



# NWMC Transportation Newsletter

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## NWMC Receives Bike Planning Grants

The Northwest Municipal Conference has received two grants from the Cook County Department of Public Health and the Public Health Institute of Metropolitan Chicago, under the federal Communities Putting Prevention to Work program. The first grant will fund a study to identify the best bicycle facilities in the Northwest Highway corridor from Barrington to Park Ridge. This corridor project, which will connect numerous Metra stations and downtown areas, was identified as a tier two corridor in the recently adopted NWMC Bike Plan

due to difficult crossings to address in downtown areas. This study will recommend the routing and facility type(s) for the corridor.

The second study will develop a regional bicycle signage plan, both for existing and planning regional corridors, to help bicyclists navigate to regional destinations. The NWMC will use this grant to: identify existing signage; review and assess best practices; refine regional destinations for bicycle signage; develop sign layout, design and placement guidelines and standards; develop a regional

signage network; develop an implementation plan with installation prioritization; and, create a policy document including maps, supporting documents and data as needed.

Both projects were selected due to their transportation and public health benefits and their regional scope. The Bicycle and Pedestrian Committee was instrumental in identifying both of these potential projects. Staff is preparing RFPs for both projects with the goal of hiring consultants to begin work in April.



## Transportation Committee Discusses Bike Plan and Funding Sources

The NWMC Transportation Committee met on January 27 to discuss outreach for the recently adopted Bicycle Plan. Staff presented outreach strategies related to distributing plan documents, utilizing the NWMC website for updates, presenting the plan to communities and building coalitions (see the Bicycle and Pedestrian Committee update on page 3 for more information). The Committee also discussed coordinating existing regional and state planning maps, organizing a regional bicycle ride and reaching out to chambers of commerce and local bicycle clubs. Additionally, the Committee discussed implementation of the bicycle plan. Staff discussed the Cook County Model Communities grants for a Northwest corridor bicycle study and a regional signage plan (see article above).

The Committee also discussed regional

funding sources available in 2011 from the Chicago Metropolitan Agency for Planning (CMAP). While the last Local Technical Assistance grant call for projects ended last week, additional rounds of funding will be held in May and September. This program provides CMAP staff assistance for updating comprehensive plans, zoning ordinances, completing specific studies on important local issues and other planning related activities. In addition, CMAP is partnering with the Regional Transportation Authority (RTA) to expand the RTA's existing Community Planning Program. This program will provide funding for local transportation and land use related projects. The call for projects will be announced in the spring.

CMAP opened its Congestion Mitigation and Air Quality (CMAQ) program call for projects today (see article on page 3-4).

Since the adoption of the Go To 2040 regional comprehensive plan, the CMAQ Project Selection Committee has been working to align the goals of the program with the goals of Go To 2040. The program, which has previously been only one or two years in length, will now expand to five years in duration. Also the Unified Work Program (UWP) will begin seeking applications for the discretionary portion of the program. The region uses UWP funding to ensure that it meets all federal transportation planning requirements, but the discretionary funding can be used for regional, subregional and corridor transportation planning projects. CMAP staff will attend the March NWMC Board meeting to discuss these funding programs.

See the table on page 2 for more details on these funding sources.



**Local Technical Assistance Grants**

Provides technical assistance to municipalities, counties, inter-jurisdictional groups, and nongovernmental organizations for planning projects that help to implement GO TO 2040. The technical assistance will come in the form of CMAP staff based in the community, with some direct grant funds possible in the second and third round of awards.

**More Information:** <http://www.cmap.illinois.gov/local-planning/call-for-projects>

**Eligible Projects:** Local planning projects that address issues of transportation, land use and housing, including preparation or updates to a local comprehensive plan, revisions to ordinances or other land use regulations, activities that help to implement previously-adopted plans, studies or specific plans related to important local issues, projects that involve interjurisdictional coordination, such as planning for housing cooperatively across several communities.

**Match Required:** None

**Call for Projects:** Second and third rounds TBD

**Applications Due:** Second and third rounds TBD  
(First Round Closed January 28)

**CMAP/RTA Community Planning Program**

This program that provides funds for municipalities in the north-eastern Illinois region to participate in the planning of local transportation, transit and transit-related development. Both agencies will select projects from one pool of applicants.

**More Information:** <http://www.rtachicago.org/initiatives/funding-programs.html>

**Eligible Projects:** CMAP’s program will focus on the intersection between land use and transportation in general; the RTA’s program is narrower and focuses on Transit Oriented Development (TOD) projects and local transit improvements.

**Match Required:** 20% Local Match

**Call for Projects:** April 6

**Applications Due:** June 9

**Congestion Mitigation and Air Quality Improvement (CMAQ)**

Funds transportation projects which mitigate congestion and improve air quality. Cannot be used for capacity expansion projects.

**More Information:** <http://www.cmap.illinois.gov/cmaq>

**Eligible Projects:** Transit improvements, including transit system start-up, transit transfer facilities, transit facility improvements and transit service and equipment; commuter parking lots; traffic flow improvements, including bottleneck eliminations, intersection improvements, signal interconnects, bicycle and pedestrians facility projects; bicycle parking projects and other projects that do not fit into the above categories, but result in emissions reductions that can be estimated and are otherwise eligible for CMAQ funds.

**Match Required:** 20% Local Match

**Call for Projects:** February 4 (see article on page 4)

**Applications Due:** To Planning Liaisons March 18, to CMAP April 1

**Unified Work Program (UWP)**

An annual program of federal transportation planning funds. Most of the funds go to agencies which ensure the region meets all federal transportation planning requirements; namely CMAP, but also the RTA, its service boards and the Council of Mayors. There is a discretionary portion which has been used in previous years for projects including county wide transportation plans and corridor plans.

**More Information:** <http://www.cmap.illinois.gov/unified-work-program>

**Eligible Projects:** Beyond the core federal requirements, this funding can be used for projects focused on operational, demand and information technology strategies to improve the efficiency and effectiveness of the transportation system for all users and for transportation plans for areas smaller than the entire region, or performing studies of specific proposed transportation improvements.

**Match Required:** 20% Local Match

**Call for Projects:** February 8

**Applications Due:** February 25



## Dates to Remember

- February 10**    **Union Pacific Community Safety Workshop — 9:00 a.m.**  
Oakton Community College, Des Plaines Campus  
(see article on page 6)
- February 16**    **Complete Streets: State of the Practice Webinar—2:00 p.m.**  
For more information, please visit:  
[http://www.apbp.org/events/event\\_details.asp?id=137667](http://www.apbp.org/events/event_details.asp?id=137667)
- February 18**    **Understanding Transportation Funding—8:30 a.m. to 3:30 p.m.**  
McHenry County College, for more information, please visit:  
<http://www.delta-institute.org/transpoworkshop>
- February 25**    **NWMC Transportation Committee—9:00 a.m.**  
NWMC Offices



## CMAQ Call for 2012-2016 Projects Opens

Today, the Chicago Metropolitan Agency for Planning (CMAP) opened the call for projects for the Congestion Mitigation and Air Quality (CMAQ) program. All local project sponsors must submit their applications to their subregional planning staff (planning liaison) before submitting them to CMAP for consideration. NWMC members in Cook County should submit applications to NWMC staff, while collar county members should submit their applications to their respective planning liaison. NWMC staff is available to assist with and review applications for any member. The application materials are due to the subregional planning staff by March 18, 2011. The subregional planning staff will review the applications and will notify sponsors when information is missing or possibly insufficient.

The CMAQ program is a federally funded program of surface transportation improvements designed to improve air quality and mitigate congestion. The CMAQ Program was created in 1991. The CMAQ Project Selection Committee selects projects in northeastern Illinois, with subsequent approval by the CMAP Transportation Committee, Regional Coordinating Committee, CMAP Board and Policy Committee. CMAP staff performs technical analyses of all projects. The Illinois Department of Transporta-

tion (IDOT) administers the program.

Northeastern Illinois is a moderate non-attainment area for the 8-hour ozone standard and a nonattainment area for annual fine particulate matter standard (PM2.5). Therefore, federal guidance and the CMAQ Project Selection Committee give priority to projects that qualify as Transportation Control Measures. The CMAQ program can be an important vehicle to implement aspects of the region's adopted comprehensive plan, Go To 2040 and the CMAQ Project Selection Committee will also give consideration in project evaluation to projects that have a strong link to Go To 2040 and aligned regional and local plans and programs.

The overall goals of the CMAQ Program are to improve air quality and reduce congestion, as established in the Federal authorizing legislation. To carry out these goals, four objectives have been identified:

- **Localized Congestion Relief** – this will include projects aimed at reducing congestion through relieving both rail and roadway bottlenecks.
- **Operational Improvements** – this will include projects that reduce congestion by improving roadway, intersection, rail and transit operations.

## NWMC Bicycle and Pedestrian Committee Discusses Outreach and Implementation

The NWMC Bicycle/Pedestrian Committee met on January 18 to focus on goal setting for 2011, which will include outreach strategies to municipal boards and commissions to spread information about the plan and the implementation of recommended corridor projects. The other main strategies identified are: distribute plan documents; provide regular corridor updates online; and, build coalitions with all stakeholders in a corridor, including transportation agencies, utilities and railroads. NWMC staff shared a draft plan document which includes corridor summaries and a map that folds up to a size of 8.5" x 11". Additionally, staff has compiled statistics on each corridor including the identification of gaps which can be included in future funding requests through the Congestion Mitigation and Air Quality (CMAQ) program or other funding sources.

The committee also developed a list of additional areas of interest that should be addressed at future meetings and shared Conference-wide. These included Americans with Disability Act transition plans, best practices for bikes and pedestrians at intersections, and completing the NWMC sidewalk inventory. The committee will discuss in detail possible joint CMAQ applications for corridor projects at the next meeting.

- **Mode Shift** – this will include projects geared towards shifting travel from single occupant vehicle travel to transit, non-motorized, and multiple-occupant modes.

- **Direct Emissions Reduction** – this will include projects geared directly towards reducing emissions through improving the efficiency of vehicles or switching to alternate fuels (e.g., diesel retrofits, GenSet technology, electric

*(Continued on page 4)*



## CMAQ Call for Projects Continued

(Continued from page 3)

vehicles and support facilities for same).

Unlike previous CMAQ applications, sponsors will be required to describe how the proposed project implements Go To 2040 and which regional, sub-regional or local plans or programs consistent with Go To 2040 include the proposed project. Four focus groups will review the applications and make programming recommendations to the CMAQ Project Selection Committee. The Regional Transportation Operations Coalition (RTOC), Bicycle/Pedestrian Taskforce, Ad Hoc Transit Group and Ad Hoc Emissions Reduction Group will review the applications. Finally, this call for projects will program five years of CMAQ funding for the region.

NWMC staff has made preliminary inquiries to municipalities about potential CMAQ project applications as they relate to the implementation of the 2010 NWMC Bicycle Plan and other important transportation improvements. To download application materials and learn more about the CMAQ call for projects, please visit:

<http://www.cmap.illinois.gov/congestion-mitigation-and-air-quality>.

## News from the North Shore Council of Mayors

The federal fiscal year 2010 North Shore Council of Mayors Annual Report will be on the NWMC Board agenda on Wednesday February 9. The report examines the council's Surface Transportation Program (STP), the American Recovery and Reinvestment Act (ARRA) program and the Congestion Mitigation and Air Quality (CMAQ) funding. The report chronicles project achievements and looks forward to projects and the programming environment in federal fiscal year 2011. The report will be available on the NWMC website following adoption by the North Shore Council of Mayors.



## News from the Northwest Council of Mayors

The Northwest Council of Mayors Technical Committee met on January 28 at *Arlington Heights Village Hall*. The Committee watched a video on CMAP's regional data and indicators website MetroPulse (see article page 7) and commented on its usefulness for municipal staff and elected officials. Two Surface Transportation Program (STP) projects from *Schaumburg* and one from *Elk*

*Grove Village* were moved into the active program.

With *Rolling Meadows* Mayor Ken Nelson leaving office in April, the Technical Committee will have a mayoral vacancy. Mayors from Northwest Council municipalities not currently represented on the Technical Committee will be eligible. More information will be available after the April election.

The next meeting was scheduled for April 7 at 8:30 a.m. at *Arlington Heights Village Hall*.

Municipality	Project Title/Description	Phase	STP Funding
Schaumburg	Walnut Lane Reconstruction	Right of Way (2011)	\$101,500
		Construction (2012)	\$ 2,480,000
Schaumburg	Barrington Road at Schaumburg Road intersection improvement	Construction (2012)	\$3,500,000
Elk Grove Village	Rohlwing and Meacham Road lighting	Construction (2012)	\$1,394,400



## Illinois Tollway 2011 Congestion-Relief Program

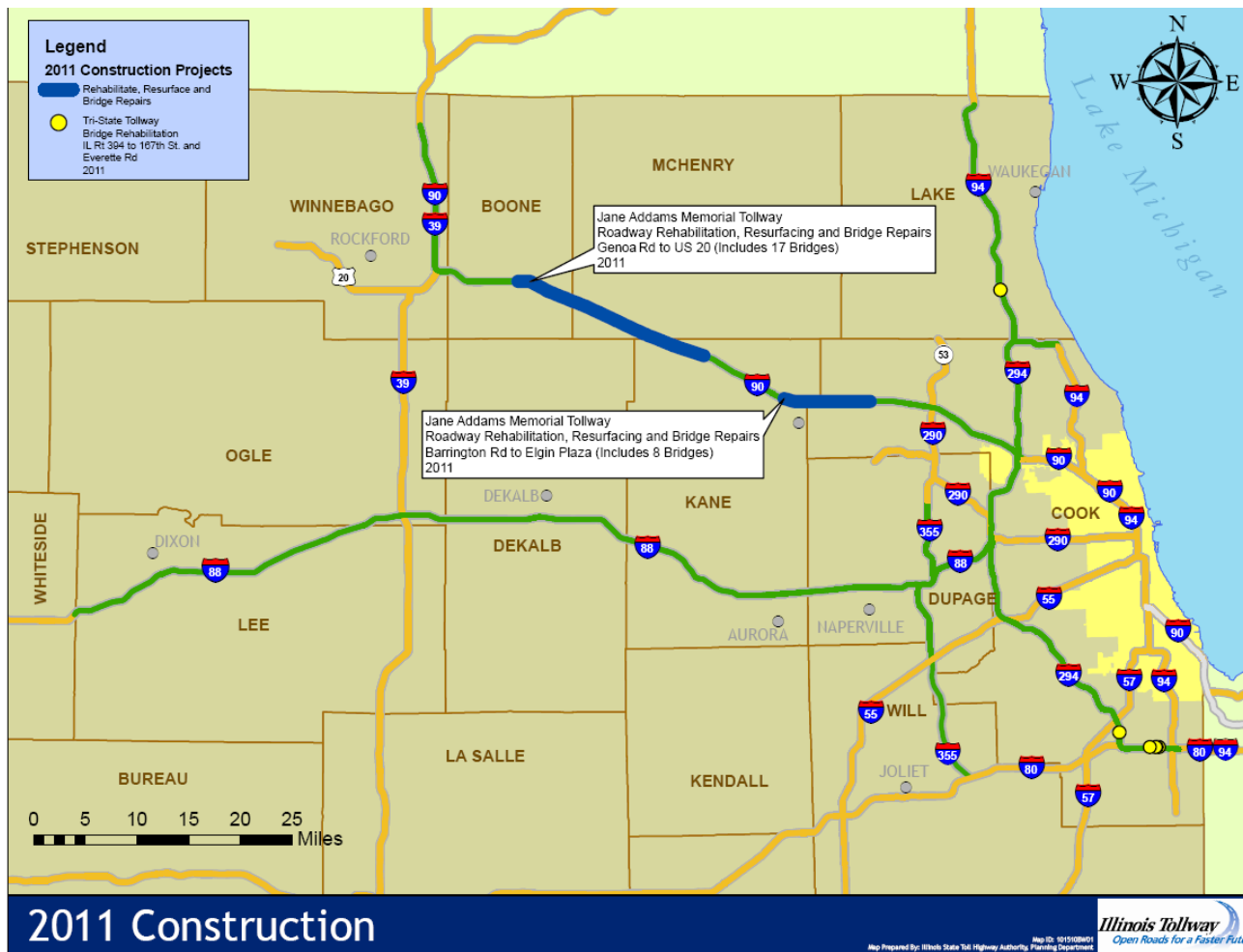
On January 19, the Illinois Toll Highway Authority (Illinois Tollway) announced plans for its 2011 Congestion-Relief Program (CRP), which has been reduced from \$6.3 billion to \$5.8 billion to reflect actual savings from projects completed and closed, anticipated project savings from future closeouts, a decrease in projected revenues due to the slow economy and the elimination of the design engineering for future work on the Jane Addams Memorial Tollway (I-90) Corridor.

In 2011, work will include resurfacing I-90 from Barrington Road to the Elgin Toll Plaza and from U.S. 20 to Genoa Road, as well as design for resurfacing on I-90 from the Kennedy Expressway to Barrington Road.

An estimated \$105 million of the \$192 million budgeted for the CRP in 2011 will be spent on I-90. The work is scheduled to begin in April between Genoa Road and U.S. 20 and between the Elgin Toll Plaza and Barrington Road and includes repairing and resurfacing 27 miles of mainline pavement and rehabilitating 25 bridge structures. This work is scheduled to be complete by the end of this year. The remaining \$87 million budgeted for the CRP will be spent on landscape projects and other system-wide improvements.

Changes to the scope of work on I-90 in the CRP include the elimination of \$151.9 million previously allocated for design engineering work associated with a full reconstruct and widening of I-90. The Illinois Tollway believes that funding

in the current CRP is sufficient to address pavement surface issues for the next five to seven years on the Jane Addams Memorial Tollway.



2011 Construction Map, Courtesy of the Illinois Tollway



## Illinois Capital Bill Facing Constitutional Challenge

On January 26, an Illinois appeals court unanimously ruled that the funding source legislation for the 2009 capital bills is unconstitutional. The ruling strikes down video gaming, higher alcohol taxes, license fees and other broadenings in the sales tax. The Illinois General Assembly passed these funding sources to support the bonding for capital bill investments. The appeals panel ruled that the legislation violated the single-subject clause of the State Constitution.

The State of Illinois sought and received a stay from the Illinois Supreme Court, which allows the state to continue collecting the disputed revenues and continue work on capital projects. The state can continue collecting the revenues while the Supreme Court decides whether or not to hear the state's appeal and overturn the previous ruling.

According to Chicago Sun-Times, the state has bonded \$2.2 billion in construction funds that are linked to the

threatened revenue sources. The state has collected \$425 million from the increases. If the Supreme Court does not overturn the appeals court ruling, the state would either have to pay the outstanding bonds with other revenues or the General Assembly would have to reenact the disputed revenue sources as new separate legislation.

The Chicago Metropolitan Agency for Planning (CMAP) noted that this is especially unfortunate because the capital program was already long overdue when enacted in 2009, and our state and region have a huge backlog of necessary transit, road, school, and other projects. CMAP has been in touch with officials at the Federal Highways Administration, who said that projects in the region's short-term Transportation Improvement Program (TIP) and long-term transportation plan (GO TO 2040) can continue to move forward during the appeals process.

## Union Pacific Community Safety Workshop

The Northwest Municipal Conference is co-sponsoring the first Union Pacific Community Safety Workshop, with the Union Pacific Railroad, Metra, Illinois Commerce Commission, and Illinois Operation Lifesaver. The workshop will be Thursday, February 10 from 9 a.m. to 11 a.m. at Oakton Community College in Des Plaines, Room 1608.

The workshop will explore all aspects of safety along the Union Pacific's rail lines in the NWMC area including education, enforcement strategies and outreach, and collaboration opportunities between the UP, municipalities, and other agencies. Speakers include Arnold Robinson, Superintendent, Union Pacific Commuter Operations, Chip Pew, Executive Director, Illinois Operation Lifesaver and Dean Ridder, Union Pacific Safety Manager. This is a great opportunity to speak with high ranking operations and safety staff from the Union Pacific Railroad about specific locations and/or general concerns in your community.

Please RSVP to [krisventresca@up.com](mailto:krisventresca@up.com).



## Elgin-O'Hare West Bypass Update

The Elgin-O'Hare West Bypass Advisory Council met on January 13 at the Thompson Center. Project Manager Pete Harmet updated the Council on the Illinois Department of Transportation's (IDOT's) latest engineering, environmental, financing and implementation studies. Of interest to municipalities is the development of a phased construction proposal. The initial phase would construct a four lane expressway, most of the planned interchanges, and implement an express bus service. The initial construction phase would provide a functionally complete project with both the Elgin O'Hare extension to O'Hare International Airport and the west bypass connecting I-90 and I-294 on the west side of the airport. The initial construction phase cost estimate is \$2.185 billion, with IDOT examining the bonding capacity associated with tolling of the roadway facilities. The future phase would widen the expressway to six

lanes, complete the interchanges and implement fully dedicated transit service (most likely bus rapid transit) with stations. The phased approach was developed to lower the initial construction costs. The current estimate for the full project in 2010 dollars is \$3.5 billion.

The chairs of the four working groups (Diversity, Sustainability, Economic Impact and Project Financing) also presented their updates. The council's final report is due to the Governor April 29. The Advisory Council will next meet February 15 as they work toward completion of the final report.

On January 25, IDOT held a joint Elgin O'Hare-West Bypass Corridor Planning Group/Task Force meeting to provide a status report on the project. Similar to the Council meeting report, IDOT outlined construction sequencing opportunities for the project. Next steps in the

IDOT project study include geometric plans of interchanges, drainage plans, transit and bicycle/pedestrian refinements, 2040 traffic forecasts, corridor aesthetics, funding/financing, an initial construction phasing plan and year of implementation costs and environmental resource studies. IDOT plans to hold a public meeting for the project on April 5. Staff will provide more details on the public meeting as it becomes available.



## *CMAA Seeking Input on MetroPulse*

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The Regional Indicators Project's new MetroPulse web system was launched in November of 2010 at:

[www.metropulsechicago.org](http://www.metropulsechicago.org).

Created in partnership by CMAP and The Chicago Community Trust, MetroPulse gives local governments and the public a simple but powerful resource to access a vast warehouse of data on a wide variety of topics for factors in the seven-county region. MetroPulse represents a major implementation step of the new GO TO 2040 comprehensive regional plan. A "For Government Officials" video describes the website from a public sector perspective and will help new users to become comfortable with the more advanced aspects of the site. This can be considered MetroPulse version

1.0. CMAP is hoping to create several municipality-specific data portals as one of the next stages of its evolution.

CMAP staff is also soliciting input from municipal staff and elected officials on data needs and the operations of the website. A feedback form is available at: <http://bit.ly/gpdk78>. You can send the form back to NWMC or submit it directly to Drew Williams-Clark at:

[awilliamsclark@cmap.illinois.gov](mailto:awilliamsclark@cmap.illinois.gov).

## *Municipal Spotlight*

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If your municipality is undertaking a transportation plan or project of note, please contact NWMC staff to be featured in an upcoming edition of the NWMC Transportation Newsletter.



## *Contacts*

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Mike Walczak  
NWMC Program Manager for Transportation and Environment  
Northwest Council Planning Liaison  
1616 E. Golf Road  
Des Plaines, IL 60016  
847-296-9200, ext. 34  
[mwalczak@nwmc-cog.org](mailto:mwalczak@nwmc-cog.org)

Chris Staron  
NWMC Program Associate for Transportation  
North Shore Council Planning Liaison  
1616 E. Golf Road  
Des Plaines, IL 60016  
847-296-9200, ext. 31  
[cstaron@nwmc-cog.org](mailto:cstaron@nwmc-cog.org)