

NORTHWEST MUNICIPAL CONFERENCE

1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
www.nwmc-cog.org



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

MEMBERS

- Antioch
- Arlington Heights
- Bannockburn
- Barrington
- Bartlett
- Buffalo Grove
- Deer Park
- Deerfield
- Des Plaines
- Elk Grove Village
- Evanston
- Fox Lake
- Glencoe
- Glenview
- Grayslake
- Hanover Park
- Highland Park
- Hoffman Estates
- Kenilworth
- Lake Bluff
- Lake Forest
- Lake Zurich
- Libertyville
- Lincolnshire
- Lincolnwood
- Morton Grove
- Mount Prospect
- Niles
- Northbrook
- Northfield
- Northfield Township
- Palatine
- Park Ridge
- Prospect Heights
- Rolling Meadows
- Schaumburg
- Skokie
- Streamwood
- Vernon Hills
- West Dundee
- Wheeling
- Wilmette
- Winnetka

- President*
- Kathleen O'Hara
- Lake Bluff

- Vice-President*
- Joan Frazier
- Northfield

- Secretary*
- Dan Shapiro
- Deerfield

- Treasurer*
- Ray Keller
- Lake Zurich

**Northwest Municipal Conference
Transportation Committee
Agenda
December 3, 2020
8:30 a.m.
Via Zoom Video Conference**

<https://us02web.zoom.us/j/88515148052?pwd=SFdBNC9QSnJcUlyU3BnL1Z6NklzZz09>

- I. Call to Order/Introductions**

- II. Approval of October 22, 2020 Meeting Minutes (Attachment A)**
Action Requested: Approval

- III. Legislative Priorities for 2020 (Attachments B & C)**
Staff will present a draft of the NWMC's Legislative Program and requests feedback from the Committee. Staff will also present Transportation For America's Reauthorization Sign-On Letter for review and discussion.
Action Requested: Discussion

- IV. Multimodal Plan Online GIS Tools Demo**
Staff will present two online GIS applications that are intended to help track progress on [priority bicycle corridors](#) and [sidewalk gaps](#) identified in the NWMC Multimodal Transportation Plan.
Action Requested: Information

- V. Agency Reports**
 - a. **CMAP (Attachment D)**
 - b. **Cook County Department of Transportation and Highways**
 - c. **IDOT Highways**
 - d. **Illinois Tollway (Attachment E)**
 - e. **Metra (Attachment F)**
 - f. **Pace**
 - g. **RTA**

- VI. Other Business**

- VII. Next Meeting**
The next meeting of the NWMC Transportation Committee is scheduled for January 28, 2020 at 8:30 a.m. via video conference.

- VIII. Adjourn**

Executive Director
Mark L. Fowler

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**NWMC Transportation Committee
Via Teleconference
Thursday, October 22, 2020
Meeting Minutes**

MEMBERS

Antioch
Arlington Heights
Bannockburn
Barrington
Bartlett
Buffalo Grove
Deer Park
Deerfield
Des Plaines
Elk Grove Village
Evanston
Fox Lake
Glencoe
Glenview
Grayslake
Hanover Park
Highland Park
Hoffman Estates
Kenilworth
Lake Bluff
Lake Forest
Lake Zurich
Libertyville
Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
Northfield Township
Palatine
Park Ridge
Prospect Heights
Rolling Meadows
Schaumburg
Skokie
Streamwood
Vernon Hills
West Dundee
Wheeling
Wilmette
Winnetka

President
Kathleen O'Hara
Lake Bluff

Vice-President
Joan Frazier
Northfield

Secretary
Dan Shapiro
Deerfield

Treasurer
Ray Keller
Lake Zurich

Executive Director
Mark L. Fowler

Members Present

Tom Dailly, President, Village of Schaumburg, *Co-Chair*
Marie Hansen, Director of Development Services, Village of Barrington
Lester Ottenheimer, Trustee, Village of Buffalo Grove
Darren Monico, Village Engineer, Village of Buffalo Grove
Bob Benton, Trustee, Village of Deerfield
Jessica Hyink, Transportation & Mobility Coordinator, City of Evanston
Kealan Noonan, Public Works Director, Village of Fox Lake
Phil Kiraly, Village Manager, Village of Glencoe
Jeff Brady, Director of Planning, Village of Glencoe
Ramesh Kanapareddy, Director of Public Works, City of Highland Park
Bill McLeod, Mayor, Village of Hoffman Estates
Jenny Horn, Director of Planning and Transportation, Village of Hoffman Estates
Andrew Letson, Public Works Director, Village of Lincolnwood
William Grossi, Trustee, Village of Mount Prospect
Sean Dorsey, Public Works Director, Village of Mount Prospect
Tom Powers, Village Engineer, Village of Niles
Matt Farmer, Village Engineer, Village of Northbrook
Bob Israel, Trustee, Village of Northbrook
Lou Arrigoni, Civil Engineer, City of Park Ridge
Peter Falcone, Assistant to the City Administrator, City of Prospect Heights
Karyn Robles, Director of Transportation, Village of Schaumburg

Others Present

Dan Jedrzejak, P.E., Chastain & Associates
Russell Pietrowiak, Policy & Programming, Chicago Metropolitan Agency for Planning
Michelle Agunloye, Communications & Outreach, Chicago Metropolitan Agency for Planning
Cecilia Diaz, Planner, Cook County Dept. of Transportation & Highways
Joe Cwynar, Senior Project Manager, Engineering Enterprises
Lauren Platt, Community Affairs Manager, Illinois Tollway
Katie Renteria, Community Relations, Metra
Steve Andrews, Community Relations, Pace
Claire Serdiuk, Public Affairs, Regional Transportation Authority
Larry Bury, Deputy Director, NWMC
Mark Fowler, Executive Director, NWMC
Kendra Johnson, Program Associate for Transportation, NWMC
Matthew Pasquini, Program Associate for Transportation, NWMC

I. Call to Order/Introductions

President Dailly called the meeting to order at 8:30 a.m.

II. Approval of September 17, 2020 Meeting Minutes

Trustee Grossi moved approval of the September 17, 2020 meeting minutes. Trustee Israel seconded the motion, which was unanimously approved.

III. COVID-19 MFT Revenue Impacts

Ms. Johnson shared findings compiled by staff regarding the impacts COVID-19 has had on Motor Fuel Tax (MFT) revenues. A survey sent to NWMC member communities indicated that municipal capital improvement plans are largely being impacted by budget constraints and declining local revenues. Ms. Johnson also pointed to a staff analysis of monthly MFT revenues, which revealed a consistent decline compared to the previous year.

IV. Build IL Bond Fund Projects

Ms. Johnson provided background on an issue the Village of Schaumburg has been experiencing with the Illinois Department of Commerce and Economic Opportunity (DCEO). She shared that the Village is struggling with accessing line item funding included in the capital bill. Ms. Johnson highlighted correspondence between the Village and DCEO explaining that municipalities should work with their legislators to prioritize their requests and that because Rebuild Illinois is a six-year program, not all funds will be released at once.

Ms. Robles shared her experience from the village's perspective and stressed how the lack of certainty in funding availability and a process to access the funds creates planning challenges for local agencies throughout the region.

Mr. Dorsey affirmed that the Village of Mount Prospect is having similar issues. He stated that he and other village staff talked with their state legislators, who conveyed similar uncertainty as to when funds will be borrowed by the state and available for appropriation.

V. Agency Reports

A. CMAP – Mr. Pietrowiak mentioned the report attached to the agenda packet. He also reported that CMAP has collected regional data on the prevalence of sidewalk gaps and made it available on their website, and that there's an upcoming CMAP Talk about local governance and utilizing shared services as a method of making coordinated investments.

B. CCDOTH – Ms. Diaz reported that the Invest in Cook program has been approved by the Cook County Board. She shared that eight municipalities within the NWMC service territory were selected to receive grants. Ms. Diaz also announced that Cook County's budget has been reviewed and approved by the County Board.

C. IDOT Highways – No report.

D. Illinois Tollway – Ms. Platt mentioned the report attached to the agenda packet. She reported that the tentative 2021 budget for the Illinois Tollway was introduced to the Board of Directors and that two virtual public hearings are planned for Wednesday, November 4 at noon and at

6:00 p.m. Ms. Platt also provided updates on various Illinois Tollway projects.

- E. Metra – Ms. Renteria mentioned the attachments included in the agenda packet. The 2021 operating budget was released and unless the federal government provides additional assistance for public transportation, Metra will have to reduce expenses by \$70 million. The capital budget was also approved, which provides funding for rail cars, stations, and bridges. Ms. Renteria also discussed the news release that outlines Metra’s latest lawsuit against Union Pacific.
- F. Pace – Mr. Andrews shared that the Board of Directors released a draft budget for public comment. He highlighted that the decrease in ridership has impacted fare box revenues and that a balanced budget is being achieved through administrative expense reductions and by continuing the service reductions that were implemented in the spring. He referred the committee to the virtual public hearing schedule as a way to provide comments on the upcoming 2021 budget.
- G. RTA – Ms. Serdiuk reported that RTA is holding a virtual regional public hearing for their 2021 budget on December 3. She also reported that RTA has posted their COVID Recovery Scenario Report on their website and that the report will be used to guide budget development for the coming years.

VI. Other Business

No other business.

VII. Next Meeting

President Dailly noted the next meeting will be held on Thursday, December 3, 2020 at 8:30 a.m. via teleconference.

VIII. Adjourn

Trustee Israel moved to adjourn the meeting at 9:22 a.m. Trustee Grossi seconded the motion, which was unanimously approved.

**NWMC Federal Legislative Program
Weathering the Pandemic and Building for a Better Future**

Addressing the Pandemic to Secure Local Government Budgets

As Illinois and the country move into the second year of battling this global pandemic, the foremost priority of our communities is the health and safety of our residents and public servants. This becomes more challenging when facing significant revenue losses. NWMC communities have lost nearly tens of millions due to the pandemic.

- ***Direct Assistance to Local Governments:*** It is critical that the federal government provide funding to local governments to make up for tax revenues lost due to the ongoing pandemic. This funding should be unrestricted so that local governments can exercise the discretion to use it where needed most, including for business stimulus purposes and transportation investments that align with local and regional priorities.

Put Illinois to Work Building a Better Tomorrow

Illinois is facing dangerous levels of unemployment. Investing in infrastructure, expanding multimodal access and taking steps to address climate change will help Illinois rebuild stronger.

- ***Federal Capital Investments:*** The federal government should prioritize a long-term federal transportation plan to maintain and improve existing infrastructure. Such a plan would stimulate the economy and strengthen communities. With current surface transportation funding set to expire in September 2021 and the lasting revenue declines due to the COVID-19 pandemic, now is the time for strong federal action.
- ***Options for Multimodal Transportation:*** The economic well-being of our communities in a post-pandemic world depends on building and maintaining a modern, safe and efficient multimodal network of roads, transit, sidewalks and bike paths. The federal government should continue to provide dedicated funding for the Transportation Alternatives Program so that governments can implement these projects at the local level even during economic recession.
- ***Electric Vehicles and Infrastructure:*** As the federal government prioritizes its investments in a new surface transportation bill, the Conference supports federal initiatives that would provide grant funding to pay for electric vehicle infrastructure.

Responsible Police Reform

It is critical that police maintain the trust of the community they police. NWMC communities have been leaders in dedicating resources to robust police training and best practices regarding crisis intervention and de-escalation. Many of our communities have achieved accreditation from the rigorous Commission on Accreditation for Law Enforcement Agencies (CALEA). The Conference is ready to work with lawmakers to find reasonable and responsible solutions that best serve all our residents.

- ***Police Training Requirements:*** Training is critical for law enforcement; however, it is important that any federal mandates include increased funding support at the same rate as increasing training requirements. Municipalities are responding to a global pandemic that has upset local revenues. Consequently, any unfunded policing mandates will threaten the quality of local services and put additional pressure on strained taxpayers.
- ***Maintain Qualified Immunity:*** Diminution of federal qualified immunity statutes would open the door to litigation which would have the potential to overwhelm local governments.

NWMC State Legislative Program Sustaining Communities to Address the Pandemic

As Illinois and the country move into the second year of battling the COVID-19 global pandemic, the foremost priority of our communities is to have the resources to address the health and safety of our residents, public servants and businesses.

NWMC communities have lost nearly \$40 million (will be updated) in major state collected local revenues due to the pandemics. The continuing revenue losses threatens a robust response that protects residents and supports businesses during this global pandemic. The NWMC recognizes that the state is confronting these same threats. Only by working together can we ensure the health of our communities and state during this unique crisis.

Securing Local Government Services

- **Local Government Revenues:** Amidst the pandemic, which has already costs communities millions of dollars, securing the normal and full distribution of state collected local revenues is critical to maintain services. The NWMC is thankful that General Assembly removed the five percent cut to the Local Government Distributive Fund (LGDF) included in previous state budgets.
- **Lost Revenues Due to COVID-19:** The state should look for ways to directly support local governments, such as restoration of the Local Government Distributive Fund (LGDF) and removal of the administrative fee on local sales taxes.
- **2019 Capital Bill Implementation:** Investing in infrastructure will help Illinois rebuild stronger. Many projects listed in the 2019 capital bill legislation have not received funding. Illinois lawmakers should include these projects in future bond sales to put Illinoisans back to work and strengthen local infrastructure.

Controlling Local Government Costs

- **Pension Reamortization:** Due to the consolidation timeline and actuarial smoothing, communities have not begun to reap its benefits. Meanwhile, Tier 2 enhancements have added to the immediate unfunded liability. Extending amortization beyond 2040 will curb the annual rate of growth in taxpayer contributions and take pressure off municipal budgets.
- **Unfunded Mandates:** Whether it be increased police training or proposed enhancements Tier 2 benefits, local governments cannot afford new costs. Instead state lawmakers should look for opportunities to lower burdens on local governments, whether it is onerous and outdated publishing requirements for legal notices, low prevailing wage thresholds or costly Freedom of Information Act (FOIA) litigation.

Empowering Local Governments

- **COVID-19 Data Sharing:** Require county health departments to share COVID-19 positive test addresses for officer notification with municipal dispatch agencies.
- **Home Rule Authority:** Communities need the flexibility and tools to respond these challenging times. To take pressure off local government budgets and property taxpayers, the state should grant home rule powers to municipalities over 5,000.
- **Opening Revenue Options:** The state should explore opportunities for new local revenues, such as a tax on services and expanding real estate transfer taxing authority to non-home rule communities.

**NWMC State Legislative Program
Sustaining Communities to Address the Pandemic**

Protecting Local Government Personnel

- **COVID-19 First Responder Definition:** Illinois should adopt the federal government's definition of first responders to recognize Public Works, Highway Departments and Emergency Management personnel as First Responders.
- **Remote Attendance:** Allow for remote meeting attendance of trustees that are high risk of having serious complications from contracting COVID-19 after the state's emergency declaration ends.

December XX, 2020

The Honorable Nancy Pelosi Speaker U.S. House of Representatives H-232, The Capitol Washington DC 20515	The Honorable Mitch McConnell Majority Leader United State Senate S-230, The Capitol Washington DC 20510
The Honorable Kevin McCarthy Minority Leader U.S. House of Representatives H-204, The Capitol Washington, D.C. 20515	The Honorable Chuck Schumer Minority Leader United States Senate S-221, The Capitol Washington DC 20510

Dear Speaker Pelosi, Majority Leader McConnell, Minority Leader McCarthy, and Minority Leader Schumer:

Transportation is the bedrock of our nation’s economy and recovery from COVID-19, yet America’s transportation system is in crisis—and more money alone cannot fix it. Despite billions spent every year, our roads, bridges, transit and rail systems are in disrepair; congestion has increased; pedestrian fatalities and emissions are the highest in decades and rising; and too many people lack safe, affordable, and convenient access to jobs and important services. We must reform the federal transportation program to solve these problems by prioritizing maintenance, designing for safety over speed and connecting people to jobs and services.

The COVID-19 crisis has exacerbated and placed a spotlight on the crisis plaguing our transportation system. With over 2.8 million essential workers relying on public transit everyday, it is clear that transit is essential for local economies, our pandemic response, and economic recovery. Yet too many of these workers count on underfunded systems that cannot provide reliable service. At the same time, our road network is often designed without consideration for pedestrians and cyclists, making travel outside of a car increasingly unsafe and inconvenient—explaining why the number of people killed while biking and walking has dramatically increased during the COVID-19 crisis despite fewer cars on the road. Communities across the country have responded to these infrastructure failures by raising local revenue for transit, rail, and safety improvements; providing necessary roadway space for pedestrians and cyclists during this crisis; and fighting to preserve transit and rail service threatened by temporarily reduced ridership.

Yet history tells us that local communities cannot build a safe and connected transportation system alone. Under President Eisenhower, our country came together to build interstate connections between cities. Today we have that incredible legacy that brings with it a significant maintenance backlog. The lack of focus on other parts of our

transportation system and its connection to development has increased emissions and congestion while undermining the economic mobility and health of our communities, particularly for low-income people and people of color—two of the hardest-hit demographics in the COVID-19 crisis. A federal transportation program that prioritizes highway construction above all else cannot provide communities with the safe and connected walking, cycling, transit, and rail infrastructure they desire.

Updating our transportation system for the needs of the 21st Century is necessary to reduce emissions that contribute to climate change and harm public health. Transportation is the single largest source of greenhouse gases (GHG), with the majority of these emissions from driving. While electric vehicles (EVs) and vehicle efficiency standards are essential, they are not sufficient to meet emissions reduction goals. Neither will these technologies improve access to jobs and services for those who cannot afford to own or operate a car, nor will they improve safety or reduce congestion.

To modernize our transportation system, Congress should make the following reforms:

Prioritize maintenance: Cut the road, bridge, transit and rail maintenance backlog in half

The next authorization should cut the maintenance backlog in half by dedicating formula highway funds to maintenance. In addition, when building new road capacity, agencies should be required to create a plan for maintaining both the new road and the rest of their system. This is common sense and is already required when building new transit projects. Roads should not be treated differently. On the highway side, it will be important to organize the program to better support repair. On the transit and rail side, the programs are organized well in terms of addressing maintenance but need more resources. With this approach, the federal government can halve the current backlog in six years under current funding levels. If funding is increased, we can do more.

Design for safety over speed: Save lives with slower, safer road design

Access to safe, convenient transportation is a fundamental right. Today, most Americans are denied this right because their roads—not just highways—are designed to move vehicles at the highest speeds possible, and not for people walking, biking, or taking transit. High speeds make sense on interstates and other highways, but people die when we bring that design to streets that are supposed to connect people and create value. COVID-19 has shone a spotlight on our dangerous street design, with pedestrian deaths sharply increasing as shutdowns reduced the number of cars on our roads. The federal program should require designs and approaches, including complete streets, that put safety first and slow speeds on local and arterial roads.

Roads surrounded by development and open to pedestrians should be designed to speeds that dramatically decrease the likelihood of fatalities in a crash (35mph or below). Creating safer communities will not only save lives, it makes walking, biking and riding transit a more viable and convenient option, providing people with affordable choices while reducing congestion and emissions.

Focus on improving access for people to jobs and services: Determine current connectivity and prioritize projects that will improve those connections.

The point of transportation is to get people where they need to go. Since the dawn of the modern highway era, we have used vehicle speed as a poor proxy for access to jobs and important services like healthcare, education, public services, and grocery stores, assuming if people can drive faster then they arrive faster. However, this completely ignores access for those who do not or cannot drive and often places highways through communities in a way that speeds some people's trips while lengthening or cutting off others' all together.

New technologies can now help us measure success by the primary thing that matters to real people: the ease of arriving at your destination. Using this technology we can now consider access by driving as well as walking, biking and transit. Studies have shown that communities with better access to jobs and services have greater economic mobility and lower emissions from transportation because people have travel options, and do not need to drive as far, or at all, to get to jobs and other needs. Further, this data can help to address decades of disinvestment which have disconnected communities and worsened economic outcomes.

USDOT could collect the data necessary for a national assessment of access to jobs and services and set national goals for improvement. With these data, state departments of transportation (DOTs) and planning organizations can ensure their investments are effectively connecting people to economic opportunity. State DOTs and planning organizations should be held accountable by evaluating how well their investments help connect people to destinations.

Last year, the House of Representatives included all three of these reforms as part of the INVEST in America Act. This legislation starts the work of connecting transportation funding to the outcomes communities need from their transportation systems.

Thank you for considering fundamental reform in the next authorization. We stand ready to assist in setting a new vision for the federal transportation program.

Sincerely,

CMAP Updates – November 16, 2020**CMAP News**

In accordance with the stay at home order, the CMAP office remains closed for the foreseeable future, but [staff](#) are working remotely and are available via email and telephone. [CMAP committee meetings](#) continue to be conducted virtually.

For general questions, you can send an email through our [contact form](#) and remember to stay up-to-date by subscribing to CMAP's Weekly Update emails or [viewing online](#).

CMAP's New Mailing Address

Chicago Metropolitan Agency for Planning (CMAP)
433 W. Van Buren St., Suite 450
Chicago, IL 60607

Job openings at CMAP

CMAP is hiring for a Deputy Executive Director for Research, Analysis, and Programming, and a Director of Innovation, Strategic Alignment, and Engagement. Visit the agency's [Careers](#) page to learn more.

Meeting recordings available

Did you miss a CMAP committee meeting? You can now watch recordings of public meetings since June. CMAP will continue to post the recordings for all public committee meetings going forward. You can find them linked on each [committee page](#).

COVID-19 Response and Resources

CMAP wants to keep you updated on COVID-19 impacts to the region. Each week, we will bring you more information and analysis to help shape decision making. You can find previous analyses on our [COVID-19 Response](#) page, as well as a [list of resources](#) to aid our partners in this uncertain time.

Since the start of the coronavirus response and stay-at-home order, transit and transportation use has significantly changed. We've [updated our transportation system analysis](#) — covering roads, trips, safety, transit, and freight rail — with the latest data.

Making outdoor spaces accessible to all

Last week, Crain's featured an op-ed by CMAP's executive director, Erin Aleman, and Forest Preserves of Cook County's general superintendent, Arnold Randall. In it, they discuss the importance of a vision and authentic commitment to racial equity when protecting and investing in open spaces. Read the full [op-ed in Crain's](#).

Understanding Rail's Importance to Our Freight Industry

The region's rail system helps make northeastern Illinois a premier freight hub in the country, but [challenges](#) that result from a robust rail system, such as traffic backups, environmental, and safety issues, need to be addressed to improve our rail network in the decades to come. CMAP's [newest video](#) explains the importance of our rail system to the freight industry and identifies the strategies our regional partners can use to address these challenges.

Regional Economic Recovery Task Force

CMAP has assembled a Regional Economic Recovery Task Force on behalf of the region's seven county board chairs and the City of Chicago. The task force, which includes leaders from across northeastern

Illinois, will identify regional strategies to support a strong economic recovery and build back a more inclusive and resilient region. [Learn more](#) about the role of the task force and its first meeting.

Regional experts discuss best practices for sharing services

The most recent CMAP Talks webinar featured a panel discussion on the best practices local governments can use to [share services](#) and make coordinated investments.

Panelists Christina Burns, assistant village administrator for Oswego; Jenny Maltas, deputy village manager for Buffalo Grove; and Joe Wagner, public works superintendent for Berkeley, shared insights on collaborating to save public dollars and improve the efficiency of services in their communities. [Watch](#) the webinar recording to learn more.

Program Status Updates

Surface Transportation Program – Local (STP-L)

The region has obligated all of the STP-L allocated for FFY 2020 (\$134M). \$6.7M in FFY 21 funding was also authorized in FFY 20 for projects targeting the November 2020 letting. Questions regarding specific projects should be discussed with your planning liaison.

Staff Contact: [Russell Pietrowiak](#) (312-386-8798)

Surface Transportation Program – Shared Fund (STP-SF)

The next STP Project Selection Committee (PSC) meeting will be April 1, 2021. A full calendar of 2021 meetings is available on the [committee web page](#). Program status reports, based on quarterly updates submitted by project sponsors are available on CMAP's [STP web page](#). Information for the FFY 2022 – 2026 call for projects, scheduled to open January 8, 2021 and close March 5, 2021 will be available soon!

Staff Contact: [Kama Dobbs](#) (312-386-8710)

Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TAP)

Projects requiring cost, schedule or scope changes for the April letting should submit requests no later than January 7, 2021 for consideration at the January 21, 2021 Project Selection Committee meeting. Information for the FFY 2022 – 2026 call for projects, scheduled to open January 8, 2021 and close March 5, 2021 will be available soon!

Staff Contact: [Doug Ferguson](#) (312-386-8824)

Calls for Projects

FY 2022 TRUCK ACCESS ROUTE PROGRAM (TARP)

The Department has proposed the [Truck Access Route Program](#) (TARP) continue to be funded in FY 2022 at the \$7.0 million funding level. Funding is anticipated to be available beginning in July 2021.

Only roadway sections determined to be eligible for upgrading to a designated truck route will be funded from the program (unless phase construction is approved). Eligible routes must terminate at a designated truck route or municipality and begin at a truck generator, another designated truck route or municipality. Roadway sections that were previously upgraded with TARP funds are not eligible for funding from this program. The TARP is not intended for use in pavement preservation or maintenance projects. The program will provide \$45,000 per lane mile and \$22,000 per eligible intersection, with total

CMAP Updates – November 16, 2020

project funding up to one-half of the project cost, subject to a maximum of \$900,000 per project. TARP funds may be used for project construction only.

Completed project applications, location maps, and GATA documentation should be submitted to your IDOT District Local Roads and Streets office no later than December 18, 2020 at 4:30 p.m. Project award notifications are anticipated to be announced during the week of February 11th, 2021.

Any questions regarding TARP funding should be directed to Mr. Stephane B. Seck-Birhame, Local Program Development Engineer by telephone at (217) 782 – 3972 or by email at Bablibile.Seck@Illinois.gov. Questions regarding design issues should be addressed to the appropriate District Local Roads Field Engineer.

Unsewered Communities Construction Grant Program

The [Unsewered Communities Planning Grant Program](#) provides grant money to develop a project plan that will address problems with the collection and treatment of wastewater. Eventually, this information could be used in the application for a project that would be funded by the Unsewered Communities Construction Grant Program. Funding will be limited to a maximum of \$30,000 per applicant. There is no required local match. The application period closes **Monday, November 30, 2020**.

Flood Mitigation Assistance Program

The [Flood Mitigation Assistance Program](#) provides funding for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program. The application period closes **Friday, January 29, 2021**.

Building Resilient Infrastructure and Communities

[Building Resilient Infrastructure and Communities](#) grants support states, local communities, tribes, and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards. The application period closes **Friday, January 29, 2021**.

CMAP Products and Data

Sidewalk Inventories

ON TO 2050, the region's long-range plan, encourages the development of compact, walkable communities. To support this recommendation, CMAP created the [Sidewalk Inventory](#). This publicly available tool provides data that identifies gaps or opportunities for connections in a community's sidewalk network. Watch our new [video](#) to learn how communities can use the database to prioritize sidewalk improvements in the future.

How to engage Latinx communities during COVID-19

Studies have shown that Latinx communities have a higher rate of confirmed COVID-19 cases than any other racial group, in part, due to employment and housing patterns. Community leaders must understand these unique challenges and respond to the specific needs of the people most impacted by the pandemic. [Read how](#) local leaders can better engage Latinx communities during their COVID-19 responses.

Improving local development incentives

Local governments in northeastern Illinois commonly use incentives to recruit and retain businesses. However, incentives can have higher costs and lower public benefits than intended. ON TO 2050, the

region's comprehensive plan, calls for local governments to reform their use of incentives. CMAP has created a new guide, [Improving local development incentives](#), with clear strategies and practices for more effective incentive use, tailored specifically to northeastern Illinois.

CMAP's Cohorts tool can help groups apply equity lens to funding decisions

As the pandemic continues to expose long-standing disinvestment in communities of color and low-income communities, CMAP's partners have begun using our data-driven Community Cohorts evaluation tool to create their own equitable funding formulas. Cook County recently adapted the tool when deciding how to distribute \$51 million in federal coronavirus relief funding to suburban communities. [Read more](#) on how Community Cohorts can help ensure equitable decision-making.

Community Data Snapshots updated

Updated [Community Data Snapshots](#) are now available for all municipalities, counties, and Chicago Community Areas in the CMAP region. The Community Data Snapshots are a series of data profiles that feature demographic, housing, transportation, employment, land use, and water data from multiple sources. The data used in the snapshots are publicly available on the [CMAP Data Hub](#).

ON TO 2050 indicators dashboard and data

Since the adoption of ON TO 2050, CMAP has continued to track the many indicators chosen to measure progress toward the implementation of the plan's recommendations. Now, CMAP's new [dashboard website](#) provides an up-to-date snapshot of the trends for each indicator. Additionally, anyone interested in viewing or using the raw data can find it on our [GitHub page](#), which we will update continually over the life of the plan.

Public Input Opportunities

Help shape the future of the Pullman National Monument

The Historic Pullman Foundation and National Park Service-Pullman National Monument would like to hear from you. Take a quick [survey](#) to help them better connect with you and others about important news and happenings in and around the Pullman National Monument. Please share the link with others and complete the survey before **Wednesday, November 25**.

CMAP accepting public comments for ON TO 2050, TIP conformity analysis

CMAP recently released an air quality conformity analysis of the [Transportation Improvement Program](#) (TIP) for federal fiscal years 2021-2025 and ON TO 2050. Please review the [ON TO 2050/TIP Conformity Analysis](#) and TIP Amendment [21-02](#). Public comments may be submitted to CMAP by [mail](#), [email](#), or phone at 312-454-0400 through **Wednesday, December 2**.

Submit feedback on Kane County long-range transportation plan

Kane County officials are accepting public comments on the draft version of their 2050 Long-Range Transportation Plan. The plan is meant to guide long-term transportation decisions and help officials identify resources to implement major transportation projects. The public comment period lasts through **Wednesday, November 18**. Submit comments through the [Kane County Division of Transportation website](#).

Submit your thoughts on the future of housing in Illinois

The Illinois Housing Development Authority is looking for feedback on a new statewide plan for housing and community development called the Housing Blueprint.

They're asking Illinois residents to share their hopes for the future through an online survey. The survey contains six sections that ask questions surrounding communities' assets and needs. To complete the survey, visit the [Housing Blueprint's website](#).

From our partners

RTA launches online dashboard showing COVID-19 effects on transit network

The Regional Transportation Authority (RTA) has launched a new [online dashboard](#) with information about the effects of the COVID-19 pandemic on the region's transit network. The dashboard includes ridership data, service changes, and financial information including farebox revenue and sales tax receipts for recent months. Each dataset will be updated as the RTA receives new information throughout the ongoing crisis and recovery.

RTA highlights communities' work to improve transit

The Regional Transportation Authority (RTA) is spotlighting communities throughout northeastern Illinois and their efforts to implement improvements identified in RTA's Community Planning Program, which encourages transit-oriented development. RTA's recently released [story map](#) amplifies the work happening locally to create greater access to affordable transportation options in the region.

NACTO Releases *Streets for Pandemic Response and Recovery Guide*

[Streets for Pandemic Response and Recovery](#) compiles emerging practices from around the world and includes implementation resources for cities and their partners. Recognizing the rapidly changing nature of this pandemic, Streets for Pandemic Response and Recovery will be revised and expanded to include new strategies, address changing conditions, and provide the best possible information on each design practice.

Training Opportunities

ESRI: Advancing Racial Equity in State and Local Government

ESRI is holding a three-part webinar series on how state and local governments can leverage GIS to build a more equitable and just world where a person's race or ethnicity does not impact their outcomes. Worldwide, cities, counties, and states are addressing institutional racism to ensure equitable opportunity for their constituents—and geography is critical to the work. Hear from the ESRI team about how GIS can advance your organization's specific racial equity work. The first webinar will be held **Thursday, November 12, at 8am**. Register [here](#).

APA: Upholding Equity in Planning

The Illinois and Wisconsin Chapters of American Planning Association (APA), with the help of the APA's Chapter Presidents Council's grant, have come together to create, coordinate, execute, and document a virtual training workshop surrounding diversity, equity and inclusion (D/E/I). The workshop is geared toward planning practitioners in an effort to transform the way planning is done by planning professionals in their day to day work within communities. **The workshop will run from December 3 – 5 and cost of registration is \$50**. Register [here](#).

TC3 Free Online Training Modules

Transportation Curriculum Coordination Council (TC3) is offering free online training modules when using the below promotional code. Courses are developed using a Core Curriculum Matrix model that

CMAP Updates – November 16, 2020

focuses on six technical categories: construction, employee development, maintenance, materials, pavement preservation, and traffic and safety. Each category is divided into four skill levels that define a career progression, from entry level (Level I) through management and administrative (Level IV). Additionally, more than 90 percent of the courses also qualify for professional development hours (PDHs) that can contribute to continuing education and licensure renewal. A certificate will be earned for any completed course.

To get started:

- Create an AASHTO account login at <https://register.transportation.org>
- Select Register. Then you must enter your agency email address.
- After registration is complete, you will have unlimited access to the curriculum.
- To browse and gain access to the TC3 course offerings, go to <https://tc3.transportation.org/>
- Use promotion code: D5X3-B3D9-52CB-4XCX
- For additional help, watch this YouTube video: <https://youtu.be/NcFONY2R78s>

National Highway Institute (NHI) Web-based Training

The NHI has no-cost trainings available that are recommended for engineers and construction workers. These includes topics such as such as Introduction to Safety Inspection of In-Service Bridges, Chip Seal Best Practices, Pipe Installation, Inspection, and Quality, Introduction to a Transportation Asset Management Plan and Hot In-Place Recycling. To browse courses and register visit <http://bit.ly/nhitraining> and enter your government email.

IL Tollway Updates – December 2020

Safety

It's a danger that can happen to any driver - your car stalls or you get into an accident and your instincts tell you to get to safety. In traffic on a high-speed roadway, that's not outside your car. The Illinois Tollway is reminding drivers to stay in your car, activate your hazard lights and dial *999 for assistance. For more information, visit [Inside the Tollway](#).

Budget

The Illinois Tollway review the Tentative 2021 Budget is underway and included a presentation at the October 15 Board meeting to begin the public review and comment process. A copy of the Tentative 2021 Budget is posted on the Tollway's website along with a PowerPoint and webinar of the presentation shared with the Tollway Board of Directors and with the public at November 4 public hearings. The Tollway Board will vote to approve the 2021 Budget at its December meeting.

Operations during COVID-19

The Illinois Tollway Board of Directors has continued to meet virtually each month to keep all business and construction activity moving and, as well as to advance significant tolling reforms reflecting their efforts to modernize our approach to unpaid tolls.

Services

In an effort to mitigate the spread of the coronavirus in the region, the Illinois Tollway continues to implement all-electronic tolling as a precaution to limit the potential spread of coronavirus to customers, as well as Tollway employees.

Mainline toll plazas, automatic toll payment machines and in-person customer service centers are currently offline. Toll collection is currently handled via I-PASS, E-ZPass and through the Tollway's website. The Tollway Customer Service Call Center is operational and assisting customers.

Traffic

Early in the year, pre-COVID-19 Tollway toll transaction rates were up year-over-year, but during the heart of the pandemic, transactions were off projected totals by 55-60 percent for passenger vehicles and off 15-20 percent for commercial vehicles.

As of September, commercial volume has stabilized at 2020 forecasted levels, while passenger traffic has also rebounded but is at about 80 percent of projections for this year.

Reform and Relief

In an effort to realign the way customers interact with the Illinois Tollway, the agency has launched a series of improvements to ensure the Illinois Tollway system works for everyone.

As part of TOLLING 2020, toll violation fines in existing notices issued prior to March 9, 2020, have been reduced to \$3 across the board through the end of the year to provide customers an opportunity to pay their fines at a significantly reduced rate. This includes anyone previously sent to collections for outstanding toll violations.

More information and assistance for customers is available on the Tollway's website www.illinoistollway.com.

Construction

The Tollway is proceeding with all scheduled construction projects, as well as roadway maintenance and repair work systemwide. With safety as a top priority, the agency is continuing to work closely with contractors to ensure the proper safety precautions are taken to protect workers engaged in outdoor construction activities along our system.

Tollway contractors and consultants continuing their work are always required to have comprehensive safety plans in place, and those plans have been updated to account for the safety precautions during the COVID-19 pandemic.

Northwest construction projects:

- I-490 Tollway Project includes interchange construction for ramps to westbound I-90, the I-490 bridge that will carry traffic over the Touhy Avenue Reservoir and collector-distributor roads along I-90.
- Central Tri-State Tollway (I-294) Project mainline roadway construction and widening continues between the O'Hare Oasis and North Avenue. Additional bridge, sewer and ramp work is underway throughout the rest of the corridor to prepare for mainline work.

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METRA'S 2021 BUDGET

Metra has proposed a 2021 operating budget of \$700 million and a proposed 2021 capital budget of \$386.4 million. The spending plan does not call for a fare increase or service cuts from present levels, but it will require expenses to be cut by \$70 million unless the agency receives additional COVID-related financial assistance.

The proposed operating spending plan assumes that Metra ridership will end 2020 at about 20 percent of the pre-COVID-19 level and increase to 50 percent by the end of 2021. If that happens, Metra expects about \$158 million in fare revenue. With an additional \$336 million expected from regional transportation sales taxes and \$206 million from the federal CARES Act, it will have \$700 million available to spend in 2021.

However, at current spending rates and service levels and with projected 2021 increases – mostly due to inflation and contractual obligations – Metra will need \$770 million in revenue next year. With a fare increase ruled out, it must either secure \$70 million in revenue from other sources – most likely another federal relief bill – further trim its expenses by \$70 million, or identify new revenue and cuts totaling \$70 million.

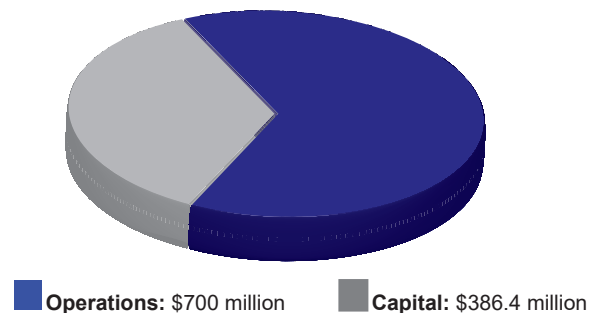
Metra is proposing one change in fares: an adjustment to the Weekend Pass. Starting Feb. 1, a new Saturday or Sunday Day Pass would be available for \$7 and valid only on either Saturday or Sunday. The existing \$10 two-day Weekend Pass would be retained, but only on the Ventra app. The validity period for both passes would be changed to 14 days from the current 90-day validity period for the existing Weekend Pass.

CAPITAL BUDGET

The proposed 2021 capital budget of \$386.4 million represents the second year of significant increases in capital funding from Springfield's 2019 passage of a new capital program. More than half of the capital funding will go towards major projects, including:

- **\$69.9 million for locomotive and car rehabilitation.**
- **\$61.5 million for new rolling stock.**
- **\$12.9 million for bridges.**
- **\$47.3 million for stations.**
- **\$34.9 million for equipment and vehicles.**

2021 FUNDING DISTRIBUTION TOTAL \$1.086 BILLION



2021 SOURCES OF FUNDS

