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. Zucchero 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 in 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 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
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

<table>
<thead>
<tr>
<th>Route</th>
<th>From</th>
<th>To</th>
<th>Hours of Delay (max)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harlem Ave.</td>
<td>I-55</td>
<td>95&lt;sup&gt;th&lt;/sup&gt; St.</td>
<td>14.7</td>
</tr>
<tr>
<td>Cicero Ave.</td>
<td>Ogden Ave.</td>
<td>I-55</td>
<td>13.4</td>
</tr>
<tr>
<td>Pulaski Rd.</td>
<td>26&lt;sup&gt;th&lt;/sup&gt; St.</td>
<td>47&lt;sup&gt;th&lt;/sup&gt; St.</td>
<td>12.0</td>
</tr>
<tr>
<td>Cicero Ave.</td>
<td>115&lt;sup&gt;th&lt;/sup&gt; St.</td>
<td>I-294</td>
<td>11.6</td>
</tr>
<tr>
<td>Sayre Ave.</td>
<td>71&lt;sup&gt;st&lt;/sup&gt;</td>
<td>73&lt;sup&gt;rd&lt;/sup&gt; St.</td>
<td>11.4</td>
</tr>
<tr>
<td>Cicero Ave.</td>
<td>67&lt;sup&gt;th&lt;/sup&gt; St.</td>
<td>73&lt;sup&gt;rd&lt;/sup&gt; St.</td>
<td>11.4</td>
</tr>
<tr>
<td>Kedzie Ave.</td>
<td>I-55</td>
<td>Pershing Rd.</td>
<td>10.7</td>
</tr>
<tr>
<td>Western Ave.</td>
<td>55&lt;sup&gt;th&lt;/sup&gt; St.</td>
<td>63&lt;sup&gt;rd&lt;/sup&gt; St.</td>
<td>10.6</td>
</tr>
<tr>
<td>Mannheim Rd.</td>
<td>Lake St.</td>
<td>I-290</td>
<td>10.3</td>
</tr>
<tr>
<td>79&lt;sup&gt;th&lt;/sup&gt; St.</td>
<td>Kedzie Ave.</td>
<td>Western Ave.</td>
<td>10.2</td>
</tr>
</tbody>
</table>

Freight routes with more than 10 hours of truck delay

Source: IDOT, CMAP, Analysis by AECOM, Cambridge Systematics, 2017
### Vertical Clearances

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

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

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

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

*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

Source: CMAP, US Census
Investing for Success: Cook County’s Freight Action Plan
EXERCISE LEADERSHIP

LEADERSHIP

Advocate at Federal and State Levels
Cultivate relationships with federal and state partners to advocate for freight investments and priorities.

Coordinate at Regional and Local Levels
Work with regional and local partners to coordinate freight investments, priorities and activities.

Support at Municipal Level
Partner with local municipalities to plan, design and implement freight projects and programs.

Advance Funding Opportunities
Continue pursuing grants and explore additional funding options.
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

- Facilitate a Connected Truck Route Network
- Focus on Priority Trucking Corridors
- Address Poor Pavement Conditions on First and Last Mile Connectors
- Improve Expressway Freight Access
- Advance Truck Permitting and Parking Solutions
<table>
<thead>
<tr>
<th>Corridor</th>
<th>Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>95th Street</td>
<td>I-294 to Chicago Skyway</td>
</tr>
<tr>
<td>159th Street</td>
<td>Cicero Avenue to Halsted Street</td>
</tr>
<tr>
<td>Archer Avenue</td>
<td>Willow Springs Road to Ashland Avenue</td>
</tr>
<tr>
<td>Cicero Avenue</td>
<td>North Avenue to Bedford Park</td>
</tr>
<tr>
<td>Franklin Avenue</td>
<td>County Line Road to Mannheim Road</td>
</tr>
<tr>
<td>Halsted Street</td>
<td>Cal Sag Channel to I-80</td>
</tr>
<tr>
<td>Harlem Avenue</td>
<td>I-290 to 95th Street</td>
</tr>
<tr>
<td>Mannheim Road</td>
<td>O’Hare to I-290</td>
</tr>
<tr>
<td>North Avenue</td>
<td>I-290/294 to Harlem Avenue</td>
</tr>
<tr>
<td>Touhy Avenue</td>
<td>Elmhurst Road to Mt. Prospect Road</td>
</tr>
</tbody>
</table>
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

Department of Transportation and Highways
## POOR PAVEMENT CONDITIONS

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

*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

- Support the CREATE Program
  Support the completion of this nationally significant program with a focus on the 75th Street CIP and projects that provide public benefit.

- Support Business Access to Rail
  Support business access to rail by financing improvements to rail spurs and track realignments to increase capacity and catalyze redevelopment.

- Improve At-Grade Crossings
  Improve or separate at-grade rail crossings that eliminate bottlenecks and benefit local communities.
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

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

Align Pre-Development Activities
Address environmental, site assembly, infrastructure and financial hurdles with partner agencies.

Coordinate and Lead Economic Development Efforts
Plan, design and implement freight projects and related developments.

Support Workforce Training and Screening Initiatives
Partner with agencies to create opportunities for job-seekers and employers.
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
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.*

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STP Shared Local Fund and Active Program Management

Northwest Council
August 16, 2018

STP Timeline

January - June
STP PSC considers staff proposals

July - August
Council and partner feedback
Comments due 9/7

September
STP PSC considers comments and final proposals

2019
Local methodology revisions, data collection, distrib. formula refined

January 2019
Call for Shared Fund projects begins

January 2020
Calls for local program projects begin
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

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<td>Draft: update based on outcome of first call for projects</td>
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<td>Focus areas:</td>
<td>ALL FOCUS AREAS ELIGIBLE</td>
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<td>Road expansion</td>
<td>truck route improvements</td>
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<td>Road reconstruction</td>
<td>Bridge replacement/reconstruction</td>
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<td>Bus speed improvements</td>
<td>Corridor/small area safety improvements</td>
<td>Transit station improvement</td>
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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 readiness

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<thead>
<tr>
<th>Project types</th>
<th>Engineering</th>
<th>ROW/TIF completion</th>
<th>Inclusion</th>
<th>Financial commitments</th>
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### Transportation impact

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<th>current condition</th>
<th>population improvement</th>
<th>complete streets</th>
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### Planning factors

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<th>freight</th>
<th>inclusive</th>
<th>transit supportive density</th>
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**Maximum:** 25  **Maximum:** 50  **Maximum:** 25

**Total:** 100 + Council/CDOT support bonus

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### “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

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
**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

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|                       | 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:
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Inclusive growth evaluation
(all project types)

Percent of facility users who are nonwhite and under poverty line

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<tr>
<th>Percentage</th>
<th>Points</th>
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<tr>
<td>0%-5%</td>
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<td>5%-10%</td>
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<td>10%-15%</td>
<td>4</td>
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<td>15%-20%</td>
<td>6</td>
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<tr>
<td>20%-25%</td>
<td>8</td>
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<td>25% or more</td>
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</table>
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
### 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  
eirvin@cmap.illinois.gov  
312-386-8669  
Shared Fund Methodology
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
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.

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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.*

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