

NORTHWEST MUNICIPAL CONFERENCE

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www.nwmc-cog.org



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

Northwest Municipal Conference

Transportation Committee

Thursday, January 26, 2017

8:30 a.m.

NWMC Offices

1600 East Golf Road, Suite 0700 Des Plaines

AGENDA

- MEMBERS**
- Antioch
- Arlington Heights
- Bannockburn
- Barrington
- Bartlett
- Buffalo Grove
- Carpentersville
- Cary
- Crystal Lake
- 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
- Wheeling
- Wilmette
- Winnetka

- President*
- Matthew J. Bogusz
- Des Plaines

- Vice-President*
- Dean Argiris
- Wheeling

- Secretary*
- Harriet Rosenthal
- Deerfield

- Treasurer*
- Ghida Neukirch
- Highland Park

- Executive Director*
- Mark L. Fowler

- I. Call to Order**

- II. Approval of December 22, 2016 Meeting Minutes (Attachment A)**
Action requested: Approval of minutes

- III. Invest in Cook FY 2017 Call for Projects (Attachment B)**
The Cook County Department of Transportation and Highways has announced a call for projects to help implement the vision of their recently adopted Connect Cook County transportation plan. Staff will discuss this funding opportunity and potential regional project proposals from the NWMC area.
Action Requested: Discussion

- IV. Legislative Issues**
Staff will provide an update of the approved Safe Roads constitutional amendment, federal transportation policy and the final rule for MPO consolidation.
Action requested: Informational

- V. NWMC Multi-Modal Transportation Plan**
NWMC staff will provide an update on the updates to the NWMC Bicycle Plan.
Action Requested: Discussion/Approval

- VI. CMAP Update**
An update on relevant activities from CMAP’s committees will be provided.
Action requested: Informational

- VII. Agency Reports (Attachments C and D)**

- VIII. Other Business**

- IX. Next Meeting**
The next meeting is scheduled for February 23, 2017 at 8:30 a.m. NWMC offices.

- X. Adjourn**

TRANSPORTATION COMMITTEE
MEETING MINUTES
Thursday, December 22, 2016
8:30 a.m.
NWMC Offices
1600 E. Golf Road, Suite 0700
Des Plaines, IL

Members Present:

Jerry Turry, Mayor, Village of Lincolnwood, Co-Chair
Bill McLeod, Mayor, Village of Hoffman Estates, Co-Chair
Tim Frenzer, Village Manager, Village of Wilmette
Bob Israel, Trustee, Village of Northbrook
Joe Kenney, Director of Community Development, Village of Glenview
Phil Kiraly, Village Manager, Village of Glencoe
Al Larson, President, Village of Schaumburg
Matt Roan, Deputy Village Manager, Elk Grove Village

Others Present:

Lou Arrigoli, Trotter and Associates
Sean Dorsey, Mount Prospect
Matt Farmer, Village of Northbrook
Tim Grzesiakowski, TMA of Lake Cook
Brian Hacker, RTA
Brian Pigeon, NWMC
Andy Plummer, RTA
Karyn Robles, Village of Schaumburg
Chris Szmurlo, RTA
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 November 17, 2016 Meeting Minutes

On a motion made by Trustee Israel, seconded by Mr. Kiraly, the committee voted to approve the November 17, 2016 meeting minutes.

III. RTA 2016 Implementation Report

Mr. Hacker presented a background on the Community Planning program and which projects from local municipalities are eligible. He also discussed which communities had used the program in the past. Mr. Szmurlo updated the committee on the implementation progress, noting that the program has resulted in transit supportive improvements including zoning changes as well as private sector investment. He presented a case study from Mundelein on the land use changes and resulting development.

Mr. Hacker next discussed the Access To Transit program, under which RTA applies for CMAQ funding on behalf of a group of municipalities who have all participated in the

Community Planning program. He used the example of corridor improvements to Golf Road in Rolling Meadows. Mr. Plummer noted that this year's response rate has been low and encouraged more municipalities to participate in the future.

IV. NWMC Bike Plan Update

Mr. Walczak noted that the Bike/Ped committee meeting for December was canceled and that staff will continue to develop an RFQ for the scope of an update to the conference's 2010 Bike Plan.

V. Illinois Tollway Budget

Mr. Walczak announced that the Illinois Tollway's 2017 budget has been approved. It includes more than \$1 billion in capital spending, including on projects in the NWMC area such as the Elgin O'Hare Western Access project and SmartRoad technology in the Jane Addams corridor. Tollway staff will present a full summary at a future meeting.

VI. Legislative Issues

Mr. Pigeon updated the committee on the final rule for MPO consolidation, noting that the comments from the Chicago region were incorporated, allowing for regions to apply to the USDOT to continue operating as separate MPOs provided they can demonstrate that regional planning is not negatively impacted by their status. All impacted MPOs and the Governors of those states must jointly apply. The USDOT Secretary would have the final approval. The rule must be implemented two years after the urbanized areas from the 2020 census are finalized, which would be 2024. CMAP intends to apply for this exemption with its partner MPOs in Indiana and Wisconsin.

VII. CMAP Update

Mr. Walczak announced that the CMAQ/TAP call for projects will begin on January 6th. CMAP will also present at a meeting this spring on the Alternative Future that they are developing as part of the On To 2050 regional comprehensive planning process.

VIII. Agency Reports

Mr. Plummer announced that the 2017 RTA budget has passed.

IX. Other Business

There was no other business.

X. Next Meeting

Co-Chair McLeod reported that the next meeting of the Transportation Committee is scheduled for 8:30 a.m. on Thursday, January 26, 2017.

XI. Adjournment

On a motion by President Larson, seconded by Trustee Israel, the committee unanimously voted to adjourn the meeting.



INVEST IN COOK

Cook County Department of Transportation and Highways
FY2017 Call for Projects

INTRODUCTION

Cook County is part of the third largest urban area in the U.S.—one that provides transportation services to the nation and connects our region to the world. The Chicago region’s dense and complex network of freight and passenger transportation systems were developed by public and private investors over two centuries. Because of these assets and our central location, the metropolitan area is the freight center of North America and a transportation hub for the nation with 266,000 companies and 3.8 million jobs.

But Cook County cannot rest on its historic legacy of investments. The transportation infrastructure that was an essential element in the development of our regional economy needs to be maintained, updated, expanded, and improved in order for us to remain competitive and grow. Many of our transportation facilities have fallen into disrepair or become outdated. If they continue to be neglected, the ease with which people and goods move—a strength that has always been a competitive advantage—will be greatly diminished. If we do not maintain and modernize our infrastructure other regions in the nation will capture a growing share of the markets in which we have been dominant.

Connecting Cook County

Connecting Cook County, the County’s first long range transportation plan in 75 years, takes stock of our transportation assets, deficiencies and future needs, and measures them against the community and economic opportunities that transportation can facilitate. The Plan outlines a new direction and a more expansive role for the County in funding and collaborating on projects across jurisdictional boundaries and in achieving greater integration of the system across all transportation modes.

The plan identifies five priorities and can be accessed at www.cookcountyil.gov/service/connecting-cook-county-long-range-transportation-plan:

Prioritize Transit and Other Transportation Alternatives – Cook County has long prioritized the automobile as the preferred mode of personal travel. However, the County now acknowledges that commuter preferences are changing and indefinitely expanding highways is not a realistic or sustainable way to meet future transportation needs. Cook County will look specifically at ways to improve our transit networks and also place greater emphasis on supporting walking, biking, and car/ride-sharing as alternatives to driving.

Support the Region’s Role as North America’s Freight Capital – Freight plays a critical role in Cook County’s economy and its continued prosperity. While being North America’s largest port has provided our region with tremendous wealth, it has also made the Chicago region the largest chokepoint for both trucks and trains in the national freight system. To retain our supremacy in the freight industry, Cook County will focus on improving rail and truck movements through the region and on coordinating land uses in proximity to freight transportation facilities.

Promote Equal Access to Opportunities – Transportation facilities provide people with access to jobs, schools, healthcare, recreational activities, and stores. A high quality

transportation network provides the means by which people have access to opportunity. Unfortunately, in Cook County, access to economic opportunities has been unfairly distributed and has disproportionately impacted African Americans and residents of south Cook County. The plan addresses these inequities by targeting transportation investments in support of business expansion and job creation in disadvantaged communities and by improving transportation options between low/moderate income and minority residents in Cook County and existing regional employment centers.

Maintain and Modernize What Already Exists – Though large capacity-increasing projects can be seductive, maintaining and modernizing existing transportation facilities is a top priority for Cook County. Postponing regular maintenance adds to long-term costs, reduces the appeal of public transit services, causes delay and congestion, creates safety hazards, and makes transportation more expensive for users. Cook County will first concentrate on eliminating the backlog of maintenance projects and secondly invest in technologies and building practices that modernize the transportation network.

Increase Investments in Transportation – Growing and maintaining the County's transportation systems will require more money. Increased investment will help our economy grow and make communities more livable. The County will pursue new and increased sources of revenue and leverage local resources by aligning state and federal funds with transportation priorities.

Implementing Our Transportation Vision

The Cook County Department of Transportation and Highways (DOTH) is playing an increasingly active role in supporting local governments in their efforts to build and maintain a comprehensive transportation network. The County has offered monetary and staff support to help municipal or regional transportation agencies leverage available revenues to complete or expedite transportation improvements. Through cooperation with local municipalities high priority projects have secured full funding and been completed in a timely and efficient way. The Department's involvement has helped advance projects that might otherwise have languished. DOTH has been especially successful in helping local municipalities secure federal or state funding by assisting with the local match required for those projects.

Invest in Cook represents one avenue for beginning to implement the priorities of *Connecting Cook County*. With this Call for Projects, the Department of Transportation and Highways has established a formal process that local and regional governments and private partners can use to apply for up to \$8.5 million in transportation funds to cover the cost of planning and feasibility studies, engineering and construction associated with improvements consistent with the LRTP. The Call for Projects ensures that limited resources are spent wisely by identifying the universe of transportation proposals and prioritizing them using objective and transparent selection criteria. Just as important, it strengthens the partnerships and strategic matching of funding from various sources to expedite the completion of projects vital to a stronger economy and more livable communities.

ELIGIBILITY AND APPLICATION PROCESS

The following sections describe which entities are eligible to apply, application deadlines, match requirements, and project readiness criteria that have to be met in order to qualify to apply. If your project qualifies under these basic criteria and the application is received on-time, then your project will be evaluated.

Deadlines and How to Apply

The call for projects opens on January 23, 2017 and ends at 5:00 PM on March 17, 2017. Application materials are posted on Cook County's DOT website at: <http://cookcountyil.gov/InvestInCook>. Applications will only be accepted electronically and must be submitted by the deadline or it will be rejected.

Eligible Applicants and Projects

Eligible sponsors include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, and any other local or regional governmental entity with responsibility for transportation or recreational trails within Cook County. For projects that involve multiple jurisdictions, the application should identify a lead applicant and provide letters of support from partner entities. Private for-profit or non-profit organizations can submit project proposals as a lead applicant, but they are required to partner with a public sponsor that meets the above criteria. Proposals for multimodal projects in any phase of development will be considered. Lead applicants are limited to a single project application. Staff salaries are not an eligible expense under this program.

Eligible project proposals should be consistent with the priorities set forth in *Connecting Cook County* and expand the County's involvement in multimodal projects. The following is a representative but not exhaustive list of the types of proposals sought through Invest in Cook:

- Transit Improvement Projects
 - Transit Studies
 - Transit Facility Improvements
 - Transit Service Enhancements or Equipment Improvements
 - Improving Transit Accessibility
- Bicycle and Pedestrian Facility Projects
 - Bicycle or Pedestrian Master Planning
 - Adding Bike Lanes
 - Traffic Calming/Road Diets
 - Multi-Use Trails
 - Filling Sidewalk Gaps
 - Intersection Safety Improvements
 - ADA-Related Improvements
- Freight Projects
 - Truck Route Planning
 - Increased Viaduct Clearance
 - Improvements to Highway-Rail Grade Crossings
 - Roadway-Rail Grade Separations
 - Roadway Improvements on Truck Routes and High Truck Traffic Road Segments
 - Railroad Improvements
- Traffic Flow Improvement Projects
 - Eliminating Bottlenecks
 - Intersection Improvements and Modernization
 - Interconnected Signal Technologies
- Bridge Improvements
- Demonstration Projects for New Technology
 - Fleet Retrofits and Replacements
 - Electric Charging Stations
 - ITS
- Corridor Studies
- Other Projects – Please consult with County Staff to determine eligibility

Cook County DOTD understands that quality project delivery requires good planning over a project's life. To foster the development of quality projects and help projects meet qualifications required to receive federal funding, applications can be submitted for projects at any stage of development, from planning and feasibility studies, to engineering design, and all the way through to final construction. Applicants are limited to one application each.

Project Submission Instructions

Project submission forms can be found on the Cook County DOTD Home Page at <http://cookcountyil.gov/InvestInCook>. Project applicants must fill out the form as completely as possible and submit the form electronically at the Cook County DOTD Invest in Cook Submission Page <https://www.cookcountyil.gov/content/invest2017application>. The form was designed to provide descriptive information that evaluators will need to understand the scope of the project and its benefits in relation to the county-wide priorities set forth in *Connecting Cook County*. The form will be the primary tool Cook County staff will use to evaluate and rank projects.

Supporting documentation like existing plans should be referenced in the project description with links provided to copies of the plan. If a link is not available, applicants should provide a copy of the parts of the plan that apply to the proposed project or a summary of all studies/plan of no more than five pages. Other documentation like cost estimates, board resolutions, etc. should be uploaded with the application. Documents should be uploaded with the application submission at the Cook County DOTD Invest in Cook Submission Page <https://www.cookcountyil.gov/content/invest2017application> with cover pages that accurately identify the applicant's name, the project name, and the project location.

If an applicant needs assistance filling out the application or has questions about how to develop estimates they should contact Tomohiko Music at InvestInCook.CC@cookcountyil.gov or (312) 603-3808. County staff will be available to answer questions about the application, how to submit a competitive application, and other general questions. Depending on availability, the County will also set aside staff time to assist with more technical tasks like developing cost estimates or mapping project information. Applicants are encouraged to contact Tomohiko Music as soon as they know they will be requesting technical assistance. The County will prioritize providing assistance to disadvantaged communities/applicants but cannot guarantee staff availability to help in every instance where it is required.

Please submit the completed application form and all supporting attachments like maps, studies and plans, resolutions, detailed cost estimates, and other supporting documentation through the County's Invest in Cook Submission Page <https://www.cookcountyil.gov/content/invest2017application>.

Invest in Cook FY17 Call for Projects Timeline

Cook County DOTD's inaugural Invest in Cook will be conducted according to the following timeline. It is imperative that project applicants adhere to the application deadline and are responsive to County requests for information.

- January 2017, Invest in Cook program opens and resources distributed throughout the county
- February 1 and 28, 2017, Cook County DOTD will host two informational workshops
- March 17, 2017, applications due
- April - June 2017, project evaluation team will review applications
- July 2017, projects will be approved by the board and programed into the County's Multi-Year Program
- August 2017, awardees will be notified of award

PROJECT SELECTION CRITERIA AND PROCESS

Cook County staff will evaluate applications using a three step process.

I. General Measures of Application Quality

The first level of review is meant to determine the quality and completeness of applications as prepared by the applicants. During this portion of the evaluation, projects will not be scored, but will be reviewed at a high level to identify projects with quality applications that are worth evaluating. If projects pass this stage then they will be subject to a scored evaluation using criteria and measures related to the LRTP's priorities.

To do well in the initial screening, applicants should ensure the quality and clarity of their responses. All mandatory fields in the application must be filled out and any fields that pertain directly to the type of project for which the applicant is requesting funds should also be filled in. Applicants should clearly describe the need for the project in their application, demonstrate how the proposed project addresses that need and spell out its benefits. The scope of the project and its geographic limits should be clearly delineated. Applications should include specific information about the area that may be difficult for reviewers to discern on their own.

Images are often a good way to describe a project, including its limits and potential benefits. Applicants are strongly encouraged to include maps, photos, and other graphics that help to illustrate needs and benefits. We ask that applicants provide no more than 6 graphic files (can include maps, pictures, excerpts from studies or other types of graphics). Though a map showing the project's limits is required, other graphics are optional and lack of additional graphics will not exclude a project from consideration.

Cost estimates are required for projects seeking construction funding. The project budget for projects in other phases should be as complete as possible. County staff can help develop a cost estimate if an applicant needs such assistance, but this is contingent upon staff availability and the applicant's level of need. The schedule should reflect a reasonable timeline for completion of a project with high-level milestones and start and end dates. Start and end dates can be flexible, but proposed projects will be assessed for the likelihood that they will begin and end as forecasted. Construction projects will be held to standards consistent with IDOT's Project Implementation procedures outlined in Chapter 13 of the Bureau of Local Roads & Streets Manual. Additionally, federally funded projects, or projects seeking Federal funding, should be prepared to follow all policies and procedures outlined in Part III of IDOT's BLRS Manual.

Reviewers will consider past experiences and fiscal factors (where available) in assessing an applicant's capacity to lead and complete a project. Applicants lacking the capacity to implement a project can ask that the County lead the project. Reviewers will also take note of barriers to implementation that might suspend activity on a project or prevent it from being completed by noting obstacles such as known environmental concerns, lack of consensus among community residents, businesses or elected officials, and/or engineering feasibility concerns.

2. Support for the Priorities of *Connecting Cook County*

Projects submitted in response to the 2017 Call for Projects will also be evaluated using performance-based measures directly related to the priorities set forth in *Connecting Cook County*. DOT staff will download openly available and dependable data from the Chicago Metropolitan Agency for Planning, the Illinois Department of Transportation, the University of Illinois-Chicago Urban Transportation Center and the Center for Neighborhood Technology for each of these indicators to ensure the consistent application of data across all project submissions. Projects performing well for the various measures will receive the most points; fewer points will be awarded as project performance declines. Projects will be ranked according to their score. In order to promote modal diversity, projects will be evaluated and ranked by mode: Transit, Bicycle and Pedestrian, Freight, and Roadways.

The following indicators are derived from our priorities and consistent with Federal recommendations for performance measures. They will be applied to project proposals as part of the quantitative phase of the evaluation process:

Priorities	Measures
Transit Rail Project Buffer: ½ mile Bus Project Buffer: ¼ mile	<ul style="list-style-type: none"> • Number of accessible jobs • Increase in jobs • Number of low to moderate income persons • Existing transit ridership • Presence of transit deserts • Number of acres of vacant land • Traffic congestion/delay
Transportation Alternatives Pedestrian Project Buffer: ½ mile Bicycle Project Buffer: 1 mile	<ul style="list-style-type: none"> • Number of existing jobs • Number of low to moderate income persons* • Number of bike/pedestrian crashes • Connections to bicycle trip generators • Miles of existing trails
Freight Transportation Freight Project Buffer: 1 mile	<ul style="list-style-type: none"> • Increase in jobs • Proximity to industrial uses • Number of low to moderate income persons* • Number of accessible jobs • Number of acres of vacant industrialized land • Truck and/or train traffic count (IDOT or locally generated) • Traffic congestion/delay
Equal Access to Opportunity Buffer determined by project mode	<ul style="list-style-type: none"> • Number of low to moderate income persons* • Number of accessible jobs • Presence of transit deserts* • Transportation asset's condition • Reduction in rail crossing delay*
Maintain and Modernize Roadway Project Buffer: 1 mile Fatality and Injury Buffer: 100 Ft	<ul style="list-style-type: none"> • Increase in jobs • Number of low to moderate income persons* • Number of accessible jobs • Transportation asset's condition • Segment fatalities and serious injuries • Number of acres of vacant land • Traffic congestion and delay
Invest in Transportation	<ul style="list-style-type: none"> • Leverage ratio • Availability of full funding for the requested project phase

* Please refer to maps provided on the Invest in Cook homepage for visualizations of transit deserts and disadvantaged community locations

Projects will be mapped and buffers of varying size will be applied based on project type (buffer sizes are identified in the table above). A project's performance on any given measure will be determined by impacts captured within the projects buffer, not solely along the project corridor itself.

While it is the responsibility of County staff to aggregate this data for proposed projects, applicants should include locally sourced data for measures relevant to their application so as to enhance reviewers' understanding of the project.

3. Qualitative Assessment

Project reviewers will also conduct a qualitative review of applications that assesses project readiness, the applicant's capacity to complete the project, and the benefits to be derived from the project as described in the project summary. Once reviews have been completed, the Department will make project selections and build a proposed program constrained by the available Invest in Cook funding. Cook County will consider factors such as geographic equity, the mix of different types of transportation projects, the distribution of projects across phases and project feasibility in putting together final program awards. Successful applicants will be informed of their project's award and, if accepted, they will be invited to a mandatory meeting where they will receive information needed to initiate their project.

PROJECT TRACKING AND MILESTONES

Once selected, project applicants will be expected to develop a detailed project schedule with estimated milestone dates. County staff will ask that awardees provide brief status updates every quarter and more detailed updates as they are needed throughout the development of the project.

APPLICATION CHECKLIST

- Signed Mayor's or Chief Executive's cover letter
- Completed project application form
- Project area map (preferably GIS shapefile showing project extents)
- Project milestone schedule
- Most recent financial audit or proof of financial standing

Optional Items:

- Sections or summaries of formally adopted or approved plans, studies, or reports that reinforce the need for the applicant's project (limit five pages)
- Resolutions and Certifications of Resolutions
- Detailed cost estimates (Required for construction funding requests)
- Attach any related images

Applicants should double check their applications and make sure that all applicable fields have been filled in completely and accurately. If the evaluation team finds data missing or requires more information to make a determination, a department representative will contact the applicant and make a request for the information. Applicants will have 7 days to comply with the request.

CONTACT INFORMATION

Questions or requests for assistance should be directed to:

Tomohiko Music
 69 W. Washington, Suite 2300
 Chicago, IL 60602
 (312) 603-3808
InvestInCook.CC@cookcountyil.gov

FOR IMMEDIATE RELEASE

Reminder: Metra fare increase begins Feb. 1

CHICAGO (Jan. 20, 2017) – Metra reminds its customers that a fare increase goes into effect Feb. 1. The Metra Board of Directors in November approved an increase across all fare types to generate \$16.1 million to fund the agency’s extensive backlog of capital needs.

“We understand raising fares will affect our riders, but this increase will be strictly allocated as an investment in our trains and our system,” said Metra Executive Director/CEO Don Orseno. “Metra is committed to improving the quality of service and creating a better passenger experience, while addressing a serious capital funding shortfall.”

The fare increases include:

- One-Way Tickets: Customers will pay 25 cents more per ticket, or 2.4 percent to 7.1 percent more depending on the Metra zone. If these customers take the train 30 times a year, they will pay an additional \$7.50 annually to ride Metra.
- 10-Ride Tickets: Customers will pay \$2.75 more per ticket, or 2.9 percent to 8.9 percent more. That works out to an additional 27.5 cents per trip.
- Monthly Passes: Customers will pay \$11.75 more per month, or 4 percent to 12.3 percent more. That works out to about 27 cents more per trip and \$141 more annually to ride Metra.
- Reduced-Fare Tickets: Customers eligible for reduced fare tickets will pay an additional 25 cents for a One-Way Ticket, an additional \$1.50 for a 10-Ride Ticket and an additional \$7.50 for a Monthly Pass.

The fare increase is expected to generate an additional \$16.1 million in revenue, 100 percent of which will be used to fund capital improvement projects. Metra has an extensive backlog of capital projects and needs \$11.7 billion over the next decade, or \$1.2 billion annually, just to address this backlog and achieve and maintain its assets in a state of good repair. Yet, in each of the next four years, Metra projects that it will have less than \$300 million annually available to spend on capital projects, about \$900 million less than the agency needs to spend each year.

For detailed information regarding all of Metra's fares and the agency's 2017 operating budget and capital plan, please visit metrarail.com.

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 241 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track. Metra operates more than 700 weekday trains, providing about 300,000 passenger trips each weekday.

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Metra/Uber Promotional Partnership Questions and Answers

Q. What is Metra's new agreement with Uber?

Last month, Metra announced a three-year agreement with Uber to serve as the agency's "Official Rideshare Partner." It is the first time Metra has entered into a marketing partnership that will generate non-fare revenue for the agency.

We also hope it will address the "first mile-last mile" challenge and effectively bridge that divide for Metra customers, making our service a more convenient and viable option.

Q. Why does Metra need non-fare revenue?

Like other transit agencies, Metra has huge funding needs that are unmet by our existing sources. By the RTA's estimate, we need \$11.7 billion over a 10-year period to achieve and maintain a state of good repair on our system, and, at best, we can expect about a fifth of that amount from traditional federal and state sources.

Every dollar we can generate to help balance our budget lessens the impact of future fare increases on our customers. That's why we are committed to finding new sources of non-fare revenue that don't require us to ask our customers to pay more.

The partnership with Uber will net Metra \$900,000 over three years.

Q. How was Uber selected?

Metra advertised and shared the solicitation for a rideshare partner with other transportation network companies including taxi companies. Uber was the only bidder.

Q. What does it mean to be an "Official Rideshare Partner?"

In exchange for \$900,000 over three years, Metra will provide Uber with a list of marketing opportunities, including recognition on a wide range of communications materials displayed at downtown train stations and on trains, as well as other collateral materials and digital assets used by Metra.

Q. How will this impact my travel on Metra?

It won't. You may see some promotional materials that reference Uber as our official partner, as well as advertisements about their service.

Q. Will I notice a difference at my train station?

No. Our agreement with Uber has no impact on the local laws and regulations that guide the licensing and operations of transportation companies. Local governments should continue to enforce those laws and regulations just as they do today.

Q. Why is this good for Metra and its customers?

In addition to generating \$900,000 for Metra over three years, we are always looking for ways to address the "first mile/last mile" challenge that we know is a barrier to taking Metra. Ultimately, we hope that by helping our customers connect to another "first mile/last mile" alternative, we can drive ridership on Metra by attracting new and retaining existing customers.

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