

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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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
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Mark L. Fowler

Northwest Municipal Conference

Transportation Committee

Thursday, April 26, 2018

8:30 a.m.

NWMC Offices

1600 East Golf Road, Suite 0700 Des Plaines

AGENDA

- I. **Call to Order**
- II. **Approval of March 22, 2018 Meeting Minutes (Attachment A)**
Action requested: Approval of minutes
- III. **CMAP On To 2050 Mobility Chapter**
Elizabeth Irvin, CMAP Associate Planner, will present the initial recommendations from the Mobility Chapter of CMAP's On To 2050 Regional Comprehensive Plan. The chapter focuses on improvements to the region's transportation system. Input is now being sought on all draft chapters. The full draft plan will be out for public comment starting in June. The draft can be found at: <http://www.cmap.illinois.gov/onto2050/draft-committee-chapters#Mobility>
Action requested: Discussion
- IV. **Surface Transportation Program (STP) Project Selection Committee Update**
Staff will provide an update on the latest STP Project Selection Committee meeting. The committee will establish active program management strategies for all STP projects and will determine the methodology for selecting projects to receive STP funds from the regional Shared Fund.
Action requested: Informational
- V. **FY 2019 Planning Liaison Scope of Services and Budget (Attachments B and C)**
An annual resolution must be passed to secure UWP funding through CMAP for support of NWMC transportation planning services. These funds are utilized by the Conference for transportation-related salaries and expenses. Staff recommends the approval of the attached resolution for Northwest and North Shore Council of Mayors Fiscal Year 2019 Planning Liaison Scope of Services and Budget.
Action Requested: Approve Resolution
- VI. **Bicycle and Pedestrian Committee Update**
Staff will present an update on topics discussed at the April 17 NWMC Bicycle and Pedestrian Committee meeting.
Action requested: Informational

VII. CMAP Update

An update on relevant activities from CMAP's committees will be provided.

Action requested: Informational

VIII. Agency Reports (Attachments D & E)

IX. Other Business

X. Next Meeting

The next meeting is scheduled for May 31 at 8:30 a.m. at NWMC offices.

Please note the meeting has been moved back one week.

XI. Adjourn

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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
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TO: NWMC Transportation Committee

FROM: Mike Walczak, Transportation Director

RE: Resolution to Approve Planning Liaison Scope of Services and Budget

DATE: April 26, 2017

Recommendation: Approve resolution for Northwest and North Shore Council of Mayors Fiscal Year 2019 Planning Liaison Scope of Services and Budget.

Issue: An annual resolution must be passed to secure UWP funding through CMAP for support of NWMC transportation planning services. These funds are utilized by the Conference for transportation-related salaries and expenses.

Background: The CMAP Council of Mayors Executive Committee approved the Planning Liaison Scope of Services at their January 23, 2018 meeting and the UWP funding distribution is scheduled to be approved by the CMAP Transportation Committee on April 27, 2018. The FY 2019 Scope of Services (below) is similar to previous versions, with additional language added to reflect new or updated responsibilities under the new Surface Transportation Program agreement.

Funding for the CMAP Council of Mayors Planning Liaison program received an increase of six percent over the previous fiscal year. The NWMC will receive \$213,328.40 in federal funding for both the Northwest and North Shore Council of Mayors. NWMC is responsible for a 20 percent local match, totaling \$53,332.10.

2019 Planning Liaison Scope of Services

The Planning Liaison (PL) Program is funded with Federal Metropolitan Planning funds, as allocated in the Unified Work Program (UWP). Local matching funds are provided by each local Council. The PL Program receives Core Supplemental funds to assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long Range Transportation Plan, Transportation Improvement Program, and Congestion Management System. The PL Program includes five general task areas described below that will be completed using the Core Supplemental budget as allocated in the FY 2019 UWP.

Communication & Public Involvement

The PL program will be the basic communication link between CMAP and the suburban mayors. PL staff will attend CMAP Transportation Committee, MPO Policy Committee, CMAP Board, and other relevant meetings and provide information about CMAP transportation policies, programs and initiatives to local officials and stakeholders, will provide feedback regarding those issues to the CMAP staff, committees and Board and will ensure that CMAP is apprised of regional and sub-regional issues of importance to their communities.

The PL program will be the primary public contact for local government projects in the eTIP database. As such, the PLs are expected to keep abreast of project status and issues, and maintain close contact with local project officials and project teams by facilitating the scheduling of project phase kick-off meetings with IDOT and project sponsors, attending those meetings, FHWA/IDOT project coordination meetings, and other project-related meetings and events.

The PL program will actively work to assist CMAP staff with the implementation of GO TO 2040 as well as the development and implementation of the ON TO 2050 regional comprehensive plan through participation in the CMAP committee structure and facilitation of meetings, events, and distribution of information throughout the subregional areas.

The PL program will be responsible for conveying information about council transportation activities via either a council website or the CMAP website. At a minimum, an up-to-date meeting calendar, meeting agendas and attachments, minutes of past meetings, and information regarding the council's STP program development and current status should be available.

General Liaison

The PL program will provide staff assistance as part of the GO TO 2040 and ON TO 2050 comprehensive regional planning effort. This includes being involved in the CMAP committee structure and providing technical and other support to help achieve CMAP objectives. The PL staff will participate in and provide input on local planning initiatives as well as regional and subregional planning efforts surrounding the Transportation Improvement Program, Congestion Management System, and GO TO 2040/ON TO 2050. The PL staff will represent the interests of the subregional councils when attending and participating in advisory groups, committees, and public meetings for regional or subregional planning efforts, and regionally significant projects.

The PL program will support the development and implementation of CMAP's Local Technical Assistance (LTA) program, the RTA's Community Planning program, *Invest in Cook*, and similar programs by providing program and funding opportunity information to local agencies, facilitating outreach efforts, assisting CMAP, the RTA, or other program sponsors with the assessment of applications, and facilitating communication with project sponsors during the implementation of projects.

Program Development – Surface Transportation Program

The PL program will support the region's transition to new programming and management methods for the local Surface Transportation Program (STP) while managing the implementation of existing programs developed in prior years. PL staff shall actively participate in the development of an Active Program Management (APM) system for the shared fund and local programs, the development of a shared fund project selection methodology, data collection for determination of funding distribution, and other related topics by attending STP project selection committee meetings, participating in PL and other meetings, facilitating presentations at subregional council meetings or events, and soliciting local government feedback and communicating that feedback to CMAP and the STP project selection committee, throughout the transition process. The PL program will, with support from CMAP staff and the STP project selection committee, begin making modifications to local council STP methodologies to incorporate the APM system and regional priorities.

During the transition period, PL staff shall closely monitor the implementation progress of STP-funded projects, and shall provide status updates to IDOT and CMAP on a schedule aligned with TIP change deadlines or when requested by CMAP staff.

Program Monitoring and Active Program Management

The PL program will work with local officials, regional, state and federal agencies and consultants to ensure the timely, efficient and effective implementation of transportation projects from the project scoping phase through project completion and close out. This will include providing regular project status reports and attending coordination meetings with CMAP and IDOT staff for all locally sponsored projects, at least semi-annually, and more often when requested. The PL program will be responsible for Active Program Management for locally sponsored projects funded with federal Surface Transportation Block Grant (STP), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives Program (TAP), Safe Routes to School (SRTS), STP-Bridge, Highway Safety Improvement Program (HSIP), and other federal and state resources awarded to local governments through regional, statewide, or national selection processes.

The PL program is responsible for initiating and updating local projects within the eTIP database accurately and on time, including mapping projects and attaching related documents. Active Program Management of these projects also includes reviewing and submitting to IDOT all project forms completed by local agencies and their representatives. This includes, but is not limited to, Project Program Information (PPI) forms and draft local agency funding and engineering agreements. This requires that planning liaisons produce and submit to CMAP all appropriate TIP changes for locally-sponsored projects in a timely manner to ensure timely processing by IDOT and timely federal authorization, and assisting CMAP, IDOT, and FHWA with ensuring timely invoicing and project close out for locally sponsored projects.

The PL program will assist local governments with accessing state and federal funds by communicating funding opportunity information and assisting local agencies with the completion of applications. For calls for projects issued through the eTIP database, the PL staff shall review and release to CMAP all complete funding applications. The PL program shall communicate project selection results and assist local governments with project initiation, including meeting GATA requirements.

Technical Assistance

The PL program shall maintain a high level of expertise on transportation planning topics by attending and actively participating in local, regional, state, and national training, meetings, and conferences. The training shall include, but not be limited to, CMAP eTIP training, CMAQ, TAP, and other funding program information and training sessions, IDOT program administration training, IDOT and state of Illinois GATA training, the annual IDOT Fall Planning Conference, the annual John Noel Public Transit Conference, IML meetings and conferences, FHWA and FTA training offered through NTI, and meetings and conferences by professional organizations such as APA, ITE, ASCE, AASHTO, NARC, and others. PL staff shall encourage appropriate local government participation in the same, and shall communicate procedural changes, new or updated regulations, and other appropriate information from these sessions to local government and transportation partners.

The PL program will provide technical support and assistance regarding transportation issues to CMAP and local governments. It will provide data and analysis regarding issues of importance to regional or sub-regional agencies.



**NORTHWEST MUNICIPAL CONFERENCE
RESOLUTION 2018-XX**

**A RESOLUTION TO APPROVE NORTH SHORE AND NORTHWEST
COUNCIL OF MAYORS FISCAL YEAR 2019 PLANNING LIAISON
SCOPE OF SERVICES AND BUDGET**

WHEREAS, the Northwest Municipal Conference (NWMC) is a corporate organization representing municipalities and townships chartered within the State of Illinois and the Counties of Cook, DuPage, Kane, Lake and McHenry; and

WHEREAS, Article VII, Section 10, of the Constitution of the State of Illinois and Chapter 5, Act 220 paragraphs 1 through 8 of the Illinois Compiled Statutes, authorize and encourage intergovernmental association and cooperation; and

WHEREAS, the public officials of the Northwest Municipal Conference represent forty-five local governmental bodies and a population of over 1.3 million residents; and

WHEREAS, the Northwest Municipal Conference holds the transportation planning contract for the North Shore and Northwest Councils of Mayors, providing staff support and other contractual services; and

WHEREAS, each year as a part of its contractual obligations, the North Shore and Northwest Council of Mayors reviews and approves a Scope of Services and Planning Liaison Budget to be used by the Northwest Municipal Conference for administering the planning contract.

NOW, THEREFORE BE IT RESOLVED, that the North Shore and Northwest Council of Mayors, via the Northwest Municipal Conference, approves the Fiscal Year 2019 Planning Liaison Scope of Services and budget.

BE IT FURTHER RESOLVED that the Northwest Municipal Conference will transmit copies of this resolution to the appropriate officials at the Chicago Metropolitan Agency for Planning.

Passed this 9th day of May, 2018

Approved this 9th day of May, 2018

Harriet Rosenthal, Secretary
Northwest Municipal Conference and
President, Village of Deerfield

ATTEST: _____
Daniel DiMaria, Secretary
Northwest Municipal Conference and
Mayor, Village of Morton Grove

FOR IMMEDIATE RELEASE

Metra launches 2018 construction program

Improvements planned at 30 stations, 15 bridges and 21 road crossings

CHICAGO (April 17, 2018) – Metra and its railroad and municipal partners today announced a comprehensive list of construction projects planned for 2018. In addition to major projects to replace aging bridges on the UP North and Milwaukee District West lines and construct new track segments on the UP West Line, the 2018 construction program also includes numerous smaller infrastructure improvement projects distributed across Metra's 11 lines. Together, these projects will ensure Metra customers continue to enjoy safe and reliable service. Construction work got underway the first week of April and will continue through the fall, weather permitting.

"We plan to take full advantage of the construction season by making improvements where we can with our limited funding," said Metra CEO/Executive Director Jim Derwinski. "Our goal is to be as efficient as possible with the resources available to maintain our rail system and to move forward with the upgrades necessary for the implementation of the Positive Train Control safety system."

A portion of the work is being performed by Metra's in-house crews, who are dispatched to make repairs to stations and carry out other smaller jobs, as well as contracted construction firms for larger projects. Metra is also contributing funds for station repairs and upgrades that will be performed by a municipality or its contractors.

In Metra's 2018 capital program, \$84.8 million has been allocated for the types of construction projects included in this release: \$5.5 million for station improvements, \$20.9 million for track maintenance and improvements, \$12 million for bridge projects, \$4.5 million for rail crossing replacements and \$39.7 million for signal system upgrades, including \$30 million for PTC. Additional funding for some of the projects included in this release was allocated in prior years' capital programs or came from outside sources, including municipalities and Metra's freight railroad partners.

Timing of the projects listed below may change and, when warranted, projects may be added to or removed from this list. A map showing the location of each planned project accompanies this release.

STATION IMPROVEMENTS

Improvements are planned for 30 of Metra's 242 stations this year. Along the **Metra Electric Line**, our program to spruce up our stations continues with painting and general repair projects scheduled for the Riverdale, 147th Street and University Park stations. Warming shelters will also be added or replaced at the 63rd, 75th, 83rd, 87th, 91st and 103rd Street stations on the mainline to University Park. Construction will also continue on a \$3 million project to renovate the Hazel Crest Station.

On the **Milwaukee District North Line**, work will continue on the \$7.3 million renovation of the Healy Station and on the \$1.2 million project to expand parking at the Grayland Station. The platforms at the North

Glenview Station will be replaced and a project to replace the station house at Prairie Crossing will begin. The exterior of the Golf Station will be painted and platform lighting will be replaced at Mayfair. By year's end, the village of Libertyville is expected to start a \$1.1 million project to rehab its station.

On the **North Central Service**, Metra forces will replace the platforms at the Vernon Hills and Washington Street/Grayslake stations.

There will be five station projects on the **Rock Island Line** in 2018, including the \$2.95 million renovation of the concourse at Chicago's LaSalle Street Station. Platform replacements are scheduled at the 111th Street/Morgan Park and Hickory Creek stations. New visual information signs are also planned for the 95th Street Station. The old station facility at New Lenox will be moved and replaced with a temporary facility until the village builds a new facility as part of a redevelopment of the station area.

On the **UP West Line**, platforms will be replaced at the Kedzie and River Forest stations. Along the **UP Northwest Line**, the Cumberland Station will be renovated and a \$2.4 million project at the Cary Station will build a new station house, ticket office and platforms. Construction will continue in 2018 on a project to rehab the station facility at Lake Bluff on the **UP North Line**.

A project to replace platforms at the Western Springs Station on the **BNSF Line** begun in 2017 is expected to be completed this summer.

TRACK IMPROVEMENTS

Metra and its railroad partners plan to replace approximately 92,000 railroad ties this year as part of the following track improvement projects:

BNSF will replace about 12,000 ties on one of its main tracks between Hinsdale and Aurora. In addition, BNSF will be resurfacing mainline track from Downers Grove to Aurora.

On April 5, Metra began work to replace 17,000 ties from Fox Lake to Libertyville on the **Milwaukee District North Line**. The work will also include the replacement of five switches, brush clearing and the continued upgrade of the signal system on this section of track in preparation for PTC. The work on this single-track section of the line has required a construction schedule that limits midday service north of Grayslake on weekdays and includes the closure of the line between Fox Lake and Lake Forest for three consecutive weekends in April,

On the **Metra Electric Line**, Metra forces will replace 10,000 ties on the South Chicago and Blue Island branch lines. The work is scheduled to begin in May. Another 10,000 ties will be installed on the **Rock Island' Beverly Branch Line**. The work is scheduled to begin later in the summer.

Union Pacific Railroad plans to continue or start a number of projects in 2018. On the **UP West Line**, work will continue on two multiyear projects to add eight miles of third track to remove bottlenecks that are a significant source of freight and passenger train delays. The two projects combined will cost more than \$100 million. The first project includes construction of 1.8 miles of new track from the Vale interlocking in River Forest (just east of the Des Plaines River) to 25th Avenue in Melrose Park. The second project includes construction of 6.1 miles of new track from Kress Road in West Chicago to Peck Road in Geneva. Construction began in 2017 and is expected to continue through 2019. Funding is being provided by Union Pacific and Metra. UP also plans to replace 43,000 ties on the **UP West Line** as part of its general maintenance program.

BRIDGE IMPROVEMENTS

Improvements are planned for 15 bridges on the Milwaukee District West, Metra Electric and UP North lines.

Construction began in the fall of 2017 along the **Milwaukee District West Line** on a \$34 million multiyear project to replace a 130-year-old single-track bridge over the Fox River in Elgin with a double-track bridge. A portion of the project is being funded through a \$14 million federal Transportation Investment Generating Economic Recovery (TIGER) grant. The remainder of the funding is being provided by Metra and Canadian Pacific.

Along the **Metra Electric Line**, Metra will rehabilitate its bridges at 63rd and 64th streets. The \$1.2 million project includes the removal and replacement of deteriorated concrete from the bridge abutments and the underside of the bridge decks. The bridges' structural steel will be cleaned and epoxy coating will be applied to the underside of the bridge decks. Concrete sidewalks and handrails will also be replaced and repaired.

On the **UP North Line**, Metra will continue a multiyear project to replace 11 bridges for the inbound tracks over Grace, Irving Park, Berteau, Montrose, Sunnyside, Wilson, Leland, Lawrence, Winnemac, Foster and Balmoral. As part of this \$45 million project, the new inbound half of the Ravenswood Station will be built. A \$15.5 million project will replace rail bridges that cross over Webster Avenue and the North Branch of the Chicago River. Changes were made to the evening and weekend schedules on the line to allow single tracking through the construction area.

ROAD CROSSING IMPROVEMENTS

Metra and its railroad partners plan to make improvements to 21 road crossings systemwide in 2018, including:

BNSF will replace crossings at Forest Avenue and Main Street in Downers Grove and Prairie Avenue in Brookfield.

On the **Metra Electric Line**, crossings will be replaced at 90th Street, 73rd Street and Dorchester Avenue on the South Chicago Branch of the line. The Perry Avenue crossing on the Blue Island Branch will also be replaced.

Metra will replace crossings at Devon Avenue and Racine Avenue in Chicago, St. Mary's Road in Libertyville and Route 120 in Grayslake along the **Milwaukee District North Line**.

On the **Milwaukee District West Line**, crossings will be replaced at Narragansett Avenue in Chicago, 73rd Avenue in Elmwood Park, Medinah Road in Medinah and Raymond Street in Elgin.

On the **Rock Island Line**, crossings will be replaced on the mainline at 95th and 107th streets in Chicago and at Oak Park Avenue in Tinley Park.

Crossings will be replaced at Joliet Highway in New Lenox and North Street in Manhattan on the **SouthWest Service Line**.

Replacement work will also be performed at First Avenue in Maywood on the **UP West Line**.

SIGNAL/COMMUNICATIONS IMPROVEMENTS

As railroads across the U.S. prepare for the federally mandated implementation of the Positive Train Control (PTC) safety system, Metra crews are actively upgrading signal and communications systems on each of

the lines it controls for compatibility with PTC. The 2018 capital program includes \$30 million for PTC-related signal and communications projects and another \$2 million for signal system upgrades. Some of the costs for work that began in 2017 were included in the 2017 capital program. Similar work is also being performed across the lines controlled and operated by our freight partners.

Metra's planned signal and communications infrastructure work for 2018 includes:

- **Metra Electric Line** – Complete of a \$9.3 million project to upgrade the signal system at the 11th Place interlocking.
- **Milwaukee District North Line** – Install a new signal system along 17.7 miles of track between Libertyville and Fox Lake, including the construction of six new control points and the renewal of the interlocking at Rondout. The 2018 capital program includes \$3 million for the replacement of the Rondout interlocking.
- **Milwaukee District West Line**– Continue a \$6 million project to install a new interlocking in Elgin and upgrade seven crossings as part of the Fox River Bridge replacement project. Renew interlockers at Elgin and at Almora near the Big Timber Road Station, install a new control point at Franklin Park and renew a control point at Edginton Street in Franklin Park. The interlocking at B12 in Franklin Park will also be modified to accommodate the new signaling system at Edginton as well as signal crossing improvements from milepost 11 in River Grove to Tower B-17 in Bensenville.
- **Rock Island Line** – Upgrade the signal system and crossing circuitry on the line's Beverly Branch for compatibility with PTC, upgrade interlockings at Gresham and near the Brainerd Station on the Beverley Branch and upgrade crossing circuitry at 139th Street near the Robbins Station. Install new control points at Vermont Street in Blue Island and Robbins and renew control points at Mokena, west of New Lenox, Miller and Richards streets in Joliet and the EJ&E interlocking in Joliet.
- **SouthWest Service Line** – Complete an upgrade of the signal system at an interlocking near 74th Street in Chicago at an estimated cost of \$1 million.

Most work will be performed during off-peak hours and on weekends. Metra will issue construction schedules for its trains during some of these projects. Construction schedules are issued when workers need to be on or very near the tracks, requiring trains to reduce speed or stop before proceeding through the construction zone. These schedules, in general, can add 10 to 15 minutes to the length of a trip. When construction schedules are in place, the modified schedules are reflected in Metra's web-based Rail-Time Tracker and Schedule Finder and in the Ventra App's Transit Tracker feature. The construction schedules will be posted on our website at metrarail.com.

###

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 300,000 passenger trips each weekday.

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ILLINOIS / WISCONSIN STATE LINE

McHENRY

UP-N

NCS

LAKE

MD-N

UP-NW

LAKE
MICHIGAN

COOK

MD-W

DU PAGE

UP-W

Downtown
CHICAGO

BNSF

WILL

HC

RI

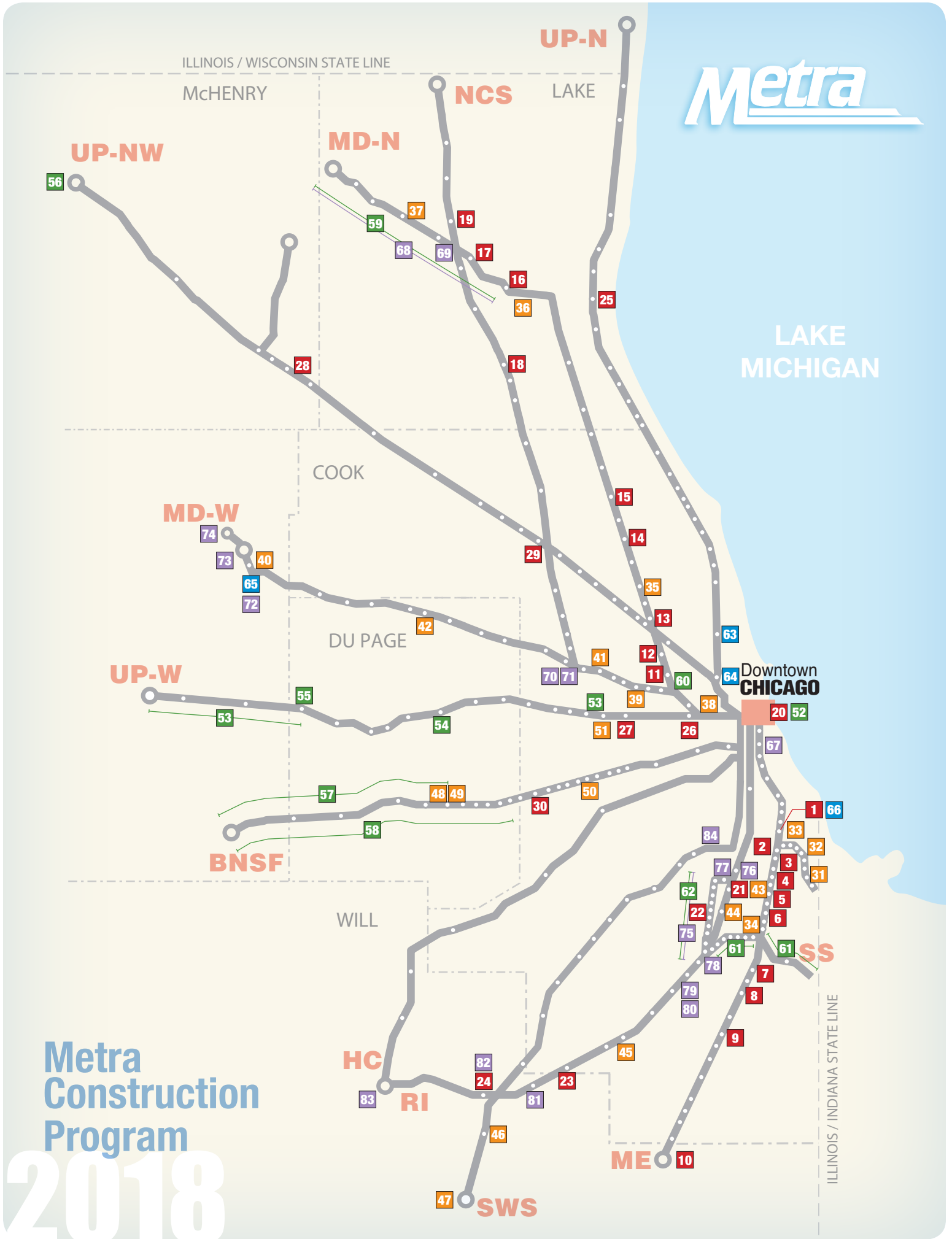
ME

SWS

ILLINOIS / INDIANA STATE LINE

Metra
Construction
Program

2018



STATIONS

Metra Electric

- 1 63rd Street – warming shelter
- 2 75th Street – warming shelter
- 3 83rd Street – warming shelter
- 4 87th Street – warming shelter
- 5 91st Street – warming shelter
- 6 103rd Street – warming shelter
- 7 Riverdale – painting and repairs
- 8 147th Street – painting and repairs
- 9 Hazel Crest – continuation of station renovation project started in 2017
- 10 University Park – painting and repairs

Milwaukee District North

- 11 Healy – finishing station rehab started in 2017
- 12 Grayland – finishing parking work started in 2017
- 13 Mayfair – platform lighting
- 14 Golf – paint station building exterior
- 15 North Glenview – platform replacement, ADA improvements
- 16 Libertyville – \$1.1 million station rehab overseen by the village, projected late 2018 start
- 17 Prairie Crossing – new station house

North Central Service

- 18 Vernon Hills – platform replacement, ADA improvements
- 19 Washington Street/Grayslake – platform replacement, ADA improvements

Rock Island

- 20 LaSalle Street – concourse replacement
- 21 95th Street – install visual information signs
- 22 111th Street/ Morgan Park – platform replacement, ADA improvements
- 23 Hickory Creek – platform replacement, ADA improvements
- 24 New Lenox – move old station building to new site and replace with a temporary facility UP North
- 25 Lake Bluff – station rehab, construction ongoing

UP West

- 26 Kedzie – platform replacement
- 27 River Forest – platform replacement UP Northwest
- 28 Cary – platform and station rebuild
- 29 Cumberland – station renovation

BNSF

- 30 Western Springs – complete platform replacement started in 2017

CROSSING REPLACEMENTS

Metra Electric/South Chicago Branch

- 31 90th Street, Chicago
- 32 73rd Street, Chicago
- 33 Dorchester Avenue, Chicago

Metra Electric/Blue Island Branch

- 34 Perry Avenue, Chicago

Milwaukee District North

- 35 Devon Avenue, Chicago
- 36 St. Mary's Road, Libertyville
- 37 Route 120, Grayslake
- 38 Racine Avenue, Chicago

Milwaukee District West

- 39 Narragansett Avenue, Chicago
- 40 Raymond Street, Elgin
- 41 73rd Avenue, Elmwood Park
- 42 Medinah Road, Medinah

Rock Island

- 43 95th Street, Rock Island main line in Chicago (pending funding)
- 44 107th Street, on the Rock Island main line in Chicago
- 45 Oak Park Avenue, Tinley Park

SouthWest Service

- 46 Joliet Highway, New Lenox
- 47 North Street, Manhattan

BNSF

- 48 Forest Avenue, Downers Grove
- 49 Main Street, Downers Grove
- 50 Prairie Avenue, Brookfield

UP West

- 51 First Avenue, Maywood

TRACK PROJECTS

UP

- 52 Lake Street – replace rail on curve

UP West

- 53 Third Main Project – two separate multiyear projects to add eight miles of third track, work started in 2017
- 54 Chicago to West Chicago – replace 43,000 ties
- 55 West Chicago – replace rail on curve

UP Northwest

- 56 Harvard Station – replace rail on curve south of the station

BNSF

- 57 Downers Grove to Aurora – track resurfacing
- 58 Hinsdale to Aurora – replace 12,000 ties

Milwaukee District North

- 59 Fox Lake to Libertyville – replace 17,000 ties and six switches
- 60 Chicago – replace ties on 11 bridges

Metra Electric

- 61 South Chicago and Blue Island Branch Lines – replace 10,000 ties

Rock Island

- 62 Beverly Branch Line – replace 10,000 ties

BRIDGES

UP North

- 63 Chicago – continuation of multiyear project to replace 11 bridges from Grace to Balmoral avenues and the inbound portion of the Ravenswood Station
- 64 Chicago – replace the bridges over Webster Avenue and the North Branch of the Chicago River

Milwaukee District West

- 65 Elgin – continuation of multi-year project to replace bridge over the Fox River

Metra Electric

- 66 Chicago – rehab of bridges at 63rd and 64th Streets

SIGNAL/COMMUNICATIONS

Metra Electric

- 67 Chicago – complete upgrade of signal system for the interlocking at 11th Place

Milwaukee District North

- 68 Libertyville to Fox Lake – install new signal system to support
- 69 Rondout – renew interlocker

Milwaukee District West

- 70 Franklin Park – renew interlocking at Edginton Street
- 71 Franklin Park – modify B-12 interlocking to accommodate new signal systems as part of the CREATE B-1 project
- 72 Elgin – install new interlocking and upgrade circuitry at seven crossings in Elgin as part of the Z-100 bridge project
- 73 Elgin – renew interlocking
- 74 Big Timber Road – renew interlocking

Rock Island

- 75 Chicago – upgrade signal system and crossing circuitry on the Beverly Branch
- 76 Chicago – upgrade interlocking at Gresham
- 77 Chicago – upgrade interlocking at Brainerd
- 78 Blue Island – install new control point at Vermont Street in Blue Island
- 79 Robbins – install new control point
- 80 Robbins – upgrade crossing circuitry at 139th Street
- 81 Mokena – renew control point at interlocking
- 82 New Lenox – renew control point at interlocking
- 83 Joliet – renew control points at three interlockings

SouthWest Service

- 84 Chicago – complete upgrade of signal system at 74th Street interlocking



ACCESS TO TRANSIT PROGRAM

2018 Call for Projects

Call for Projects Open: April 16 – August 31, 2018

About the Program

The RTA launched the Access to Transit program in 2012 to seek funding for small-scale capital projects that improve access to the regional transit system for pedestrians and bicyclists. The program leverages RTA and local funds with federal [Congestion Mitigation and Air Quality Improvement Program \(CMAQ\)](#) funding to help implement recommendations from planning studies completed through the RTA's [Community Planning](#) program or CMAP's [Local Technical Assistance \(LTA\)](#) program. To date, it has funded projects in 22 communities throughout the region for a total investment of roughly \$10 million in Federal, RTA and local funds. Detailed information on past projects is available on [RTAMS.org](#).

Investing in pedestrian and bicycling infrastructure around transit provides a number of benefits for both local communities and the RTA system, such as:

- Increased transit ridership, which helps reduce congestion and vehicle emissions
- Better first and last mile connections that make it safer and easier for riders to get to and from transit service
- Lower demand for commuter parking
- Pedestrian friendly neighborhoods that promote public health through active transportation
- Support for transit-oriented development by fostering active, walkable places

The RTA selects Access to Transit projects via a competitive process according to program criteria, as detailed in a later section, and CMAQ requirements. RTA staff then combines the projects into a single CMAQ application. **Project funding is contingent upon the application being approved to the FFY2020-24 CMAQ program**, which is finalized in the fall of 2019. If CMAQ funding is approved, projects are transferred to their respective sponsors who are then responsible for implementation.

Eligible Applicants

The Access to Transit program is open to municipalities and counties that have completed, or are in the process of completing, a planning or implementation project through either the RTA's Community Planning program or the CMAP's LTA Program. This includes communities that have participated in corridor studies as a partner. Additionally, municipalities participating in the RTA's [Interagency Signage program](#) are eligible to apply. Applicants must have CTA, Metra or Pace service in their community and be located within the RTA's six-county service area (Cook, DuPage, Lake, McHenry, Kane, Will).

Eligible Projects

Eligible projects include small-scale, bike and pedestrian infrastructure improvements that are based on recommendations from Community Planning or LTA studies with transit-related components. Eligible projects must be able to demonstrate the ability to increase ridership, improve access to existing transit

services and contribute to reduced vehicle emissions. Furthermore, the RTA may request that applicants revise their proposals after submittal in order to align with CMAQ program requirements.

The following list of improvements are eligible for Access to Transit projects, either individually or combined:

- ADA accessibility improvements
- Bicycle infrastructure
- Bus stop infrastructure
- Crosswalks
- Pedestrian signal heads
- Rail warming shelters
- Sidewalk connections
- Wayfinding signage

The RTA will also consider other projects not specifically listed, provided they are CMAQ eligible and directly benefit transit access.

Program Funding

Funding guidelines for the Access to Transit program are as follows:

- Project budgets must be no greater than \$1 million and no less than \$150,000.
- With most projects, the 20% local match required by the CMAQ program will be equally shared between the RTA and the applicant, with each contributing 10% of the total project budget.
- The RTA may provide the full 20% match rate for smaller communities and those with lower tax bases or median incomes based on the economic and demographic characteristics of the area served. Eligible applicants may contact the RTA to determine if they qualify for this exemption.
- If required, Phase I engineering must be funded by the applicant as it is not eligible for CMAQ funding.

How to Apply

An application form, which includes a list of attachments required for application, is available for download on the [Access to Transit program webpage](#). Please submit the application form along with the attachments as a single PDF file via email to Michael Horsting at horstingm@rtachicago.org. Eligible applicants may apply for multiple projects, although separate applications are required for each project. The RTA strongly encourages potential applicants to contact the RTA if you have any questions prior to submitting your application.

Applications must be received no later than August 31st at close of business.

Phase I Engineering

Projects are ready for application if preliminary planning is complete and the project can move quickly into Phase I Engineering (if needed). Applicants must also have support for the project from local staff and elected officials. It is important to note that if Phase I Engineering is required, the applicant is

responsible for initiating this work immediately after the RTA confirms the projects selected to the Access to Transit program, with a goal of obtaining Phase I approval by the CMAQ application deadline (see Program Timeline for more details).

If Phase I Engineering is required, it should be completed in a manner that preserves eligibility for federal funding. This requires the work to be completed by local government staff or by a consulting firm hired under a Qualification Based Selection (QBS) process. These requirements are available in the Illinois Department of Transportation (IDOT) Bureau of Local Roads Manual (Chapter 5, Section 5.06) available for download on the [IDOT website](#).

Project Selection Process

RTA staff and representatives from CMAP and the Service Boards (CTA, Metra and Pace) will review applications. Applications will first be screened for eligibility and then selected based on the project's readiness, ability to increase ridership, local support, and Service Board support.

If a project is selected for the Access to Transit program and approved for CMAQ funding, the project sponsorship is transferred from the RTA to the applicant. The project sponsor is then responsible for working with IDOT or the FTA (depending on the type of improvements) to oversee the project to completion. The RTA requires all project sponsors to enter into an Intergovernmental Agreement (IGA) that confirms the local match funding arrangement and the program standards. Project sponsors are reimbursed by the RTA for the predetermined local match contribution according to the invoicing process established in the IGA.

Timeline

2018	
April 16th	Call for projects opens
May 3^d	Program information webinar. RTA staff will provide details on the program and applicants will have an opportunity to ask questions.
April-August	Potential applicants prepare applications
August 31st	Applications Due to the RTA by close of business
September-October	Application review and selection; all applicants notified
October-November	Selected applicants initiate Phase I Engineering, if not already underway
2019	
January	CMAQ Program Call for Projects Released
January-February	RTA staff prepares CMAQ application
March	RTA Submits CMAQ Application on behalf of selected applicants
August	Recommended CMAQ Program of Projects released for Public Comment

October	CMAQ Program of Projects Finalized
2020	
January	CMAQ transfers project sponsorship from the RTA to applicants; RTA enters into IGA's with communities, as necessary
February	Access to Transit Improvement Program projects initiated

Project Examples

The City of Palos Heights received funding through Access to Transit to improve access to Pace Routes #383 and #386, as recommended in the [Harlem Avenue Corridor Plan](#), which was funded through the RTA's Community Planning program. The project consists of new sidewalks, crosswalk striping and countdown pedestrian signals at several locations along Harlem and Ridgeland Avenues. Pace Routes #383 and #386 serve a number of important destinations, such as Midway Airport, CTA and Metra rail stations, Toyota Park, and several major employers and shopping centers.



A new crosswalk at Harlem Avenue in Palos Heights provides better access to Pace's South Harlem route

The City of Rolling Meadows received funding through Access to Transit to improve pedestrian connectivity along a two-mile stretch of Golf Road, which is home to several major employers and

served by three Pace fixed routes: #208, #575 and #606. By installing crosswalks, sidewalks, countdown pedestrian signals, and concrete pads for bus shelters, access between bus stops and office parks on this busy corridor has greatly improved, encouraging more employees to commute by transit. The project is based on recommendations in the [Golf Road Transit and Pedestrian Mobility Study](#), completed with RTA Community Planning assistance.



A sidewalk and crosswalk along a two-mile section of Golf Road in Rolling Meadows that is served by three Pace bus routes

The Village of Mount Prospect was awarded funding through Access to Transit to construct concrete pads, bike racks and covered shelters at three locations that added roughly 60 new bicycle parking spaces at the Mount Prospect Metra station on the UP Northwest line, which is also served by Pace Routes #234 and #694. The shelters feature solar-powered lighting and have been popular among bicyclists since opening in the fall of 2017. This project was based on recommendations from the [Mount Prospect Downtown Implementation Plan](#) that the Village completed with assistance from the RTA's Community Planning program.



A new bicycle parking shelter on Prospect Avenue in Mount Prospect next to the Metra station platforms