

NORTHWEST MUNICIPAL CONFERENCE
1616 East Golf Road
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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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TRANSPORTATION COMMITTEE

Thursday, October 27, 2011

9:00 a.m.

NWMC Offices

1616 East Golf Road

Des Plaines, IL 60016

AGENDA

- I. Call to Order**
- II. Approval of the September 28, 2011 Meeting Minutes (Attachment A)**
Action requested: Approval of minutes
- III. I-90 Corridor Planning (Attachment B)**
Staff from the Illinois Tollway will provide a brief overview of the agency's plans for the Jane Addams Memorial Tollway and the managed lane concept.
Action requested: Discussion
- IV. Elgin O'Hare – West Bypass Update (Attachment C)**
NWMC Staff will report on the latest work of the Corridor Planning Group and the Finance Subcommittee, including project financing and staging alternatives.
Action requested: Informational
- V. Illinois Route 53 Corridor Update (Attachment D)**
The Illinois Route 53 Blue Ribbon Advisory Council has held its first two meetings, establishing guiding principles and forming three subcommittees. Staff will present an update.
Action requested: Informational
- VI. CMAP Report**
Staff will provide an update on relevant activities from CMAP's committees.
Action requested: Informational
- VII. Other Business**
- VIII. Next Meeting**
The next committee meeting is scheduled for November 17 at 9:00 a.m. at the NWMC offices.
Action requested: Informational
- IX. Adjournment**

TRANSPORTATION COMMITTEE
DRAFT MINUTES
Wednesday, September 28, 2011
9:00 a.m.
NWMC Offices
1616 East Golf Road
Des Plaines, IL 60016

Members Present:

Sandy Frum, President, Village of Northbrook, Chair
Mike Allison, Manager, Village of Vernon Hills
Jeff Berman, Trustee, Village of Buffalo Grove
Tim Frenzer, Manager, Village of Wilmette
Jane Grover, Alderman, City of Evanston
Mike Janonis, Manager, Village of Mount Prospect
Bill McLeod, President, Village of Hoffman Estates
Louella Preston, Trustee, Village of Niles
Greg Summers, Director of Engineering and Building, Village of Barrington
George Van Dusen, Mayor, Village of Skokie

Others Present:

Bunny Anderson, Illinois Tollway
Bill Baltutis, TMA of Lake-Cook
Doug Ferguson, CMAP
Ted Georgas, Primerz Engineers
Rick Mack, Metra
Mike Pagones, Village of Arlington Heights
Chris Staron, NWMC
Mike Walczak, NWMC
Larry Widmer, NWMC
Ylda Capriccioso, CMAP

I. Call to Order

Chair Frum called the meeting to order at 9:02 a.m. and asked those present to introduce themselves.

II. Approval of the May 26, 2011 Meeting Minutes

The May 26, 2011 meeting minutes were approved on a motion from Trustee Berman, seconded by Mr. Frenzer.

III. 2011-2012 NWMC Transportation Committee

A. Transportation Committee Roster

Chair Frum noted that the 2011-2012 Transportation Committee Roster was included in the agenda packet for informational purposes.

B. Proposed Transportation Committee Schedule

Chair Frum said that the 2011-2012 Transportation Committee schedule was included in the agenda packet. She noted that the November meeting is on the third Thursday of the month due to the Thanksgiving holiday.

C. 2011-2012 Transportation Issues

Mr. Staron outlined a number of federal transportation issues likely to be relevant for the NWMC Transportation Committee in the coming year. He provided brief reports on the status of the Surface Transportation Authorization process and the American Jobs Act.

Mr. Walczak reported that the Tollway had a busy summer and that a number of projects relate to the NWMC. He delivered brief reports on the Elgin O'Hare – West Bypass project, improvements in the I-90 corridor and the IL 53 extension Advisory Council. Chair Frum said that congestion pricing, which has been discussed by the Committee in the past, will likely be part of the discussions in the I-90 corridor. Trustee Preston asked about the transition to the Kennedy Expressway. Mr. Walczak said that the transition of the new lane on the Tollway to the Kennedy is an area of concern. He noted that the Tollway and IDOT are working on the technical details. He noted a proposed flyover at Cumberland and the new Balmoral interchange are expected to improve some of the potential impacts.

Mr. Staron reported on the issues at the Illinois Department of Transportation (IDOT) that will be relevant to the Committee. He said that IDOT is developing its next multi-year program and the NWMC will facilitate opportunities for community input. He also said that CMAP continues to pursue the 55/45 transportation funding split issue. Ms. Capriccioso reported that this is a tough issue and CMAP is considering the best way to transition towards a performance based funding system. Trustee Berman asked about the difference between a needs-based versus performance-based system. Ms. Capriccioso responded that they overlap, but a performance-based system accounts for economic and other benefits of transportation project. Trustee Preston asked if other states have performance-based programming. Ms. Capriccioso responded that Ohio and Missouri are two examples that CMAP is currently looking at to develop a more detailed proposal. Mr. Staron said when CMAP has a more concrete proposal; staff will likely bring it back before the Committee.

Mr. Walczak presented brief reports on Pace's I-90 and I-355 corridor planning. He said that the I-90 transit enhancements are in line for CMAQ funding and will operate as an express bus system in the new managed lane that the Tollway is installing. Furthermore, he reported that Pace is in the early phases in looking at transit enhancements in the I-355 corridor. He noted that the work on the I-355 corridor has focused on ensuring compatible land use for successful bus transit.

Mr. Staron presented brief reports on Metra's STAR Line, the bridge work on the UP-N line and the Metra budget, which may include fare increases of service reductions. Mr. Mack reported that the UP-NW line New Start is also moving forward and should be on the NWMC's radar. He also noted that Metra will likely propose fare increases in the upcoming budget. He said that direction from the Metra Board appears to favor fare increases over service reduction. He said that details of the proposal will be finalized in October and public hearings will take place in early November. Trustee Berman said

that a Citizen Advisory Board meeting will be held on October 5, which gives communities another opportunity to comment. Mr. Baltutis asked if Metra has considered ways to recapture the benefits to private railroads. Mr. Mack responded that the railroads own the right-of-way and in some cases do not use the tracks much for freight. He said that the trackage rights are set by agreements and Trustee Berman noted that those agreements were made by the previous Executive Director.

Mr. Walczak and Mr. Staron briefly reported on other issues that will be relevant to the Committee in the coming year, including Go To 2040 implementation, Bike Plan implementation value capture. Trustee Preston asked about the number of communities that allow bicyclists to ride on the sidewalk versus the street. Mr. Van Dusen said that appropriate procedures for jurisdictional transfers might be another issue for the Committee.

IV. Federal Surface Transportation Authorization

Mr. Staron reported on the status of the federal surface transportation authorization. He noted that the Congress recently passed another short-term extension of SAFETEA-LU. He said that two proposals are being floated, but no legislation has been introduced. He said that Rep. Mica proposed a six-year authorization, which would dramatically decrease funding levels. Senator Boxer has proposed a two-year authorization at current levels while the economy recovers. Mr. Staron reported that there is near universal recognition that the transportation system needs more investment, but the role of the federal government and how to find additional revenues is still largely in question.

V. CMAP Report

Mr. Ferguson reported that CMAP is building a best practices case studies library. He presented a new TIP brochure and made the Committee aware of training opportunities coming up regarding green infrastructure grants.

VI. Other Business

Ms. Anderson reported on the new Tollway capital program, which the Tollway Board approved over the summer.

Mr. Baltutis reported that the TMA of Lake Cook is hosting a meeting on October 20, where the Tollway will present its new program and talk about the planning work for the IL 53 extension.

VII. Next Meeting

Chair Frum reported that the next NWMC Transportation Committee is scheduled for 9:00 a.m. on October 27.

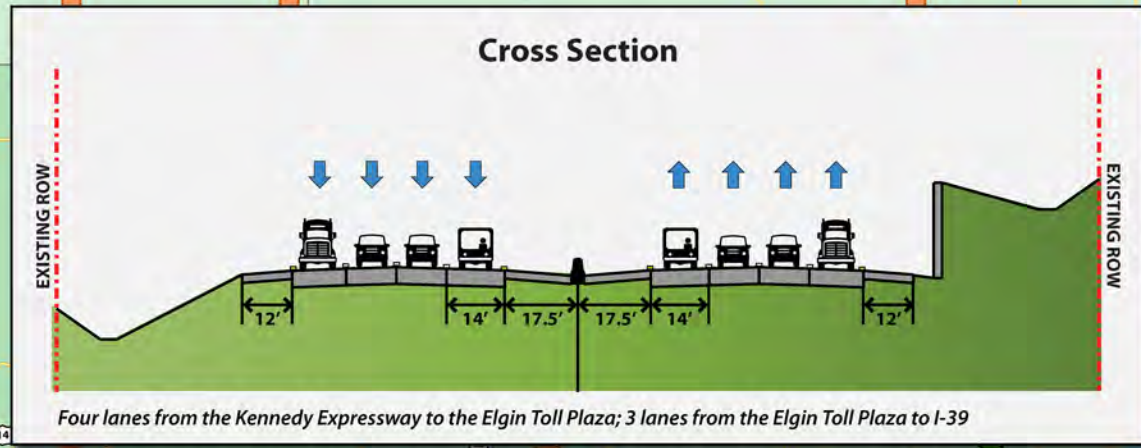
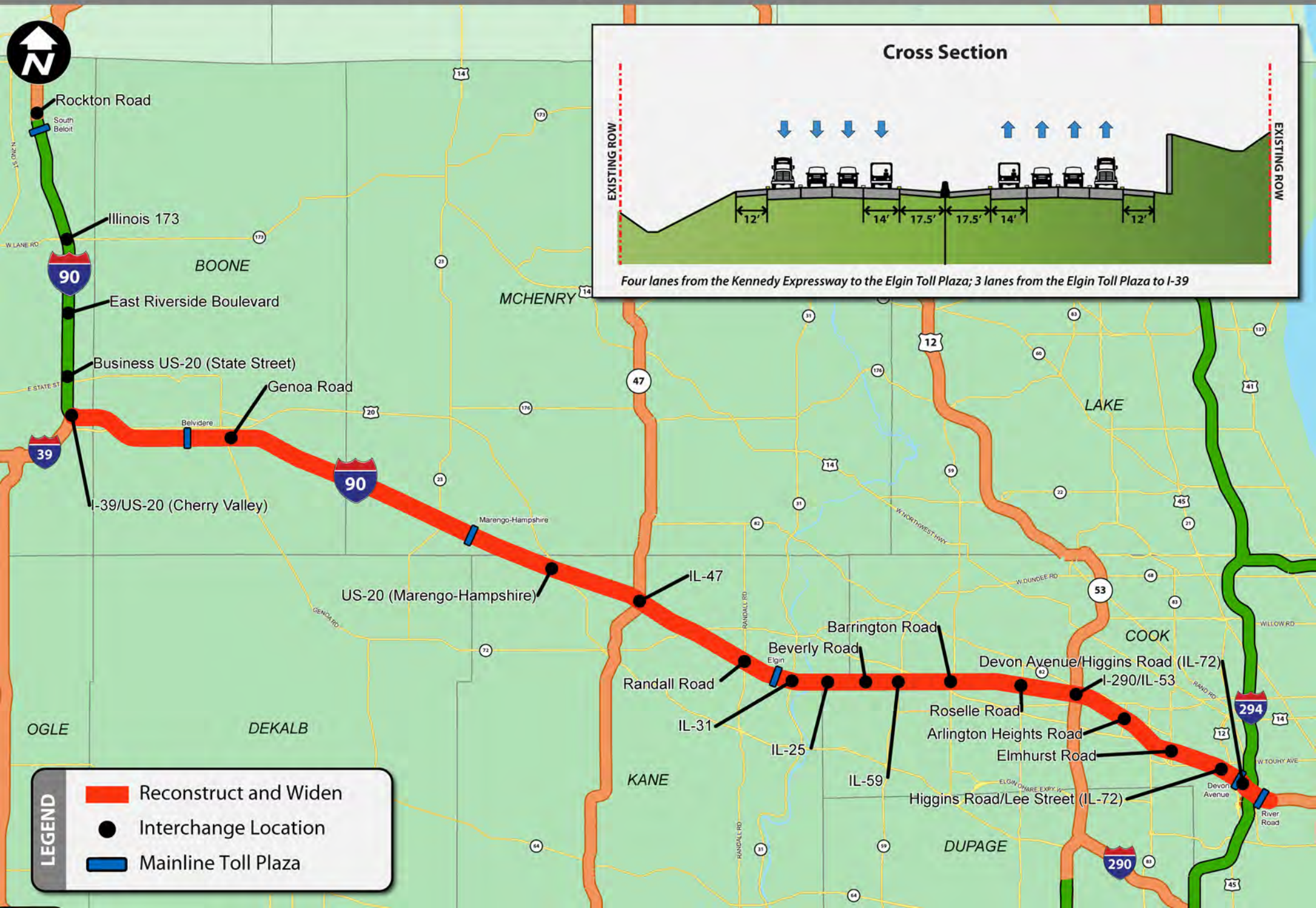
VIII. Adjournment

On a motion from Mayor Van Dusen, seconded by President McLeod, the committee unanimously voted to adjourn.



Move Illinois: The Illinois Tollway Driving the Future

Jane Addams Memorial Tollway (I-90) Reconstruct and Widen



LEGEND

- Reconstruct and Widen
- Interchange Location
- Mainline Toll Plaza

Elgin O'Hare West Bypass





AGENDA - Meeting #2

October 17, 2011 2-4 p.m
Lake County Central Permit Facility

1. Welcome

2. Finalize Materials

- Approve meeting #1 summary
- Review and approve revised guiding principles

3. Pricing and Finance

4. Roadway Concepts

5. Working Group Break-out Sessions

- What are the biggest challenges?
- What are the opportunities?
- What information do we need?
- What should our first agenda include?

Mobility & Finance <i>Main Conference Room</i>	Design & Land Use <i>Lunch Room</i>	Environment & Sustainability <i>Extra Conference Room</i>
George Ranney & David Stolman	Randy Blankenhorn	Mike Sands
MarySue Barrett Jeff Braiman Howard Learner Jorge Ramirez Kathy Ryg Ann Schneider Doug Whitley	Carolina Duque Jacky Grimshaw David Kennedy Arlene Mulder Leanne Redden Leon Rockingham Maria Rodriguez	Gerald Adelman Chris Geiselhart Lynn Karner Mark Knigge Mike Sturino Jerry Weber Suzanne Zupec

6. Working Groups Report to Full Council

7. Public Comments

8. Next Steps

MEETING NOTES

IL Route 53/120 Blue Ribbon Advisory Council
Meeting 1, September 12, 2011, Lake County Central Permit Facility

The meeting was called to order by Kristi LaFleur at 2:07 p.m.

Ms. LaFleur described the process and the Council's role. She said that Governor Quinn wants to pursue transportation improvements that promote economic development. She briefly talked about today's meeting agenda and how this will be a new approach for evaluating the project. She indicated that the questions about IL 53/120 that need to be answered by the Council are 1) Should the Toll Highway Authority build it? 2) What should it look like? and 3) How do we pay for it?

ISTHA Director Bill Morris interjected that most of the Tollway Board members have committed to support the consensus decision, if such is achieved, of the Blue Ribbon Advisory Council.

Ms. LaFleur introduced the Co-chairs of the Council: David Stolman, Chairman of the Lake County Board, and George Ranney, Chairman of Prairie Holdings Corporation.

Mr. Stolman welcomed those present to the Lake County Permit Facility. Mr. Stolman described how the Permit Facility is an example of an innovative building in terms of work flow, structure and environment sensitivity. Mr. Stolman stated his support for the Central Lake County Corridor project and his hope that the Council will achieve consensus and the project can move forward.

Mr. Ranney stated that he has not supported the project over the years but feels that this is the process to consider a new approach to arrive at a reasonable conclusion. Mr. Ranney expressed 1) his confidence in the Tollway staff and their ability to facilitate the process; 2) he believes they will be able to provide innovative solutions to the design and financing challenges; and, 3) his confidence that the process will result in innovative ways to connect roadways and adjacent land use. Mr. Ranney also said that he is looking forward to having CMAP as a partner in this process. Mr. Ranney then introduced Randy Blankenhorn, Executive Director of the Chicago Metropolitan Agency for Planning.

Mr. Blankenhorn stated that he is looking forward to taking a new approach to implementing a regional capital project. He went on to say that prior regional transportation plans often contained 30 to 35 capital projects, none of which were ever implemented. The 2040 regional plan adopted last October contains only 5 fiscally constrained capital projects, one of which is the Central Lake County Corridor which when modeled as part of the 2040 roadway network outperformed the others in terms of congestion relief. CMAP and the region are looking forward to an innovative approach to the implementation of this project as a 21st century urban highway.

Self-introductions followed with each Council member giving a brief description of their respective affiliations.

Mr. Ranney then briefed the members on the Council's responsibilities:

- Alternates have been officially designated for some of the mayoral representatives. These alternates will have voting privileges.
- Other members may designate alternates but they will not have voting privileges nor may they participate in Council discussions. They may only voice their opinions during the time set aside for public comment.
- Communications will be accomplished electronically and will be coordinated through Michelle Graham.

Mr. Ranney stated as a disclosure that he and his wife currently hold interest in property shown to be in the path of the project.

Mr. Stolman presented a list of seven draft guiding principles to be used by the Council in evaluating the project. (See attached meeting materials)

Jacky Grimshaw stated that Principle number 2 should include a reference to preserving or enhancing the environment.

Mr. Stolman asked the Council members if there was any objection to this change to Principle number 2. There was no objection.

Howard Learner suggested adding the language "to the extent" after the word "concepts" in Principle number 3.

Mr. Stolman asked the Council members if there was any objection to adding this language. There was no objection.

Mary Sue Barrett suggested adding the words “and accessibility” after the word “mobility” in Principle number 1.

Mr. Stolman asked the Council members if there was any objection to the suggested language change. There was no objection.

Mayor Mulder stated that she would like to see the words innovation or innovative stressed in one of the principles even though it is implied throughout the process. A general discussion ensued as to where these terms should be inserted or whether an eighth principle should be added.

George Ranney suggested that perhaps staff could draft language that could be considered before the end of the meeting. (Proposed language related to innovation was not ready in time but will be available for consideration at the next Council meeting.)

Tollway Director Morris stated the obvious need to pay for whatever the project turns out to be, e.g. a smaller footprint, multi-modal accommodations, etc. There needs to be equity for both users and non-users of the facility. He also emphasized the need for the Council to reach a strong consensus; more than a simple majority, but a general agreement on one report to submit to the Tollway Board of Directors.

Mr. Ranney said that congestion pricing provides a means to address these issues and the Council needs to consider these topics as part of their deliberations.

Mr. Ranney presented the Council with information on and membership of the three working groups. Mr. Ranney asked if there were any comments regarding the working group structure. There were no comments. (See meeting materials) He indicated that members contact Michelle Graham if they want to change working group assignments.

Mr. Stolman presented the Council with a draft work meeting schedule. Members were instructed to contact Michelle Graham with any conflicts.

Senator Link suggested that the full Council should meet every month rather than every other month.

Kristi LaFleur indicated that additional meetings of the full Council may be scheduled as needed. She suggested that the bulk of the work will be done in the working groups and it may be more likely that additional working group meetings may be required.

Some members indicated that they will not be available to meet on certain dates on the schedule. It was asked if it will be possible to participate in working group meetings via conference call if necessary. Michelle Graham and Kristi LaFleur will tweak the schedule to accommodate members to the extent possible.

Mr. Ranney introduced Rocco Zucherro of the ISTHA and Matt Maloney of CMAP to give the Council members a brief historical perspective on previous work that has been done on the central Lake County Corridor. Rocco presented a slide that gave the timeline on the project starting in 1962 with the Route 53 project appearing in the first regional transportation plan prepared by the Chicago Area Transportation Study to the recently adopted Move Illinois capital program. (See meeting materials)

Rocco then described a number of previous studies which taken together constitute a comprehensive understanding of the corridor. He stated that there have been numerous arterial improvements within the study area that have been implemented over the past decades. He also indicated that approximately 60 to 70 percent of the right-of-way for the project has been either purchased or reserved by IDOT.

Rocco then presented a series of slides depicting various segments of the proposed alignment. Each slide depicted an alignment area approximately 300 feet in width. Rocco reviewed the various environmental, engineering and land acquisition challenges associated with each segment.

Kathy Ryg requested a list of the completed arterial improvements that Rocco referred to in his presentation.

Mary Sue Barrett inquired about economic development opportunities within the broader corridor.

Matt Maloney informed the Council about the Central Lake County Corridor and its relationship to the CMAP Go To 2040 Plan. It is one of only five constrained capital projects in the plan. It ranked the highest among the capital projects in relieving congestion and improving mobility in the region. The Go To 2040 Plan envisions the implementation of the Central Lake County Corridor as a 21st century urban highway built on a smaller footprint to minimize its impact on landscape. It also provides a unique opportunity to increase the region's commitment to public transit.

Mr. Stolman summarized the next steps in the process.

Mayor Mulder inquired as to whether any consideration has been given to depressing sections or all of the proposed roadway.

Mr. Stolman indicated that this is the type of issue that will be addressed in the working groups.

Chairman Koehler of McHenry County stated that McHenry County is firmly in support of this project from both a transportation and an economic development standpoint. He indicated that a direct connection with US Route 12 is important.

Mayor Knigge asked if the project will connect with Route 12.

Rocco Zucherro indicated that as currently proposed it does not connect with 12.

Kristi LaFleur indicated that everything is on the table regarding possible connections and project limits.

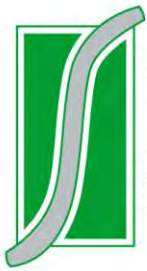
Director Morris asked about the segment of Route 53 between I 90 and Lake Cook Road. Will it remain a freeway in Cook County and a toll facility in Lake County?

George Ranney indicated that this is another issue to be addressed by the Council.

Eve Lee as a member of the public asked how the Council will be able to reach a consensus decision without the Villages of Grayslake and Mundelein at the table.

Mr. Stolman responded by saying that the mayors on the Council were not intended to represent individual municipalities. The five mayors on the Council represent agencies and larger constituencies such as the Lake and Northwest Cook Councils of Mayors, the Northwest Municipal Conference, the Lake County Municipal League and the Lake County Stormwater Management Commission.

The meeting adjourned at 4:09 p.m.



IL ROUTE 53/120

Blue Ribbon Advisory Council


REVISED GUIDING PRINCIPLES

The Illinois Route 53/120 Blue Ribbon Advisory Council was convened in June 2011 to assist in the planning and potential building of the IL-53/120 North Extension in Lake County. The Council includes representatives of transportation, planning and local government agencies in Lake County, as well as members of the business, transportation and environmental advocacy community. **The Council supports the following guiding principles** as they seek to develop a regional consensus on whether the Tollway should move forward, the scope and configuration, the design and elements, and how to finance the project. *The Central Lake County Corridor extends north for 12.5 miles from the terminus of IL-53 and Lake Cook Road to just south of IL-120, extends east to the existing interchange at US-41, and extends west to terminate at US 12 and IL-120.*

1	Enhance mobility and accessibility , and relieve congestion , in the Central Lake County Corridor
2	Seek innovative design solutions for a safe, integrated, multi-modal corridor that preserves the environment and the character of nearby communities, and enhances their economic vitality
3	Analyze potential funding options and pursue corridor concepts to the extent that they are financially viable, fiscally sustainable and equitable.
4	Minimize environmental and long term development impacts of transportation infrastructure and operations
5	Promote environmental enhancements and sustainable practices in all aspects of project development, implementation and operations, and strive to improve the overall environment
6	Promote diversity in all aspects of project development, implementation and operations
7	Develop and apply innovations in all aspects of the project to create a 21 st Century, modern boulevard that serves as a national and international model
8	Cooperate with agencies and municipalities to deliver the Council's work in a transparent and accountable manner

FINALIZE & ADOPT GUIDING PRINCIPLES

1	Enhance mobility and accessibility , and relieve congestion, in the Central Lake County Corridor
2	Seek innovative design solutions for a safe, integrated, multi-modal corridor that preserves the environment and the character of nearby communities, and enhances their economic vitality
3	Analyze potential funding options and pursue corridor concepts to the extent that they are financially viable, fiscally sustainable and equitable.
4	Minimize environmental and long term development impacts of transportation infrastructure and operations
5	Promote environmental enhancements and sustainable practices in all aspects of project development, implementation and operations, and strive to improve the overall environment
6	Promote diversity in all aspects of project development, implementation and operations
7	Develop and apply innovations in all aspects of the project to create a 21 st Century, modern boulevard that serves as a national and international model
8	Cooperate with agencies and municipalities to deliver the Council's work in a transparent and accountable manner

4 




IL ROUTE 53/120
Blue Ribbon Advisory Council

Pricing and Finance

5 

BACKGROUND

- **U. S. highway construction**
 - Traditionally funded through fuel taxes
 - Fuel taxes losing purchasing power
- **Increased use of tolling**
 - Tolls generate \$10 Billion/year nationally
 - 50% of new freeway centerline miles in last 10 years
 - 50% of all Interstates in NE Illinois are tolled

6 

CASHLESS TOLLING


- Different from Open Road Tolling
- Benefits of Cashless (All Electronic) Tolling
 - Facilitates variable/dynamic pricing
 - Allows use of pricing to manage traffic demand
 - Reduces capital and operating costs
 - Improves traffic operations
 - Reduces environmental impacts



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VALUE PRICING


- Value Pricing
 - Use price as a traffic management tool
 - Charge users based on the true cost of congestion they impose on others
 - Price all lanes versus select lanes
- Speed
- Access



11

TYPICAL GOALS FOR VALUE PRICING


- Reduce congestion / provide for free-flow expressways
- Improve safety and quality of life
- Benefit the environment / reduce fuel consumption
- Divert to transit and other modes
- Provide additional transportation options
- Generate revenue to reinvest in transportation improvements



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FINANCING CONCEPTS

- Value pricing
- Revenue from existing Tollway system
- Value capture
- Federal tools – TIFIA, Private Activity Bonds
- Public-Private Partnerships
- Fees and taxes



13



Parkways



14

Merritt Parkway, Connecticut





15

George Washington Memorial Parkway, DC





16

George Washington Memorial Parkway, DC



17

Paris Pike, Kentucky



18

 **U.S. 285, Denver Region**





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IL ROUTE 53/120
Blue Ribbon Advisory Council


Roadway Concepts



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 **APPROACH**

- Multiple possibilities for 53/120 design
- Finding the right balance / tradeoffs
 - Mobility and accessibility
 - Safety
 - Revenue
 - Environmental impacts
 - Land use
 - Aesthetics



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INITIAL CONCEPTS

- Starting point for discussion
- What's possible / what could fit
- Discuss general pros and cons
- Future Working Group meetings will consider details



22

4-LANE OPEN MEDIAN (180')




23

4-LANE WITH TRANSIT IN MEDIAN (240')




24

4-LANE WITH BARRIER (196')





This roadway concept is similar to Palatine Road





25

4-LANE ASYMMETRICAL (224')




26

6-LANE (170')




27

INTERCHANGE DESIGN




Comparison of single-point interchange and a traditional cloverleaf interchange - St. Louis, MO




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INTERCHANGE DESIGN



Single-point urban interchange
Memphis, TN




Single-point urban interchange
Altoona, WI




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INTERCHANGE DESIGN




Roundabout interchange
Carmel, IN




30

INTERCHANGE DESIGN





Roundabout interchange
Vail, CO




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INTERCHANGE DESIGN




Interchange of AP-41 and M-413 southwest of Madrid. At-grade roundabout intersection between ramps and surface street.

Interchange of M-45 and Avenida del Mayorazgo. Roundabout interchange directly over freeway.




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IL ROUTE 53/120
Blue Ribbon Advisory Council

**WORKING GROUP
BREAK-OUTS**



33

 **BREAK-OUT SESSIONS**

- **Each working group to discuss:**
 - Challenges
 - Opportunities
 - Information needs
 - First meeting agenda
- **Report to full Council**
- **Staff will use input to generate work plan/schedule for each working group**



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WORKING GROUP REPORTS



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 **NEXT MEETINGS – WORKING GROUPS**

- **Mobility & Finance**
November 7, 1:00 – 2:30 pm
- **Design & Land Use**
November 7, 2:30 – 4:00 pm
- **Environment & Sustainability**
November 14, 2:00 – 3:30 pm
- All meetings at Lake County Central Permit Facility



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ILLINOIS ROUTE 53/120
Blue Ribbon Advisory Council

THANK YOU



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