

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
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
West Dundee
Wheeling
Wilmette
Winnetka

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Lake Bluff

Secretary
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Treasurer
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Executive Director
Mark L. Fowler

Northwest Municipal Conference Transportation Committee Agenda

December 5, 2019

8:30 a.m.

NWMC Offices

1600 East Golf Road, Suite 0700

Des Plaines, IL 60016

(map/parking permit attached)

- I. Call to Order/Introductions**
- II. Approval of October 24, 2019 Meeting Minutes (Attachment A)**
Action Requested: Approval
- III. Regional Transportation Authority Overview of 2020 Budget**
RTA staff will present an overview of their recently approved 2020 budget.
Action Requested: Informational
- IV. NWMC Multimodal Plan Update (Attachment B)**
Staff will provide an update on the progress of the Conference's multimodal plan and next steps in its development.
Action Requested: Informational
- V. Agency Reports (Attachment C)**
- VI. Other Business**
- VII. Adjourn**

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Attachment A

*A Regional Association of Illinois
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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

Northwest Municipal Conference Transportation Committee

Minutes

October 24, 2019

8:30 a.m.

NWMC Offices

**1600 E. Golf Road, Suite 0700
Des Plaines, IL 60016**

Members Present

Rod Craig, Mayor, Village of Hanover Park, *Co-Chair*
Joan Frazier, President, Village of Northfield, *Co-Chair*
Marie Hansen, Director Development Services, Village of Barrington
Bob Benton, Trustee, Village of Deerfield
Jeff Brady, Director of Community Development, Village of Glenview
Manny Gomez, City Engineer, City of Highland Park
Bill McLeod, Mayor, Village of Hoffman Estates (via phone)
Andrew Letson, Public Works Director, Village of Lincolnwood
Sean Dorsey, Director of Public Works, Village of Mount Prospect
Bill Grossi, Trustee, Village of Mount Prospect
Mike Zadel, Trustee, Village of Mount Prospect
Bob Israel, Trustee, Village of Northbrook (via phone)
Peter Falcone, Assistant City Administrator, City of Prospect Heights
Lara Sanoica, Alderman, City of Rolling Meadows
Karyn Robles, Director of Transportation, Village of Schaumburg
Tim Frenzer, Village Manager, Village of Wilmette

Others Present

Dan Jedrzejak, Consultant, Chastain & Associates LLC
Cecilia Diaz, Planner, Cook County Dept. of Transportation & Highways
Tavis Farmer, Area Programmer, Illinois Department of Transportation
Steven Andrews, Community Relations, Pace
Matt Weiss, Resident, City of Park Ridge
Mark Fowler, Executive Director, NWMC
Larry Bury, Deputy Director, NWMC
Kendra Johnson, Program Associate for Transportation, NWMC

I. Call to Order/Introductions

Mayor Craig called the meeting to order at 8:31 a.m. and those present gave introductions.

II. Approval of September 26, 2019 Meeting Minutes

*Trustee Benton moved approval of the September 26, 2019 meeting minutes.
Trustee Zadel seconded the motion, which was unanimously approved.*

III. Pace Pulse Program Update (Attachment B)

Mr. Andrews began his presentation with an overview of the different elements that Pace Pulse service consists of, including Transit Signal Priority, enhanced stations, and new branding. Alderman Sanoica asked Mr. Andrews to clarify how Transit Signal Priority would cause negative traffic flows, and how that is defined. Mr. Andrews responded that negative traffic flows consist of anything that would backup or have a negative impact on regular traffic.

Mr. Andrews then highlighted some of the new station features, including heated bus shelters, real time arrival information, and bike racks. He explained that ridership patterns determine where the Pulse stations are located. Mr. Andrews showed other routes in the planning stages including the Pulse Dempster Line that will run from Evanston to Des Plaines and O'Hare Airport. He noted that Pace will conduct stakeholder outreach through Community Advisory Groups and transit ambassadors as part of the planning process. Trustee Grossi asked how much faster the Pulse service is compared to traditional bus service, and Mr. Andrews replied that preliminary data shows Pace to be about five minutes faster on average, but increased reliability is the larger benefit. Trustee Grossi asked whether Pace had received any pushback from riders as a result of the more spaced out stops. Mr. Andrews replied that Pace sited most stations to accommodate the greatest amount of riders, so there wasn't much pushback. In addition, regular Pace service continues to operate along the normal Milwaukee Ave route, so stops in between Pulse stations continue to be serviced. Mayor Craig asked whether riders are able to get off at any stop with Pace service. Mr. Andrews explained that this is only the case when riding traditional Pace buses. Mayor Craig asked whether the buses were electric powered. Mr. Andrews replied that they were not, but that a new Northwest Garage is currently being designed and the Dempster Pulse route might be able to be serviced by Compressed Natural Gas (CNG) vehicles. Mayor Craig asked whether the Transit Signal Priority could interfere with fire or police vehicles. Mr. Andrews confirmed that they do not. President Frazier asked how Pace determines the number of stations along Pulse routes. Mr. Andrews replied that the number of stations are usually about a quarter to a half mile apart, and it also depends on ridership patterns and community input.

IV. IDOT Review Process and NWMC Survey Results

Ms. Johnson revisited the discussion regarding the IDOT agreement review process and how communities can work with the Department to better navigate the process. She gave a brief overview of survey results gathered from member communities and then invited the Committee to provide more input. Mayor Craig noted that it has affected his community's relationship with developers. Trustee Grossi suggested that fire and police projects might be able to have a certain amount of priority within the process. Trustee Zadel added that prioritization could put municipalities in a difficult position in trying to simultaneously attract private development, especially when considering projects in light of strategic plans.

Ms. Robles stated that better communication with the district office was important. She noted a few instances where there were delays in the approval process due to back and forth with revision comments and inconsistencies in what was approved.

She also noted long delays with supplements. Trustee Zadel suggested that one solution might be to empower IDOT district staff in order to avoid some of the delays with Central Office. Mr. Hankey noted that a great deal of his experience with delay comes from administrative issues, in that sometimes approvals are taken care of, but there is no one available to do the administrative tasks to get them out the door. Mr. Gomez concurred with Mr. Hankey and added that a more detailed tracking system would be helpful. Ms. Robles suggested that there could be opportunities with standard agreements for local engineers to self-certify some of the information in an attempt to streamline the review and make it more automated.

Mayor Craig suggested that these comments be compiled in some form and forwarded to IDOT. Mr. Farmer added that from an internal perspective, the Department is putting more money towards engineering staff with the passage of the capital bill and that the hiring process has begun. Trustee Zadel asked whether it would be more effective to get involved legislatively. Mr. Bury and Mr. Fowler thanked the Committee for their comments and suggested they would come up with next steps.

V. NWMC Multimodal Plan Update

Ms. Johnson provided a brief update on the Multimodal Plan and the next steps in its development. She noted that there are pop-up events scheduled for November 2, December 6, and December 7 in Hoffman Estates, Deerfield, and Morton Grove respectively. She reminded the Committee of the Member Open House scheduled for November 13. She also informed the Committee that new deliverables would be uploaded to the website in the next week or so.

VI. Agency Reports

- A. Metra – Mayor Craig noted that the agency’s budget has been released, and they are holding budget hearings throughout the region. The new budget included new railcars, work on the A-2 project, bridge work, and no fare increases.
- B. Pace – Mr. Andrews provided details for an upcoming budget hearing in Arlington Heights and noted that the newly released Pace budget does not include a fare increase, but there are a few proposed route reductions and closings outside of the NWMC area.
- C. Cook County – No report.

VIII. Other Business

None.

X. Next Meeting

Mayor Craig noted the next meeting would take place on December 6, 2019, 8:30 a.m. at NWMC Offices.

XI. Adjourn

Trustee Zadel moved adjournment of the meeting at 9:22 a.m. Trustee Benton seconded the motion, which was unanimously approved.

Northwest Municipal Conference

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NEWS RELEASE

Phone: (847) 296-9200 • Fax: (847) 296-9207 • www.nwmc-cog.org

FOR IMMEDIATE RELEASE
Monday, November 11, 2019

FOR MORE INFORMATION
Kendra Johnson 847/296-9200, ext. 131

NWMC Multimodal Plan: Pop-Up Workshops & Interactive Bike Map

The Northwest Municipal Conference (NWMC) is working with member communities, stakeholders, and residents across the region to create its first Multimodal Transportation Plan.

The planning team will be attending two Pop-Up Workshops to help spread the word about the project findings and to gather input on the priority bike corridors. The next workshop will be held at the Deerfield Winter Celebration at Village Hall on Friday, December 6 from 5:00 p.m. to 8:00 p.m. The final workshop will be held at the Morton Grove Indoor Farmer's Market at the Morton Grove Civic Center on Saturday December 7 from 8:00 a.m. to 1:00 p.m.

The NWMC Multimodal Plan will be available in January 2020, and the Existing Conditions Report is available to download on the [project website](#).

Eager to share your thoughts? Check out the [interactive map](#) to review priority corridors and add comments regarding your observed opportunities and challenges navigating these corridors.

Learn more and sign up for project updates through the project website: <http://www.nwmcmultimodalplan.org/>



FOR IMMEDIATE RELEASE

Metra Board approves 2020 budget

CHICAGO (Nov. 8, 2019) – The Metra Board of Directors today approved a 2020 operating budget that keeps expenses in check, does not require a fare increase, and provides \$480.5 million for capital investment in locomotives and railcars, stations, bridges and yards.

Capital budget

Metra's 2020 capital budget was significantly bolstered by the new state capital program and is expected to deliver nearly \$1.45 billion to Metra over the next five years. When combined with \$961.8 million in expected federal formula funding, \$146 million from the RTA, \$26 million in fare revenue and \$4 million from other sources, Metra will have nearly \$2.6 billion to invest in its system over the next five years – an unprecedented amount.

In 2020, Metra expects \$205.2 million in state bond funds and \$73.7 million in what has been labeled “pay-as-you-go” funding – an annual allotment of funding tied to the state gas tax that will grow with inflation. Funding from federal (\$186.7 million) and local (\$14.9 million) sources provide additional capital funding in 2020, bringing the total to \$480.5 million.

Metra's 2020 capital program proposes to allocate \$331.1 million, or about two-thirds, of the available 2020 capital funds to five major areas:

- **New railcars and new locomotives, \$138.8 million.** Metra has a request for proposals pending for as many as 400 new cars, and it has asked manufacturers to propose new designs that maximize capacity and add customer amenities. It also is buying some new remanufactured locomotives and has set aside some money to buy a prototype alternative fuel locomotive.
- **Locomotive and car rehabilitation, \$95.3 million.** Metra will continue its innovative and cost-efficient locomotive and car rehab programs. It also will fund new programs to overhaul 21 recently purchased Amtrak locomotives and upgrade 54 locomotives with more reliable AC traction motors.
- **Stations and parking, \$51.2 million.** Metra is undertaking major efforts to upgrade its stations, with an emphasis on improving ADA accessibility and ensuring that every station has a warming shelter. Major station projects included in the 2020 program include a new Auburn Park Station on the Rock Island Line and major upgrades to the 147th Street Station on the Metra Electric Line and Hubbard Woods on the UP North Line.
- **Yard rehabilitation, \$23.2 million.** Major projects are funded to expand the Western Avenue Yard that services trains on the Milwaukee District lines, the North Central Service and Heritage Corridor, and the California Avenue Yard that services trains on the UP lines. A lack of yard space is a factor limiting Metra's ability to add service.

- **Bridges, \$22.6 million.** Metra has nearly 500 bridges that are more than a century old. Funding will be used to design and construct the replacement of several bridges, including the next phase of the UP North bridge project involving the design for the replacement of bridges over 11 streets between Fullerton and Addison in Chicago.

Operating budget

Metra's 2020 operating budget is \$827.4 million, an increase of only 0.6% from 2019. As it does every year, Metra searched for ways to control or reduce its operating costs to head off the need for a fare increase. This year it identified nearly \$6 million in efficiencies. In addition, it expects to save about \$7 million by not filling vacancies and about \$5 million by reducing overtime and other miscellaneous expenses.

Those \$18 million in reductions will help offset an expected \$23 million increase in operating expenses next year, including about \$7 million in new operating expenses associated with Positive Train Control (PTC), a federally mandated safety system, and about \$16 million in labor and various other operating expenses.

Therefore, Metra expects its overall operating budget to increase by \$5 million next year, from \$822 million in 2019 to \$827 million in 2020. Higher revenues from the regional transportation sales tax, which funds about half of Metra's operating budget, will cover that \$5 million and no fare increase will be needed.

With today's approval by the Metra Board, the 2020 budget and capital program will now be forwarded to the Regional Transportation Authority Board for approval as part of a consolidated budget for the region's public transit systems, including the CTA and Pace.

For more information about Metra's 2020 budget, please visit metrarail.com.

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About Metra

Metra is one of the largest and most complex commuter rail systems in North America, serving Cook, DuPage, Will, Lake, Kane and McHenry counties in northeastern Illinois. The agency provides service to and from downtown Chicago with 242 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track. Metra operates nearly 700 trains and provides nearly 281,000 passenger trips each weekday.

Connect with Metra: [Facebook](#) | [Twitter](#) | [YouTube](#) | [Instagram](#) | [LinkedIn](#) | metrarail.com



Northwest Municipal Conference

Visitor's Parking Permit

(Lot D) Please place on your dashboard



Via Tri-State Tollway (I-294)

From North: Exit at Golf Road. Turn left at the end of the exit ramp. Turn right at the traffic light (Golf Road). Turn right at the first traffic light (College Drive).

From South: Take the Dempster West exit. Turn right on Rand Road (Route 12) to River Road (Route 45). Take River Road north to Golf Road. Turn right on Golf to the first traffic light (College Drive) and turn left.

Via the Kennedy Expressway

Take the Kennedy Expressway to the Tri-State Tollway (I-294 to Milwaukee). Exit at Dempster West and follow the directions (from South) above.

Oakton Community College
1600 East Golf Road
Des Plaines, IL 60016-1268

