

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, October 25, 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 September 27, 2018 Meeting Minutes (Attachment A)**
- III. STP Funding Updates (Attachment B)**

Staff will provide an overview of the North Shore and Northwest Councils' current STP program and review strategies for STP program management as the region moves toward the end of the current arrangement in 2020.

Action Requested: Discussion
- IV. State Infrastructure Bill Discussion**

While there has not been a statewide capital bill since 2009 there are indications that one could emerge in 2019. Staff recommends that the Transportation Committee begin discussing specific provisions on projects 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
- V. Future Discussion Topics and Committee Direction**

With new NWMC staff and the ending of major topics in previous meetings (ON TO 2050, Shared Fund, etc.) staff would like to hear suggestions from the committee on future discussion topics and, more broadly, how staff can best serve the committee.

Action Requested: Discussion
- VI. CMAP Update**

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

Action requested: Informational
- VII. Agency Reports (Attachment C)**
- VIII. Other Business**
- IX. Adjourn**

**Northwest Municipal Conference
Transportation Committee
Meeting Notes for
Thursday, September 27, 2018
8:30 a.m.
NWMC Offices
1600 East Golf Road, Suite 0700
Des Plaines, IL**

I. Call to Order/Introductions

The meeting was called to order at 8:35 a.m. and those present gave introductions.

II. Approval of May 31, 2018 Meeting Minutes

The committee voted to approve the minutes from the May 31st meeting,

III. Cook County Freight Plan (Attachment B)

Alex Beata, Freight Transportation Manager at Cook County Department of Transportation and Highways, gave a presentation 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. After a two year planning process the Cook County Board anticipates that the plan be approved in fall of 2018. The plan outlines issues relating to truck congestion, vertical clearance, pavement conditions, safety, at grade crossings, and land use. The plan then outlines an action plan for improvements.

IV. STAR Line Planning Fund Disposition

Larry Bury stated that the Northwest Municipal Conference's auditors have highlighted a 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 the committee voted to return the funds to the contributing municipalities on a pro rata basis.

V. Metra Board Update

Richard Mack, Community and Legislative Affairs Administrator for Metra, discussed the agency's most recently approved budget and the potential impacts on Metra operations. Mr. Mack told the committee that there will be no fare increase in 2019 but stated that the system would face deterioration and downsizing without a sustained capital program from the state Legislature. The transit agency will need local elected leaders and riders to tell the Legislature of Metra's importance to the region.

VI. State Infrastructure Bill Discussion

The committee decided to table this discussion until the October meeting.

VII. Surface Transportation Program (STP) Project Selection Committee Update (Attachments D, E, and F)

NWMC staff provided an update on the activities of the STP Project Selection Committee. The committee passed the new STP shared fund and active program management

guidelines. The STP committee addressed concerns from the Northwest Municipal Conference and Northwest Technical Committee and made changes to the final program based on those comments.

VIII. CMAP Update

CMAP staff provided an update on the RTA/CMAP local technical assistance (LTA) program which is now accepting applications, the My Daily Travel Survey which provides CMAP with valuable travel data, and the near completion of the *ON TO 2050* plan. CMAP staff shared an invite to join the *ON TO 2050* launch event in October.

IX. Agency Reports

Pace and the TMA of Lake Cook provided updates including Pace's new Pace I-90/Barrington Rd. Express Service Station and the TMA's change in leadership.

X. Other Business

Staff reminded the committee of the availability of Safe Routes to School funding.

XI. Next Meeting

XII. Adjournment

The committee voted unanimously to adjourn.



Chicago Metropolitan Agency for Planning

Attachment B

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP STP Project Selection Committee

From: CMAP Staff

Date: September 19, 2018

Re: Summary of comments, responses, and recommendations

CMAP Staff presented the proposals for the STP Shared Fund and Active Program Management (APM) policies at more than a dozen council, committee, COG, or special meetings from June through September. Members of all eleven councils had the opportunity to attend at least one of these meetings, which reached:

- 153 unique municipalities;
- All seven county DOTs;
- 33 consulting firms; and
- Numerous other partners including RTA, Pace, Metra, the Tollway, and IDOT.

The Council of Mayors Executive Committee also received an overview presentation in August.

The attached document is a log of both formal comments submitted via letters and emails to CMAP staff and additional comments that were made during various presentations. A [draft APM policies](#) document and [draft Shared Fund project application booklet](#) were also distributed to councils via the planning liaisons and to CDOT staff for comments. Line numbers throughout the comment log refer to the line numbers within those draft documents. Comments and responses are grouped by topic, and similar comments are grouped together with a single response provided.

Changes to Shared Fund Methodology and Program Management

There are a number of proposed actions as a result of the comments, most of which are the addition of clarifying text in the draft documents. Three significant changes to the staff proposal for the Shared Fund and two significant changes to the staff proposal for Active Program Management are being recommended for committee consideration:

Shared Fund Project Readiness Evaluation

Revise scoring based on IDOT review status:

Preliminary plans submitted	2.5 points
Pre-final plans submitted	5 points

Preliminary plans must meet the requirements of Chapter 63 of the IDOT BD&E Manual, section 63-1.02(b). Pre-final plans must meet the requirements of Chapter 63 of the IDOT BD&E Manual, section 63-1.02(c).

Shared Fund Complete Streets Planning Factor Evaluation

Insert text, line 272-273 [Shared Fund application booklet], "...and the other half if the project contains complete streets elements, or has documented an exception to complete streets policies during phase 1 or phase 2 engineering."

Shared Fund Transit Supportive Densities Planning Factor Evaluation

Insert text, line 308 [Shared Fund application booklet]: "CMAP staff will also consider additional information provided by applicants that notes where potential transit users within a ½ mile of a station or stop may be higher than the non-residential zoning might suggest."

Active Program Management Contingency Programs

Revise text, lines 75-77 [APM Policies], to: "Projects requiring a conformity determination ~~cannot be included in any contingency program, unless those projects that are not~~ already included in the current conformed TIP may be included in contingency programs, but cannot be reprogrammed into the current year of the active program after the TIP change submittal deadline for the spring semi-annual conformity analysis. These projects can be reprogrammed into an out year of the active program."

Active Program Management Obligation Deadlines

Insert text, line 187: "If the end of the six-month extension period has been reached, and the phase remains unobligated solely due to agreement review, and the agreement was submitted to IDOT before August 1st of the prior year in a good faith attempt to ensure timely obligation of funds within the programmed FFY, an additional three-month extension will be automatically granted for that phase. The additional extension will be to June 30 for engineering and right-of-way phases, and to the federal authorization date for the August state letting for construction/construction engineering phases."

Longer Term Actions

Additionally, staff is recommending several longer term actions in response to comments. The first of these actions is to complete an evaluation of the results of the first Shared Fund call for projects to determine the demand for certain project types so that the STP PSC can consider implementing rolling focus and/or considering additional project types in future calls for projects. Other actions include consideration of changes to evaluation criteria prior to future calls, evaluation of the success of programs in meeting the intentions of the October 2017 agreement, and a commitment to update the determination of community need on the same cycle as updates to funding distribution data.

Changes to PSC Composition

Finally, at the suggestion of some its members, the Council of Mayors Executive Committee will consider establishing rotating membership on the PSC to ensure broad regional participation and to bring a full range of municipal perspectives to the PSC.

ACTION REQUESTED: Discussion

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Metra Media Relations 312-322-6776**FOR IMMEDIATE RELEASE**

No fare increase in proposed 2019 budget

But capital needs must be addressed soon or system will be downsized

CHICAGO (Oct. 9, 2018) – Metra today proposed a 2019 operating budget of \$822 million that does not include a fare increase. Metra also proposed a 2019 capital budget of \$185.6 million, far short of Metra’s needs, and warned about the system’s deterioration and possible downsizing unless chronic capital funding shortfalls are addressed.

“While this budget contains good news for our customers, that good news comes with a warning: Metra cannot continue to operate the system as it now exists – and we cannot grow it - unless we receive the funding we need,” said Metra CEO/Executive Director Jim Derwinski. “We will be spending the coming months highlighting our needs and working with our business and political leaders to solve this problem.”

Metra expects its operating costs to grow by about \$36 million in 2019. The primary drivers of that growth are rising costs in labor, benefits, fuel, rents, materials and other costs associated with operating the service and meeting the maintenance and inspection requirements related to the equipment and infrastructure.

About \$11 million of the increase will be covered by an increase in RTA funding, primarily from the regional transportation sales tax. Metra will offset an additional \$12 million of that increase through two actions: 1) Identifying about \$6 million in efficiencies, primarily personnel savings in the Engineering, Mechanical and Administrative departments and cuts to IT costs, and 2) Reducing its budget by approximately \$6 million, reflecting a normal level of employees who are on a leave of absence and not receiving wages or benefits in 2019. The remainder of the increase will be covered by reducing the amount of fare revenue spent on capital needs by about \$13 million (thus allocating that \$13 million to the operating budget).

That results in a 2019 operating budget of \$822 million, which is \$25 million or 3.1 percent, higher than \$797 million in 2018.

No fare increase for operations will be needed. And Metra Board members agreed that a fare increase for capital needs in 2019 would burden customers after four fare increases in a row while providing only a fraction of the needed revenue.

Those capital needs, however, aren’t going away. About 40 percent of Metra’s assets are classified as in marginal or worn condition. Half of its bridges are more than 100 years old, and at the present rate of replacement of three bridges a year, it would take Metra 150 years to replace

the oldest bridges. Its diesel cars have an average age of 30 years, the oldest in the nation. The oldest cars in daily service are more than 65 years old. Its locomotives have an average age of 31 years, the oldest in the nation. The oldest locomotives are more than 41 years old.

To address those needs next year, Metra's 2019 capital program contains only \$173.6 million in federal funds, \$5 million in local RTA funds and \$7 million in fare revenues set aside for capital needs. About half of that budget will pay for priorities such as new and rehabilitated cars and engines, bridges, yard rehabilitation and PTC. The remaining half will go to routine capital maintenance of tracks, signals, stations and other facilities.

Additional funding is needed – much more than could come from fares. Metra needs help, and the most likely source of that help is the state of Illinois, which created the RTA in 1973 and then Metra a decade later after recognizing that the private railroads then operating commuter rail service in Chicago could not continue without public subsidies.

The proposed 2019 budget will be the subject of a series of eight public hearings throughout the Chicago area. The schedule accompanies this release. Metra customers and members of the public are encouraged to attend and provide comments on the proposed budget.

Comments on the proposed budget can also be emailed to 2019budgetcomments@metrarr.com, faxed to 312-322-7094 or mailed to the Assistant Secretary to the Metra Board, Room 1300, 547 W. Jackson Blvd., Chicago, IL, 60661. Comments must be received no later than 24 hours after the last public hearing on Nov. 5. All comments received will be presented to Metra's Board of Directors prior to voting on the final budget in November 2018.

For more information about Metra's proposed 2019 budget, please visit metrarail.com.

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About Metra

Metra is one of the largest and most complex commuter rail systems in North America, serving Cook, DuPage, Will, Lake, Kane and McHenry counties in northeastern Illinois. The agency provides service to and from downtown Chicago with 242 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track. Metra operates nearly 700 trains and provides nearly 290,000 passenger trips each weekday.

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

Public hearing schedule for Metra's 2019 budget

Nov. 1, 2018, 4 p.m. to 7 p.m.

North Suburban Cook County

Arlington Heights Village Hall
Village Board Room
33 S. Arlington Heights Road

McHenry County

Crystal Lake City Hall
City Council Chambers
100 W. Woodstock St.

DuPage County

Clarendon Hills Village Hall
Village Board Room
1 N. Prospect Ave.

Will County

Will County Office Building
County Board Room – 2nd Floor
302 N. Chicago St.
Joliet

Nov. 5, 2018, 4 p.m. to 7 p.m.

Lake County

Mundelein Village Hall
Village Board Room
300 Plaza Circle

South Suburban Cook County

East Hazel Crest Village Hall
Village Board Room
1904 W. 174th St.

Kane County

Kane County Government Center
Building A – 1st Floor Auditorium
719 S. Batavia Ave.
Geneva

City of Chicago

Metra
Board Room, 13th floor
547 W. Jackson Blvd.
Chicago



Metra Media Relations 312-322-6776**FOR IMMEDIATE RELEASE**

Public-private partnership formed to test reverse-commute service to Lake County

Metra to work with businesses and governments to add Milwaukee North trains

CHICAGO (Oct. 9, 2018) – Metra has reached an agreement with business and civic groups in Lake County to share the costs of a potential two-year pilot project for two new reverse-commute trains on the Milwaukee District North Line and to work on a definitive agreement to share the cost of installing a universal crossover near Lake Forest, which would create additional opportunities for enhanced service.

The public-private partnership agreement, which must be approved by the Metra Board of Directors, is the culmination of a process that began with an appearance by Lake County officials at a Metra Board meeting in April. The officials asked Metra to explore ways to improve reverse-commute service to Lake County in order for them to effectively recruit and retain employees living in Chicago. They also argued that better train service would reduce pollution and roadway congestion and improve employee productivity and satisfaction.

After several months of discussion, Metra and Lake County Partners, an economic development corporation affiliated with Lake County businesses and government, agreed to a public-private partnership that would work together to investigate the viability of increased service. The groups will evenly split the \$1.4 million cost of operating one new reverse-commute train in each rush period as part of a two-year demonstration project and work on a definitive agreement to divide the \$4.75 million cost of installing a crossover near Lake Forest, with the partners contributing \$2.75 million, Metra contributing \$1 million and local governments contributing \$1 million.

“At a time when Metra is pinched for operating and capital funding, this partnership is an innovative way to test the demand for service to Lake County and potentially improve our infrastructure,” said Metra CEO/Executive Director Jim Derwinski. “We are hopeful that this initiative will build our ridership, help local businesses to recruit top talent and have a positive impact on economic activity in Lake County.”

“We hope this is a successful model for dealing with funding challenges going forward,” said Metra Chairman Norman Carlson.

“This project makes it even easier to live in Chicago and work in Lake County. Thanks to the hard work and support of so many local leaders, this unique partnership will give our business

community even greater access to workforce talent,” noted Lake County Partners President and CEO Kevin Considine.

Metra’s current schedule is not ideal for reverse-commute riders to and from Lake Forest, the station closest to several major employers including AbbVie, Horizon Pharma and others. There are no morning outbound express trains, and the afternoon trains are either too early or too late for most workers.

Changes to the current schedule were not possible until recently, when Metra upgraded the signal system on the line, creating more flexibility. Under the proposal, Metra would add new outbound express Train 2191, departing Union Station at 5:35 a.m. and arriving in Lake Forest at 6:25 a.m. It would change the schedule of one inbound afternoon train (2146) to create express service from Lake County and would add new inbound Train 2194, departing from Lake Forest at 5:30 p.m. and arriving at Union Station at 6:22 p.m. The schedule of Train 2148, which now arrives at Union Station at 6:11 p.m., would be pushed back three minutes. The new schedule would start in January.

There would also be a few other schedule adjustments to help relieve crowding or to better reflect actual operating conditions:

- A new Train 2192 will depart Lake Forest at 7:48 a.m., making stops at Lake Cook Road, North Glenview, Golf, Edgebrook and Western before arriving at Union Station at 8:40 a.m. That should relieve crowding on Train 2120, which will now make fewer stops and have a slightly adjusted schedule, and Train 2122.
- A new Train 2193 will leave Union Station at 3:20 p.m., serving Western, Healy, Morton Grove, Glenview, North Glenview, Northbrook, Lake Cook, Deerfield and Lake Forest. That will fill a gap in service on the current schedule.
- Later evening Trains 2154 and 2160, and North Central Service Train 120 (which uses the Milwaukee North tracks) will have their departure times shifted back by 5 to 8 minutes.
- Outbound rush hour Trains 2145 and 2147, which now depart Union Station at 5:58 p.m. and 6:19 p.m., would now depart at 6:05 p.m. and 6:25 p.m.

A copy of the new schedule can be viewed at metrarail.com.

If the pilot project shows that there is a strong market for reverse-commute service and that the service is self-sustaining, the partners agree to enter into an agreement to fund the construction of a new crossover near the Lake Forest Station. A crossover allows trains to switch between tracks. Constructing a crossover at Lake Forest would allow Metra to turn trains around at that location, which would create an opportunity for better service in the morning and evening rush periods if demand supported it.

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