

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*

**Northwest Municipal Conference
Transportation Committee**

Agenda

October 21, 2021

8:30 a.m.

NWMC Offices and via Zoom Video Conference

<https://us02web.zoom.us/j/84536982591?pwd=SIRSbzU5N0dwRk1DMEZHNGRyU1BaZz09>

Meeting ID: 845 3698 2591

Passcode: TC102121

Dial by your location: (312) 626-6799 US (Chicago)

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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
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Skokie
Streamwood
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Executive Director
Mark L. Fowler

- I. Call to Order/Introductions**
- II. Approval of September 16, 2021 Meeting Minutes (Attachment A)**
Action Requested: Approval
- III. Agency Reports**
 - a. CMAP (Attachment B)**
 - b. Cook County Department of Transportation and Highways (Attachment C)**
 - c. IDOT Highways**
 - d. Illinois Tollway (Attachment D)**
 - e. Metra (Attachment E)**
 - f. Pace (Attachment F)**
 - g. RTA***Action Requested:* Informational
- IV. Status of Metra Negotiations with Union Pacific Railroad (Attachment G)**
Rick Mack, Community Affairs Administrator with Metra, will update the committee on the status of negotiations with the Union Pacific Railroad, including their purchase service agreement and local train station property sales.
Action Requested: Informational/Discussion
- V. CMAP Presentation – Transportation Fees, Fines, & Fares**
Lindsay Hollander, Senior Policy Analyst with the Chicago Metropolitan Agency for Planning, will provide an overview of their report, *Improving Equity in Fees, Fines, and Fares*, which covers how the structure of transportation fees, fines, and fares fit within the financial realities of households in the Chicago region.
Action Requested: Informational/Discussion
- VI. Other Business**
- VII. Next Meeting**
The next meeting of the NWMC Transportation Committee is scheduled for Thursday, December 2, 2021 at the NWMC Offices and via Zoom video conference.
- VIII. Adjourn**

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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
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**NWMC Transportation Committee
Via Teleconference
Thursday, September 16, 2021
Meeting Minutes**

Members Present

Rod Craig, President, Village of Hanover Park, *Co-Chair*
Marie Hansen, Director of Development Services, Village of Barrington
Darren Monico, Village Engineer, Village of Buffalo Grove
Bob Benton, Trustee, Village of Deerfield
Eric Heiker, Civil Engineer, City of Des Plaines
Jeff Brady, Director of Planning, Village of Glenview
Bill McLeod, Mayor, Village of Hoffman Estates
Sean Dorsey, Public Works Director, Village of Mount Prospect
Lou Arrigoni, Civil Engineer, City of Park Ridge
Karyn Robles, Director of Transportation, Village of Schaumburg
Dan Kaup, Director of Public Works, Village of Wheeling
Jessica Hyink, Transportation & Mobility Coordinator, City of Evanston
Tom Powers, Village Engineer, Village of Niles

Others Present

Russell Pietrowiak, Senior Analyst, Chicago Metropolitan Agency for Planning
Jeremy Glover, Transportation Associate, Metropolitan Planning Council
Cecilia Diaz, Transportation Planner, Cook County Dept. of Transportation & Highways
Joe Cwynar, Senior Project Manager, Engineering Enterprises
Kelsey Passi, Community Relations Corridor Manager, Illinois Tollway
Katie Renteria, Community Relations Representative, Metra
Thomas Gill, President, Thomas Engineering Group
Larry Bury, Deputy Director, NWMC
Kendra Johnson, Program Manager for Transportation, NWMC
Mark Fowler, Executive Director, NWMC
Eric Czarnota, Program Associate for Transportation, NWMC

I. Call to Order/Introductions

President Craig called the meeting to order at 8:32 a.m.

II. Approval of May 27, 2021 Meeting Minutes

Mayor McLeod moved approval of the May 27, 2021 meeting minutes. Ms. Robles seconded the motion, which was unanimously approved.

III. MPC Presentation – Where the Sidewalk Ends

Jeremy Glover, Transportation Associate with the Metropolitan Planning Council, gave a presentation on the state of municipal ADA transition planning for the public right-of-way in the Chicago region. Mr. Glover elaborated on the low percentage of municipalities that have a transition plan and the urgency to establish compliance due to the legal risks it poses, as well as many additional benefits. Finally, he highlighted some best practices for ADA transition planning including meaningful

public engagement, transparent inventory methods and results, detailed and actionable implantation plans and planning for the future.

IV. Agency Reports

A. CMAP – Mr. Pietrowiak reported that the Chicago region is not completing ADA transition plans at a rate that the Federal Highway Administration (FHWA) finds acceptable. CMAP will be working with MPC, the Illinois Department of Transportation and FHWA to put significant resources to help the region get to where it needs to be in regards to transition planning. Finally, he reported that the CMAP board meeting in October will feature a presentation on the approach for increasing the amount of ADA Transition Plans.

B. CCDOTH – Ms. Diaz reported on a recent Cook County study on the adoption of ADA Transition planning. She announced that a railroad safety webinar will take place on October 27 between 1-3 PM that will be hosted with the Federal Railroad Administration (FRA) and Metra. Finally, she noted that the FRA will host a separate webinar on September 21 at 1:00 p.m. to discuss Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants.

C. IDOT Highways – No report.

D. Illinois Tollway – Ms. Passi reported on the future of toll plazas to improve overall experience and ensure the safety of users. She reported on the expansion of the I-PASS assist program which helps individuals and families recognize the benefits of I-PASS. Finally, she updated the Committee on the continuation of construction on the I-490 Tollway Project and the Central Tri-State Tollway project.

E. Metra – Ms. Renteria noted schedule adjustments that went into effect on September 13. She reported that, with the start of Rail Road Safety Week Metra would bring back their poster design contest. Finally, she reported the extension of the \$10 all-day pass program through the end of this December.

F. Pace – No report.

G. RTA – No report.

V. Other Business

Mr. Fowler introduced NWMC's new Program Associate for Transportation, Eric Czarnota. Mr. Fowler also noted the Canadian National Railway dropped out of the bidding to merge with Kansas City Southern and that this clears the way for a possible Canadian Pacific merger.

VI. Next Meeting

Mayor Craig noted the next meeting of the NWMC Transportation Committee is scheduled for October 21, 2021 at the NWMC offices and via Zoom Video conference.

VII. Adjourn

Trustee Benton moved to adjourn the meeting at 9:34 a.m. Ms. Robles seconded the motion, which was unanimously approved.

CMAP Updates – October 4, 2021

CMAP News

The CMAP office is now open daily at approximately 50% capacity. [Staff](#) are assigned to teams on a rotating schedule for in-office and remote work. [CMAP committee meetings](#) may be held in-person or virtually, depending on the unique situations and requirements of the Open Meetings Act (OMA) that apply to each committee.

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](#).

Job Opportunities

CMAP is hiring an [Associate Policy Analyst](#) under the Plan Implementation and Legislative Affairs (PILA) division. Visit CMAP's [Careers page](#) to learn more.

State of the Region: Prosperity with Purpose

[Register here](#) for CMAP's first-ever [State of the Region](#) event on **Thursday, October 7, at 10:00 a.m.** The event will include a state of the region address by executive director Erin Aleman and a ceremony for the winners of CMAP's 2021 Regional Excellence Awards.

The keynote speech will be delivered by public health expert and medical executive Dr. Suzet McKinney. Dr. McKinney, principal and director of life sciences at Sterling Bay, will discuss how life sciences can provide good-paying jobs and help the regional economy recover from the pandemic.

CMAP receives \$1 million grant for regional innovation

CMAP was recently [awarded a \\$1 million grant](#) from the U.S. Department of Transportation's Regional Infrastructure Accelerators grant program. These funds will help CMAP and the region pursue innovative funding sources for bridge rehabilitations, Americans with Disabilities Act transitions, and electric vehicle charging infrastructure. CMAP is excited about this opportunity and looks forward to working with our partners on accelerating critical regional infrastructure investments.

Program Status Updates

CRRSAA Program

On December 27, 2020, Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) was enacted. This Act included a local government component that resulted in the allocation of \$42,647,247 to be programmed and managed by CMAP. Eligibility for these funds are similar to the STP funds distributed to the councils and CDOT on an annual basis. As such, CMAP has [distributed](#) these funds in a manner that is similar the annual STP-Local distribution process.

CMAP has also developed [guidance](#) for the programming and active program management of these CRRSAA funds to maximize the impact of these funds on the region's recovery from the Coronavirus pandemic. To ensure that funds are obligated prior to sunset, project selection will balance consideration of the amount of funds available, project readiness, and implementing projects that have a meaningful innovation, equity and safety impact on the region's ongoing recovery efforts. The region will seek to advance projects from existing STP programs into the current federal fiscal year and utilize our existing methodologies for determining programming limits – such as the amount of local match that must be provided by project sponsors, maximum funding participation, and the phases of projects eligible for funding. We will also rely on the region's strong active program management policies and procedures – such as establishing obligation deadlines and providing quarterly project status updates – to ensure timely obligation of these limited funds.

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

Surface Transportation Program

On September 9, 2021 the STP Project Selection Committee (PSC) reviewed public [comments](#) and approved the FFY 2022 – 2026 STP Shared Fund [active](#) and [contingency](#) programs. Staff has prepared a TIP amendment incorporating the program. The CMAP Board and MPO Policy Committee will consider the Transportation Committee’s recommendation for approval at their joint meeting on October 13th.

The next STP PSC meeting will be held on October 28, 2021. A full calendar of 2021 meetings is available on the [committee web page](#). Program status reports for the STP Shared Fund, based on quarterly updates submitted by project sponsors and an accounting of available, programmed, and obligated funds is for the region are available on CMAP’s [STP web page](#).

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

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

The CMAQ Project Selection Committee (PSC) reviewed public [comments](#) and recommended approval of the FFY 2022 - 2026 [CMAQ](#) and [TAP-L](#) programs on September 9, 2021. Staff has prepared a TIP amendment incorporating the programs. The CMAP Board and MPO Policy Committee will consider the Transportation Committee’s recommendation for approval at their joint meeting on October 13th.

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

Regional Safety Action Agenda

CMAP is placing increased attention on traffic safety as the number of fatalities and injuries continue to increase, and we’ve lacked progress towards meeting federally required safety performance targets. As part of our commitment to safety, CMAP has formed a Safety Resource Group to inform a ‘Regional Safety Action Agenda’ to recommend safety improvements through the lenses of equity, engineering, education, enforcement and emergency services and public health. The Resource Group includes members from across these fields to prioritize actions, build consensus and develop safety tools, resources and policy for our regional partners. An [update](#) on the group’s work was presented at the July 16, 2021 CMAP Transportation Committee.

Staff Contact: [Victoria Jacobsen](#)

CMAP Products and Data

Understanding the costs and benefits of tax incentives

Local governments often use tax incentives to encourage development and strengthen their communities. But before using these tools, they must ask whether tax incentives are the most effective way to achieve their community's goals.

The Chicago Metropolitan Agency for Planning (CMAP) has created [Are tax incentives the right tool for this development?](#), a new pamphlet to help local governments in northeastern Illinois assess the costs and benefits of three common incentive types: tax increment financing districts, sales tax rebates, and property tax abatements. This piece is a companion to [Improving local development incentives](#), a technical guide published in 2020 that provides clear strategies and practices for more effective incentive use.

How communities are helping residents age in place

Planning for aging populations is not a new concept, but it is becoming more important as the [number of seniors in northeastern Illinois grows](#). Older adults face unique challenges when it comes to being active. But historically, buildings and communities have not been designed to address their needs. Today, municipalities across northeastern Illinois — from Bolingbrook to Oak Park — are working on initiatives to allow people to remain in their communities. Learn more [here](#).

New Community Data Snapshots

CMAP recently updated its [Community Data Snapshots](#) with [new data from the 2020 Census](#). These data-rich snapshots — one for each of the region's 284 municipalities, 77 Chicago neighborhoods, and seven counties — summarize demographics, housing, employment, transportation habits, and other key details. They help local leaders and the public track progress and make informed decisions in their communities.

The new census data has been incorporated into the General Population Characteristics table, which includes information on total population, total households, average household size, and percent population change since 2010 and 2000. Raw data, including more detail, is available on the [Data Hub](#).

Funding Opportunities

FY 2023 Unified Work Program (UWP) Call for Projects

The UWP, which provides federal funding for transportation planning within the CMAP metropolitan planning area, consists of a core program and competitive program of planning activities. A [call for FY 2023 projects](#) issued by CMAP's UWP committee on October 1, 2021 will be open through October 27, 2021. Competitive program proposals will be scored by the UWP Committee based on the Evaluation Criteria detailed in the Process Memo approved by the committee.

Truck Access Route Program (TARP)

On September 3, 2021, IDOT released [Circular Letter](#) 2021-22 announcing the availability of \$7 million for the FY 2023 TARP. Funding is available for roadway sections eligible for upgrading to a designated truck route. 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 previously upgraded with TRAP funds are not eligible. The TARP is not intended for pavement preservation of maintenance projects and may be used for construction only. The program will provide up to \$45,000 per lane mile and \$22,000 per eligible intersection, with total project funding up to one-half of the project cost, subject to a maximum of \$900,000 per project. Applications must be submitted to the District Local Roads and Streets office by **5:00 pm on October 15, 2021**.

Consolidated Rail Infrastructure and Safety Improvements Program

The Federal Railroad Administration (FRA) issued a notice of funding opportunity (NOFO) through the Consolidated Rail Infrastructure and Safety Improvements grant program for nearly \$362 million. The program will fund a variety of projects including those that deploy railroad safety technology, capital projects that address rail service congestion challenges, reduce congestion and facilitate ridership growth along heavily traveled rail corridors, and/or improve short-line or regional railroad infrastructure, highway-rail grade crossing improvement projects, and rail line relocation and improvement projects. States, local governments, intercity rail passenger carriers, Class II and Class III railroads, and others are eligible to apply through www.grants.gov by **5:00 pm ET on November 29, 2021**. Match rates may vary based on the source of awarded funding. An [informational webinar](#) will be held on Tuesday, September 21. Additional details can be found in the [NOFO](#).

Hometown grants

T-Mobile has partnered with Smart Growth America and Main Street America to invest in small towns and rural communities through the [Hometown Grants program](#). Communities with 50,000 or fewer residents can apply for up to \$50,000.

Public Input

IDOT Data-Driven Decision Tool

IDOT is seeking feedback **through October 27, 2021** on a new tool that will be used to drive project selection based on data, such as crash experience, congestion, and more. The survey is available at idot.click/data-driven-decisions – survey questions ask about what data should be used, what you think the relative importance of the data categories is, and other questions regarding prioritizing projects for funding. Visit the IDOT Data-Driven Decisions web page for more information, including the presentation and recording from IDOT’s recent webinar.

Contact: DOT.STIP@illinois.gov

Share your thoughts on planning projects

Plans that reflect the values and priorities of their communities require meaningful public participation from residents and stakeholders. The [Engage with CMAP](#) website allows residents to share their thoughts, ideas, and concerns on current planning projects in the region. Stay informed and connected by checking out the site. We look forward to hearing from you!

Opportunities

Cook County small business advising program

The Cook County COVID-19 Recovery: Small Business Advising Program offers advising for small businesses throughout Cook County. The program provides one-on-one business advising to help business owners address their unique needs, including acquiring new capital and customers; understanding financial, change, and risk management; adjusting business models; and operating under new safety regulations. Learn more about the [advising program and other resources](#).

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.

The Federal Railroad Administration invites you to the
**Railroad Trespass Prevention Webinar
for Northeast Illinois**

Wednesday, October 27th, 2021
1:00 PM to 4:30 PM CDT

Nearly 95 percent of all rail-related fatalities in the United States result from trespassing and highway-grade crossing collisions. The vast majority of these tragedies are preventable. National and local rail safety experts will provide an overview of the issues, strategies, and funding sources for local agencies to utilize and implement.

1:00 - 2:00 PM	Session 1: Railroad Trespassing Perspectives
2:00 - 3:00 PM	Session 2: Trespassing and Suicide Prevention Treatments
3:00 - 4:00 PM	Session 3: Federal and State Funding Opportunities
4:00 - 4:30 PM	Q&A Session

See the full agenda and register at:

<https://www.fra.dot.gov/conference/2021/trespassing/index.aspx>



U.S. Department of Transportation
Federal Railroad Administration

CONNECTING
COOK COUNTY
Beyond Transportation

Illinois Tollway Updates – October 2021

Tolling – What Customers Need to Know

Illinois Tollway drivers continue to have the option to pay tolls with I-PASS, E-ZPass or pay online with the Tollway's Pay By Plate service without additional fees or fines.

The Tollway continues to maintain a 14-day grace period – one of the longest in the nation – allowing customers to pay unpaid tolls prior to being mailed an invoice that includes \$3 fees per unpaid toll.

Using Pay By Plate, customers simply enter their license plate, payment method and dates of travel, and the Pay By Plate system takes care of the rest. This service has been now leveraged by over 1.2 million customers to date demonstrating the quick and seamless transition for many cash customers to the new service.

With regard to the future of our toll plazas, over the last year changes were made to ensure the safety of our customers, and throughout 2021 more changes will be made to improve the customer experience. These changes include additional signage, striping and other changes to reduce our maintenance costs and further improve the service to our customers.

This work is common across all toll plazas on the Illinois Tollway system. A long-term plan for each site will be developed to assess the potential to better serve our customers, and as those changes are announced we'll be sure to share them with you.

I-PASS Assist Program Expanded

The Illinois Tollway is expanding the I-PASS Assist program to help individuals and families realize the benefits of I-PASS. Customers who have previously been unable to use I-PASS for financial reasons can go to www.illinoistollway.com to apply.

Updates to the program approved by the Tollway Board in June allow qualified participants to open an account with as little as \$4 in prepaid tolls, waive the \$10 transponder deposit, set automatic account replenishments as low as \$4 on low balances and qualify for dismissal of any future invoice fees through customer service for accounts in good standing.

Tollway Operations Update

Since March 2020, extensive protocols have been in place to protect employees, keep our essential and front-line workers safe and the entire agency working. The Illinois Tollway Board of Directors has continued to meet virtually each month to keep all business, roadway services and construction activity moving. The Tollway Customer Service Call Center is operational and assisting customers. In addition, Customer Service Centers at the Tollway Administration Building, the Belvidere Oasis on the Jane Addams Memorial Tollway and the Chicago Southland Lincoln Oasis and Lake Forest Oasis on the Tri-State Tollway (I-94/I-294/I-80) are open during the week to assist customers.

Construction

Hinsdale Oasis Pavilion Closed – Fuel Stations Remaining Open

The Illinois Tollway's Hinsdale Oasis pavilion closed to the public in September in preparation for the anticipated removal of the over-the-road structures as part of the \$4 billion Central Tri-State Tollway (I-294) Project. The two adjoining fuel stations and convenience stores operated by 7-Eleven will remain open and continue to provide services for both northbound and southbound travelers along I-294.

The anticipated closure of the pavilion was initially announced in 2017 upon the expansion of the *Move Illinois* capital program to include the widening of the Central Tri-State Tollway. Removing the oasis will allow a sixth lane to be added in each direction in this area as part of the Tollway project to reconstruct the roadway from Balmoral Avenue to 95th Street. The O'Hare Oasis over-the-road pavilion structure was removed in 2018 as part of the project.

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 and between I-55 and 95th Street. Additional bridge, sewer and ramp work is underway to prepare for mainline work.

If you have any questions, please reach out to Kelsey Passi at kpassi@getipass.com



Metra Media Relations 312-322-6776

FOR IMMEDIATE RELEASE

Metra proposes \$900 million budget for 2022 with no fare increase and new 3-zone, \$6 Day Pass

Agency also outlines nearly \$263 million in capital investment

CHICAGO (Oct. 13, 2021) – Metra today proposed a \$900 million operating budget for 2022 that makes conservative assumptions about ridership growth but funds the restoration of service to pre-pandemic levels. To incentivize short trips and attract more customers, the agency is proposing to test a new \$6 Day Pass that will be valid for unlimited rides within three zones for a full day. There is no proposed fare increase.

“After nearly two years of the COVID-19 pandemic, there remains a great deal of uncertainty about how and when things will return to normal,” said Metra CEO/Executive Director Jim Derwinski. “We feel the most responsible approach is to be cautious with our assumptions about the growth in ridership while at the same time ramping up our service, so we are ready when *My Metra* riders are ready.”

The budget assumes Metra will begin the year with ridership at about 25% of pre-pandemic levels and finish the year at about 35%. That conservative assumption for ridership growth results in a projection of \$146.4 million from fares and other system-generated revenues. The \$900 million budget also uses \$458.8 million in revenues from the regional transportation sales tax and \$202 million in federal COVID relief funding. Metra is requesting an additional \$92.8 million in COVID relief funding from the RTA, which is responsible for distributing the third round of federal aid.

The \$900 million in projected expenses is a significant increase from the \$773.6 million Metra estimates it will spend by the end of this year. The increase is mostly attributable to the planned restoration of service to levels at or near pre-pandemic levels on all 11 lines. Currently, service is at about 80% of normal, though it varies by line. Inflationary and contractual costs, including health care, utilities, insurance, are also contributing.

The new \$6 Day Pass, valid for unlimited travel all day between three zones or less, will be offered as a one-year pilot program in addition to the current \$10 Day Pass, which is valid for unlimited travel all day across all 10 fare zones. The three-zone pass will be a more affordable option for shorter and intermediate trips, such as between suburbs or between Chicago neighborhoods, and could also be useful for college students commuting to class. Both day passes will be available only in the Ventra app, and the Round Trip Plus Ticket will be discontinued.

“With the new Day Pass, we want to provide our riders with value and the flexibility they need right now,” Derwinski said. “We are committed to rebounding from the pandemic and giving our riders schedules that accommodate their needs so that *My Metra* remains the region’s safest and most efficient transportation option.”

Other fare changes include reducing the expiration dates on the 10-Ride Ticket from one year to 90 days and on the One-Way Ticket from 90 days to 14 days. The changes would begin Feb. 1, 2022. Metra is currently exploring additional fare initiatives to meet the evolving needs of a post-COVID environment.

Metra also detailed a 2022 capital budget of nearly \$263 million that continues significant investment in railcars, locomotives, bridges and stations. The work includes:

- \$42.8 million for **rolling stock**, primarily rehabilitations and upgrades to current cars and locomotives
- \$46.2 million for **bridges, track and structure**
- \$50.6 million for **signal, electrical and communications**
- \$33.4 million for **facilities and equipment**
- \$59.4 million for **stations**, primarily rehabilitations and replacements to existing stations, platforms, shelters and elevators
- \$30.5 million for **support activities**

The 2022 capital program is funded by \$181.6 million in federal formula funds, \$75.8 million from the state and \$5.5 million from the RTA.

Public hearings about the budget will be held throughout the region on Nov. 3 and 4. The schedule is on the following pages. In addition, a virtual public hearing will be held on Nov. 3 between 4 p.m. and 7 p.m. Instructions for attending the virtual hearing, and for submitting budget comments via mail, email or voicemail, are also on the following pages.

###

About Metra

Metra is an essential resource that safely and reliably connects individuals to the things that matter most in their lives — their work, their homes, and their families.

Connect with Metra: [Facebook](#) | [Twitter](#) | [YouTube](#) | [Instagram](#) | [LinkedIn](#) | [metra.com](#)

**FY2022 Metra Proposed Program and Budget
Public Hearing Schedule**

Wednesday, Nov. 3
4-7 p.m.

Will County

Will County Office Building
County Board Room – 2nd Floor
302 N. Chicago Street
Joliet

Kane County

Kane County Government Center
Building A – 1st Floor Auditorium
719 South Batavia Avenue
Geneva

City of Chicago

Metra
Board Room 13th Floor
547 W. Jackson Boulevard

Lake County

Mundelein Village Hall
Village Board Room
300 Plaza Circle

Thursday, Nov. 4
4-7 p.m.

South Suburban Cook County

East Hazel Crest Village Hall
Village Board Room
1904 W. 174th Street

DuPage County

Clarendon Hills Village Hall
Village Board Room
One N. Prospect Avenue

North Suburban Cook County

Hanover Park Police Department
Community Room
2011 Lake Street

McHenry County

Crystal Lake City Hall
City Council Chambers
100 W. Woodstock Street

Virtual Public Hearing

Any person may participate in the virtual public hearing. Members of the public can preregister if they wish to participate in the virtual public hearing, but it is not required. If you do not wish to preregister but would still like to participate in the virtual public hearing, please skip to Section II below for instructions.

During preregistration, Metra will ask you to enter your first name, last name, and email address. To facilitate the virtual public hearing efficiently, Metra will first call on those by name who preregistered, and then give all those who wish to provide comments an opportunity.

Section I: Steps to preregister for the virtual public hearing

- **Step 1:** Log on to your computer and click to open a webpage browser (ex: Safari, Mozilla, Google Chrome, etc.).
- **Step 2:** Once on the home page of your webpage browser, please enter the following website URL, www.Webex.com, in the internet browser search bar on top of the browser homepage.

- **Step 3:** Once on the Webex homepage, please click on “Join” in the top right-hand of the homepage.
- **Step 4:** You will be prompted to enter the meeting ID number: 2334 922 1380.
- **Step 5:** You will be prompted to enter the meeting password: 2022budget. Then press “register”.
- **Step 6:** Complete the form by entering your first name, last name, and email address. Press “register”. You will receive confirmation from Webex that the registration request was received.

Section II: For those not wishing to preregister

Follow these steps on Nov. 3, 2021, between 4 p.m. and 7 p.m. to present your comments.

- **Step 1:** Log on to your computer and click to open a webpage browser (ex: Safari, Mozilla, Google Chrome, etc.).
- **Step 2:** Once on the home page of your webpage browser, please enter the following website URL, www.Webex.com, in the internet browser search bar on top of the browser homepage.
- **Step 3:** Once on the Webex homepage, please click on “Join” in the top right-hand of the homepage.
- **Step 4:** You will be prompted to enter the meeting ID number: 2334 922 1380.
- **Step 5:** You will be prompted to enter the meeting password: 2022budget. Then press “ok”.
- **Step 6:** Complete the form by entering your first name, last name, and email address. Press “join as guest”.

The virtual public hearing can also be attended by dialing toll free 844-517-1442 and entering access code 2334 922 1380.

Mail, Email and Voicemail Comments

Written comments via U.S. mail can be sent to the attention of Karen Hullinger, Assistant Secretary to the Commuter Rail Board, Room 1300, 547 West Jackson Boulevard, Chicago, Ill., 60661. Comments will also be accepted via email to 2022budgetcomments@metrarr.com and voicemail to 312-322-1006. Written and voicemail comments can be submitted at any time, but not later than 24 hours after the conclusion of the hearings on Nov. 4, 2021.

Accommodations

Reasonable auxiliary aids or services necessary to afford an individual with a disability equal opportunity to participate will be provided. Persons requiring assistance are requested to notify Metra of their needs well in advance to provide sufficient time to make these accommodations. Requests for service should be made to Kim Borges at 312-322-6753.



FOR MORE INFORMATION: Steven Andrews | (847) 997-1509 | Steven.Andrews@PaceBus.com

Pace 2022 Budget Hearings Announced

In person and virtual options offered for public input on historic proposal

ARLINGTON HEIGHTS, IL – Pace will hold eight public hearings on its proposed 2022 Operating and Capital Budget Programs, 2022-2024 Financial Plan for Operations, and 2022-2026 Capital Plan. Four meetings will be held virtually and four will be held in person. All meetings will be live streamed with closed captioning at www.pacebus.com/streaming. The proposed budget includes a fully funded operational budget for fixed route and paratransit services, a robust capital plan, and no fare increase.

If approved, the budget will fund the largest service expansion in Pace's history with \$7 million for new fixed route service, \$5 million for regional partnerships with transportation network companies, and an additional \$3 million for demand response service. The proposal also includes the largest infrastructure expansion in the agency's history with an investment of more than \$300 million in capital projects (thanks to Rebuild Illinois), including a \$10 million electric bus pilot at Waukegan's North Division. The continuation of Fair Transit Cook County Pilot Project service improvements on Pace Route 352 Halsted and the discontinuation of Pace Route 602 Higgins - Salem – Cedarcrest are also proposed.

Registration is required for those who would like to provide live comments during a virtual public hearing. Those wishing to offer public comment must register at least 24 hours in advance of the hearing start time and must log in to the meeting no later than 10 minutes after the hearing start time. Live commenters must provide an email address to receive instructions on how to access the public hearing on Zoom. Registration links are available by clicking on the desired virtual meeting at <https://www.pacebus.com/public-meetings>.

No virtual public comments may be offered at in-person public hearings. In-person public hearings may be subject to cancellation and substituted with a virtual public hearing held at the same time and date. The same information will be presented at all hearings.

Those who cannot attend a public hearing may comment on the proposed budget through Pace's website at <https://www.pacebus.com/public-hearing-feedback>, by email to public.hearings@pacebus.com, by telephone to 847-354-7943, or by mail to: Pace, Community Relations Department, 550 W. Algonquin Rd., Arlington Heights, IL 60005-4412. All comments must be received by 5:00 pm on Friday, October 29, 2021.

Individuals with disabilities who plan to attend a public hearing in person or wish to view a public hearing virtually and who require accommodations other than transportation, and individuals who require translation into a language other than English to allow them to view and/or participate are requested to contact Pace at (847) 364-7223 option 3, no less than five (5) business days prior to the scheduled hearing.

The proposed 2022 budget document will be available after October 20, 2021, on Pace's website at <https://www.pacebus.com/budgets>, at most public libraries, township, city, and village offices in the six county Pace region, and at Pace, 550 West Algonquin Road, Arlington Heights, IL 60005.

PACE PUBLIC HEARINGS SCHEDULE

<u>Event</u>	<u>Date/Time</u>	<u>Location</u>
City of Chicago Budget Public Hearing	Wednesday, October 27, 2021 11:00 am	Virtual
Cook County Budget Public Hearing	Friday, October 22, 2021 1:00 pm	Virtual
Cook County Budget Public Hearing	Wednesday, October 27, 2021 4:00 pm	River Grove Village Hall 2621 N. Thatcher Ave. River Grove, IL 60171
DuPage County Budget Public Hearing	Thursday, October 21, 2021 4:00 pm	DuPage County Admin. Building 421 N. County Farm Rd. Room 3500B Wheaton, IL 60187
Kane County Budget Public Hearing	Tuesday, October 26, 2021 4:00 pm	Kane County Government Center, Auditorium 719 S. Batavia Avenue Geneva, IL 60134
Lake County Budget Public Hearing	Thursday, October 28, 2021 2:00 pm	Virtual
McHenry County Budget Public Hearing	Monday, October 25, 2021 4:30 pm	Crystal Lake City Hall Council Chambers 100 W. Woodstock Str. Crystal Lake, IL 60014
Will County Budget Public Hearing	Friday, October 29, 2021 12:00 pm	Virtual

*Office of the CEO/Executive Director*

September 27, 2021

Dear Mayors and Managers,

As a community on one of the Union Pacific (UP) Railroad lines in the Metra system, I wanted to personally inform you of recent developments regarding our agreements and service in your area. I believe it is important that you have the most accurate information to avoid any misinterpretation that may negatively impact your constituents and community members.

Let me start with this assurance: ***Metra and Union Pacific are committed to making sure service on all 3 lines is not interrupted due to these recent developments.***

To explain what is happening, I should start with some basic background information. The three UP lines in the Metra system – the UP North, Northwest and West lines – are owned by Union Pacific Railroad, which operates the commuter train service along their tracks with their own employees but with Metra-owned equipment. UP has a contract with Metra, known as a Purchase of Service Agreement (PSA), under which Metra pays UP a subsidy for commuter rail operations.

When the current PSA came up for renewal in 2019, UP informed Metra that it would like to change this arrangement. UP asked Metra to take over most operations of the commuter service (which would mean many UP employees would become Metra employees) and pay UP fees to use its tracks. Metra was agreeable to such an arrangement if it made operational sense and if our payment for trackage fees did not exceed what we were paying in subsidies. UP, however, wanted Metra's payment to reflect "fair market value."

We have not yet reached an agreement with UP and the current PSA has been extended several times. We fully expect further extensions until we can reach a mutual agreement.

During our negotiations, Metra and UP disagreed about an obscure, but critical, part of railroad law. We contended UP had a "common carrier obligation" to operate commuter service, and that it could not simply decide to stop. UP, although insisting it has no intention to simply decide to stop, contended that it does not have a "common carrier obligation" and filed a federal lawsuit asking a judge to settle our disagreement.

On September 23, U.S. District Judge Jorge Alonso ruled in UP's favor. As the judge himself wrote, "That conclusion does not mean that commuter rail service will cease on those lines." Instead, it means we will continue to negotiate a new agreement with UP in a landscape somewhat more defined by the judge's ruling. (Metra can also appeal the decision, but we have not yet decided.)

Again, both Metra and Union Pacific are committed to maintaining the status quo until a new agreement can be reached. In fact, in response to Judge Alonso's ruling, UP told reporters, "We've always said, and reaffirm today, we want to work collaboratively with Metra to ensure a smooth transfer of service with no disruption to passenger service."

Throughout this process, Metra has prioritized its obligation to ensure uninterrupted service while protecting the interests of customers, municipal partners and the taxpayers of northeastern Illinois. We remain hopeful we can reach an amicable agreement in the near future with Union Pacific.

Best Regards,

A handwritten signature in blue ink, appearing to read "James M. Derwinski".

James M. Derwinski
CEO/Executive Director
Metra