

**NORTHWEST MUNICIPAL CONFERENCE**

1600 East Golf Road, Suite 0700  
Des Plaines, Illinois 60016  
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www.nwmc-cog.org



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

**Northwest Municipal Conference**

**Transportation Committee**

**Thursday, March 24, 2016**

**8:30 a.m.**

**NWMC Offices**

**1600 East Golf Road, Suite 0700 Des Plaines**

**AGENDA**

- MEMBERS**
- Antioch
- Arlington Heights
- Bannockburn
- Barrington
- Bartlett
- Buffalo Grove
- Carpentersville
- Cary
- 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*
- Tom Rooney
- Rolling Meadows
  
- Vice-President*
- Matt Bogusz
- Des Plaines
  
- Secretary*
- Dean Argiris
- Wheeling
  
- Treasurer*
- Juliana Maller
- Hanover Park

- I. Call to Order**
  
- II. Approval of February 25, 2016 Meeting Minutes (Attachment A)**  
**Action requested:** Approval of minutes
  
- III. On To 2050 Regional Comprehensive Plan**  
CMAP staff will give an overview of the plan development process and schedule, solicit feedback from the participants on the biggest opportunities and challenges facing the region as well as hear big ideas to tackle the region’s planning challenges by 2050.  
**Action requested:** Informational
  
- IV. CMAP Agency Funding Options (Attachment B)**  
Staff will provide an update on the proposals from the Chicago Metropolitan Agency for Planning (CMAP) for more consistent local matching funds. These include the lobbying the General Assembly to fully fund the Comprehensive Regional Planning Fund as well as imposing dues from local transportation agencies and municipalities and fees for some of CMAP’s services and programs.  
**Action requested:** Informational
  
- V. Local Technical Assistance (LTA) Project Updates**  
Numerous municipalities have existing or recently completed planning projects funded by CMAP’s Local Technical Assistance (LTA) program. Staff will provide an update on LTA projects in the conference area.  
**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 April 28 at 8:30 a.m. NWMC offices.
  
- X. Adjourn**

*Executive Director*  
Mark L. Fowler

**TRANSPORTATION COMMITTEE**  
**MEETING MINUTES**  
**Thursday, February 25, 2016**  
**8:30 a.m.**  
**NWMC Offices**  
**1600 E. Golf Road, Suite 0700**  
**Des Plaines, IL**

**Members Present:**

Dean Argiris, President, Village of Wheeling, Chair  
Jeff Berman, Trustee, Buffalo Grove  
Rod Craig, President, Village of Hanover Park (on phone)  
Peter Falcone, Assistant to the City Administrator, City of Prospect Heights  
Phil Kiraly, Village Manager, Glencoe  
Bob Israel, Trustee, Village of Northbrook (on phone)  
Al Larson, President, Village of Schaumburg  
Maria Lasday, Village Manager, Village of Bannockburn (on phone)  
Don Owen, Deputy Village Manager, Village of Glenview (on phone)  
Greg Summers, Director of Development Services, Village of Barrington

**Others Present:**

Steve Andrews, Pace  
Mary Clumpner, Robinson Engineering  
Abby Ferguson, Metro Strategies  
Jim Goumas, Hancock Engineering  
Tim Grzesiakowski, TMA of Lake-Cook  
Rick Mack, Metra  
Brian Pigeon, NWMC  
Karyn Robles, Village of Schaumburg  
Mike Walczak, NWMC

**I. Call to Order**

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

**II. Approval of January 28, 2016 Meeting Minutes**

On a motion made by Trustee Berman, seconded by President Larson, the committee voted to approve the January 28, 2016 meeting minutes.

**III. CMAP Agency Funding Options**

Mr. Walczak updated the committee on the current funding situation at CMAP, which is reliant on IDOT funding for its local match for federal planning funds. Without state funds coming in, the agency is reliant on an agreement with FHWA to stay open, which isn't sustainable past July. CMAP staff has recommended two strategies: lobbying the General Assembly to fully fund the Comprehensive Regional Planning Fund as well as imposing dues from local transportation agencies and municipalities and fees for some of CMAP's services and programs.

Legislation has been introduced, but staff feels that it is unlikely to move forward given the budget situation in Springfield. NWMC Legislative Committee has recommended supporting the legislation to the full NWMC Board. Final numbers for dues and fees are still being worked out and will be discussed at the March CMAP Board meeting.

#### **IV. Skokie Valley Trail – Lake-Cook Road Bridge**

Mr. Pigeon and Mr. Walczak updated the committee on a planned bridge over Lake-Cook Road on the Skokie Valley Trail. Mr. Walczak noted that Lake County would lead Phase I Engineering with Cook County taking the lead on Phase II Engineering and Construction. Trustee Israel said that Northbrook would soon be approving a contract for Phase I engineering for their portion of the trail. Construction would begin in 2018 regardless of whether CMAQ funds were acquired.

#### **V. Complete Streets Coalition**

Mr. Pigeon updated the committee on the Active Transportation Alliance-led Complete Streets Coalition, which he and Mr. Walczak participate as co-chairs. The coalition brings together municipalities and other interested parties to discuss strategies for implementing complete streets in the region. Upcoming meetings include example projects from the south suburbs as well as discussing Pace's Transit Supportive Guidelines program.

#### **VI. CMAP Update**

No Update

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

Mr. Mack reported on Metra's latest rolling stock modernization program and efforts to implement Positive Train Control. He also discussed new seating alignments, including backwards facing seats, and said Metra has received good feedback so far. Trustee Berman asked if there will be a formal mechanism for feedback on the new seats, since anecdotally he has heard complaints. Mr. Mack said there are no plans for a separate outreach, but he will follow up and provide more information to the committee.

Mr. Andrews reported that Pace will soon begin outreach during its planning for the Pulse Dempster line, a corridor advisory group holding its first meeting in March. He also reported that service coordination meetings will be held soon for the North Shore area, with participants including Evanston, Skokie, Wilmette, CTA and NWMC.

Mr. Grzesiakowski reminded the committee of the TMA construction preview meeting, scheduled for March 17 at Baxter Healthcare in Deerfield.

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

Chair Argiris reported that the next meeting of the Transportation Committee is scheduled for 8:30 a.m. on Thursday, March 24, 2016.

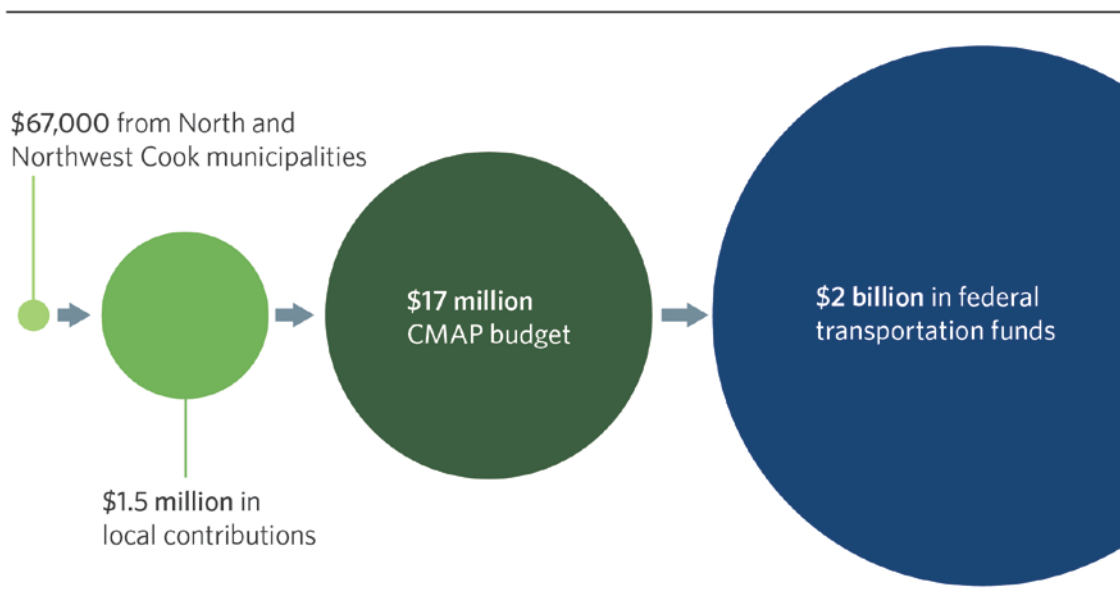
#### **IX. Adjournment**

On a motion by Trustee Berman, seconded by President Larson, the committee unanimously voted to adjourn the meeting at 9:15 a.m.

# How CMAP Benefits North and Northwest Cook Municipalities

The Chicago Metropolitan Agency for Planning (CMAP) is proposing to restructure annual dues from its core constituent organizations, including counties, municipalities, Councils of Mayors, and transportation implementers. As the region's Metropolitan Planning Organization (MPO), CMAP will be requesting a dues increase to stay operational and to avoid jeopardizing transportation projects for which federal law requires MPO involvement.

This brief document describes how the operations of CMAP directly benefit the members of the Northwest Municipal Conference (NWMC), and why municipalities should view keeping CMAP operational as essential. Under CMAP's initial proposal, north and northwest Cook municipalities would be asked to contribute \$39,920 in dues for Fiscal Year 2017 (which begins July 1, 2016), rising to \$66,533 in the following year. The chart shows how these dues are crucial for CMAP to function as the region's MPO and to leverage federal dollars.



## Transportation programming

Nearly every major transportation investment in the region relies on federal funding, all of which -- \$2 billion each year -- passes through CMAP. Many of CMAP's activities are required by federal law, including the long-range plan, transportation modeling and forecasting, public engagement, and others. If CMAP does not fulfill these responsibilities, all \$2 billion in federal transportation funding is compromised.

## Direct allocations to NWMC

CMAP allocates about \$11.5 million each year directly to NWMC through the Surface Transportation Program (STP). CMAP also provides funding for NWMC operations -- \$200,000 in FY16 -- through the Unified Work Program (UWP). If a financial crisis forces CMAP to close, by federal law this funding would cease until the agency reopens.



### **Transportation investments in north and northwest Cook**

The Transportation Improvement Program (TIP), which CMAP administers, includes over \$400 million for projects in north and northwest Cook. CMAP also programs federal funding directly through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives Program (TAP). These projects not only benefit the communities in which they are located, but bring economic and mobility benefits to neighboring communities as well. Recent projects in NWMC member communities that benefitted from these funding sources include:

- Skokie received \$14.6 million for the new CTA Yellow Line station at Oakton Ave. This is the only Yellow Line station besides the two termini of Dempster St. and Howard St.
- Des Plaines received CMAQ funding for the construction of a bicycle facility along Central Ave. from Wolf Rd. to East River Rd. The facility intersects with the Des Plaines River Trail.
- Schaumburg received TAP funding for a bike path along Golf Rd. The project runs from Roosevelt Blvd. to Ring Rd. and help completes a section of the Evanston-Elgin Bikeway, which is a Tier One Corridor recommendation from the 2010 NWMC Bicycle Plan.

### **Local Technical Assistance (LTA) program**

Since CMAP initiated this program in 2011, LTA has carried out 26 projects within north and northwest Cook, with a value of approximately \$1.8 million. Noteworthy examples include:

- In Arlington Heights, a bicycle and pedestrian plan has generated significant community involvement and is nearly complete.
- In Des Plaines, a neighborhood plan for the Apache Park neighborhood addressed transportation, housing, and public safety. CMAP is about to begin a City-wide comprehensive plan in the same community.
- In Lincolnwood, CMAP funded the Urban Land Institute to advise the community on development potential along Devon Avenue, and the plan's streetscaping recommendations are being implemented.
- Two projects in Niles -- an environmental action plan, and a multi-modal transportation plan for the Milwaukee Avenue corridor -- have been completed.

### **Why CMAP is requesting a dues increase**

CMAP's predominantly federal funding requires a 20-percent local match. For years, the agency's overreliance on the State of Illinois for this match has created several circumstances in which CMAP was nearly forced to close its doors. Now, due to the budget standoff in Springfield, the threat of closure is constant. The CMAP Board and MPO Policy Committee have therefore instructed staff to reduce dependence on unreliable state funds, in part through restructuring local contributions.

The agencies that preceded CMAP charged much higher local dues than CMAP now does. It is the norm across the country for municipalities to contribute significantly to support their regional agency; CMAP's reliance on the state to match its federal funding is unusual. Without increased local dues, CMAP will lose access to federal funds and will likely need to shut its doors in the near future.

