

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
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President
Arlene Juracek
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Vice-President
Daniel DiMaria
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Treasurer
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Executive Director
Mark L. Fowler

**Northwest Municipal Conference
Transportation Committee
Agenda
April 25, 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 March 21, 2019 Meeting Minutes (Attachment A)**
- III. CMAP Expressway Vision**
Thomas Murtha, Senior Planner at the Chicago Metropolitan Agency for Planning (CMAP), will give a presentation on updates to the agency's Expressway Vision plan.
Action Requested: Informational/Discussion
- IV. NWMC Multimodal Plan Update**
The first meeting of the NWMC Multimodal Plan Steering Committee was held on Tuesday, April 23. Staff will provide an overview of the topics discussed and next steps.
Action Requested: Informational/Discussion
- V. CMAP Update**
An update on relevant activities from CMAP's committees will be provided.
Action requested: Informational
- VI. Agency Reports (Attachments B and C)**
- VII. Other Business**
- VIII. Adjourn**

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**Northwest Municipal Conference
Transportation Committee
Minutes
March 21, 2019
8:30 a.m.
NWMC Offices
1600 East Golf Road, Suite 0700
Des Plaines, IL 60016**

Members Present

Rod Craig, Village President, Hanover Park, *Co-Chair*
Bob Benton, Trustee, Village of Deerfield
Jeff Berman, Trustee, Village of Buffalo Grove
Jeff Brady, Division of Community Development, Village of Glenview
Bill Grossi, Trustee, Village of Mount Prospect
Ray Keller, Village Manager, Village of Lake Zurich
Anne Marrin, Village Administrator, Village of Fox Lake (call-in)
Dan Randolph, Civil Engineer, Village of Niles
Matt Roan, Deputy Village Manager, Elk Grove Village
Karyn Robles, Division of Transportation, Village of Schaumburg (call-in)
Greg Summers, Director of Development Services, Village of Barrington

Others Present

Steve Andrews, Community Relations, Pace
Jane Grover, Principal, CMAP
Rick Mack, Community and Legislative Affairs Administrator, Metra
Andy Plummer, Consultant, RTA
Katie Renteria, Legislative Affairs Liaison, Metra
Chris Staron, Policy Analyst, Northwest Municipal Conference (call-in)
Josh Klingenstein, Program Associate for Transportation, Northwest Municipal Conference
Cole Jackson, Program Associate for Transportation, Northwest Municipal Conference

I. Call to Order/Introductions

Mayor Craig called the meeting to order at 8:31 a.m. and asked those present to introduce themselves.

II. Approval of February 21, 2019 Meeting Minutes (Attachment A)

Staff noted that Trustee Grossi was erroneously left off of the minutes from the last meeting and would be added.

The Committee voted to approve the minutes as amended on a motion by Trustee Benton, seconded by Trustee Grossi.

III. Council of Mayors Executive Committee Transportation Revenue Discussion (Attachments B and C)

Mr. Klingenstein gave the committee an overview of the Council of Mayors Executive Committee Transportation Revenue Discussion held at CMAP. Mr. Klingenstein stated that at the meeting the mayors did not have unified support for any particular solution but did state that there was a need for a unified voice. The committee did not refuse any particular solution or revenue source. Mr. Klingenstein stated that CMAP has a list of principles and options outlined in attachment B, though none were specifically endorsed by the committee. Mr. Klingenstein then asked for feedback on the Council of Mayors discussion and on the issue of transportation revenue more broadly.

Members of the committee then discussed various options for raising revenue. Mr. Roan suggested potentially expanding the Tollway system while Mayor Craig voiced concerns about the social impacts of this strategy. The committee also discussed the need for revenue sources to be adapted to changing technology including electric vehicles.

Mr. Berman asked about strategies for ensuring that additional revenue goes toward transportation projects, rather than other state initiatives. Mr. Keller asked that staff reach out to CMAP about providing more detailed breakdowns for how an increase in the gas tax would affect different families and individuals. Mr. Grossi also stated that more information about what other states are doing would be helpful.

The committee also voiced concern that the chart on the gas tax provided by CMAP does not reflect the market reality. Mr. Grossi stated that when incorporating sales tax, the RTA tax, and the overall tax burden, the chart would change dramatically. Mr. Craig stressed that the comprehensive system of taxes, not just the fuel tax, needs to be examined. Ms. Grover noted that CMAP Executive Director Joe Szabo would be travelling to all of the Councils of Government in the region to discuss a number of issues, including transportation revenue. Mr. Plummer noted that the RTA believes this capital bill to be a “golden opportunity,” but that any bill needs to be sizeable and sustainable.

Mr. Keller asked if it would be possible for CMAP to put together a chart showing how increased revenue would impact different communities. Mr. Klingenstein summarized the discussion, saying that any new revenue source would need to be comprehensive, sustainable, and dedicated to transportation infrastructure.

IV. Legislative Recommendations (Attachment D)

Mr. Klingenstein summarized SJR24, noting that it was a resolution in support of eliminating the requirement for local governments to provide matching funds for Complete Streets features on state routes. It also resolved to support IDOT in updating its policies and design guidelines. Staff gave an overview of the resolution and legislation outlined in attachment D.

Mr. Klingenstein then reviewed the SB 2016, which would require that at least 2% of the IDOT road fund be set-aside for the ITEP program. He noted that staff had some concerns about the requirement that 25% of funding go to high-need communities, but that the bill would also provide much-needed funding for bike facilities, streetscape projects, and rails-to-trails conversions. He also noted that eliminating the requirement for Phase I to be completed would be beneficial to NWMC communities. Mr. Grossi noted that some residents in Mount Prospect were opposed to adding bike and pedestrian infrastructure on one of the Village's road projects. Mr. Summers noted that generally he sees residents are split on bicycle and pedestrian infrastructure, but that support becomes more widespread once the projects are complete. The committee agreed that the matter should be discussed further by the NWMC Legislative Committee.

Mr. Klingenstein briefly reviewed the provisions of SB 1642, noting that it would require that all Driver's Education courses offered in public schools include information on how to share the road with bicyclists and pedestrians.

Mr. Jackson provided a summary of SB 2144, noting that it would require any projects receiving federal or state funds to include accommodations for all users, and that it would create a complete streets advisory board. Mr. Summers noted municipalities would still be responsible for long-term maintenance of pedestrian and bicycle facilities. Mr. Staron noted that, while the bill does not solve all problems related to complete streets implementation, it is a step in the right direction. Mr. Dorsey noted that he had no main recommendation, but that there were concerns about the advisory board's level of influence.

Mr. Jackson gave an overview of HB 1590, saying that it would provide a definition of electric scooters, require that operators of electric scooters be over 16, and allow scooters to be operated on bicycle facilities. Mr. Klingenstein asked Mr. Staron if the bill would pre-empt home rule. Mr. Staron said he was not sure, but that on state routes it would likely overrule local regulations. Mr. Grossi noted that many communities have banned scooters in their downtown area. Mr. Staron said that NWMC would monitor the bill's progress.

Mr. Jackson briefly reviewed SB 1256, noting that it would prevent diesel fuel vehicles from idling for more than a total of 10 minutes at any paid parking facility within 200 feet of a residential area. Mr. Jackson also noted that pending amendments would exempt the City of Chicago and all municipalities outside Cook County. Mr. Mack asked how this would affect diesel locomotives. Mr. Klingenstein said that he was unsure. The committee agreed that NWMC should monitor the bill.

V. NWMC Multimodal Plan Update

Mr. Jackson told the committee that the NWMC Multimodal Plan is progressing on schedule. Mr. Jackson stated that survey for municipal staff had been distributed, and that it remained open. He also noted that a public-focused website with a survey for community residents was ready to launch. Staff asked the committee for help distributing the website and survey.

VI. STP Shared Fund Bonus Point Allocations

Mr. Klingenstein gave an overview of the STP shared fund bonus point allocation methodologies for the Northwest, North Shore, and Lake County Councils. He reported that the Northwest Council would hold a meeting on April 5 to hear presentations from project sponsors, and that projects could originate from outside the Northwest Council. He also noted that the council would provide one project with 15 points, and that the remaining 10 points available would either be given to one project or distributed to two projects (five points each). Mr. Klingenstein said that North Shore will use the same method for distributing points, but will not allow projects from other councils to apply. He also said that Lake County has created a methodology to assign points to projects based on a number of factors, including regional impact, project readiness, multi-agency participation, multi-modal components, and community need. He also said that projects would then be ranked, and that the highest-ranked project would receive 15 points. The second highest-ranked project would receive 10 points. He finally noted that projects from outside of Lake County would only be considered if there were not enough projects originating from within the County.

VI. CMAP Update

Ms. Grover stated that the committee could contact her if members were aware of any group that CMAP staff should meet with. Ms. Grover stated that the call for projects for the APA-IL pro-bono planning program was open, and that applications would be due on March 29. Ms. Grover also noted that CMAP was accepting applications for its Future Leaders in Planning program, which allows High School students to learn about planning careers. She noted that the program runs between July 15 and July 20 and is free to attend. Ms. Grover encouraged the committee to spread the word about the program and recommend any places where CMAP should be doing outreach regarding the program.

VII. Agency Reports

a. RTA – Mr. Plummer noted that the RTA would be in contact with staff from the Council of Governments regarding a call for projects for the agency's 5310 program, which would provide nine million dollars to fund service providers who wish to make transportation improvements for seniors and individuals with disabilities. He noted that service providers typically apply for the program, but that municipalities are eligible as well.

Metra – Mr. Mack stated that the agency had issued an RFP for new rail cars. He also noted that the agency is conducting bi-annual reviews of its ridership to ensure efficiency, and that it had opened two surveys asking for public comment on ridership. Finally, Mr. Mack noted that the Metra Board had approved a draft policy for station evaluation.

VIII. Other Business

There was no other business.

IX. Adjourn

The committee voted to adjourn on a motion by Trustee Grossi, seconded by Mr. Roan.

Metra Media Relations 312-322-6776

FOR IMMEDIATE RELEASE

Metra Police launch COPS app for reporting safety, security concerns

CHICAGO (April 15, 2018) – Metra customers can now use the new Metra COPS app to quickly and discretely report crimes, suspicious activity and other safety or security concerns to Metra Police from a train or station. The free app is available for Apple users in the App Store and Android users in Google Play.

“This new channel of communication helps us enhance the safety and security of our entire system,” said Metra Police Chief Joseph Perez. “We always ask our customers and employees to remain vigilant and to say something if they see something. Using this app can be a more convenient way to do that than making a phone call.”

The app is meant for the reporting of safety and security issues on Metra trains and facilities, such as a crime in progress, disruptive or aggressive behavior, suspicious activity, unattended bags or packages, vandalism, panhandling, fare evasion or other concerns. (Customers are asked to not use the app for customer service issues, service disruptions or travel information.) Customers can send a description along with a photo and/or video of the issue being reported. The app automatically disables the user’s smartphone flash to ensure discretion, and reports can be made anonymously.

Metra Police dispatchers can respond to the customer through the app, send out advisories and broadcast “Be on the Lookout” alerts to app users. Customers also can still report safety and security concerns to Metra Police at 312-322-2800.

The Metra Board of Directors in December approved a five-year, \$274,000 contract with ELERTS Corporation to provide Metra with an incident reporting system for smartphones. The Massachusetts-based firm was the sole responsive bidder for the contracted work, which is being funded entirely by the FEMA Transit Security Grant Program.

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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 290,000 passenger trips each weekday.

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Great Employment Opportunities at ALL Pace Divisions

Pace is looking for professional, customer service-friendly candidates to become a Pace **bus operator** or **mechanic**.

Job seekers should come see us at any of these testing sessions:

April 20 - 9:30am or 11:30am, Pace Headquarters, 550 W. Algonquin Rd, Arlington Heights, IL

April 27 - 9:30am or 11:30am, Pace South Division, 2101 W. 163rd Place, Markham, IL

May 11 - 9:30am or 11:30am, Pace South Division, 2101 W. 163rd Place, Markham, IL

May 18 - 9:30am or 11:30am, Pace Headquarters, 550 W. Algonquin Rd, Arlington Heights, IL

Pace requests that candidates fill out an application at PaceBus.com BEFORE arriving at the testing session, and that candidates bring a Court Purposes Driver's Abstract with them. Pace will respond with a suggested appointment time for those who apply online in advance. However, walk-ins are welcome.

At these sessions, Bus Operator candidates will take an interactive video test, and those who pass move on to the interview stage. Maintenance candidates can apply and schedule a future test. All walk-in candidates will be asked to fill out an employment application. A background check and drug/alcohol test must be passed before Pace can make an offer of employment.

We are looking for candidates who:

- Have a history of good work experience steady employment
- Are at least 21 years of age
- Have a clean driving record
- Have good customer service skills
- Have or be able to obtain a Class B CDL with passenger and airbrake endorsement
- Can pass DOT physical and drug screen

Pace Offers:

- Competitive starting pay
- Paid training
- Health insurance
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