Palatine (CMAQ)
- » Howard St. Bicycle Path in Niles (TAP-L)
- » Metra Bike Parking Extension (CMAQ)
- » US 20 Pedestrian Access to Metra Station in Hanover Park – CMAQ
- » Higgins Rd Bike Path in Schaumburg (TAP-L)

- » Scoring differs by project type for CMAQ
- » Primary consideration for all CMAQ projects is cost-effectiveness of air emissions reductions
 - » Measured by cost per kilogram reduction in Volatile Organic Compounds (VOC) or Nitrogen Oxide (NOx) and fine particulate matter (PM2.5)

CMAQ Scoring Overview

7

- » Secondary considerations: Transportation Impact Criteria (30 points) and meeting Regional Priorities (10 points)
- » TIC differ by project type – highway, transit, bicycle, and direct emissions reduction
- » Regional priorities include being part of a regionally significant project, supporting inclusive growth, and having transit-supportive zoning/design requirements (transit only)

- » Other factors include input from modal focus groups, geographic balance, project readiness, sponsor capacity, and project mix

- » 5 Factors
 - » Project contributes to completion of Regional Greenways and Trails Plan
 - » Population and Employment Density
 - » Safety and Attractiveness
 - » Benefits to Economically Disconnected Areas
 - » Project Readiness – ROW and Phase II engineering

STP Regional Shared Fund – Eligibility and Scoring

STP Regional Shared Fund

11

- » New for 2019 – Surface Transportation Program funds reserved for projects which “will make large and lasting contributions to regional transportation priorities”
- » Eligible sponsors: municipalities, counties, townships, park districts, forest preserve districts, transit agencies, and others
- » Eligible Project Types: road reconstructions, transit station rehabilitations and reconstructions, bridge rehabilitations and reconstructions, highway/rail grade crossing improvements, road expansions, bus speed improvements, corridor-level of small-area safety improvements, and truck route improvement

- » To be eligible for funding, projects **MUST** either:
 - » Have a total project cost of \$5 million or more
 - OR
 - » Have at least 3 local partners, including at least one municipality

- » Projects scored based on three broad factors:
 1. Project Readiness
 2. Transportation Impact
 3. Planning Factors

- » Engineering and Right of Way Acquisition -- 5 points for substantial completion of ENG II and 5 points for a lack of ROW acquisition
- » Inclusion in Local/Agency Plans –10 points are available for projects if they are included in local or agency plans
- » Financial Commitment – 5 points available for coming to the table with other funding sources

STP Regional Shared Fund Scoring – Transportation Impact

15

- » Existing Condition/Need – scored on a scale of 0 to 20; scoring methodology varies by project type
- » Improvement – measures cost effectiveness of proposed improvements involved in the project on a scale of 0 to 20; methodology also varies by project type
- » Household/Job Impact – the total number of jobs and households in each project's travel shed (as determined by CMAP travel model), indexed to a score out of 10

- » Inclusive growth and complete streets apply to all project types; the other factors only apply to certain project types.
- » Inclusive Growth – up to 10 points, measured by % of facility users who are nonwhite and under the poverty line, as modeled by CMAP's travel demand model
- » Complete Streets – 5 points for having adopted complete streets policies, 5 points for project having complete streets elements (see the [CMAP complete streets toolkit](#) for more details)

STP Regional Shared Fund Scoring – Planning Factors

17

- » Green infrastructure – 2.5 points for having implemented policies that support green infrastructure, 2.5 if project has green infrastructure components (bioswales, infiltration trenchers, permeable pavers, etc.)
- » Freight movement – 5 points max, based on percent of heavy duty vehicles on a road segment
- » Transit-Supportive Land Use – Up to 10 points based on density requirements, innovative parking requirements, and presence of mixed-use zoning.

- » Each council gets 25 points to allocate amongst submitted projects to indicate local support
- » Cannot give any project more than 15 bonus points
- » Can give points to projects outside of the council as long as the project does not receive over 25 total bonus points

2019 Call For Projects

Timeline

20

- » January 15 – Call for Projects Released and webinar on funding process
- » January 17 – Webinar on CFP submittal process
- » March 1 – Planning Liaison review deadline
- » March 15 – Applications due by COB
- » March through May – CMAP staff evaluation of applications
- » May 17 – Deadline for Councils/CDOT to submit bonus point allocations (STP only)
- » May/June – Review of analysis and focus group input

Timeline (cont'd)

21

- » June 1 – Cutoff for obtaining design approval or submission of PDR documents
- » June through July – CMAP develops staff recommended program
- » July 18 – STP and CMAQ/TAP Project Selection Committees consider staff recommended draft program
- » July 18 through August 16 – Public comment period
- » September 5 – Project Selection Committees review public comments and consider final program
- » October 9 – CMAP Board and MPO Policy Committee consider and approve proposed programs
- » November – Federal eligibility determination and notification of funding

- » Submission through eTIP database – more information will be available in the January 17 webinar
- » PLs will review applications for municipal sponsors and alert sponsors of any missing information

Questions?