

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*

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**Northwest Municipal Conference
Transportation Committee
Thursday, February 22, 2018**

8:30 a.m.

NWMC Offices

1600 East Golf Road, Suite 0700 Des Plaines

AGENDA

- I. Call to Order**
- II. Approval of January 25, 2018 Meeting Minutes (Attachment A)**
Action requested: Approval of minutes
- III. Federal Transportation Update (Attachment B)**
Staff will discuss the recently proposed “Legislative Outline for Rebuilding Infrastructure in America” and its impacts for NWMC members and the region.
Action requested: Discussion
- IV. Surface Transportation Program (STP) Project Selection Committee Update**
Staff will provide an update on the activities of the STP Project Selection Committee meeting. At its February 28 meeting, the committee will begin discussions on the development of the new regional Shared Fund, including eligible project types and project criteria.
Action requested: Informational
- V. Bicycle and Pedestrian Committee Update**
Staff will present an update on topics discussed at the February 20 NWMC Bicycle and Pedestrian Committee meeting.
Action requested: Informational
- VI. CMAP Update**
An update on relevant activities from CMAP’s committees will be provided.
Action requested: Informational
- VII. Agency Reports**
- VIII. Other Business**
- IX. Next Meeting**
The next meeting is scheduled for March 22 at 8:30 a.m. at NWMC offices.
- X. Adjourn**

**TRANSPORTATION COMMITTEE
MEETING MINUTES
Thursday, January 25, 2018
8:30 a.m.
NWMC Offices
1600 E. Golf Road, Suite 0700
Des Plaines, IL**

Members Present:

Bob Israel, Trustee, Village of Northbrook, Vice-Chair
Bob Benton, Trustee, Village of Deerfield
Matt Farmer, Village Engineer, Village of Northbrook
Bill Grossi, Trustee, Village of Mount Prospect
Ray Keller, Village Manager, Village of Lake Zurich
Al Larson, President, Village of Schaumburg
Maria Lasday, Village Manager, Village of Bannockburn
Anne Marrin, Village Administrator, Village of Fox Lake
Matt Roan, Deputy Village Manager, Elk Grove Village
Greg Summers, Director of Development Services, Village of Barrington

Others Present:

Steve Andrews, Pace
Sean Dorsey, Village of Mount Prospect
Tavis Farmer, IDOT
Tim Grzesiakowski, TMA of Lake-Cook
Dan Jedrzejak, Chastain and Associates
Rick Mack, Metra
Tom Murtha, CMAP
Brian Pigeon, NWMC
Katie Renteria, Metra
Karyn Robles, Village of Schaumburg
Mike Walczak, NWMC
Adriana Webb, Village of Glenview
Brian Witkowski, Thomas Engineering

I. Call to Order

Vice-Chair Israel called the meeting to order at 8:30 a.m. and had those present provide introductions.

II. Approval of December 21, 2017 Meeting Minutes

On a motion made by Trustee Grossi, seconded by Trustee Benton, the committee voted to approve the December 21, 2017 meeting minutes.

III. Long Range Expressway Vision for Northeastern Illinois

Mr. Murtha discussed the Expressway Vision project, which involves CMAP, IDOT the Illinois Tollway and other stakeholders. The vision is designed to be long range, unconstrained by the financial forecasts in the regional plan and includes projects which may need more technical analysis. The vision focuses on maximizing the operations of the system to ensure free flow speeds as well as improving safety and truck operations. He highlighted potential large reconstruction projects at several system interchanges and discussed the possibility of introducing variable and flexible tolling on the system. Trustee Grossi asked if

the whole system may end up being tolled. Mr. Murtha said that is possible and it would go towards the \$20-\$30 billion needed to reconstruct the system.

Ms. Lasday asked about the impact of tolls on the local road network. Mr. Murtha said it is a concern and one strategy is having lower truck tolling during overnight hours. Mr. Keller asked if CMAP has modeled the impact on the whole regional road network. Mr. Murtha said yes and that preliminary models show Vehicles Miles Traveled in the region would go down, with more travel shifted to off-peak times. Mr. Keller added that the potential changes would test the elasticity of labor markets and that all business schedules are not flexible. Mr. Murtha agreed that not all are elastic, but it those that are would adapt. Technology could also help improve unattended off-hour deliveries. Other changes, including local ordinances preventing night time deliveries and having cleaner, quieter trucks could also help. Mr. Farmer asked if there are variable pricing examples around the country. Mr. Murtha said many cities now have variable pricing, including Dallas and Miami, but that the mix of variable and dynamic pricing has not been done elsewhere.

Trustee Israel asked about the project's schedule. Mr. Murtha said the report is due in January, but the implementation schedule is still to be determined. Ms. Robles asked about opportunities for input going forward. Mr. Murtha responded that CMAP would continue to work through stakeholder groups, but could also address individual municipalities. The committee agreed they would like to receive updates and be able to provide further input on the project in the future.

IV. Surface Transportation Program (STP) Project Selection Committee Update

Mr. Walczak updated the committee on the second meeting of the STP Project Selection Committee. The January 24 meeting focused on active program management (APM) strategies, both for local projects and the new regional shared fund. Possible solutions discussed included quicker agreement processing and right-of-way acquisition options, including quick take authority as well as more realistic project schedules.

Mr. Dorsey asked if Phase I engineering would be eligible under the new shared fund. Mr. Walczak responded that the parameters had not been discussed yet, but based on other federal fund sources, it is unlikely except in cases of low tax base municipalities. Ms. Robles asked whether IDOT-related delays were being discussed. Mr. Walczak said they were and that a non-voting IDOT representative was part of the committee and attending the meetings. He said that NWMC and the other regional councils agree that IDOT related delays should not result in municipalities being punished by any APM strategies.

V. Bicycle and Pedestrian Committee Update

Mr. Pigeon updated the committee on the January 16 Bike/Ped Committee meeting, including the status of the NWMC bike plan, which may start as early as April, as well as the FHWA's decision to rescind approval of Rapid Rectangular Flashing Beacons (RRFB). He also presented recent Illinois Supreme Court cases which impact a municipality's liability for accidents which occur on off-street bike paths. The more recent case appears to give municipalities immunity except in cases of neglect. He said staff will provide updates as the topic develops.

VI. CMAP Update

Mr. Murtha reported on CMAQ and STP obligations, announced a new call for local Pavement Management Programs and said that the On To 2050 Plan launch event would take place on October 10.

VII. Agency Reports

Mr. Farmer told the committee that the FY 2019-2024 program is being developed. Projects impacted by the FY 2018 shutdown have been funded and reprogrammed on the April or June lettings.

Mr. Mack announced that Metra's fare structure study is underway and public meetings will be coming up in February. Trustee Israel asked whether the rider reaction to the latest fare increase will be analyzed as part of the study. Mr. Mack said everything is being looked at in the study, including congestion pricing, flattening fare zones and making express trains more expensive.

Mr. Andrews announced two upcoming open houses on the Pulse Dempster line. He also noted that the Pulse Milwaukee line will begin construction this spring.

Mr. Grzesiakowski announced the TMA of Lake Cook Annual Construction Preview Meeting will take place on March 16.

VIII. Other Business

Mr. Walczak announced that the annual NWMC Legislative Brunch is on Saturday, January 27 and one of the top three items in the conference's Legislative Program is the need for additional capital investment.

IX. Next Meeting

Vice-Chair Israel reported that the next meeting of the Transportation Committee is scheduled for 8:30 a.m. on Thursday, February 22.

X. Adjournment

On a motion by Mr. Roan, seconded by Mr. Keller, the committee unanimously voted to adjourn the meeting at 9:35 a.m.

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Memorandum

TO: NWMC Transportation Committee

FROM: Mike Walczak, Transportation Director
Brian Pigeon, Program Associate for Transportation

RE: “Legislative Outline for Rebuilding Infrastructure in America” Summary

DATE: February 16, 2018

On February 12, the White House released a new infrastructure proposal entitled “Legislative Outline for Rebuilding Infrastructure in America”. The proposal would significantly alter existing federal transportation funding by increasing the amount of state, local, and private investment over the next ten years. Highlights of the proposal include:

Provides \$200 billion in federal funding and incentives over 10 years, mainly to the following new programs.

- \$100 billion for the new Infrastructure Incentives Program. Many different infrastructure types, including transportation, airports, passenger rail, ports, hydropower, and drinking and wastewater facilities would be eligible for this program. The program would prioritize projects with identified sources of non-federal funding rather than project performance. It would also provide no greater than a 20 percent federal match for any project, reversing the common 80 percent match in many existing federal programs.
- \$20 billion for existing federal credit assistance programs and broadening the use of Private Activity Bonds. This includes \$14 billion for the popular but underfunded TIFIA (Transportation Infrastructure Finance and Innovation Act) program. Other infrastructure credit assistance program funds are also included. The other \$6 billion expands the use of Private Activity Bonds (PABs), which allow private investors to receive tax-exempt interest if investing in transportation facilities and other projects that provide public benefit, such as affordable housing.
- \$20 billion would go towards the new competitive Transformative Projects Program, which would provide funding for innovative projects which have higher risk than traditional infrastructure projects.
- \$10 billion would establish a revolving fund to allow the federal government to more easily make large real estate purchases.
- Finally, the remaining \$50 billion would be used for a Rural Infrastructure Program.

As part of the for local transportation revenues, the proposal reverses current policy and would allow states to toll existing Interstate Highways. The new tolls must be reinvested in infrastructure. The proposal requires the use of Value Capture for certain transit

programs. The proposal also includes proposed changes to the environmental review and permitting for federally funded projects, including a deadline of two years for completion of environmental review and permitting. It also gives states more power to flexibility over parts of the review process.

The likely sources of much of the \$200 billion is from cuts to federal transit, Amtrak, water, and highway funding. The proposal also does not address the long term viability of the federal Highway Trust Fund, the current major source of transportation funding or propose any additional new sources of federal funding. The Trust Fund is currently expected to run out of revenues by FY 2021.

The impact on the NWMC region from such a proposal could include higher local and state gas taxes; higher and more frequent tolls; and, other additional sources to provide the revenue for both any potential projects through the new programs as well as regular system maintenance. Without a long term strategy for the Highway Trust Fund or other broad-based transportation revenue, a higher burden will naturally fall on state and local sources. The proposal also does little to address the long term need for additional and regular transit funding.