

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*

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Northwest Municipal Conference

Transportation Committee

Agenda

Thursday, September 27, 2018

8:30 a.m.

NWMC Offices

1600 East Golf Road, Suite 0700

Des Plaines, IL

(map/parking permit attached)

- I. Call to Order/Introductions**
- II. Approval of May 31, 2018 Meeting Minutes (Attachment A)**
- III. Cook County Freight Plan (Attachment B)**

Alex Beata, Freight Transportation Manager at Cook County Department of Transportation and Highways, will provide information about the Cook County Freight Plan. The development of the Freight Plan is a key recommendation from *Connecting Cook County*, the County's Long Range Transportation Plan.
Action requested: Discussion
- IV. STAR Line Planning Fund Disposition**

The Northwest Municipal Conference's auditors have highlighted the deferred revenue balance of \$25,212.99 in the long dormant STAR Line account. This funding is the remaining balance of what was contributed by communities along the proposed line to cover study and other project expenses. With this funding unlikely to be used for future project expenses, staff recommends refunding the balance to contributing municipalities on a pro rata basis.
Action requested: Approve recommendation
- V. Metra Board Update (Attachment C)**

Richard Mack, Community and Legislative Affairs Administrator for Metra, will discuss the agency's most recently approved budget and the potential impacts on Metra operations.
Action requested: Discussion
- VI. State Infrastructure Bill Discussion**

There has not been a statewide capital bill since 2009. Staff recommends that the Transportation Committee begin determining specific provisions that should be included in a state infrastructure bill. This exercise will help inform and support the Conference's advocacy for a capital infrastructure bill.
Action requested: Discussion
- VII. Surface Transportation Program (STP) Project Selection Committee Update (Attachments D, E, and F)**

Staff will provide an update on the activities of the STP Project Selection Committee meeting, including the decisions reached at the September 26

meeting of the STP Project Selection Committee. The NWMC and the Northwest Council of Mayors Technical Committee recently submitted the attached comment letters to the STP Project Selection Committee. Staff will discuss the updated regional shared fund scoring methodology and active program management policies.

Action requested: Discussion

VIII. CMAP Update

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

Action requested: Informational

IX. Agency Reports (Attachment G)

X. Other Business

XI. Next Meeting

The next meeting is scheduled for Thursday, October 25 at 8:30 a.m. at the NWMC offices.

XII. Adjournment

**TRANSPORTATION COMMITTEE
MEETING MINUTES
Thursday, May 31, 2018
8:30 a.m.
NWMC Offices
1600 E. Golf Road, Suite 0700
Des Plaines, IL**

Members Present:

Bill McLeod, Mayor, Village of Hoffman Estates, Co-Chair
Rod Craig, Mayor, Village of Hanover Park, Co-Chair
Jeff Brady, Director of Community Development, Village of Glenview
Bill Grossi, Trustee, Village of Mount Prospect
Mark Janeck, Director of Public Works, Village of Wheeling
Al Larson, President, Village of Schaumburg
Maria Lasday, Village Manager, Village of Bannockburn
Anne Marrin, Village Administrator, Village of Fox Lake
Greg Summers, Director of Development Services, Village of Barrington

Others Present:

Steve Andrews, Pace
Sean Dorsey, Village of Mount Prospect
Tim Grzesiakowski, TMA of Lake-Cook
Elizabeth Irvin, CMAP
Rick Mack, Metra
Brian Pigeon, NWMC
Katie Renteria, Metra
Mike Walczak, NWMC

I. Call to Order

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

II. Approval of April 26, 2018 Meeting Minutes

On a motion made by Trustee Grossi, seconded by Mayor McLeod, the committee voted to approve the April 26, 2018 meeting minutes.

III. CMAP On To 2050 Mobility Chapter

Ms. Irvin gave a presentation on the On To 2050 plan's Mobility chapter. She reviewed the 2050 development process and noted that the plan is close to its anticipated October adoption date.

She covered the overarching goals of the Mobility chapter, including harnessing technology, making transit more competitive, a system that works better for everyone and transformative investments. She discussed the next steps, including the public comment period and planned adoption. Ms. Lasday asked about the projected financial shortfall for the plan. Ms. Irvin said it is up to the region to make the case for more funding to be able to accomplish everything in the plan. Mayor Craig noted that transit is the key to the region and needed to be funded adequately. Ms. Marrin stressed the need for better coordination with railroads to avoid congestion and delays. Ms. Irvin noted that better technology can help reliability.

IV. Illinois Tollway Project Updates

Mr. Zuccherro discussed a number of current and upcoming projects in the Tollway's capital program. He updated the committee on I-390/490, noting that advanced work is now ongoing on the western bypass including preparation for bridge work and interchanges. The Tollway hopes to have a final agreement with the railroads for right-of-way by the end of the summer. Advanced work is also underway on a new North Avenue interchange at I-294 and I-490 and ramp work will begin soon on the north leg near the Des Plaines Oasis.

He said that construction will begin in 2019 on the I-90 at Lee Street interchange. He also added that the Tri-County Access study is moving forward to explore all options in the Illinois 53/120 corridor and beyond.

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

Mr. Walczak and Mr. Pigeon discussed the upcoming meeting of the STP Project Selection Committee. CMAP staff will present draft Active Program Management rules. They discussed feedback which the councils have shared with CMAP staff and the Council of Mayors representatives on the committee. The committee will be discussing potential changes which would impact STP funding with the councils and the Shared Fund. Ms. Lasday discussed the challenges for smaller towns. Ms. Marrin added that the QBS and GATA process has extended the project approval times. Ms. Robles added that examples of real world project scoring would help.

V. FY 2019 Planning Liaison Scope of Services and Budget

Mr. Walczak explained that the Conference must annually approve a resolution to secure the federal funding used for transportation-related salaries and expenses. This year's scope has been expanded to update new responsibilities under the new STP Agreement and a funding increase of six percent has been recommended by CMAP's Unified Work Program Committee.

On a motion made by Trustee Israel, seconded by Ms. Marrin, the committee voted to approve the resolution for the FY 2019 Scope of Services and Budget.

VI. CMAP Update

No additional report.

VII. Agency Reports

Mr. Andrews announced that the Barrington Road Park and Ride is opening in June. It will be a partial opening until the full station is completed, but also feature upcoming new local service improvements. Mayor Craig stressed the need for an extension of route 554 service the station. Mr. Andrews said that some of the new service on the 554 may serve the station.

Mr. Mack announced that the fare pilot program has been approved. Metra is also working with Abbvie and Lake County Partners to improve reverse commutes in the area.

Mr. Grzesiakowski told the committee that the TMA of Lake Cook Annual Meeting took place on May 22 in Deerfield and that the presentations are on their website. The September meeting will feature speakers from CMAP, the Illinois Tollway and Chariot.

VIII. Other Business

Mr. Walczak announced that the RTA is now accepting applications for the 2018 Access To Transit program.

IX. Next Meeting

Co-Chair McLeod reported that the next meeting of the Transportation Committee is scheduled for 8:30 a.m. on Thursday, September 27, 2018.

XII. Adjournment

On a motion by Trustee Grossi, seconded by Mayor Larson, the committee unanimously voted to adjourn the meeting at 9:25 a.m.



Cook County Freight Plan

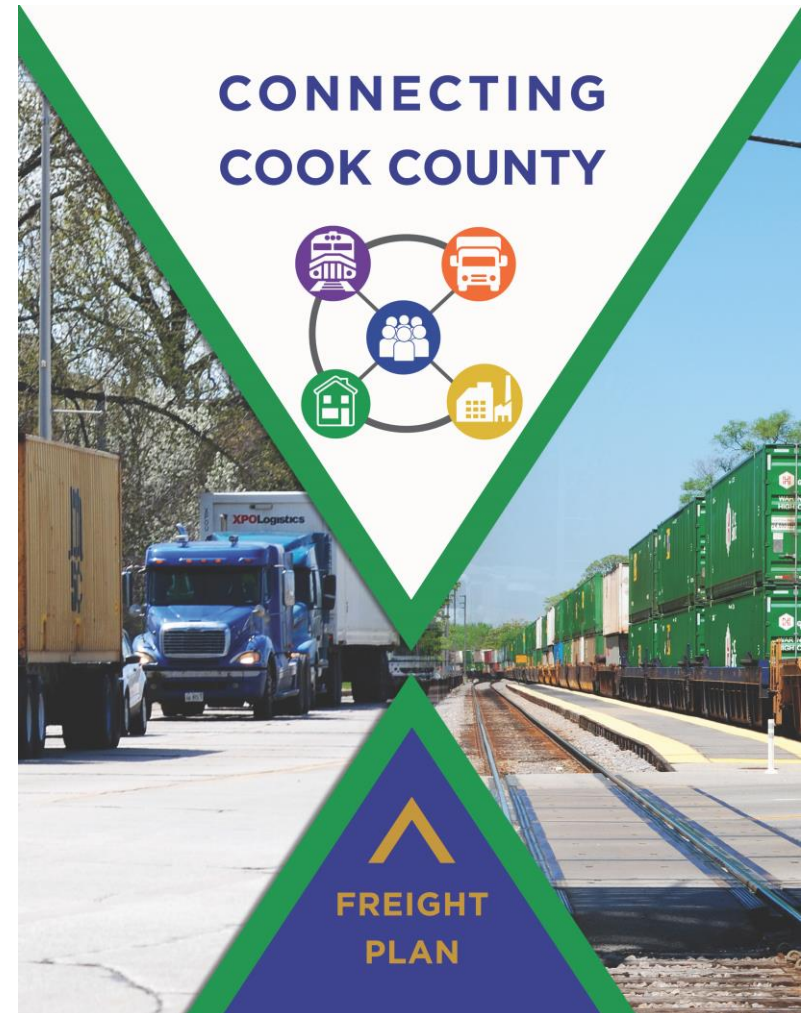
Northwest Municipal Conference

Transportation Committee

September 27, 2018

FREIGHT PLAN OVERVIEW

- Key recommendation from *Connecting Cook County*
- Two-year planning process; Cook County Board approval anticipated Fall 2018
- Quantitative and qualitative analysis
- Industry, public sector, and civic outreach



FREIGHT AND THE ECONOMY



27% of jobs in Cook County are in freight-dependent industries producing **56%** of the County's economic output

Transportation and materials-moving occupations are anticipated to grow an estimated **8.5%** between **2012** and **2022**, adding nearly **17,000 jobs**



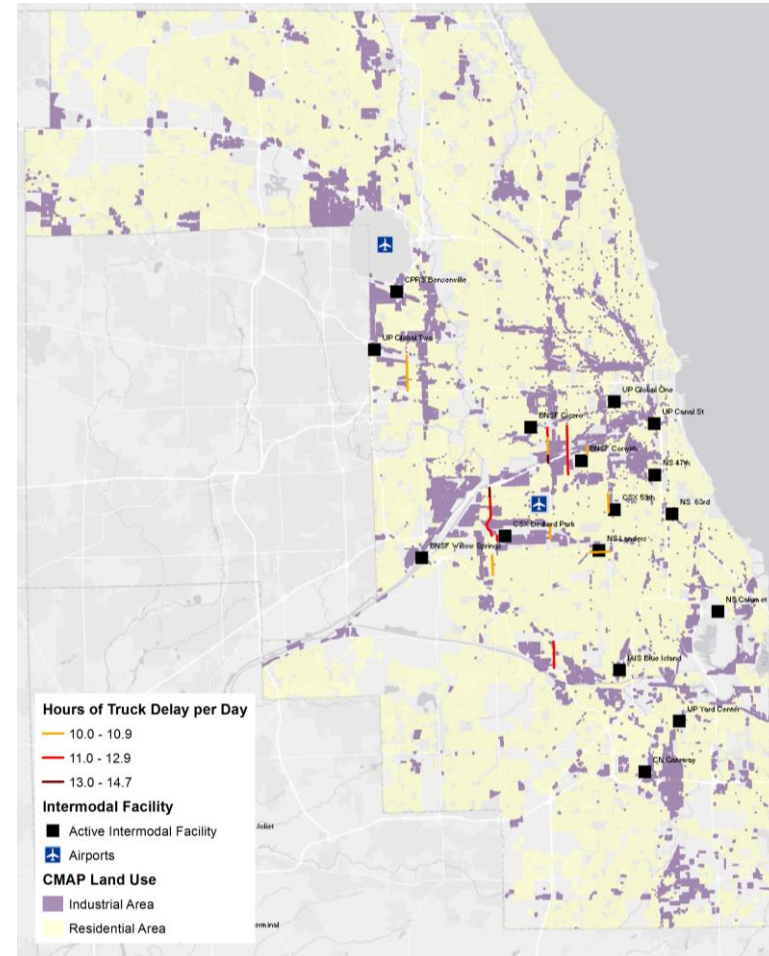


Cook County's Freight System at Work

TRUCK CONGESTION

Route	From	To	Hours of Delay (max)
Harlem Ave.	I-55	95 th St.	14.7
Cicero Ave.	Ogden Ave.	I-55	13.4
Pulaski Rd.	26 th St.	47 th St.	12.0
Cicero Ave.	115 th St.	I-294	11.6
Sayre Ave.	71 st	73 rd St.	11.4
Cicero Ave.	67 th St.	73 rd St.	11.4
Kedzie Ave.	I-55	Pershing Rd.	10.7
Western Ave.	55 th St.	63 rd St.	10.6
Mannheim Rd.	Lake St.	I-290	10.3
79 th St.	Kedzie Ave.	Western Ave.	10.2

Freight routes with more than 10 hours of truck delay

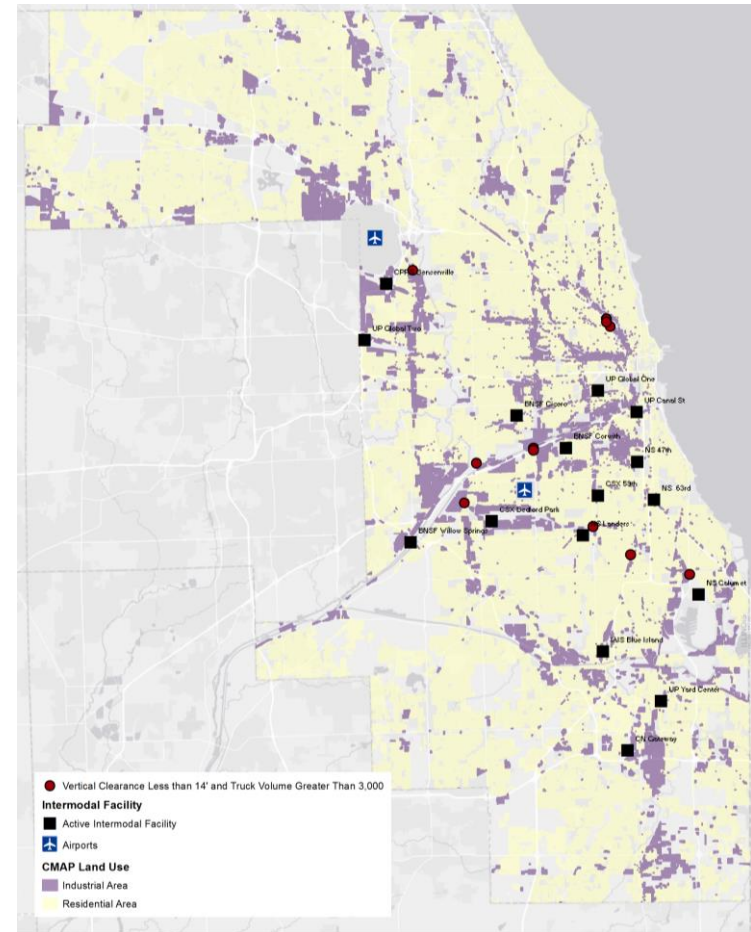


Source: IDOT, CMAP, Analysis by AECOM, Cambridge Systematics, 2017

VERTICAL CLEARANCES

Street Crossing	Railroad	Minimum Vertical Clearance	AADT	Truck Volume
IL 50 (CICERO AVE.)	BNSF	13'-11"	44,300	6,202
IL 43 (HARLEM AVE.)	CN	13'-09"	37,800	4,914
IL 43 (HARLEM AVE.)	BNSF	13'-09"	37,800	4,914
IL 50 (CICERO AVE.)	CN	13'-10"	59,500	4,760
STONY ISLAND AVE.	NS	13'-04"	56,100	4,488
STONY ISLAND AVE.	CN	13'-04"	56,100	4,488
IL 19 (IRVING PARK RD.)	CN	13'-11"	35,100	3,510
IL 171 (ARCHER AVE.)	CSX	13'-11"	26,300	3,419
87TH ST.	UP	13'-00"	33,400	3,340
IL 64 (NORTH AVE.)	UP	12'-10"	37,000	3,330
WESTERN AVE.	IHB	13'-06"	29,300	3,223
ASHLAND AVE.	UP (SOUTH)	12'-06"	30,100	3,010
ASHLAND AVE.	UP (NORTH)	12'-08"	30,100	3,010
ASHLAND AVE.	CP	13'-00"	30,100	3,010

Vertical clearances less than 14' on high-volume truck corridors



Source: IDOT, CMAP, Analysis by AECOM, Cambridge Systematics, 2017

PAVEMENT CONDITIONS

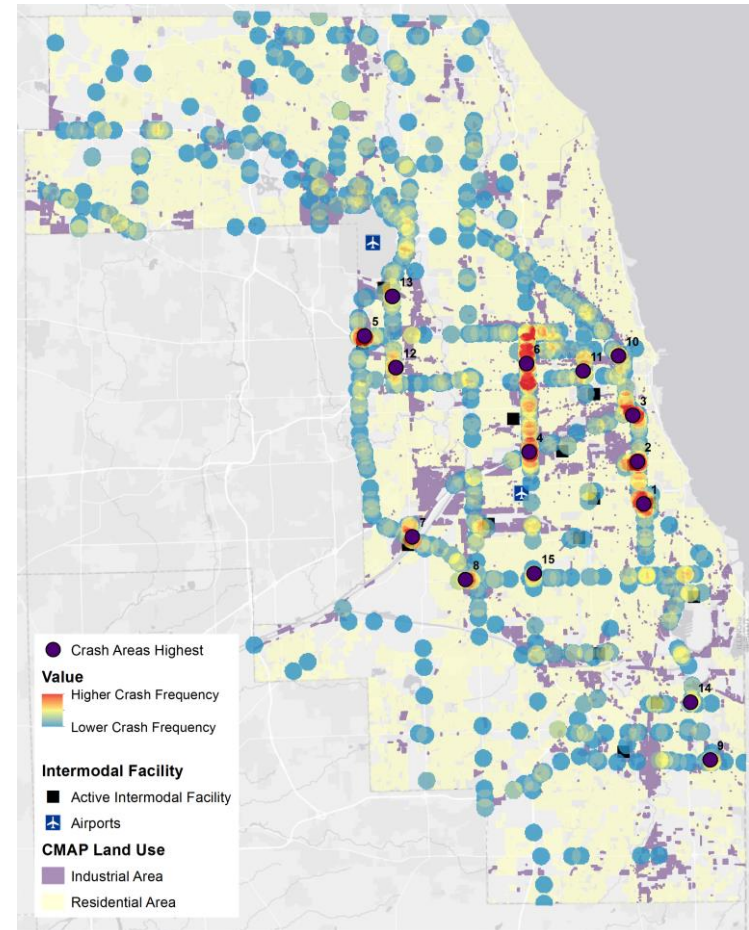


- Currently, 28.7 percent of truck routes, 35.6 percent of state non-truck routes, and 37.7 percent of all roads rated as “Poor” or “Fair”
- In addition, completed extensive pavement condition field survey
 - 50 miles of roadway
 - 21 municipalities
 - 9 videos
 - 1,537 photos

SAFETY

Rank	Route	Location (To/From or Intersection)
1	I-94	63rd St. to Marquette Rd.
2	I-90/94	43rd Street to 47th St.
3	I-90/94	Cermak Road to 31st Street
4	Cicero Ave.	31st St. to 47th Street
5	North Ave.	I-294 to Wolf Rd.
6	Cicero Ave.	North Ave. to Fifth Ave.
7	I-294	I-55 to U.S. 45 (La Grange Rd.)
8	95th St.	Roberts Rd. to Harlem Ave.
9	I-80	At Torrence Ave.
10	I-90/94	Chicago Ave. to Grand Ave.
11	Western Ave.	Grand Ave. to I-290
12	U.S. 45 (Mannheim Rd.)	Lake St. to I-290
13	U.S. 45 (Mannheim Rd.)	Irving Park Rd. to Belmont Ave.
14	I-94	At Sibley Blvd.
15	Cicero Ave.	At 99th St.

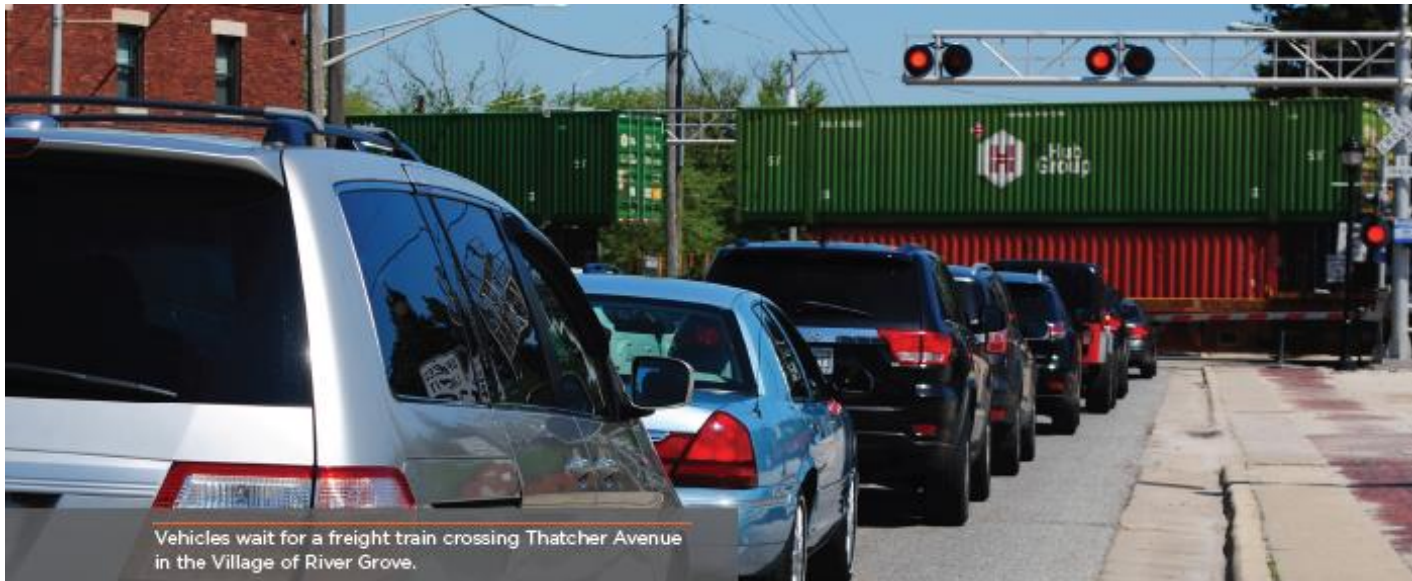
Truck crash hotspots



Source: IDOT, CMAP, Analysis by AECOM, 2017

AT-GRADE RAIL CROSSINGS

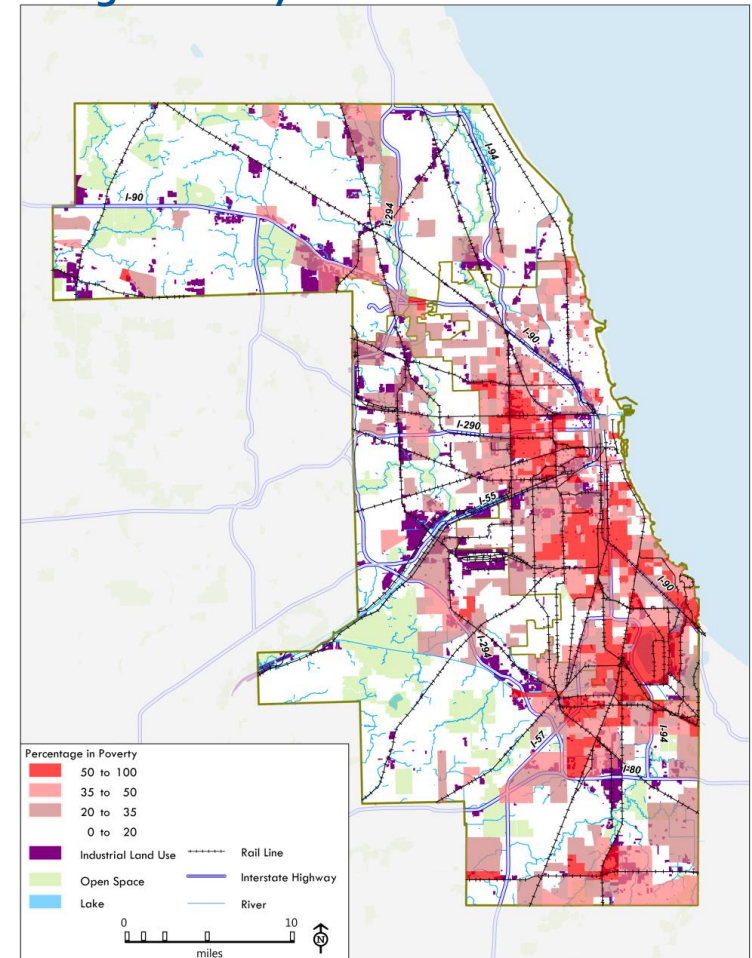
- High volume of freight rail activity imposes significant delays at grade crossings
- Delays are disproportionately concentrated in south and west Cook County, near major railyards and the intersection of busy freight and passenger lines



LAND USE CHALLENGES

- Misalignment between job locations and available workers
- High rates of vacant or underutilized industrial property
 - 40 percent in Chicago
 - 41 percent in south Cook
- Challenges to reuse of land
 - Site consolidation
 - Brownfield status / environmental contamination
 - High tax rates, back taxes, cloudy titles

High Poverty vs. Industrial Land Use





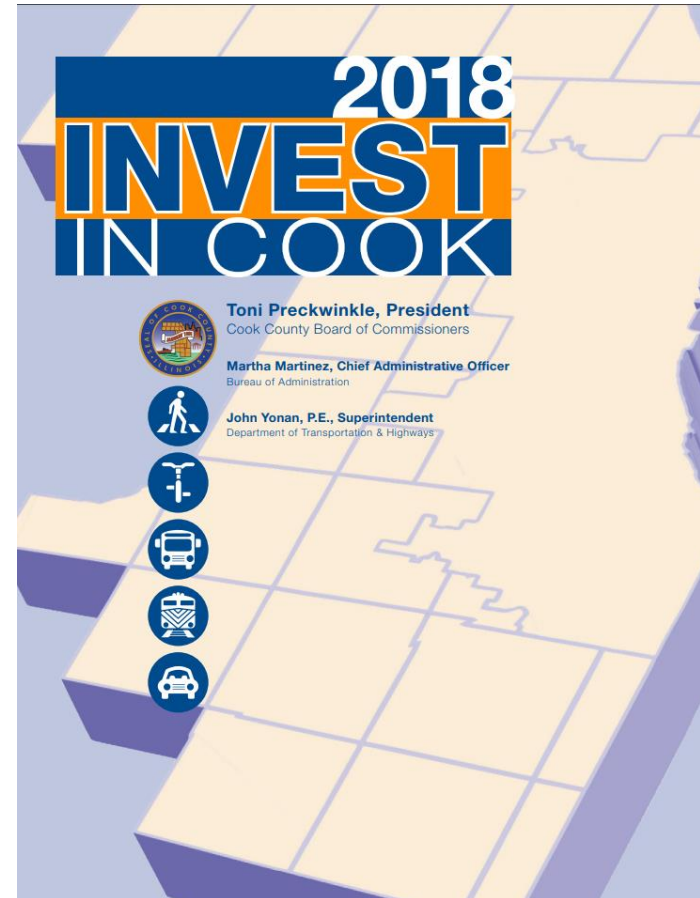
Investing for Success: Cook County's Freight Action Plan

EXERCISE LEADERSHIP



INVEST IN COOK

- Improvements consistent with the five priorities of *Connecting Cook County*
- Over 10 freight projects awarded funding in 2017/18
- Seed investment on three freight projects in 2017 yielded federal, state, and local commitments of \$40 million

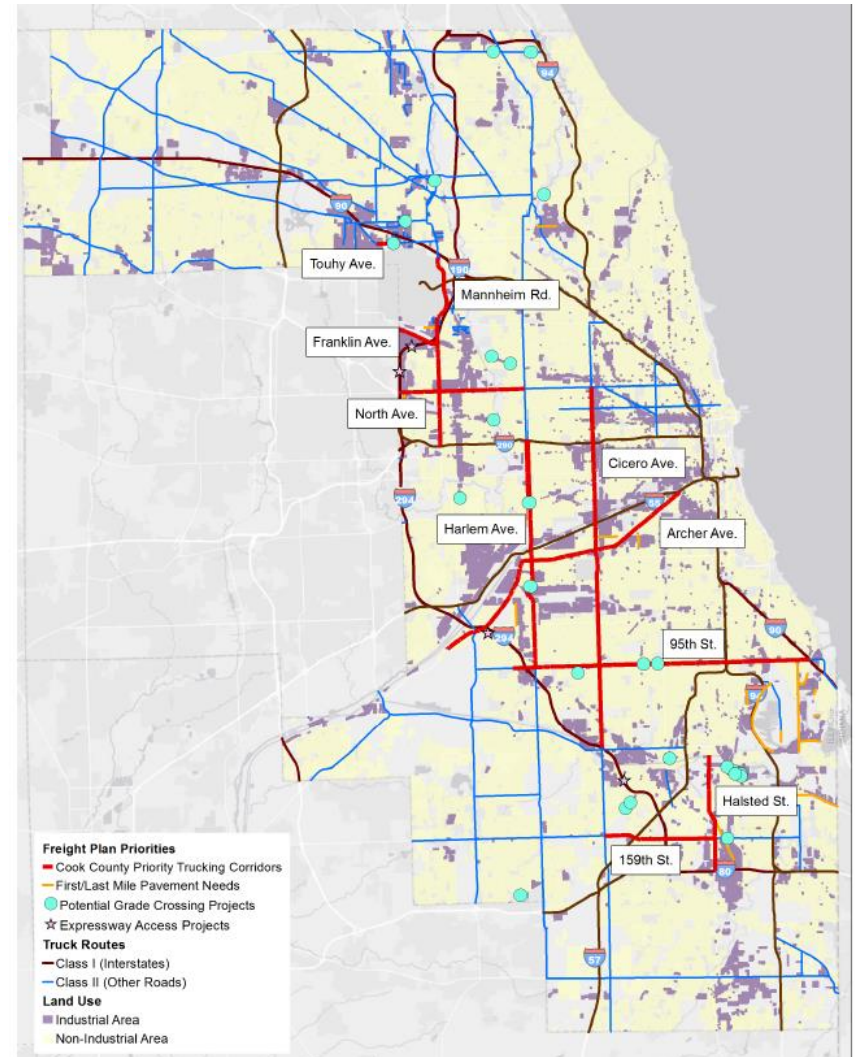


IMPLEMENT ROADWAY IMPROVEMENTS



PRIORITY TRUCKING CORRIDORS

Corridor	Limits
95th Street	I-294 to Chicago Skyway
159th Street	Cicero Avenue to Halsted Street
Archer Avenue	Willow Springs Road to Ashland Avenue
Cicero Avenue	North Avenue to Bedford Park
Franklin Avenue	County Line Road to Mannheim Road
Halsted Street	Cal Sag Channel to I-80
Harlem Avenue	I-290 to 95th Street
Mannheim Road	O'Hare to I-290
North Avenue	I-290/294 to Harlem Avenue
Touhy Avenue	Elmhurst Road to Mt. Prospect Road



TOP TRUCKING CORRIDORS

CICERO AVENUE
4-6 LANES
17.0 MILES



HARLEM AVENUE
4-6 LANES
13.3 MILES



MANNHEIM ROAD
4-6 LANES
10.0 MILES



95TH STREET
4-6 LANES
13.9 MILES



Low Vertical Clearance



At-Grade Crossing



Other Project



Freight Congestion



Safety Hotspot

POOR PAVEMENT CONDITIONS

Route	Limits	Length	Municipality
16th St.	Avenue O to Burley Ave.	0.24	Chicago
47th Ave.	Lake St. to UP Global II	0.29	Northlake
78th Ave.	79th St. to W 71st St.	1.0	Bridgeview
Buffalo Ave./Burley Ave.	E 106th St. to E 108th St.	0.31	Chicago
Commercial Ave./104th St.	100th St. to Torrence Ave.	0.78	Chicago
Howard St.	Oak Park Ave. to Lehigh Ave.	0.86	Skokie
Kedzie Ave.	47th St. to 51st St.	0.5	Chicago
Langley Ave.	E 106th St. to E 111th St.	0.64	Chicago
Seymour Ave.	Irving Park Rd. to Mannheim Rd.	0.61	Franklin Park
Stony Island Ave.	E 122nd St. to Calumet River	0.52	Chicago
Doty Ave.	S Stony Island Ave. to E 130th St.	3.95	Chicago
Dolton Rd/State St.	I-94 to State Line Ave.	2.97	Burnham/Calumet City
Torrence Ave.	E 95th St. to E 130th St.	4.50	Calumet City
126th Pl.	Torrence Ave. to Avenue O	1.0	Chicago
47th St.*	Cicero Ave. to Pulaski Rd.	1.0	Chicago
Vincennes Rd.	Halsted St. to Armory Dr.	2.0	Phoenix/South Holland

*47th Avenue is privately owned by the UP railroad but public access is allowed through an easement. The maintenance needs for this road need to be addressed, as Cook County cannot invest in privately owned roads.

EXPRESSWAY ACCESS

- Need for new or improved expressway access in high freight volume locations
- Coordinate with IDOT, Tollway, and municipalities to improve access
- Current examples:
 - I-90 at Central Road
 - I-294 at County Line Road
 - I-294 at Lake Street/North Avenue
 - I-294 at Franklin Avenue/Green Street



FOCUS ON RAIL IMPROVEMENTS



CREATE PROGRAM

- Support the completion of 75th Street Corridor Improvement Project (CIP)
- Continue to be an active CREATE Program partner and support activities that lead to completion of the full CREATE Program



AT-GRADE CROSSINGS

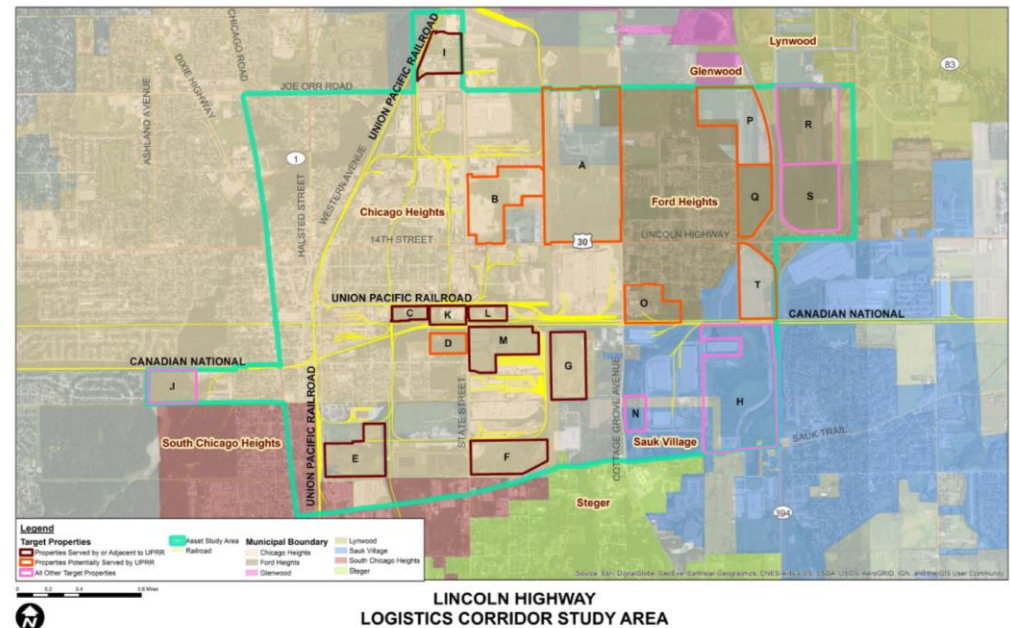
Roadway Crossing	At-Grade Railroad Crossing	Municipality	Priority Trucking Corridor	CREATE Projects
115th St.	IHB (CSX)	Alsip		GS22
31st St.	IHB	La Grange Park		GS13
63rd/65th St.*	BELT/IHB	Bedford Park		GS1
95th St. (US 12-20)	IHB (CSX)	Evergreen Park	X	
95th St. (US 12-20)	GTW (CSX)	Evergreen Park	X	
First Ave. (IL 171)	CNW (UP)	Maywood		GS12
Grand Ave.*	Metra	Elmwood Park		
Harlem Ave. (IL 43)	BNSF	Riverside/Berwyn	X	GS18
Touhy Ave. (IL 72)*	CNW (UP)	Des Plaines	X	
Multiple	Multiple	Dolton/Riverdale	N/A	WA11 GS23a

COORDINATE COMMUNITY AND ECONOMIC DEVELOPMENT



PRE-DEVELOPMENT ACTIVITIES

- Coordinate environmental clearance, permits, and remediation
- Develop funding, financing, and tax incentive packages to support redevelopment efforts
- Invest in transportation, utility, and stormwater infrastructure
- Provide workforce connections





Conclusion



Questions?

WWW.CONNECTINGCOOKCOUNTY.ORG



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Superintendent
Cook County Department of Transportation and Highways
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WWW.CONNECTINGCOOKCOUNTY.ORG

FOR IMMEDIATE RELEASE

No Metra fare increase in 2019 but capital needs demand attention

CHICAGO (Sept. 12, 2018) – Metra will not raise fares in 2019 and will spend the year highlighting the need for more public aid and sounding the alarm about the system’s deterioration and possible downsizing if that aid does not materialize, the Metra Board of Directors unanimously decided today.

“We ask our passengers and our elected leaders to join with us to tell our story to members of the state Legislature,” said Metra Chairman Norm Carlson. “That story is very simple: Metra needs a sustained capital program to maintain its existing service levels in the 2020s. Otherwise, drastic changes in service levels may be needed to shrink to a size that existing resources can sustain.”

In late 2014 Metra unveiled a \$2.4 billion plan to modernize its rolling stock and install the federally mandated Positive Train Control (PTC) safety system. That plan assumed that current state and federal funding sources would cover about \$700 million and Metra financing would cover an additional \$400 million. Metra hoped to secure \$1.3 billion in new funding for the remainder – most likely from a new state infrastructure program. The plan included projections for fare increases that would be needed over the next 10 years for financing and for the regular growth in operating expenses; but most of the fare increases approved since then have gone toward capital needs and PTC.

But Board members agreed that another fare increase for capital needs would overburden Metra’s customers after four straight fare increases while providing only a fraction of the revenue needed to address large capital funding shortfalls. They approved a pause in 2019 in the modernization-related increases and ordered staff to spend next year educating riders, the public and lawmakers about Metra’s need for sustained capital funding and detailing the consequences of falling short – including possibly shrinking the system to a size that matches available resources.

Metra still is working to modernize its rolling stock and pay for PTC. However, because the state has not passed a new infrastructure program since 2009 – and in fact reduced some of Metra’s \$700 million in expected funding – its efforts have been slowed. PTC installation remains on track, and by the end of this year Metra will have rehabbed about 145 cars and 42 locomotives since the plan was announced. However, it has not yet purchased any new cars and engines, and

the purchases that are coming soon will be smaller than originally anticipated unless new funding comes through.

The problems with state funding also postponed Metra's proposed financing, and with the exception of the first year, 2015, Metra has not raised fares for financing. (A portion of the 2015 increase was for financing; the revenue cumulatively set aside for financing since then now totals \$15.6 million. The Board today approved allocating that money towards the purchase of locomotives.)

###

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.

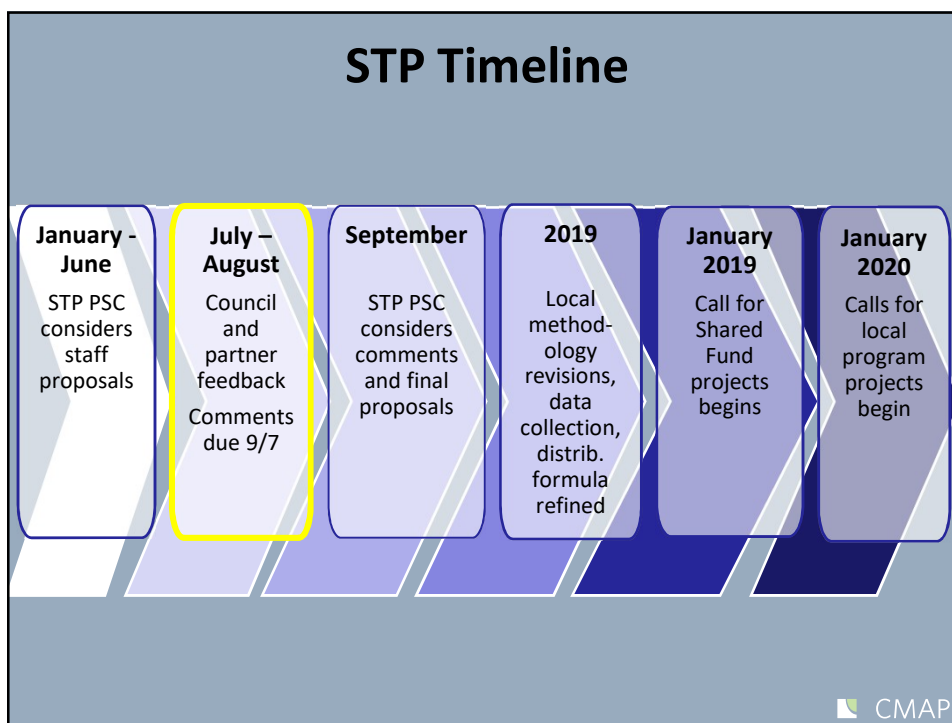
Connect with Metra: [Facebook](#) | [Twitter](#) | [YouTube](#) | [Instagram](#) | [LinkedIn](#) | [metrarail.com](#)

ON TO 2050

STP Shared Local Fund and Active Program Management

Northwest Council
August 16, 2018

CMAP



Shared Fund

- **Set-aside of region's allotment + additional funding from IDOT**
- **Estimated \$40M per year**
- **Meant for larger projects that Council allotments cannot readily fund**
- **Shared Fund Project Selection Committee oversees program**
- **CMAP staff proposal**
 - Project Types
 - Eligibility
 - Project Evaluation



Eligible project types:

- **Road reconstructions**
- **Transit station rehab/reconstructions**
- **Bridge rehab/reconstructions**
- **Highway/rail grade crossing improvements**
- **Road expansions**
- **Bus speed improvements**
- **Corridor-level or small area safety improvements**
- **Truck route improvements**



Additional eligibility requirements

- **Minimum project cost: \$5 million in total project cost**
- OR**
- **Multijurisdictional: joint application from at least 3 local partners**
 - At least one municipality
 - Other potential partners- Forest Preserve, Pace, IDOT, county, etc.
 - Partners must demonstrate financial or in-kind project involvement (more than just a “letter of support”)
- **If selected, project should then have funding to proceed**



Engineering eligibility

- **High need communities are eligible for Phase I funding (need defined same as LTA program)**
- **Additional phases may not be programmed until Phase I is complete**
- **Same as CMAQ/TAP programs**



Draft rolling focus schedule

	First call (2019)	Second call (2021)	Third call (2023)	Fourth call (2025)
		<i>Draft: update based on outcome of first call for projects</i>		
Program years:	2020-2024	2025-2026	2027-2028	2029-2030
Focus areas:	ALL FOCUS AREAS ELIGIBLE	Grade crossing improvements	Road expansion	truck route improvements
		Road reconstruction	Bridge replacement/ reconstruction	Road reconstruction
		Bus speed improvements	Corridor/small area safety improvements	Transit station improvement



Project Evaluation

Goals:

- Leverage available data and analysis
- Be transparent and clear
- Tie to federal performance measures
- Incorporate qualitative information (ex: council support, ability to deliver project)
- Have “family resemblance” to CMAQ, TAP, Council methodologies

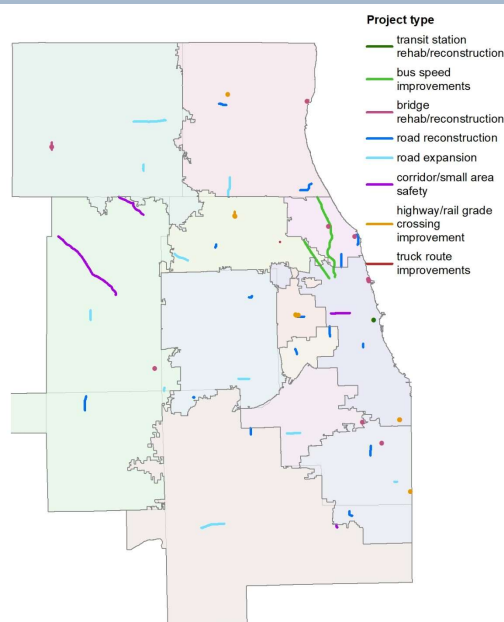


Project types	Project readiness			Transportation impact			Planning factors				
	Engineering /ROW completion	inclusion in plans	financial commitments	current condition/ need	population/ job benefit	improvement	green infrastructure	freight movement	Inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements	10	10	5	20	10	20	5	-	10	10	-
Truck route improvements							5	-	10	10	-
Road expansions							5	5	10	5	-
Road reconstructions							5	5	10	5	-
Bridge rehab/ reconstructions							-	5	10	10	-
Corridor-level or small area safety improvements							-	5	10	10	-
Transit station rehab/ reconstructions							-	-	10	5	10
Bus speed/reliability improvements							-	-	10	5	10
							Maximum: 25			Maximum: 50	
Total: 100 + Council/CDOT support bonus											
CMAP											



“Proof of Concept” draft project evaluation

- Working draft- meant for illustrative purposes to work through scoring mechanics
- Completed or fully funded projects used as sample projects
- Wide range of projects from throughout the region
- CMAP staff made best effort to find historical information about projects through TIP and public records
- Evaluation of submitted projects will use info provided in application process



Evaluation component: project readiness

25 total points:

- **Engineering completion and ROW acquisition (10 points)**
- **Financial commitments (5 points)**
- **Inclusion in plans (10 points)**



Engineering Completion and Right of Way acquisition

Phase 2 substantially complete: +5 points

ROW complete/not needed: +5 points

Total 10 points

Information needed from sponsors:

- **Status of engineering and ROW acquisition**



Financial commitment

**less than 20% of project cost
(after match requirement):**

5 points

20%-40%:

4 points

40%-60%:

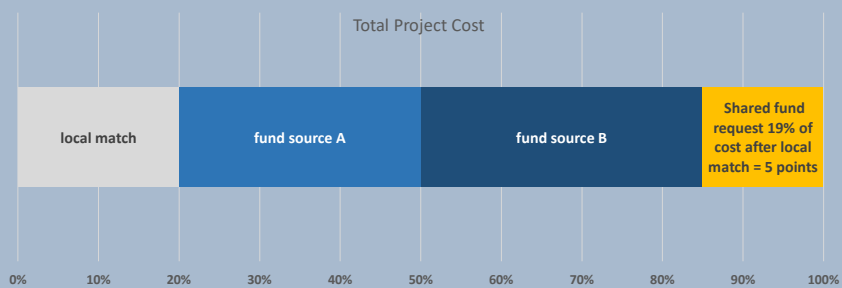
3 points

60%-80%:

2 points

80%-100%:

1 point



CMAP

Inclusion in local/agency plans

Plan offers support for project type

3 pts

Plan identifies specific project:

10 pts

Information needed from sponsors:


- link to relevant plan

CMAP

Examples:

- Waukegan Lakefront Downtown master plan
- Joliet Arsenal Area Long Range Transportation Plan
- CREATE
- Pace Vision 2020
- Chicago Central Area Plan
- DuPage County Transportation Coordination Initiative
- O'Hare Subregion Truck Route Plan



Project types	Project readiness			Transportation impact			Planning factors				
	Engineering /ROW completion	inclusion in plans	financial commitments	current condition/ need	population/ job benefit	improvement	green infrastructure	freight movement	Inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements	10	10	5	20	10	20	5	-	10	10	-
Truck route improvements							5	-	10	10	-
Road expansions							5	5	10	5	-
Road reconstructions							5	5	10	5	-
Bridge rehab/ reconstructions							-	5	10	10	-
Corridor-level or small area safety improvements							-	5	10	10	-
Transit station rehab/ reconstructions							-	-	10	5	10
Bus speed/reliability improvements							-	-	10	5	10
	Maximum: 25			Maximum: 50			Maximum: 25				
Total: 100 + Council/CDOT support bonus											
											



Evaluation component: transportation impact

50 total points:

- **Existing condition/need (20 points)**
 - Varies by project type
 - Scaled
- **Improvement (20 points)**
 - Varies by project type
 - Cost effectiveness of improvement compared to other applications
- **Jobs/household impact (10 points)**
 - All project types



Transportation impact: Transit stations

- **Existing condition/need (20 points)**
 - **Average Transit Economic Requirements Model (TERM) condition score of major station components**
 - **Capacity limitations**
- **Improvement (20 points)**
 - **Cost effectiveness of condition and capacity improvements**

Information needed from sponsors:

- **TERM score for major station assets before and after project**
- **Passenger area (square feet) before and after project**



Transportation impact: Bus speed improvements

- **Existing condition/need (20 points)**
 - On-time performance of routes
 - Bus travel time vs auto
- **Improvement (20 points)**
 - Cost effectiveness of on-time performance and time savings

Information needed from sponsors:

- On-time performance before and after project
- Bus travel time before and after project



Transportation impact: bridge reconstruction

- **Existing condition/need (20 points)**
 - Sufficiency rating from National Bridge Inventory
- **Improvement (20 points)**
 - Cost effectiveness of condition improvement
 - Amount of improvement adjusted based on type of work (deck replacement, substructure replacement, full reconstruction, etc.) based on factors from IDOT major bridge program

Information needed from sponsors:

- Type of condition improvement



Transportation impact: rail-highway grade crossing

- **Existing condition/need (20 points)**
 - Grade Crossing Screening level 2 rating
 - Score includes motorist delay, safety, truck volume, and bus ridership
- **Improvement (20 points)**
 - Cost effectiveness of delay and safety improvements

Information needed from sponsors:

- Projected reduction in delay as a result of project



Transportation impact: Corridor/small area safety

- **Existing condition/need (20 points)**
 - IDOT safety road index, which compares number of crashes to the number expected for that type of road
- **Improvement (20 points)**
 - Cost effectiveness of design improvements that reduce major sources of crashes

Information needed from sponsors:

- Design improvements in project



Transportation impact: Truck route improvements

- Existing condition/need (20 points)
 - Roadway need score and truck ADT
- Improvement (20 points)
 - Cost effectiveness of improvements



Transportation impact: road reconstructions

- Existing condition/need
 - Combination of condition, mobility, reliability, and safety
 - Condition weighted highest
- Improvement (20 points)
 - 10 points: cost effectiveness of *condition* improvements
 - Up to 10 points: incorporation of operations technology/strategies (like CMAQ)



Transportation impact: road expansions

- **Existing condition/need**
 - Combination of condition, mobility, reliability, and safety
 - Mobility and reliability weighted highest
- **Improvement (20 points)**
 - 10 points: cost effectiveness of *mobility* improvements
 - Up to 10 points: incorporation of operations technology/strategies (like CMAQ)



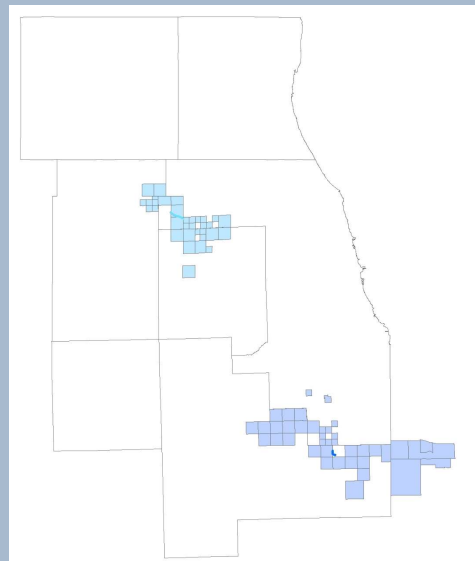
Population/Job Benefit


Total points: 10

Proposal: calculate households and jobs in project's "travel shed"- where people live and work who use the facility

Similar to RSP evaluation of arterials

Examples of travel sheds:



Project types	Project readiness			Transportation impact			Planning factors				
	Engineering /ROW completion	inclusion in plans	financial commitments	current condition/ need	population/ job benefit	improvement	green infrastructure	freight movement	Inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements	10	10	5	20	10	20	5	-	10	10	-
Truck route improvements							5	-	10	10	-
Road expansions							5	5	10	5	-
Road reconstructions							5	5	10	5	-
Bridge rehab/ reconstructions							-	5	10	10	-
Corridor-level or small area safety improvements							-	5	10	10	-
Transit station rehab/ reconstructions							-	-	10	5	10
Bus speed/reliability improvements							-	-	10	5	10
							Maximum: 25			Maximum: 50	
Total: 100 + Council/CDOT support bonus											
											



Project types	Planning factors				
	green infrastructure	freight movement	Inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements	5	-	10	10	-
Truck route improvements	5	-	10	10	-
Road expansions	5	5	10	5	-
Road reconstructions	5	5	10	5	-
Bridge rehab/reconstructions	-	5	10	10	-
Corridor-level or small area safety improvements	-	5	10	10	-
Transit station rehab/reconstructions	-	-	10	5	10
Bus speed/reliability improvements	-	-	10	5	10
	Maximum: 25				

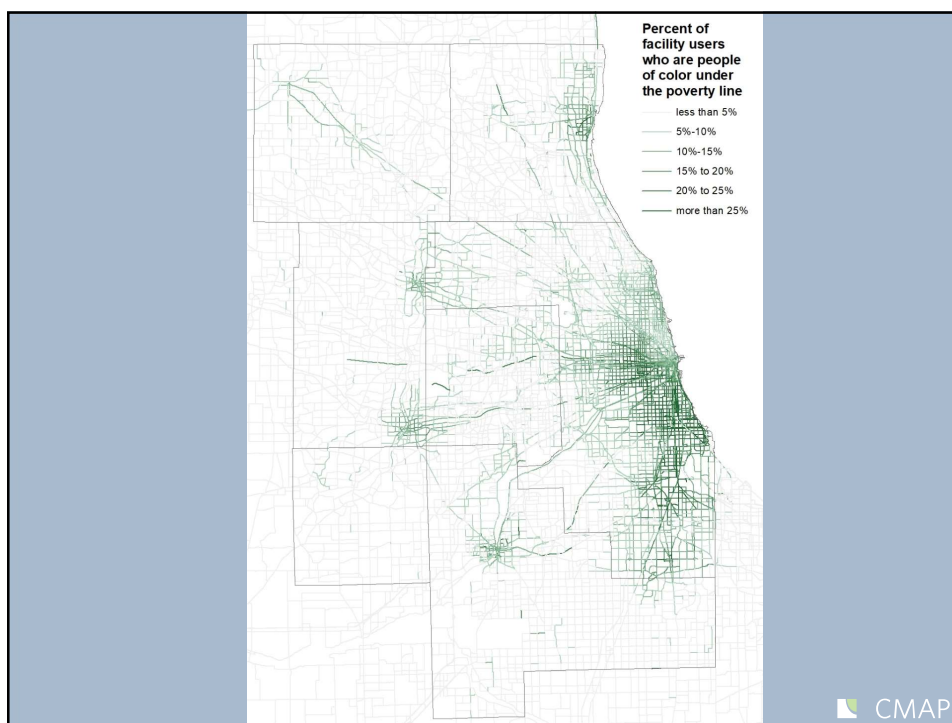


Inclusive growth evaluation

(all project types)

Percent of facility users who are nonwhite and under poverty line

0%-5%	0 points
5%-10%:	2 points
10%-15%:	4 points
15%-20%:	6 points
20%-25%:	8 points
25% or more:	10 points



Complete Streets: *(all project types)*

**Municipality has policies
supporting complete streets:**

+5 points,

(2.5 for road expansions,
reconstructions, and
transit projects)

**Project has complete streets
components:**

+5 points

(2.5 for road expansions,
reconstructions, and
transit projects)

maximum 10 points

(maximum 5 for road expansions,
reconstructions, and transit
projects)

Information needed from sponsors:

- link to policy or ordinance and Information about complete streets components



Multimodal freight movement

*(road expansions and reconstructions, bridge
rehab/reconstructions, safety projects)*

Percent heavy duty vehicles:

0%-2%	0 points
2%-4%:	1 points
4%-6%:	2 points
6%-8%:	3 points
8%-10%:	4 points
10% or more:	5 points



Green Infrastructure:

(grade crossings, truck routes, road expansions and reconstructions)

Municipality has policies supporting green infrastructure: +2 points

Project has green infrastructure components: +3 points

Total 5 points

Information needed from sponsors:

- link to policy or ordinance
- Information about green infrastructure components of project



Transit Supportive Land Use:

(transit stations, bus speed improvements)


Permitted density and parking requirements +7 points

Mixed use zoning: +3 points

Total 10 points

same as CMAQ evaluation



Project types	Project readiness			Transportation impact			Planning factors				
	Engineering /ROW completion	inclusion in plans	financial commitments	current condition/ need	population/ job benefit	improvement	green infrastructure	freight movement	Inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements	10	10	5	20	10	20	5	-	10	10	-
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Corridor-level or small area safety improvements							-	5	10	10	-
Transit station rehab/ reconstructions							-	-	10	5	10
Bus speed/reliability improvements							-	-	10	5	10
							Maximum: 25			Maximum: 50	
Total: 100 + Council/CDOT support bonus											
											



Bonus: Council/CDOT support

- Each council and CDOT gets 25 points to allocate to projects
 - No project may receive more than 15 of any individual council/CDOT's points
 - Coordination between councils is encouraged
 - No project may receive more than 25 points total



Shared Fund: Questions



Active Program Management Overview

- **Applies to Local Programs (Councils and CDOT) and the Shared Fund**
- **Four components:**
 - Program Development: Uniform calls to develop Active and Contingency programs
 - Project Management: Training, designated managers, and quarterly status updates
 - Program Management: Obligation deadlines, reprogramming, and redistribution of funds
 - Additional Provisions: GATA, QBS, assistance for disadvantaged, etc.



APM Proposal: Program Management

- **Obligation Deadlines**
 - Current year phases only
 - Options to extend if delayed
- **Active Reprogramming**
 - Used to meet 100% obligation goal
 - Adjust programs according to status
 - Accommodate cost and schedule changes
- **Carryover Limitations and Redistribution of Unobligated Funding**
 - Unobligated funds are not available indefinitely
 - Redistributed for use by any council, CDOT, or Shared Fund



APM Proposal: Obligation Deadlines

- **Project phases in the current FFY must obligate funds (start the phase) by 9/30**
- **Use status updates to identify delay risk in early spring**
- **Sponsor chooses a course of action, based on risk**
 - Request a one-time 6 month extension of deadline (any phase)
 - Move from active program to contingency program (removes deadline)
 - Proceed at own risk
- **Missed deadline = project to contingency program and funds transferred from council to shared fund**



APM Proposal: Active Reprogramming

- Cost changes for obligated/programmed phases
- Accelerating phases programmed in out years of the active program that are ready to obligate
- Accelerating phases included in the contingency program that are ready to obligate
- Reprogramming delayed phases in later years
- Subject to maintaining fiscal constraint in each FFY



APM Proposal: Carryover Limitations and Redistribution of Unobligated Funding

- Within each council, CDOT, or Shared Fund program, no more than the annual allotment can be carried over at the end of each FFY from:
 - Obligation Remainders
 - Funds programmed for a project phase(s) granted an extension
 - Unprogrammed funds, under certain circumstances
- Carryover will only be available for 6 months
- Unobligated funds from projects that proceeded at their own risk cannot be carried over
- Funds not carried over will be redistributed to the Shared Fund and made available to all councils, CDOT, and Shared Fund projects



APM Proposal: Accessing Redistributed Funds

- **For cost increases**
 - Local council/CDOT current year unprogrammed balance must be used first
 - At time of obligation
 - After obligation (high bid, change order, engineering supplement)
 - Lesser of: 20% of programmed STP or Local Program increase limits
 - STP-eligible costs only
- **Advancing “ready” out year or contingency projects**
 - Must obligate all local council/CDOT program funds before accessing the shared fund to advance projects
 - Extended phases that missed the extended deadline are never eligible to utilize shared funds
- **Same guidelines for Shared Fund projects to access redistributed funds**



Active Program Management: Questions



Next Steps

- **July – August: CMAP staff and planning liaisons discuss details with councils and other stakeholders**
 - Draft Policy Documents – Distributed through planning liaisons
 - Comments to CMAP by September 7th
 - **September: STP PSC finalizes proposal based on summer feedback**
 - **Programming cycle begins with call for shared fund projects in January 2019 and local program projects in January 2020**
-
- **Council methodology updates to include Active Program Management and Regional Planning Factors to be completed by September 2019**
 - **2019: Data collection, allotments, and methodology for recalibrating distribution to account for improved performance**



Thank you

CMAP Staff Contacts:

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 312-386-8710

Active Program Management

Elizabeth Irvin
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 312-386-8669

Shared Fund Methodology



NORTHWEST MUNICIPAL CONFERENCE

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Attachment E

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

MEMBERS

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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
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Skokie
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Vernon Hills
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Wilmette
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Mount Prospect

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Kathleen O'Hara
Lake Bluff

Treasurer

Ghida Neukirch
Highland Park

Executive Director

Mark L. Fowler

August 3, 2018

Mr. Joe Szabo
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive Suite 800
Chicago, IL 60606

Dear Mr. Szabo,

On behalf of the Northwest Municipal Conference (NWMC), please accept the following comments on the Active Program Management and Shared Fund development by the Surface Transportation Programming (STP) Project Selection Committee. The Conference has been a strong advocate for changes and clarifications in the revised STP process. We are pleased to see recommendations from the Conference and the Council of Mayors as a whole incorporated into the draft proposals and believe that additional changes and clarifications are still needed to ensure the new process is truly viable for all communities.

Below are specific issues and concerns that we believe still need to be addressed. We look forward to further discussion and the development of a process beneficial to the region.

Shared Fund:

1. Before applying to the Shared Fund, non-municipal agencies should, at the very least, have their projects reviewed and endorsed by the benefitting councils. They would be judged against other council projects for potential bonus points. This option is similar to how the Northwest and North Shore Councils currently require outside agencies to have a municipal sponsor and is the preferred option of the councils.
2. We need clarification on the types of plans which can be used to receive points under the "Inclusion in Local/Agency Plans" category. Would a municipal Comprehensive Plan, Capital Improvement Plan, etc. qualify as an acceptable plan?
3. The Conference supports the move to include Complete Streets policies at equal weight to Complete Streets Ordinances.
4. While we understand the importance of inclusive growth in the region's comprehensive plan, the higher point value on inclusive growth for all project types risks undervaluing vital transportation projects from all parts of the region.
5. We require additional specifics on all of the planning factors, especially green infrastructure and transit supportive land use, to best prepare our members to develop their policies and potential projects.

6. Similarly, the councils and municipalities require as much information as possible on the outside evaluation data (i.e. safety improvement score, cost effectiveness calculations) before the allocation cycle.
7. We need clarification on whether there are limits on the number of applications an individual municipality or council can submit each cycle.
8. We believe that the Project Selection Committee should remain open to modifying the “rolling focus” of subsequent calls for projects based on regional demand for certain project types in previous calls.
9. We request clarification on the use of Toll Development Credits (TDC) and their impact on the region’s STP funds. Will the use of TDCs reduce the amount of STP funds that some or all Councils will receive?
10. Finally, echoing concerns we first raised in 2017 as the regional STP agreement was being developed, we encourage a regular review of the projects selected by the Project Selection Committee to ensure that the past projects chosen meet the goals of the memorandum’s signatories and the regional comprehensive plan.

Active Program Management:

1. Under the current proposal, unspent funds from a previous fiscal year could be used in the first six months (before March 31) of the next fiscal year. Given the inherent uncertainty of the agreement approval and project review schedule, even when a municipality has done its due diligence to move a project forward, we strongly urged the adoption of a longer period (9-12 months) to reprogram the funds.
2. We are also concerned with the ability to manage the contingency list of projects (currently our MYB list), specifically the difficulty in keeping a list of ready-to-go projects that are not guaranteed to receive funding. This aspect could make it difficult, if not impossible, to fully utilize the available funding allotted to each council.
3. We request clarification on whether the Active Program Management rules apply to council projects after the rules are adopted in 2019 or after the first call under the new council methodologies in 2020.

Thank you for your consideration of these questions and recommendations and look forward to your response. Please do not hesitate to contact Conference staff if you have any questions.

Sincerely,



Arlene Juracek
President, Northwest Municipal Conference
Mayor, Village of Mount Prospect

Cc: CMAP STP Project Selection Committee

NORTHWEST MUNICIPAL CONFERENCE

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Attachment F

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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
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Prospect Heights
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Streamwood
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Highland Park

Executive Director
Mark L. Fowler

August 21, 2018

Mr. Joe Szabo
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive Suite 800
Chicago, IL 60606

Dear Mr. Szabo,

On behalf of the Northwest Council of Mayors Technical Committee, please accept the following comments on the Active Program Management and Shared Fund development by the Surface Transportation Programming (STP) Project Selection Committee. We appreciate the presentation by Kama Dobbs at our August 16th meeting and her willingness to engage in a constructive discussion of our concerns.

However, a number of additional changes and clarifications are still necessary to create an effective and viable process. Below are specific issues and concerns that, in addition to those raised in the August 3, 2018 letter from the Northwest Municipal Conference, we believe still need to be addressed.

Shared Fund:

1. While we understand the goal to provide "high need" communities with funding for Phase I engineering, we believe there should be a factor in the scoring that measures the ability of a potential sponsor to deliver the project to completion before awarding bonus points.
2. It is premature to formalize the focus of the second through fourth calls for projects. Focusing on a specific subset of projects in these calls prevents municipalities from responding to specific transportation needs at a given point in time. The project selection process should allow for a broad, multi-faceted program rather than limiting its focus.
3. It is possible that large projects, such as a grade separation, may be considered across multiple categories, but not score well enough in any one category to qualify for funding. Consideration should be given to large projects that satisfy multiple categories.
4. It is often difficult to confirm individual funding commitments during the early phases of larger projects. The proposed scoring for existing financial commitments may penalize some projects for not having funding sources officially obligated, which in many cases is an unrealistic expectation.
5. We believe that, rather than offering 5 points for Phase II engineering that is 85-90% complete, there should be a scale that allows projects to gain partial points based on either the cost of Phase II engineering or the

percentage of engineering that has been completed prior to the application for funding.

6. We request confirmation that any local planning document will secure points under the “inclusion in plans” scoring criteria. Are there any limitations to the types of plans that would be allowed for consideration?
7. We request clarification as to how the scoring criteria for inclusive growth was developed. Were the criteria created by CMAP, or is it based off the approach of another region?
8. Up to 10 points are given to projects that serve those who are “nonwhite and under the poverty line.” Could you provide the rationale for specifying “nonwhite”? Would the map look significantly different if it only considered the percentage of the population under the poverty line?
9. We request more information on how “facility users” are determined for the inclusive growth evaluation. The inclusive growth criteria appear to disregard whether the area being served by a particular project provides access to jobs or transit that may benefit low-income individuals, even if that area does not have a high proportion of low-income residents.
10. We request clarification as to why the inclusive growth and complete streets planning factors apply to all project types. Why, for example, are complete streets considered when evaluating transit station rehabilitation or reconstruction projects? Similarly, why is inclusive growth a factor in evaluating rail-highway grade crossings?
11. There is a lack of clarity as to how green infrastructure components will be scored. We request more concise criteria to be released prior to adoption.
12. It is unclear how density, parking, and zoning directly impact bus speed and reliability improvements. Can CMAP clarify the intent of this factor?
13. Will school buses be included when bus counts are included in a project evaluation? If not, why not?
14. We are concerned that permitted density is weighted too heavily in the transit-supportive land use project category, as density is not the only factor that impacts transit usage. There should be some credit applied for transit that serves major destinations.

Thank you for your consideration of these questions and recommendations. We look forward to further discussion and the development of a process beneficial to the region. Please do not hesitate to contact Conference staff if you have any questions.

Sincerely,



Karen Darch
Chair, Northwest Council of Mayors Technical Committee
President, Village of Barrington

**Cc: CMAP STP Project Selection Committee
Northwest Council of Mayors Technical Committee**

FOR IMMEDIATE RELEASE

Metra marks completion of major PTC milestone

Most of commuter rail industry also on track to meet 2018 requirements

CHICAGO (Sept. 17, 2018) – Metra today celebrated the completion of the installation of Positive Train Control (PTC) components on all its trains and on all its communications and signal systems along its train lines, a major achievement on its way to implementing the federally mandated safety system.

Under the PTC legislation, completing the installation of components is one of the four milestones that must be reached by the end of this year in order to receive more time to implement PTC across the entire system. Of the other three milestones, Metra has already acquired the needed radio spectrum and in October it will have completed the training of its workers and started a revenue service demonstration project on one of its lines, the Rock Island Line.

“Implementing Positive Train Control has been a long, difficult and expensive undertaking, and we are happy that we are now seeing it so close to completion,” said Metra CEO/Executive Director Jim Derwinski. “I want to congratulate the Metra workers whose dedication and expertise got us here today. And I want our riders to know that our already safe system is about to get a whole lot safer.”

Derwinski was joined by Federal Railroad Administration Administrator Ronald Batory and Southeastern Pennsylvania Transportation Authority (SEPTA) General Manager Jeffrey D. Knueppel, who also serves as chairman of the Subcommittee on Commuter Rail PTC of the American Public Transportation Association. Mr. Batory and Mr. Knueppel talked about commuter railroads’ commitment to safety and how they are dealing with the unparalleled technological and financial challenges in scale, complexity, and time required for PTC implementation.

Nationwide, as of June 30, 2018:

- 91 percent of spectrum has been acquired;
- 85 percent of onboard equipment has been installed;
- 79 percent of trackside installations have been completed;
- 78 percent of back office control systems are ready for operation;
- 74 percent of employees have been trained in PTC; and
- 34 percent of commuter railroads are in testing, revenue service demonstration, or are operating their trains with PTC.

Metra is responsible for installing PTC on all trains and along the five lines it controls – Metra Electric, Milwaukee District North, Milwaukee District West, Rock Island and SouthWest Service. The owners of the other lines in the Metra system are responsible for installing PTC along their lines and building the back-office PTC system – BNSF Railway for the BNSF Line, Union Pacific Railroad for the three UP lines and CN for the Heritage Corridor and North Central Service lines.

BNSF Railway already has implemented PTC, and Union Pacific is expected to do so later this year. Metra will start a revenue service demonstration on the Rock Island Line in October and on the SouthWest Service Line later this year. The Metra Electric and Milwaukee District West lines will follow next year and the final three will follow in 2020. The entire system will be fully operational by the end of 2020.

For Metra, PTC is expected to cost about \$400 million, and funding that work has been a major challenge. While Metra has received about \$43 million in federal PTC grants, it will have to pay rest of the bill out of its already inadequate capital resources. PTC will also add about \$15 million to \$20 million to Metra’s operating costs each year.

Another challenge is interoperability. Chicago is the most complex railroad network in the country, with 1,300 to 1,400 trains operating over multiple railroads every day, including nearly 700 Metra trains. The PTC mandate requires all PTC systems to be interoperable: any train operating over another railroad’s tracks must be able to communicate with the back office of that railroad’s PTC system, in addition to its own system.

That means Metra trains must be able to talk to freight railroad back offices, such as BNSF, UP and CN, and vice versa, and must be able to do that seamlessly. On the SouthWest Service Line alone, Metra trains must be able to talk to the back offices of five different systems.

###

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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