



16111 Nelson Road
Woodstock, IL 60098
T: 815.334.4642

MCHENRY COUNTY COUNCIL OF MAYORS

AGENDA

Thursday, May 13, 2021
9:00 AM

Webex Link:

<https://mchenrycountyil.webex.com/j.php?MTID=m95611f22883135fded48fcf19d15bcf8>

ALGONQUIN

BARRINGTON HILLS

BULL VALLEY

CARY

CRYSTAL LAKE

FOX RIVER GROVE

GREENWOOD

HARVARD

HEBRON

HOLIDAY HILLS

HUNTLEY

JOHNSBURG

LAKE IN THE HILLS

LAKEMOOR

LAKEWOOD

MARENGO

McCULLOM LAKE

McHENRY

OAKWOOD HILLS

PORT BARRINGTON

PRAIRIE GROVE

RICHMOND

RINGWOOD

SPRING GROVE

TROUT VALLEY

UNION

WONDER LAKE

WOODSTOCK

McHENRY COUNTY

1.

CALL TO ORDER

- A. Roll Call/Introductions (Sign-In Sheet)
- B. Agenda Changes/Announcements

2.

APPROVAL OF MINUTES – MARCH 11

3.

PUBLIC COMMENT

4.

MCHENRY COUNTY COUNCIL OF MAYORS ELECTION

- A. Approval of Chair for McHenry County Council of Mayors
- B. Approval of Vice Chair for McHenry County Council of Mayors

5.

PROCLAMATION OF SERVICE - PRESIDENT ROBERT J. NUNAMAKER

6.

AGENCY REPORTS

- A. IDOT Highway Report – Katie Herdus
- B. Pace Report – Mary Donner
- C. Metra Update – Rick Mack
- D. RTA Update – Andy Plummer
- E. McHenry County Division of Transportation Update – MCDOT Staff
- F. Illinois Tollway Update – Kelsey Passi
- G. IDOT STP Local Program Update – Gerardo Fierro
- H. CMAP Report and Executive Council of Mayors Committee Report –Kama Dobbs

7.

DISCUSSION - STP GUIDEBOOK AND METHODOLOGY

Action requested: Approval to release for public comment

8.

DISCUSSION - ADA TRANSITION PLANS

Action requested: Information

9.

PLANNING LIAISON REPORT

10.

OTHER BUSINESS / ANNOUNCEMENTS

11.

NEXT MEETING DATE AND LOCATION

Thursday, July 15, 2021

Location: TBD

12.

ADJOURNMENT

**MCHENRY COUNTY COUNCIL OF MAYORS
MEETING MINUTES**

DRAFT

Thursday, March 11, 2021

9:00 AM

Webex Meeting

1. CALL TO ORDER

Chairman Mack called the meeting to order at 9:05 a.m.

A. Roll Call/Introductions (Sign-In Sheet)

The meeting had a quorum (minimum of 7 members).

Council Members Present:

1. Village of Bull Valley – Emily Berendt
2. City of Crystal Lake – Abby Wilgreen
3. City of Harvard - Dave Nelson
4. Village of Johnsburg - Claudett Sofiakakis
5. Village of Ringwood - Rick Mack, Chair
6. Village of Spring Grove – Mike Lee
7. McHenry County – Scott Hennings

Staff Present:

1. McHenry County Council of Mayors – Emily Daucher, Planning Liaison
2. McHenry County Council of Mayors – Jon Paul Diipla, Executive Director

Others Present:

1. McHenry County DOT – Ryan Peterson
2. McHenry County DOT – Ernest Varga
3. Metra – Katie Renteria
4. IDOT – Katie Herdus
5. Tollway – Kelsey Passi
6. Baxter & Woodman – Dan Schug
7. TranSystems – Jesse Vuorenmaa
8. HLR – Amy McSwane
9. EEI – Joseph Cwynar
10. BLA – Jacob Thede
11. City of Elgin – Mike Pubentz
12. Chastain Engineers – Steve Frerichs

2. MINUTES APPROVAL

Approval of the minutes for the January 14, 2021 McHenry County Council of Mayors meeting. A motion was made by Mr. Hennings and seconded by Mr. Lee to approve the minutes as presented. The motion carried unanimously. A list of the votes can be found on the last page.

3. PUBLIC COMMENT

There was no public comment.

4. PROGRAM & AGENCY UPDATES

A. IDOT Highway Report – Katie Herdus

Ms. Herdus gave an update on IDOT Projects in McHenry County. For IL 47 at IL 176, plans are close to pre-final. IL 47 from US 14 to IL 120, preliminary plans will be submitted in next few months. US 12 resurfacing from IL 173 to Wisconsin state line, project is let with a construction starting in early May. US 20 at Marengo/Beck: utilities are finishing relocation work. Construction contract started in March or April IL 47 at Kishwaukee River: early warning signs went up at the beginning of March and tree removal has started. The estimated completion date is November 2022. IDOT is still working remotely.

B. Pace Report – Mary Donner

Not present, no report.

C. Metra Update – Rick Mack

Chair Mack reported that on April 9, Metra is going to be having a station dedication at the recently-renovated Woodstock station. Metra is also designing a new warming shelter for the inbound platform at that station. They are working with the City of Woodstock on the project. It is currently at 60% design, with construction expected late this year or next spring. Metra is also working with the City of Crystal Lake on improvements to the Pingree Road station. They are currently working on a draft IGA now, with construction expected to start this summer. Improvements include landscaping, parking improvements, and repairs to detention ponds. Regionally, Metra is holding a Safe Return to Work Summit with tenants in the City of Chicago to inform people that folks can safely take transit and to give people confidence to return to work. Funding: the Trump admin signed a relief package around Christmas, and the RTA presented to the Metra Board how funds will be distributed. There is a total of \$486 million, with Metra getting \$83 million, or 17.9%, Pace receiving \$22 million 4.6%, and CTA getting \$361 million, or 77.5%. Metra was disappointed and expressed this to the RTA. The Board supports the formula which distributes funds to transit agencies, and is hoping the Biden Administration funding will be distributed based on the formula. The formula is 33% to Metra, 58% to CTA, and 8% to Pace. The region is getting \$1.5 billion from the Biden Administration to support essential workers through the pandemic and get the transit agencies through 2022 and into 2023. Chair Mack expects that's how long it will take for a full recovery from the pandemic.

D. RTA Update – Andy Plummer

Not present, no report.

E. McHenry County Division of Transportation Update – Scott Hennings

Mr. Hennings started with the Randall Road project, which is 71% complete. Contractors will be starting work soon and concrete crew will start paving in March. The new completion date is Aug 31. The date was pushed back due to utility delays earlier on in the project. Three roadways are on the paving contract this summer: Ackman Road, Kishwaukee Valley Road, and Vermont Road. There is also a second contract for a Thin Lift Overlay on Oak Grove Road this summer. Kishwaukee Valley bridge replacement is on the April letting. There will be a full closure west of IL 23 starting early summer and lasting a couple months, with working expected to finished in the late fall. For maintenance – the DOT is trying to increase the number of liquid routes in winter. They are now up to three on the system and hoping to increase that next year. They have had success using liquids solely instead of salt, and have installed new tank farm last year.

F. Illinois Tollway Update – Kelsey Passi

Ms. Passi announced that Jacqueline Gomez Fuentes was appointed by Governor Pritzker to fill a vacant seat on the Illinois Tollway Board. She is the Director of Supplier and Workforce Diversity at the Obama Foundation. The Tollway is going to complete cashless tolling. In March 2020, the Tollway started cashless tolling to protect drivers from Covid-19. They also provided relief during pandemic that is going through June 2021, including \$3 fees on past due tolls instead of \$20 or \$50 fees. Drivers can still use IPass, EZpass, or pay tolls online. There is a 14 day grace period for tolls, which is one of the longest in the nation. The Tollway is also asking for support to draw attention to state Move Over laws. They lost two workers due to accidents. The Move Over law requires drivers to slow down, move over, and change lanes for any vehicle with flashing lights. The Tollway is in the 10th year of the Move Illinois capital plan. The capital plan provides \$302 million systemwide for road and bridge repairs and calls for investing \$1.53 billion in the region's infrastructure, which includes \$451 million for planning and advance construction for new I-490 tollway and new interchanges on the Jane Addams (I-90), I-294, and I-390. It also includes funding for direct access to O'Hare as part of Elgin-O'Hare Western Access project.

G. IDOT STP Local Program Update – Gerardo Fierro

Not present, no report.

H. CMAP Report and Council of Mayors Executive Committee Report – Mary Weber

Ms. Weber reported that CMAPs regional transportation call for projects has closed and staff are scoring applications. The next STP Project Selection Committee will be April 1 and the next CMAQ Project Selection Committee is also April 1. CMAP analyzed Governor Pritzker's budget proposal to see how it aligns with ON TO 2050. His proposal includes investments and programs for mobility, water management, and resources for local governments. CMAP explored what it could mean for the Northeastern Illinois region. The report is on the CMAP website.

**5. STP-SF COUNCIL BONUS POINTS AND CALL FOR PROJECTS DISCUSSION
MCHENRY COUNTY DIVISION OF TRANSPORTATION - RANDALL ROAD
CITY OF ELGIN - US 20 AT REINKING ROAD ROUNDABOUT
CITY OF ELGIN - DUNDEE AVENUE RECONSTRUCTION**

Mr. Hennings began by presenting information about Randall Road Reconstruction Project to the Council. The project had applied for Surface Transportation Program – Shared Fund funding from CMAP. Mr. Hennings presented on the status of the project and the amount requested for construction.

Following that, Mr. Pubentz from the City of Elgin presented two projects for the Council's consideration. The first was a roundabout project on US 20 at Reinking Road in Elgin and the second was for a reconstruction project on Dundee Avenue, also in Elgin. Mr. Pubentz gave a similar overview highlighting the details and costs of the project, as well as benefits to McHenry County residents.

Chair Mack asked Ms. Daucher if they had to choose between the Randall Road project and the Elgin projects. Ms. Daucher replied that they could assign points to both projects. Chair Mack then asked Mr. Pubentz which project was preferred to receive bonus points. Mr. Pubentz said that for the City the US 20 project would be a higher priority, as well as a higher priority regionally. Ms. Berendt asked if we could wait until the entire list of projects was released. Ms. Daucher replied that due to the timing of then the points had to be assigned and the MCCOM meeting schedule, that would not be possible. Chair Mack added that Ms. Daucher had emailed the other Planning Liaisons to see if any other sponsors would like to present their projects to receive points and the City of Elgin was the only one who responded.

Ms. Sofiakis made a motion to approve giving Randall Road the 5 bonus points, US 20 and Reinking Road 4 bonus points. The motion was seconded by Mr. Nelson. The motion carried unanimously. A list of the votes can be found on the last page.

Chair Mack then opened it up for discussion to give the Dundee Ave recon 3 points. Ms. Sofiakis asked Mr. Nelson to elaborate why the project should not receive points. Mr. Nelson said he doesn't see the benefit that folks in the county would take the route, unlike the us 20 route. He does not see the regional benefit. Ms. Sofiakis asked Mr. Pubentz what kind of traffic he sees and where it goes in that area. Mr. Pubentz explained that some good points have been made on the regional utility of the project. He explained this project is a connection between 90 and Elgin, but is a primarily inter-city connection. Mr. Pubentz explained that points don't have to be assigned, but if you put value on fed dollars coming back to the region, there may be some benefit there. He did agree that it is not a main throughoutfare for McHenry County residents and would like to receive 3 points, but they do understand if not and anything would be appreciated.

Chair Mack asked if the Council would like to assign 1, 2, or 3 points to the project or if the Council would prefer to assign 0 points to the project. There was no motion, so the Dundee Avenue project received 0 points.

6. PRESENTATION – MCHENRY COUNTY ESSENTIAL WORKERS INFORMAITON

Ms. Daucher gave a presentation on CMAP data regarding essential workers in McHenry County. The presentation highlighted where different types of essential workers in the County live based on Census Tracts and Census data.

7. METHODOLOGY COMMITTEE UPDATE

Chair Mack gave a brief update on the Methodology Committee, stating that progress was being made on the methodology and that there would be more information following the next meeting on March 12.

8. PLANNING LIAISON REPORT

Ms. Daucher briefly gave an update on the progress of the McHenry County Connection.

9. OTHER BUSINESS / ANNOUNCEMENTS

10. NEXT MEETING DATE AND LOCATION

The next meeting is July 15, 2021 and will be held on Webex.

11. ADJOURNMENT

APPROVAL OF THE MINUTES

Name	Community	Vote
Emily Berendt	Bull Valley	Approve
Abby Wilgreen	Crystal Lake	Approve
Dave Nelson	Harvard	Approve
Claudett Sofiakis	Johnsburg	Approve
Rick Mack, Chair	Ringwood	Approve
Mike Lee	Spring Grove	Approve
Jon Paul Diipla	McHenry County	Approve

APPROVAL OF THE COUNCIL BONUS POINT ALLOCATION

Name	Community	Vote
Emily Berendt	Bull Valley	Approve
Abby Wilgreen	Crystal Lake	Approve
Dave Nelson	Harvard	Approve
Claudett Sofiakis	Johnsburg	Approve
Rick Mack, Chair	Ringwood	Approve
Mike Lee	Spring Grove	Approve
Jon Paul Diipla	McHenry County	Approve

MCHENRY COUNTY COUNCIL OF MAYORS

PROCLAMATION OF SERVICE

PRESIDENT ROBERT J. NUNAMAKER

WHEREAS, President Robert J. Nunamaker was the Village President of Fox River Grove for twelve years; and

WHEREAS, President Nunamaker, prior to his tenure, also served on the Fox River Grove School Board and the Village's Planning & Economic Development Commission; and

WHEREAS, he served as Vice Chair of the McHenry County Council of Mayors since 2013, Executive Board Chairman of the Metropolitan Mayors Caucus, and served on the Executive Committee as Secretary of the McHenry County Council of Governments; and

WHEREAS, as Vice Chair, he honorably represented McHenry County at Chicago Metropolitan Agency for Planning and Metropolitan Mayors Caucus committees and meetings; and

WHEREAS, during his time as President, he made notable public works and transportation investments such as a new train station and public works facility, showing his commitment to development, transportation, and infrastructure; and

WHEREAS, the Fox River Grove Village Board voted to rename the Village Hall, located at 305 Illinois Street in Fox River Grove, after him in April

NOW, THEREFORE, BE IT RESOLVED that the McHenry County Council of Mayors hereby issues this proclamation of service for President Robert J. Nunamaker, who served both Fox River Grove and McHenry County with honor and integrity.

APPROVED the 13th day of May, A.D., 2021 at Ringwood, Illinois.

Attest:

Richard Mack, Chairman

McHenry County Council of Mayors

McHenry County Council of Mayors

16111 Nelson Road
Woodstock, IL 60098
T: (815) 334-4642
F: (815) 334-4989

MEMORANDUM

ALGONQUIN

BARRINGTON HILLS

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WOODSTOCK

McHENRY COUNTY

TO: McHenry County Council of Mayors

FROM: Emily Daucher, Planning Liaison

DATE: May 13, 2021

RE: Changes to Draft STP Guidebook and Methodology

BACKGROUND:

As part of the biennial update to the Surface Transportation Program Guidebook and Methodology, this document will outline changes and updates from the previous Guidebook adopted in September 2019. The document is currently in draft form and pending Council approval to release for 30-day public comment. Below are a list of these changes:

POLICIES AND GUIDEBOOK

Project limit: Sponsors will be limited to one (1) project.

Previously: sponsors were limited to two (2) projects per sponsor.

Phase Eligibility: Engineering I funding is limited to resurfacing projects only. Roadway and Intersection projects are limited to Phase II and Construction/CE funding only.

Previously: all phases were eligible for all project types.

Project Type Eligibility: Standalone bicycle and pedestrian projects are no longer an eligible project type. Bicycle and pedestrian accommodations can be part of another, approved project type. Also, updated resurfacing project types to include LASOs/resurfacings.

APM Policies: Added CMAP APM policies to the guidebook. There are no changes to the policies themselves, just the addition of them to our guidebook.

Cohorts: The Cohorts are the FY 2020 Cohorts and will likely change prior to the 2022 Call for Projects.

METHODOLOGY AND SCORING

Roadway and Intersections

Pavement Condition – Scoring now out of 13 points instead of 9. 5 points awarded for a new alignment instead of 3, previously.

Safety – Removed ‘Safety Need’ and ‘Safety Improvement’ and created one ‘Safety’ criterion, which uses Crash Reduction Factors only, and not IDOT safety tiers.

New Scoring		Previous Scoring – Safety Improvement	
50% or greater	20	Above 50%	4
40-49%	15	36-49%	3
30-39%	10	26-35%	2
20-29%	7	15-25%	1
10-19%	3	Under 15%	0
Below 10%	0		

Project Readiness – Scoring now out of 20 points instead of 15. Added project scoping as an option for this criterion, worth 0 points for projects without any work started on them. Also allowing for sponsors doing their own engineering to receive points for ‘Phase I Contract Executed’.

Planning Measures – Expanded Complete Streets and Green Infrastructure to consist of points for adding new elements and points for maintaining elements. No longer awarding points for having a Complete Streets policy.

Community Cohorts – Added a population factor for the Cohorts.

New Scoring		Previous Scoring – Safety Improvement	
Cohort 1 – population greater than 8,000	0	Cohort 1	0
Cohort 1 – population less than 8,000	1	Cohort 2	4
Cohort 2 – population greater than 8,000	2	Cohort 3	5
Cohort 2 – population less than 8,000	3	Cohort 4	6
Cohort 3 – population greater than 8,000	4		
Cohort 3 – population less than 8,000	5		
Cohort 4 – all populations	6		

Removed: Multi-modal infrastructure components (now part of the Complete Streets Planning Measure)

Added: Partnership points for working with another municipality, township, the County, transit agency, or other government agency on the project. Partner agency must be a financial sponsor.

RECOMMENDED ACTION:

Discussion of Surface Transportation Program Guidebook and Methodology and approval to release for public comment.

ATTACHMENTS:

- Draft Surface Transportation Program Guidebook and Methodology



SURFACE TRANSPORTATION PROGRAM GUIDEBOOK AND METHODOLOGY

Adopted:

DRAFT

Contents

McHenry County Council of Mayors Membership

Implementation Policy

- Eligibility
- Project Type Eligibility
- STP-L on State Roads
- Local Match Ratio
- Federal Funding Cap
- Cap of the Number of STP Funded Projects
- Assistance for Disadvantaged Communities

Program Development

- Project Proposals
- Project Submittals
- Project Applications
- Project Evaluation Process
- Variance Process
- Adoption of Program
- Contingency Program
- Funding Availability

Active Program Management

- CMAAP Active Program Management Policies
- Training
- Designated Project Managers
- Quarterly Status Updates
- Obligation Deadlines
- Milestone Extensions
- Active Reprogramming
- Cost Increase Limitations
- Current Year Cost Increases
- Budget Integrity

Roadway and Intersection Methodology

Resurfacing Methodology

MCHENRY COUNTY COUNCIL OF MAYORS MEMBERSHIP

The Village of Algonquin

The Village of Barrington Hills

The Village of Bull Valley

The Village of Cary

The City of Crystal Lake

The Village of Fox River Grove

The Village of Greenwood

The City of Harvard

The Village of Hebron

The Village of Holiday Hills

The Village of Huntley

The Village of Johnsburg

The Village of Lake in the Hills

The Village of Lakemoor

The Village of Lakewood

The City of Marengo

The Village of McCullom Lake

The City of McHenry

The Village of Oakwood Hills

The Village of Port Barrington

The Village of Prairie Grove

The Village of Richmond

The Village of Ringwood

The Village of Spring Grove

The Village of Trout Valley

The Village of Union

The Village of Wonder Lake

The City of Woodstock

The County of McHenry

QUICK REFERENCE FACT SHEET

This is a quick reference sheet for the policies located in this guidebook. Not all the information in this guidebook is located on this sheet. All the information here links to its location in the guidebook. **Please review the entire document before submitting an application.**

Call for Projects period: January 2022 - March 2022 (when applications are submitted)

Maximum federal award: \$1,500,000 for all phases combined

Eligible phases	Federal/local ratio
Phase I (resurfacing only)	50/50
Phase II	50/50
Construction/CE	80/20

Number of funded projects allowed: 1 per project sponsor

Active program: projects with at least one phase with federal funding

Contingency program: projects without federal funding but eligible to receive federal funds if they become available

Active Program Management: policies put forward by CMAP (in conjunction with IDOT and FHWA) that outline the requirements for reporting and programming of STP-L funds.

Obligation deadlines: money must be awarded in the Federal Fiscal Year in which it is programmed - by September 30 - unless an extension is requested and granted.

Quarterly Status Updates: due each quarter (December, March, June, September). Required for project management and tracking.

Applications can be submitted to: planningliaison@mchenrycountyil.gov

Approved:

IMPLEMENTATION POLICY AND REQUIREMENTS

ELIGIBILITY

Projects must be located on federally eligible roadways. This is determined using the [functional classification](#) of a roadway. The route must be federally eligible by the time of application to be considered for STP-L funding. Routes that are eligible are those classified as:

- Principal or Minor Arterials
- Major or Minor Collectors

PROJECT TYPE ELIGIBILITY

Table 1

Eligible Project Types	
Roadway and Intersections	Resurfacing
Intersection Channelization	Local Agency Functional Overlay (LAFO)
Roadway Widening	Local Agency Structural Overlay (LASO)
New Roadway Construction	Resurfacing
Roadway Reconstruction	
Traffic Signals, Modifications, and/or Modernization	
Modern Roundabout (including mini roundabouts)	

STP-L ON STATE ROADS

The primary purpose of the STP-L program is to improve municipal and County roads. However, a municipality or the County may choose to sponsor and apply for STP-L funding for an intersection project that includes a State road. Only intersection projects will be considered in this manner.

LOCAL MATCH RATIO

Table 2

Phase	Ratio	Notes
Phase I (E1)	50/50	Phase I only eligible for <u>resurfacing projects</u>
Phase II (E2)	50/50	Phase II eligible for <u>all project types</u>
ROW	Not eligible	ROW <u>not eligible</u> for any project types
Construction/CE	80/20	

FEDERAL FUNDING CAP

The maximum federal STP-L funding obligated for any one project shall be no more than \$1,500,000.00, inclusive of all phases.

CAP ON THE NUMBER OF STP-FUNDED PROJECTS

During each call for projects, MCCOM members may submit an unlimited number applications for any number of STP-L eligible projects. However, each municipal sponsor will be limited to no more than one (1) awarded project to be included in the active program during each call for projects. Projects spanning across multiple jurisdictions must identify a lead sponsoring agency. This lead sponsor shall consider that project their only awarded project during that call.

ASSISTANCE FOR DISADVANTAGED COMMUNITIES

Federal law allows states to accrue Transportation Development Credits for Highways (TDCHs), also known as “Toll Credits”, when capital investments are made on federally approved tolled facilities. TDCHs can be used in place of the 20 percent local match. MCCOM member municipalities within the highest need group (Cohort 4), as defined by CMAP, are permitted to utilize TDCHs to reduce their local match for STP-L to only 10 percent (90 percent federal). Eligibility is determined at the time of application for STP funds. For Cohort 4 communities, all phases are eligible for the use of TDCHs, excluding ROW. Eligibility for TDCHs does not guarantee that the project will be selected for STP-L funding or that IDOT will ultimately approve the use of TDCHs for that project. MCCOM will follow both CMAP’s and IDOT’s policies. See Cohort table on Page 14 for a table of Cohorts and communities.

PROGRAM DEVELOPMENT

PROJECT PROPOSALS

Project sponsor must be a member of the McHenry County Council of Mayors to apply for a project. Any member may propose a project, but the following requirements must be met:

- The project is on an STP eligible route and has logical termini. Eligibility and termini will be determined by MCCOM and concurred by IDOT, in accordance with FHWA requirements.
- The project is an STP eligible project type as specified in both the MCCOM project list and current federal transportation bill.
- The project sponsor(s) must be able to fund the local match and adopt a resolution or ordinance. Any multi-jurisdictional projects must identify which municipality will be responsible for each component or phase of the project.
- The project sponsor must be a member of MCCOM. Any other agencies that wish to apply for a project must have an MCCOM member as a co-sponsor. This includes Township Road Districts, transit agencies, or other agencies in McHenry County.
- The project sponsor must complete an application and submit for consideration during the Call for Projects period.

PROJECT SUBMITTALS

Submittals for the STP-L program may only be made in response to a specific call for projects announced by the Council. Council calls will be held in even numbered years beginning in 2020.

PROJECT APPLICATIONS

All applications will be submitted electronically via email to: planningliaison@mchenrycountyil.gov and will be reviewed by the Planning Liaison. Incomplete or late applications will not be accepted.

PROJECT EVALUATION PROCESS

Once the Call for Projects has closed and all applications have been received, the evaluation process will begin. Projects will be ranked by the Planning Liaison using the scoring system on pages 16-17. The recommended program of projects and contingency program will be released for the Council's review and approval. The program will go through a 30 day public comment period, after which it will go to the Council for approval. After approval, the projects will be entered into the Transportation Improvement Program (TIP), where it will be approved by the CMAP Transportation Committee, then the MPO Policy Committee in October.

VARIANCE PROCESS

The project selection methodology is used in the selection of project to be included in the Council's Five-Year Program. However, if a sponsor would like the Council to consider a project for reasons beyond those listed in the ranking system, the Council may consider and approve the project on a case-by-case basis, but the project will be subject to the same project selection methodology as all other projects. This process shall only be used during an active call for projects. This process cannot be in conflict with CMAP's Active Program Management Policies and STP agreement.

ADOPTION OF PROGRAM

The regularly scheduled Council meetings shall vote on any updates to the Council's 5-Year fiscally constrained STP Program.

CONTINGENCY PROGRAM

Projects that did not rank into the Council's Active Program in the most recent call cycle will be included in a contingency list. Contingency projects will remain in the council's program until the next call for projects in the following even year. Active projects may also be reprogrammed into the contingency list, either voluntarily or due to missing an obligation deadline. In such a case, those projects must reapply in the next Call for Projects.

FUNDING AVAILABILITY

Funding for projects is contingent on the federal program being authorized and appropriated.

ACTIVE PROGRAM MANAGEMENT

CMAP ACTIVE PROGRAM MANAGEMENT POLICIES

All sponsors participating in the STP federal funding process through the McHenry County Council of Mayors will be subject to the policies and procedures detailed in the Chicago Metropolitan Agency for Planning's Active Program Management Policies (APM). In the event that updates are made by CMAP to the APM policies and are in conflict with MCCOM's Surface Transportation Program Guidebook, APM will override MCCOM's STP Guidebook.

TRAINING

Understanding the STP and federal process and requirements leads to successful completion of projects. An understanding of the process and project implementation leads to realistic timelines and expectations. Project sponsors that have projects recommended for inclusion in either the Active or Contingency Programs will be **required** to attend an STP workshop prior to the formal adoption of the program.

DESIGNATED PROJECT MANAGERS

Upon inclusion in either the Active or Contingency Programs, each project sponsor shall designate a Technical Project Manager as well as a Financial Project Manager for communication.

A Technical Project Manager that will be responsible for overseeing the implementation of the project, managing any consultants involved in the project, ensuring that all federal, state, and local requirements are met and, in conjunction with the Financial Project Manager, ensuring that the required agreements between the sponsor agency and IDOT are approved and executed in an appropriate and timely manner.

A Financial Project Manager that will be responsible for ensuring that any required local matching funds are included in the sponsor agency budget in the appropriate fiscal year(s) in which federal obligation and/or project expenditures will occur, and, in conjunction with the Technical Project Manager, that the required agreements between the sponsor agency and IDOT are approved and executed in an appropriate and timely manner.

The Technical Project Manager and Financial Project Manager generally should not be the same person, unless the Technical Project Manager has a direct role in developing the sponsor's budget and/or securing local funding. For each project phase utilizing consulting services, a Consultant Project Manager must also be designated.

The project managers must be reported to the Planning Liaison and should also be documented in the CMAP eTIP database. In the event of staff changes, a new designee(s) shall be assigned as soon as possible. These managers should be familiar with the federally funded project implementation process and are strongly encouraged to take advantage of training opportunities.

Required project status updates described below may only be submitted by one of these managers, and all managers are jointly responsible for the content and timely submittal of updates. Correspondence from the MCCOM and/or CMAP regarding project status, upcoming programming deadlines, or any other information regarding the programming status of projects will be sent to each of these managers. Correspondence from the MCCOM and/or CMAP regarding the technical details of projects may be sent only to the Technical Project Manager and/or Consultant Project Manager, as appropriate.

QUARTERLY STATUS UPDATES

Quarterly status updates must be submitted by one of the designated project managers. These updates are required to be submitted any day within each month of December, March, June, and September. Updates cannot be submitted early or late and still be considered official. Status updates must be sent even if there was no change to the project status. Consequences for not providing quarterly updates in a timely manner are shown below in Table 1.

Table 3

Projects with any phase programmed in the current FFY	The project phase, and all subsequent phases, will be moved from the active program to the contingency program. Funds programmed in the CMAP TIP for these phases will be moved to "MYB", and a formal TIP amendment will be required to reinstate these phases.
Projects with any phase(s) programmed in an out year (years 2-5)	The project phase, and all subsequent phases, will be removed from the active program. Out year projects removed will not be placed in the contingency program, and must re-apply for funding during the next Call for Projects
Contingency projects	The project phase, and all subsequent phases, will be removed from the contingency program, and must re-apply for funding during the next Call for Projects

OBLIGATION DEADLINES

Any project phase programmed in the current Federal Fiscal Year (FFY) on or after the first day of that FFY (October 1) is required to fully obligate the programmed federal funds prior to the end of that FFY (September 30). A project phase is considered to be obligated if federal funds have been authorized as “current” or “Advance Construction (AC)” in FHWA’s FMIS database. The entire phase must be obligated, up to the programmed amount or the final engineer’s estimate, whichever is less, to be considered fully funded. “Staged” construction, or “combined” engineering phases are not considered fully obligated until all stages/phases under a single State Job or Federal Project Number are fully obligated. Table 4 describes the action(s) necessary to obligate each federally funded phase, and the milestone deadlines that should be met to meet the obligation requirement.

Table 4

Federally Funded Phase	Federal Obligation Action	Milestone(s)	Milestone Deadline
Phase I Engineering	Execution of Local Agency Agreement and Engineering Agreement	1. Phase 1 QBS* completed	1. Before submitting draft agreements
		2. Draft agreements submitted to IDOT (3-6 month review)	2. June 30 (approx.)
Phase II Engineering	Execution of Local Agency Agreement and Engineering Agreement	1. Phase II QBS completed	1. Before submitting draft agreements
		2. Phase I Design Approval (DA) received	2. Before submitting draft agreements
		3. Draft agreements submitted to IDOT	3. April 30 (approx.)
Construction (state let)	Execution of Local Agency Agreement (Approx. 6 weeks prior to letting)	1. Phase 2 pre-final plans submitted	1. Date specified on the IDOT Region 1 Letting Schedule for the November state letting (typically early-June)

MILESTONE EXTENSIONS

After the March status update, if project milestones are not anticipated to be achieved, the project sponsor may by April 15th:

1. Request a one-time, six-month extension of the phase obligation deadline.
 - For Phase 1 Engineering, Phase 2 Engineering, the extended deadline will be March 30th of the following calendar year.
 - For Construction/Construction Engineering, the extended deadline will be the federal authorization date for the April state letting in the following calendar year.
 - If the end of the six-month extension has been reached, and the phase remains unobligated solely due to agreement review and the agreement was submitted to IDOT before August 1st of the prior year in a good faith attempt to ensure timely obligation of funds within the programmed FFY, an additional three-month extension will be automatically granted for that phase. An additional extension will be to June 30 for engineering and ROW phases, and the federal authorization date for the August state letting for construction/construction engineering phases.
2. Request the current phase and all subsequent phases be immediately removed from the active program and placed in the contingency program to make the phase available for active reprogramming. If not moved back into the active program for the next call for projects, the sponsor must reapply for funding consideration.
3. Proceed at your own risk. If the programmed funds are not obligated as of September 30, the programmed phase and all subsequent phases will be removed from the active program and will not be added to the contingency program. Programmed funds will not be carried over or available for reprogramming and will be permanently removed from the Council's programming mark. The sponsor would then need to reapply during the next call for projects.

Following the March status update, and other requests for extensions, sponsors of project phases included in the contingency program that have indicated potential for current year obligation of funds will be notified of the possible availability of funding and will be encouraged to take necessary actions to prepare for obligation of funds between June and October.

In the event that a project included in the Active Program has not started phase 1 engineering (or equivalent) since the prior call for projects, whether that phase is to be federally or locally funded, that project must re-apply in the next call, except if:

- The project is for pavement preservation techniques that were selected and programmed in out years to align with the sponsor/sub-regional/regional pavement management system recommendations; or
- STP funded phase 1 engineering was programmed in an out year during a prior CFP.

ACTIVE REPROGRAMMING

If a project sponsor can demonstrate timely implementation of a project; that project sponsor may request unobligated Council funds below the threshold of fiscal constraint for that Federal Fiscal Year. Active Reprogramming can be used for:

- Cost changes for current FFY phases that are expected to meet the obligation deadline
- Accelerating phases programmed in out years of the active program that are ready to obligate in the current FFY.
- Accelerating phases included in the contingency program that are ready to obligate in the current FFY
- Cost changes for already obligated phases

In the case of moving a project from the contingency list to the active list, a request must be made by the project sponsor to the Planning Liaison. Project moved from the contingency list to the active program must be approved by a simple majority of the Council.

COST INCREASE LIMITATIONS

Projects at the Council's \$1,500,000.00 cap are not eligible for a cost increase. Projects below the federal funding cap are eligible for a cost increase of up to ten percent (10%) of the original STP programmed amount, subject to the MCCOM's federal funding cap and the availability of additional STP funds. Any cost increase above 10% of the originally programmed STP amount will be the responsibility of the local sponsor. Funding of cost increases cannot be guaranteed. Project phases on the Contingency lists are eligible for cost increases. For project phases programmed in the first two years of the Council's active program, cost increases can only be granted for project phases in the current fiscal year that are ready for obligation. Projects that are in the last three years of the Council's active program can request cost increases only during a regularly scheduled call for projects.

CURRENT YEAR COST INCREASES

Cost increases in the current federal fiscal year are subject to the availability of funding through active reprogramming and the STP-L allotment and cannot be guaranteed. If the Council has the available funding at the time of the request, additional funds will be granted up to the maximum funding limitation. To be eligible for a cost increase for:

- Phase II Engineering in the current federal fiscal year, the project sponsor must submit draft Phase II engineering agreements to Council Staff by April 30th of the current year.
- Construction or Phase III Engineering in the current federal fiscal year, Pre-Final Plans must be submitted to IDOT in accordance with the published Bureau of Local Roads and Streets Letting Schedule to make the September bid letting.

If MCCOM funds are available due to active reprogramming, cost increases will be funded in the order they were received until MCCOM funds are expended or the requests are exhausted. If or when MCCOM funds are exhausted, cost increases will be requested from CMAP through the STP Shared Fund. If additional funds are not available from either the MCCOM Program or the STP Shared Fund to accommodate a cost increase, the project sponsor must notify MCCOM how they wish to proceed by June 1st. The options for sponsors are:

- Delay the project phase; and actively reprogram it to await additional federal funding; or
- Keep the project in the current year and fund the increased project cost with local funds

BUDGET INTEGRITY

The annual and multi-year budgetary constraints shall always be maintained, based on the projected available funding levels provided by CMAP.

MCHENRY COUNTY HIGH NEED COMMUNITIES

For the purpose of this methodology, the 17 McHenry County municipalities in Cohorts 2, 3, and 4 are considered to be “high need communities” (see Table 5 below). High need communities are identified by CMAP on an annual basis and are those with a lower tax base, lower median household income, and lower tax base per capita. For this reason, high need communities will receive Cohort points on STP-L project applications based on the community Cohort to which they belong. If two communities partner on single project application their Cohort points will be determined by averaging the Cohort points for each partnering municipality. Cohorts are subject to change prior to the 2022 Call for Projects.

Table 5

CMAP Community Cohorts			
Cohort 1	Cohort 2	Cohort 3	Cohort 4 (eligible for TDCHs)
Algonquin	Bull Valley	Marengo	Harvard
Barrington Hills	Fox River Grove	Richmond	Hebron
Cary	Greenwood		Holiday Hills
Crystal Lake	Lakemoor		McCullom Lake
Huntley	Oakwood Hills		
Johnsburg	Port Barrington		
Lake in the Hills	Ringwood		
Lakewood	Trout Valley		
McHenry	Union		
Prairie Grove	Wonder Lake		
Spring Grove	Woodstock		

Cohort points will be awarded based on the following scale:

Cohort 1	Population greater than 8,000	0 points
Cohort 1	Population less than 8,000	1 points
Cohort 2	Population greater than 8,000	2 points
Cohort 2	Population less than 8,000	3 points
Cohort 3	Population greater than 8,000	4 points
Cohort 3	Population less than 8,000	5 points
Cohort 4	Population greater than 8,000	6 points
Cohort 4	Population less than 8,000	6 points

DRAFT

ROADWAY AND INTERSECTION SCORING

Scoring Criteria			Points
Traffic Volume	2 lane road: ADT/1000=Points	4 lane road: ADT/4000=Points	15 points maximum
Pavement Condition	Poor	0-45	13
	Fair	46-60	9
Pavement Condition Index	Satisfactory	61-75	5
	Excellent	76-100	0
	New alignment		5
Safety	50% or greater		20
	40-49%		15
	30-39%		10
	20-29%		7
	10-19%		3
	Under 10%		0
Project Readiness	Pre-final plans ready to submit to IDOT		20
	Phase II contract executed		16
	Design Approval received		12
	Draft PDR submitted to IDOT		8
	Phase I contract executed		4
	Project scoping		0
Planning Measures	Complete Streets	Adding Complete Streets elements	10
		Maintaining existing Complete Streets elements	5
	Green Infrastructure	Adding Green Infrastructure elements	10
		Maintaining existing Green Infrastructure elements	5
Partnership	Municipality, township, transit agency, County or other government agency is a financial partner for this project.		6
CMAP Community Cohorts	Cohort 1	Population more than 8,000	0
	Cohort 1	Population fewer than 8,000	1
	Cohort 2	Population more than 8,000	2
	Cohort 2	Population fewer than 8,000	3
	Cohort 3	Population more than 8,000	4
	Cohort 3	Population fewer than 8,000	5
	Cohort 4	Population more than 8,000	6
	Cohort 4	Population fewer than 8,000	6

RESURFACING SCORING

Scoring Criteria			Points
Traffic Volume	2 lane road: ADT/1000=Points	4 lane road: ADT/4000=Points	15 points maximum
Pavement Condition Index	Fair	46-60	25
	Satisfactory	61-75	17
	Poor	0-45	9
	Excellent	76-100	0
Safety Crash Reduction Factor	Restriping	Adding New Striping (not re-striping)	4
	Signage	30-39%	4
		20-29%	2
		10-19%	1
		Under 10%	0
	Other Measures	25-30%	4
		20-24%	2
		15-19%	1
		Under 15%	0
Project Readiness	Pre-final plans ready to submit to IDOT		16
	Phase II contract executed		13
	Design Approval received		9
	Draft PDR submitted to IDOT		6
	Phase I contract executed		3
	Project scoping		0
Planning Measures	Complete Streets	Adding Complete Streets elements	10
		Maintaining existing Complete Streets elements	5
	Green Infrastructure	Adding Green Infrastructure elements	10
		Maintaining existing Green Infrastructure elements	5
Partnership	Municipality, township, transit agency, County or other government agency is a financial partner for this project.		6
CMAP Community Cohorts	Cohort 1	Population more than 8,000	0
	Cohort 1	Population fewer than 8,000	1
	Cohort 2	Population more than 8,000	2
	Cohort 2	Population fewer than 8,000	3
	Cohort 3	Population more than 8,000	4
	Cohort 3	Population fewer than 8,000	5
	Cohort 4	Population more than 8,000	6
	Cohort 4	Population fewer than 8,000	6

May 6, 2021

McHenry County Council of Mayors Management Monitoring Schedule FY 2021-2026 Proposed Highway Improvement Program

Target lettings for projects in the MYP are contingent upon contract plan readiness, land acquisition and funding availability through our future annual legislative appropriations.

Katie Herdus, Area Programmer
Phone : (847) 705-4090
FAX: (847) 705-4666
E-mail : katherine.Herdus@illinois.gov

Illinois Department of Transportation MANAGEMENT MONITORING SCHEDULE

1

REGIONAL COUNCIL: McHenry County
Katie Herdus, Area Programmer, 847/705-4090

IDOT Web Site is www.dot.il.gov

DATE: May 6, 2021

IDOT FY 2021-2026 Proposed Highway Improvement Program is on-line at: <http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multi-modal-transportation-improvement-program/index>

PROJECTS & LIMITS	SCOPE OF WORK	COST (000)	DESIGN APPROVAL DATE	RIGHT-OF- WAY REQUIRED	TARGET FOR CONTRACT TO BE AVAILABLE FOR LETTING (*SEE NOTE BELOW)	FISCAL YEAR FUNDS AVAILABLE	COMMENTS
US 14: N of Oak Grove Rd to Crowley Rd	Ultra-Thin Overlay	\$1000 NHPP	PS&E	NO	3rd Quarter FY 21	MYP	1-80609-0000 Harvard
US 14 At Ditch South of State Line	Culvert Replacement	\$485 NHPP	E12/31/20	NO	3 rd Quarter FY 22	MYP	1-80346-0000 Harvard
US 14 at Hartland Rd / Hughes Rd	Intersection Reconstruction	\$2,700 HSIP	E12/31/21	TBD	1 st Quarter FY 24	MYP	1-80242-0000 Woodstock
US 14: Crystal Lake Ave to Teckler Blvd	SMART Overlay	\$1,720 NHPP	PS&E	NO	4 th Quarter FY 22	MYP	1-80518-0000 Crystal Lake
US 14: E of Teckler Blvd to Pingree Rd	SMART Overlay	\$1,300 NHPP	PS&E	NO	3rd Quarter FY 22	MYP	1-80605-0000 Crystal Lake
IL 23 @ Drainage Ditch (0.1 Mi. N of IL 176)	Culvert Replacement	\$500 NHPP	E12/31/17	TBD	3 rd Quarter FY 21	MYP	1-78875-0000 Marengo
IL 31 Richmond Rd: Diamonds Dr to McCullum Lake Rd	SMART Overlay	\$1,200 NHPP	PS&E	NO	4th Quarter FY 21	MYP	1-80603-0000 McHenry / Ringwood
IL 31 (Front St): S of IL 120 to N of IL 176	Additional Lanes, Reconstruction	\$75,500 NHPP	2/21/2020	YES	3 rd Quarter FY 25	MYP	1-75939-0200 McHenry, Prairie Grove, Crystal Lake
IL 47: Price Rd to N of Ware Rd	SMART Overlay	\$1,980 NHPP	PS&E	NO	6/21 Letting	MYP	1-80527-0000
IL 47: N of IL 120 to US 14	Additional Lanes, Reconstruction	\$38,600 NHPP	4/11/19	YES	1 st Quarter FY 22	MYP	1-90013-1000 Woodstock
IL 47 At IL 176 & at Pleasant Valley Rd	Intersection Reconstruction	\$35,000 NHPP	6/29/16	YES	1 st Quarter FY 23	MYP	1-79372-0000 Woodstock
IL 62: at Spring Creek W, of IL 59	Bridge Replacement	\$5,630 NHPP	TBD	TBD	4 th Quarter FY 23	MYP	1-79901-0000 Algonquin
IL 68: New Sutton Rd to W of Quentin Rd	Crack & Joint Sealing	\$300 NHPP	PS&E	NO	1st Quarter FY 23	MYP	1-80852-0000 Inverness

- Entries in bold print indicate updates made since the last Transportation Committee Meeting.
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Illinois Department of Transportation MANAGEMENT MONITORING SCHEDULE

2

REGIONAL COUNCIL: McHenry County
Katie Herdus, Area Programmer, 847/705-4090

IDOT Web Site is www.dot.il.gov

DATE: May 6, 2021

IDOT FY 2021-2026 Proposed Highway Improvement Program is on-line at: <http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multi-modal-transportation-improvement-program/index>

PROJECTS & LIMITS	SCOPE OF WORK	COST (000)	DESIGN APPROVAL DATE	RIGHT-OF- WAY REQUIRED	TARGET FOR CONTRACT TO BE AVAILABLE FOR LETTING (*SEE NOTE BELOW)	FISCAL YEAR FUNDS AVAILABLE	COMMENTS
IL 173: Alden Rd to Lake County Line	Designed Overlay, Pedestrian Ramps/ADA, RR Flagger	\$10,800 NHPP	E08/28/20	TBD	4th Quarter FY22	MYP	1-79512-0000 Hebron, Richmond
IL 173: at North Branch Nippersink (E of Hunt Club Rd)	Culvert Repair	\$375 NHPP	TBD	TBD	1 st Quarter FY22	MYP	1-80080-0000 McHenry County
IL 173 @ Solon Rd & At Lakeview	Channelization	\$1,500 NHPP	TBD	Yes	1 st Quarter FY23	MYP	1-79700-0000 McHenry County
IL 173: Drainage Ditch 1.7 MI E of US 12/ILL 31	Culvert Replacement	\$250 NHPP	TBD	TBD	1 st Quarter FY23	MYP	1-79408-0000 McHenry County
IL 176 at Buhl Rd & at Bay View Beach Rd	Left Turn Lanes	\$1,800 HSIP	E10/01/22	TBD	3rd Quarter FY23	MYP	1-80237-0000 McHenry County
IL 176: Deerpass Road to Dean Street	Left Turn Lanes, Milled Rumble Strips, Guardrail, Pavement Widening	\$5,700 HSIP	E12/31/16	Yes	3rd Quarter FY21	MYP	1-79037-0000 Marengo
IL 176: Ditch 1.1 mi. W of IL 47 & Drainage Ditch 8.6 mi. E of IL 23	Culvert Replacement	\$340 NHPP	E12/31/16	Yes	3rd Quarter FY21	MYP	1-78891-0000 Marengo
IL 176 @ Nish Road	Traffic Signal Installation and Channelization	\$1,720 NHPP	E03/31/17	Yes	1st Quarter FY21	MYP	1-75377-0200 McHenry County
Palatine Road: IL 62 (Algonquin Rd) to E of Roselle Rd	Smart Overlay, Pedestrian Ramps/ADA, Milled Rumble Strips, RR Flagger	\$2,272 STP-U	PS&E	NA	3/5/2021	Yes	1-79369-0000 Barrington Hills, South Barrington, Hoffman Estates, Inverness
Main St: W of Hart Rd to Ela Rd	Standard Overlay, ADA Improvements, RR Flagger	\$1,500 STP-U	PS&E	NA	4 th Quarter FY 22	Yes	1-79063-0000 Barrington Hills, Barrington, Deer Park

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Illinois Department of Transportation MANAGEMENT MONITORING SCHEDULE

3

REGIONAL COUNCIL: McHenry County
Katie Herdus, Area Programmer, 847/705-4090

IDOT Web Site is www.dot.il.gov

DATE: May 6, 2021

IDOT FY 2021-2026 Proposed Highway Improvement Program is on-line at: <http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multi-modal-transportation-improvement-program/index>

IDOT District 1 Construction Update Report - <http://www.idot.illinois.gov/about-idot/idot-regions/r1-construction-update-report>

Construction Releases - <http://www.idot.illinois.gov/about-idot/stay-connected/news-releases/Construction/releases>

For information regarding the status of ongoing major construction projects or ongoing major Phase I studies, information can be located at the following link <http://www.idot.illinois.gov/transportation-system/transportation-management/featured-projects/index>

- Entries in bold print indicate updates made since the last Transportation Committee Meeting.
- Target lettings for projects in the MYP are contingent upon contract plan readiness, land acquisition and funding availability through our future annual legislative appropriations.

IL Tollway Updates – May 2021

Work Zone Awareness

Each year, the Illinois Tollway along with the Illinois Department of Transportation and the Illinois State Police commit to getting the word out that work zone safety affects drivers as well as construction workers.

In 2021, National Work Zone Awareness Week was April 26-30 and we are reminding the public to "Drive Safe. Work Safe. Save Lives."

There have been too many incidents where people have been killed or injured while doing their jobs building or maintaining roads. And it's not just construction workers. Of the 159 work zone fatalities in Illinois between 2015 and 2019, 6 were workers and the rest were vehicle drivers or passengers.

Cashless Tolling – What Customers Need to Know

In March 2020, the Illinois Tollway halted cash toll collection in an effort to help mitigate the spread of COVID-19, protecting its customers and employees from exposure points to the rapidly-spreading virus. Since then, the Illinois Tollway has taken extensive measures to better serve customers who previously relied on cash payments, including measures to provide relief during the pandemic.

Moving forward, Illinois Tollway drivers will continue to have the option to pay tolls with I-PASS, E-ZPass or pay online with the Tollway's Pay By Plate service. The Tollway continues to maintain a 14-day grace period – one of the longest in the nation – allowing customers to pay unpaid tolls without additional fees or fines prior to being mailed an invoice.

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 leveraged by over 650,000 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.

Operations during COVID-19

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.

In 2020, at the height of the stay at home order passenger transactions fell as far as 55 percent below forecast, and commercial fell by over 15 percent below forecast. At this time, Tollway transactions are recovering and trending towards pre-pandemic levels, with commercial traffic recovering at a much stronger pace. And while passenger traffic is still down, our system

continues to see the region's slow and strong recovery as our transaction volumes continue to climb.

The Tollway Customer Service Call Center is operational and assisting customers. In addition, Customer Service Centers at 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.

Reform and Relief

In June 2020, the Illinois Tollway launched Tolling 2020 which reduced the initial cost of missed tolls from \$20 per toll to \$3 per toll, while offering an amnesty program to reduce all outstanding \$20 and \$50 fines to that same \$3 dollars for customers who pay their outstanding violations. The initial amnesty program ran through the end of 2020 but was extended for an additional six months. That program is set to expire on June 30, 2021. Customer can take advantage of the program by simply paying their existing violation online, where reduced balances have already been calculated.

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

Construction

The Illinois Tollway has kicked off the 2021 construction season as the 10th year of the Move Illinois capital program begins with some of the biggest and most challenging projects lying ahead.

The Tollway's 2021 capital program calls for investing \$1.53 billion in the region's infrastructure. This includes more than \$451 million to continue planning and advance construction for the new I-490 Tollway and new interchanges connecting to the Jane Addams Memorial Tollway (I-90), Tri-State Tollway (I-294), the Illinois Route 390 Tollway, as well as providing direct access in and out of O'Hare International Airport as part of the Elgin O'Hare Western Access Project.

Work to reconstruct and widen the Central Tri-State Tollway (I-294) will continue in 2021 with more than \$690 million budgeted to continue design and construction of the roadway, as well as the new BNSF Railway Bridge, the new Mile Long Bridge and to begin work to reconfigure the I-290/I-88 Interchange at I-294. In addition, \$78 million is allocated in 2021 for ongoing work to complete the final ramps for the I-294/I-57 Interchange.

The 2021 capital program also provides \$312.2 million for systemwide roadway and bridge repairs to keep the existing Tollway system in good repair. Several local projects include replacing the Deerpath Road Bridge over the Reagan Memorial Tollway (I-88) in Aurora, rebuilding the Stearns School Road Bridge over the Tri-State Tollway (I-94) in Gurnee, and building a new Windsor Road Bridge at I-88 and I-294 in coordination with roadway improvements by the Village of Oak Brook.

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

#

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](#).

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. We've also updated our [transportation system analysis](#) — covering roads, trips, safety, transit, and freight rail — with the latest data.

Job Opportunities

CMAP is seeking applicants for two program managers, an associate planner/analyst, and a senior planner/analyst. Visit the agency's [Careers](#) page to learn more and apply.

Moving Forward on Regional Economic Recovery

CMAP continues to convene the Regional Economic Recovery Task Force to identify strategies that support a strong economic recovery from COVID-19. The task force, [launched](#) in November 2020, includes working groups dedicated to economic development, tourism, and workforce. Leaders from across northeastern Illinois are meeting regularly to discuss how to build back a more inclusive, prosperous, and resilient region.

Improving Equity in Transportation Fees, Fines, and Fares

Our transportation system is a literal route to opportunity, connecting residents to jobs, education, and services. And yet significant inequities exist. In a [new report](#), CMAP details how transportation fees, fines, and fares impact residents with low income and people of color, and recommends policy changes to improve equity. [Read more](#).

Update Zoning Rules to Meet Housing Needs

Zoning governs the look and feel of a community. But rules that restrict housing options can force residents to leave when their lives change, and prevent new ones from moving in. The Chicago Metropolitan Agency for Planning (CMAP) supports efforts to remove exclusionary practices like single-family zoning and other harmful land use policies. In this [new video](#) from CMAP, learn how communities can update their rules to better support residents at every stage of their lives.

Program Status Updates

Surface Transportation Program

The next STP Project Selection Committee (PSC) meeting will be held virtually on July 1, 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)

The next CMAQ Project Selection Committee (PSC) meeting will be held virtually on May 13, 2021. Project change requests for the May meeting are due **Thursday, April 29th**.

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

Regional Safety Action Agenda

CMAP is placing increasing 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 is kicking off a Safety Resource Group. The group will 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 will include members from across these fields to prioritize actions, build consensus and develop safety tools, resources and policy for our regional partners. We will keep you informed as this work progresses.

In our latest CMAP Talks on [complete streets](#) design, panelists from the Illinois Department of Transportation, City of Aurora, and Epstein discussed how design can improve safety, and how communities in northeastern Illinois have adopted complete streets policies. We encourage you to share the webinar recording and [presentation](#) with your network as we work to improve safety for all travelers. Watch a recording of the session [here](#).

Staff Contact: [Victoria Jacobsen](#)

Calls for Projects

Environmental Justice Grants

The Environmental Protection Agency (EPA) will award grants through its [Environmental Justice Collaborative Problem-Solving Cooperative Agreement Program](#) and [The Environmental Justice Small Grants Program](#).

The EPA will give special consideration to projects focusing on COVID-19 impacts and climate and disaster resiliency, as well as projects proposed by new applicants and small nonprofits. Applicants must submit proposals by **Friday, May 7**, with a planned project start date of Friday, October 1.

FY 2023 Local Highway Safety Improvement Program (HSIP)

The Illinois Department of Transportation (IDOT) is requesting candidate projects for the Highway Safety Improvement Program (HSIP) that will be initiated in FY 2023. Applications for this funding program will be received through **Friday, May 7**, 2021 at 5:00 PM CT, and the announcement of the selected projects for funding will be made during the week of July 26th, 2021.

HSIP has a goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. Fatal and serious injury crashes associated with roadway departures, intersections, and pedestrians are high priority emphasis areas based on the current Illinois Strategic Highway Safety Plan. HSIP funds may be used for a total reconstruction or also to address safety issues without completely reconstructing entire roadway segments or intersections to the latest policies and standards.

Federal Transportation Grants

Regional and local governments can apply for \$1 billion in [Rebuilding American Infrastructure with Sustainability and Equity](#) grants through **Monday, July 12**. The U.S. Department of Transportation (USDOT) will evaluate applications on safety, environmental sustainability, quality of life, economic competitiveness, and other merit criteria. USDOT will prioritize projects that can demonstrate improvements to equity, as well as reduce impacts of climate change and create good-paying jobs.

RAISE Discretionary Grants

The U.S. Department of Transportation (DOT) published a Notice of Funding Opportunity (NOFO) to apply for \$1 billion in Federal Fiscal Year (FFY) 2021 discretionary grant funding through the [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) grants](#). For this round of RAISE grants, formerly known as BUILD and TIGER, the maximum grant award is \$25 million, and no more than \$100 million can be awarded to a single State. Up to \$30 million will be awarded to planning grants, including at least \$10 million to Areas of Persistent Poverty. The deadline to submit a RAISE application is **July 12, 2021**.

Water Infrastructure Projects

The U.S. Environmental Protection Agency has approximately \$5.5 billion available to finance water infrastructure projects through the [Water Infrastructure Finance and Innovation Act program](#). Letters of intent are due by **Friday, July 23**.

CMAP Products and Data

CMAP flood index can help region prepare for risks

To help northeastern Illinois better understand and prepare for flood risks, CMAP developed the [regional flood susceptibility index](#). The comprehensive data resource helps communities identify areas that have experienced flood damage and may be at greater risk of flooding in the future. Communities then can target investments to mitigate the potential for flooding.

CMAP uses the index to visualize flood risk regionally and integrate stormwater management strategies into local planning projects. Our [flood susceptibility guide](#) also describes the different ways communities can use the index for their own planning activities.

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!

Public Input Opportunities

ON TO 2050/FFY 2021-25 TIP Conformity Analysis and TIP Amendment

CMAP has released a conformity amendment to the FFY 2021-25 Transportation Improvement Program (TIP). This amendment is open for public comment, from April 16, 2021 to May 17, 2021. Conformity analysis is part of the transportation modeling process that evaluates the impact on air quality of projects in ON TO 2050 and the FFY 2021-25 TIP, as amended. On-road vehicle emissions are reviewed to determine that the region will reach national ambient air quality goals. Please review the ON TO 2050/TIP [Conformity Analysis](#) & TIP [Amendment 21-06](#). Comments regarding the individual TIP conformity amendments may be submitted to CMAP by [mail](#), [e-mail](#), or phone (312-454-0400).

Joliet Intermodal Master Plan

Will County and the City of Joliet have developed the Joliet Intermodal Master Plan for the Elwood/Joliet subregion of Will County. The plan's purpose is to identify transportation needs that support anticipated development of the area's intermodal industry while simultaneously working to improve quality of life for area residents. The study area boundary is Interstate 80 on the north, U.S. 52 on the east, West Hoff Road on the south, and Interstate 55 on the west.

Public input is being sought on the draft Transportation Improvement Program that identifies transportation priorities. All members of the public are invited to comment through **Monday, May 17**. Visit the Joliet Intermodal Master Plan website, and provide your input on the [public involvement section](#) of the webpage.

From Our Partners

IDOT 36th Annual Fall Planning Conference – Call for Topics

The theme for IDOT's 36th Annual Fall Planning Conference is "Planning for Recovery!" What lessons has the past year of COVID taught us and what adaptations should we make as we move forward into the brave new world of transportation? You can suggest a topic or volunteer to present [here](#).

Assistance for Restaurants and Venue Operators

The U.S. Small Business Administration opened registration for the [Restaurant Revitalization Fund](#). The fund provides direct relief funds to restaurants and other food establishments that experienced economic distress and significant operational losses due to the pandemic.

The Small Business Administration also reopened the [Shuttered Venue Operator grant program](#). This grant provides emergency assistance for theaters, museums, and other eligible venues affected by COVID-19.

A new tree in every community of northeastern Illinois

Trees improve quality of life by providing significant social and health benefits, cleaning the air and water, reducing energy costs, and more. To realize these benefits, the Chicago Region Trees Initiative (CRTI) encourages northeastern Illinois' 284 communities and Chicago's 50 wards to plant at least one tree this year. Read more about CRTI's [Plant Trees for Communities initiative](#), and commit to planting a tree in your community.

Training Opportunities

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.

FOR IMMEDIATE RELEASE

High-tech air purification system to be installed on Metra railcars

Ultraviolet light, better filters to improve onboard air quality

CHICAGO (March 17, 2021) – As part of its continued efforts to create safety and build rider confidence, Metra is significantly upgrading the ventilation system on its railcars with a new three-stage filtration and purification process, the agency announced today. The new system uses ultraviolet light, electrical fields and stronger filters to create the safest possible environment for its customers. Leading the way, Metra is among the first agencies to adopt such a comprehensive system for its railcars.

The new system is expected to remove and eliminate 99 percent of all airborne particulates, bacteria and viruses, including the virus that causes COVID-19. Metra already refreshes the air every four minutes and uses hospital-grade MERV 13 filters on its train cars; the new system will be the equivalent to or better than MERV 17 or HEPA standards.

“The air in our trains is already proven safe and healthy, but this new cutting-edge system sets the highest industry standard for quality,” said Metra CEO/Executive Director Jim Derwinski. “Combined with all the other steps we have taken to clean, disinfect and sanitize our system, and to promote healthy behavior by riders and workers, this is just one more reason our customers can ‘Commute with Confidence.’”

The Metra Board of Directors today approved a contract with Transitair Systems LLC, of Hornell, N.Y., to provide the new air filtration and purification system on nearly 700 railcars for \$6.6 million. The contract will cover all cars that are not due to be replaced when new cars (with a similar or better system) enter the fleet. The system, designed to fit in the same space as the existing HVAC system, will be tested on 50 cars before options for additional units are approved.

Under the new system, air will be cleaned in a three-step process:

- 1) The first step relies on an electrical attraction between airborne particles and the interior surfaces of a filter. Air will pass through one filter, and then through a unit that charges particles in the air, which are attracted to oppositely charged surfaces as the air passes through a second filter.
- 2) The second step uses ultraviolet light to kill or inactivate bacteria, mold and viruses.

- 3) In the final step, air passes through a unit with electrically charged ions and electrons, which react with airborne particles to remove or inactivate pollutants and viruses.

The upgraded air filtration and purification system is just one of the many ways Metra has responded to the COVID-19 pandemic. Metra also adopted a new regimen to clean, sanitize, disinfect and inspect all cars and Metra-maintained stations at least once a day, with an extra emphasis on disinfecting high-touch areas as frequently as possible, including the use of electrostatic disinfecting foggers.

Metra has also installed an abundance of signs in stations and on trains that remind riders that masks or face coverings must be worn, and that they should practice physical distancing. Metra also installed two new touchless hand sanitizer dispensers in every car, and customers can use the Ventra app to buy and display tickets, which eliminates close interactions with crews.

###

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](#) | [metrarail.com](#)

FOR IMMEDIATE RELEASE

Leading the charge, Metra challenges the industry to prototype battery-powered, zero-emission locomotives

Request for proposals will seek to retrofit diesel engines with batteries

CHICAGO (April 21, 2021) – Demonstrating its leadership and commitment to innovation and cleaner energy, Metra is challenging the industry to create a zero-emission commuter locomotive by converting an older engine from diesel to one powered solely by batteries.

The Metra Board of Directors at its April meeting today approved the issuance of a Request for Proposals (RFP) that will ask manufacturers to propose solutions to convert three of Metra's older F40PH-3 diesel locomotives to zero-emission battery power. The RFP will be issued in the upcoming days; the contract is expected to be awarded in the fall and the first solutions should be delivered about 30 months later.

"This proposal could be game-changing," said Metra Executive Director/CEO Jim Derwinski. "We have been monitoring the development of this technology for several years and believe the time is right to work with the industry and set a path for a brighter and cleaner future. With the Biden administration pushing for greener energy, we believe this is the perfect time to pursue this course of action. As we emerge from the fog of this pandemic, we see this as an opportunity to transform Metra, and to become a cleaner partner in the region. And this is only the first step."

Metra estimates that replacing three older diesel locomotives with zero-emission batteries would reduce nitrogen oxides (NOx) emissions by more than 100 tons per year and particulate matter (PM) emissions by more than two tons per year. By replacing diesel power with battery power, Metra will significantly reduce its emissions footprint and greatly improve air quality for its riders and the Chicago region.

Metra will require the zero-emission locomotives to be fully compatible with its existing railcars and diesel locomotives. They must be capable of operating on any Metra line with trains that range in size from two to 11 cars, and they must be capable of providing a safe and comfortable ride at all speeds up to the maximum speed of 79 mph. The batteries must also power onboard systems, such as lighting, intercoms and HVAC. The locomotives may be painted in a green version of Metra's paint scheme (per the conceptual illustrations) to indicate the green technology.

Respondents to the RFP will have to address several key questions: Operating distance? Recharge Time? Operations in Chicago weather? Life cycle maintenance costs? Supporting infrastructure?

The answers to those questions will help determine if Metra proceeds with the purchase and where and how the locomotives would be used in the Metra system. The Rock Island Line's Beverly Branch is a likely candidate for the first use because of its shorter length; a battery-powered train could make several trips before needing to be recharged.

Metra has taken other recent steps to reduce its diesel emissions, including:

- Seeking to purchase six switch locomotives that meet the Environmental Protection Agency's (EPA) Tier IV emissions standards, the highest standards currently in effect, and one zero-emission, all electric-powered switch locomotive.
- Ordering 15 remanufactured locomotives that meet the EPA's Tier 3 emissions standards, with an option to buy up to 27 more. These locomotives will be replacing Tier 0 emissions locomotives currently in service. The first of those locomotives is expected to be delivered in early 2022.

###

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SPRING 2021

my metra

NEXT GEN CARS

COMMUTING SAFELY
What Research Shows

ON BOARD
Meet the new Chair

CLEARING THE AIR
New Filtration System



my message

James M. Derwinski, CEO

Board of Directors

Romayne C. Brown
Chair
Cook County

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Secretary
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Director
Suburban Cook County

John P. Zediker
Director
DuPage County

Vacant
Director
Kane County

James M. Derwinski
CEO/Executive Director

Just as the COVID-19 pandemic did not stop Metra, it also did not stop us from planning for our future. And you, as a *My Metra* rider, will soon start to see the benefits.

That's what this issue is about – how our investments in the future are making things better for our customers. We are confident that a recovery is coming and want to be prepared.

Let's start with the biggest investment, and one of the biggest changes in Metra history. The Metra Board has approved the purchase of up to 500 new railcars with a modern, cutting-edge design. These new cars will allow us to finally retire cars that date from the Eisenhower administration. We are excited about adding these cars to our fleet and greatly improving your riding experience. You can read about the purchase on Pages 4 and 5.

And coming to existing Metra railcars: a new HVAC system, to make the already clean air on our trains even healthier. The new system features a three-stage filtration and purification process that uses ultraviolet light, electrical fields and stronger filters to create the safest possible environment for customers. You can read about the new system on Page 12.

Of course, we know we must convince riders that our trains are safe. That's what the stories on Pages 6 and 7 are about. Research shows public transit is safe. And we are working with building owners and businesses on our shared goal of getting people back on our trains and back into the workplace.

Finally, we have a new Chair of our Board, Romayne Brown, who will be guiding us for the next four years. You can read about her and her priorities on Page 9. One of those priorities is the Fair Transit South Cook Pilot, which is detailed on Page 8.

Big changes are coming to *My Metra*. We hope you agree that the future looks bright.



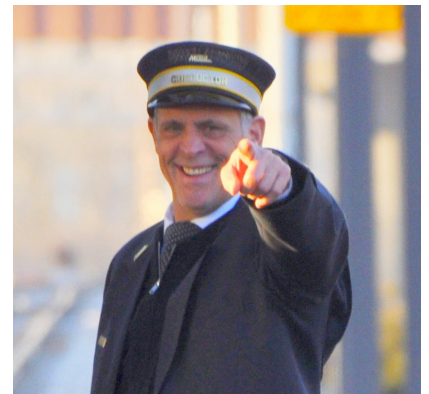
- 4 Metra's Next Generation Railcars
- 6 Research on Safety of Public Transit
- 7 Safe Return to Work Summit
- 8 Fair Transit South Cook Pilot Gets Underway
- 9 Meet the New Metra Board Chair
- 10 Rider Spotlight
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- 15 Commuter Crossword

HELP US HONOR WORKERS WHO HELP YOU

Do you know a Metra employee who exemplifies the spirit of *My Metra*? We want your help to honor such employees – those who take personal responsibility for our customers, fellow workers and the community. Maybe it's someone who goes above and beyond to find a lost item. Someone who helps you to get to your destination with a sure hand and a friendly face. Someone who volunteers their time and energy to help others.

The *My Metra* Honors Program identifies and acknowledges employees who make a difference and deserve recognition. To nominate an employee, send us an email at the address below. Tell us the employee's name and how they provided great customer service, helped a colleague or contributed to the community. Contact us at mymetrarecognition@metrarr.com.

We want to identify and honor those workers who are doing their part to make our service feel like *My Metra* to you. We can't do that without your help and feedback. We look forward to hearing from you.



WOULD YOU LIKE
TO REACH THOUSANDS
OF DAILY COMMUTERS?
ADVERTISE WITH US!

My Metra magazine is a great, cost-effective way to connect with Chicago area commuters. Your ad will be seen by riders on all 11 of our rail lines and will appear online in the digital version of *My Metra*. For more information on advertising opportunities and costs, email us at marketing@metrarr.com.

COMING SOON

NEXT GEN CARS



GREATER COMFORT AND CONVENIENCE ARE ON THEIR WAY

Modern railcars are on their way to Metra, replacing cars that date from the year Eisenhower was inaugurated, color TV and the TV dinner were introduced, and gas went for 20 cents a gallon.

That's an announcement Metra is elated to make, after the Board of Directors agreed to buy up to 500 made-in-the-USA railcars. The state-of-the-art cars, featuring a new multilevel design, promise to be more comfortable, accessible, reliable and safe than the outdated cars they will replace – the oldest of which was built in 1953.

"This move is truly transformational," said Metra CEO/Executive Director Jim Derwinski. "These cars will not only modernize our fleet, but they will improve operations while elevating the passenger experience to an entirely new level. It's really part of our long-term plan to evolve and serve the changing needs of today's commuters."

The new cars will have stainless steel bodies and be compatible with Metra's existing fleet, which means they can be coupled to current cars. They will also feature reliability and safety upgrades, including a microprocessor-controlled braking system and passenger area cameras.

The cars will be built by Alstom Transportation Inc. at its plant in Hornell, N.Y., and the first car will be delivered in three years. The initial order will be for 200 cars. Metra will have the option to buy up to 300 additional cars for up to \$1.8 billion total.

A video about the new cars can be viewed at [youtube.com/metra](https://www.youtube.com/metra).

A better passenger experience will include:

- **Two entranceways on each side of the cars** with doors nearly level to the platform, thereby requiring only one step to enter instead of multiple steps on the current cars. That will create faster boarding and better passenger flow, so you can get to your destination sooner.
- **Full ADA accessibility**, with lifts to bridge the slight difference between the platform and entrance.
- **Video screens, bike racks, charging outlets, cupholders, armrests** and a variety of other amenities requested by customers.
- **A quieter and smoother ride.**
- **The most advanced HVAC system available**, which will scrub the circulated air – reducing staleness, allergens and airborne viruses.
- **Electrically operated doors.**
- **Passenger area cameras.**



KEY RESEARCH SHOWS SAFETY OF PUBLIC TRANSIT

No direct correlation found between public transportation and the transmission of COVID-19

At the beginning of the pandemic there was a rush by the media to suggest that transit was a major cause of the virus's spread. However, as reported in a major study by Sam Schwartz, a leading engineering firm, this suspicion has been shown to be untrue.

According to the study, health experts and government officials examining transit as a source of infection found no clear links. Major transit systems around the world were examined, including Paris, Vienna, Tokyo, Hong Kong, Seoul, Singapore and Milan.

In an examination of the New York City transit system between June 1 and September 12, 2020, more than 212 million rides were taken on subways and buses, and the average case counts of COVID-19 actually dropped from 623 per day to 281 per day, a decrease of 55 percent.

In the Chicago area, Metra has provided over 5.4 million rides during the pandemic and there has not been one contact tracing of the virus back to the train.

What makes transit so safe? There are many theories: short trips, little talking, enhanced airflow and mask mandates. Certainly the efforts made by Metra and other agencies play a role.

"The CDC recommends a minimum air change of 12 times per hour," said

Janice R. Thomas, Metra Chief of Staff. "Our cars replace the air 15 times per hour. Our trains also make a stop, on average, every 5.2 minutes, flooding the cars with fresh air."

There has not been one contact tracing of the virus back to a Metra train.

While ventilation is important, the study has shown that mask-wearing remains essential. Masks are mandatory for all riders and employees on Metra. Regular car cleaning is also key.

"When it comes to cleaning," Thomas added, "Metra has spared nothing. We are meticulously cleaning, sanitizing and disinfecting our trains daily. We want our riders to know they can Commute with Confidence."

As the research concludes, what you do at a trip end, not necessarily the mode of travel, affects the probability of contracting the virus.





SAFE RETURN TO WORK SUMMIT

Metra worked with the Building Owners and Managers Association of Chicago (BOMA) to host a Safe Return to Work Summit last month. The goal was to gather business executives from around Chicago to address some of the scientific, business and psychological narratives related to COVID-19. More than 1,000 people attended the session in person and virtually.

Both Metra and BOMA know that commuters won't return to work unless they feel safe on the trains and in the buildings, so a major component of the summit was to address the many steps that have been taken to clean and disinfect workspaces and railcars. Janice R. Thomas, Metra's chief of staff, highlighted Metra's cleaning efforts, as well as its efforts to encourage safe behavior by customers and to communicate its "Commute with Confidence" message.

"We are meticulously cleaning, sanitizing and disinfecting our trains daily. And, we're following the strictest CDC guidelines in doing so," she said. "Remember when you could not find hand sanitizer on store shelves? Well, Metra was out in front of that – and we installed hand sanitizers on every car in a matter of weeks."

Part of that strategy, she said, is to overcome initial, unfounded fears that public transportation is unsafe. Studies have shown no correlation around the world between public transit use and infection rates, she told attendees.

Anthony Scacco, the COO of Riverside Investment and Development, and Heather Spearman, regional operations manager for Jones Lang LaSalle, outlined all the changes that building owners and their tenants have taken to create safe workspaces. Those include improved ventilation and better filtration, the use of more touchless controls, enhanced

METRA AND DOWNTOWN BUILDINGS OUTLINE STEPS TO WELCOME EMPLOYEES BACK SAFELY



cleaning, changes in common areas to promote distancing, staggered work shifts and a variety of other measures.

David Caspar, U.S. CEO of BMO Financial Group, discussed the economic imperatives of returning to the office and examined the critical nature of in-person collaboration for companies' workforces. He earned a round of applause from the audience when he said:

"When people talk about the new normal, I say, no, this is not the new normal, this is the abnormal. But we are getting back to normal – and normal is getting back to the office."

Finally, Dr. Robert Murphy of Northwestern Medicine provided updates on the virus and vaccination efforts, as well as his perspective on the current environment and what steps are needed to reach a safe workplace for employees. He praised the fast development of highly effective vaccines as well as Metra's efforts to create safe trains.

"You've done a beautiful job cleaning up the train system and making safe travel," he said. "The numbers tell the story. There's nobody on these trains that has gotten infected."

The summit was sponsored by BMO Harris Bank, William Blair and Wintrust Bank, and Crain's Chicago Business was the exclusive media sponsor. It can be viewed on Metra's YouTube channel, [youtube.com/metra](https://www.youtube.com/metra).

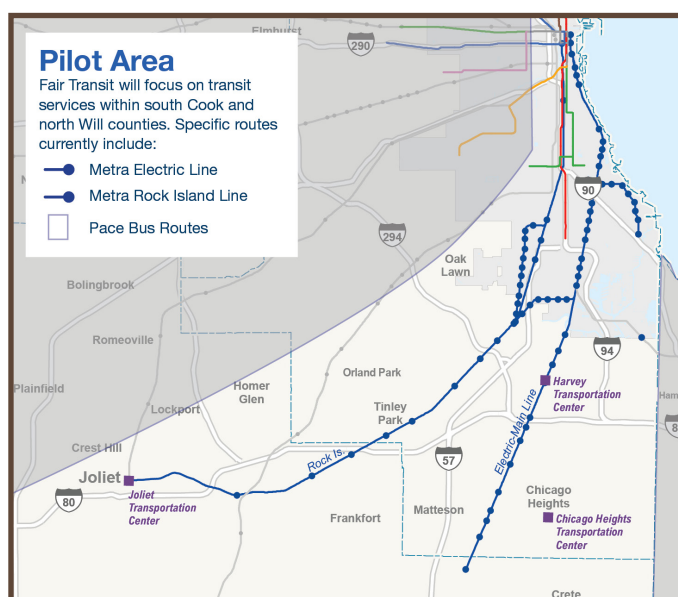
FAIR TRANSIT PILOT TO AID SOUTH COOK

In conjunction with Cook County and Pace, Metra in January launched a three-year pilot program to improve transit service on the South Side of Chicago and in the south suburbs, starting with a 50 percent reduction in fares on the Metra Electric and Rock Island lines.

The program, known as the Fair Transit South Cook Pilot, aims to boost public transportation in a region that is more transit-dependent and economically disadvantaged than other parts of the county. The pilot is a priority of Cook County Board President Toni Preckwinkle and new Metra Board Chair Romaine C. Brown.

“With this effort, we are promoting transit equity and supporting those essential workers, getting them where they need to go,” Chair Brown said. “We are making transit an easier choice for those who need to travel for work, school or even leisure activities. It’s truly a win-win situation for everyone.”

Under the pilot, Metra is charging its reduced fare rates – normally charged to seniors, persons with disabilities and K-12 students – for all tickets to all riders on the lines.



“This is part of our overall approach to ensure that we are equitably allocating public resources to benefit our communities with the greatest need.”

*- Cook County Board President
Toni Preckwinkle*

Those rates, which required no changes to Metra’s fare structure and could be implemented immediately, will be assessed as the pilot progresses. Cook County will cover the difference between the reduced fares and full fares for three years.

“Cook County is extremely excited to partner with Metra and Pace to bring enhanced and affordable transit options to residents and workers in the Southland,” said President Preckwinkle. “This is part of our overall approach to ensure



that we are equitably allocating public resources to benefit our communities with the greatest need.”

The plan also includes expansion of Pace’s 352 Halsted Service, which will improve the hours and frequency of service between the CTA Red Line 95th/Dan Ryan Station and the Pace Chicago Heights Terminal on weekdays, Saturday and Sunday. As Fair Transit moves forward, additional improvements to service options will be made.

For more information:

[cookcountyil.gov/FAIRTRANSIT](https://www.cookcountyil.gov/FAIRTRANSIT)

FAIR TRANSIT
SOUTH COOK



Ms. Brown is a professional transit manager with more than 31 years of operational and customer service experience.

MEET NEW CHAIR ROMAYNE C. BROWN

Romaine C. Brown may be new to her position as Chair of the Metra Board of Directors, but she’s not new to the Board and she is certainly not new to public transportation.

After a long career at the CTA, she was appointed to the Metra Board by Cook County Board President Toni Preckwinkle in September 2013, elected Vice Chair in 2016 and now occupies the Chair’s seat.

As Chair, Brown’s mission is to promote excellent relationships between the Board, management and other stakeholders. She is committed to accountability, efficiencies, highly effective collaboration, fiduciary responsibility, diversity, inclusion and transparency.

Her priorities are maintaining Metra’s service and on-time performance; working to restore Metra’s ridership and finances in the wake of the pandemic; overseeing one of the largest infusions of capital dollars since Metra’s creation; and implementing a pilot project with Cook County to provide lower fares in south Cook County.

Brown is a professional transit manager with more than 31 years of operational and customer service experience at the CTA. She started as a rail conductor in 1978 and worked her way through the ranks at the agency, finishing her CTA career in 2010 as the Vice President of Rail Operations.

In her last position, Brown oversaw a \$1.3 billion budget, while developing, implementing and administering policies, programs and procedures that drove efficiency, rider satisfaction and safety in a rail system serving more than half a million riders daily. As Director of Rail Operations and General Manager of Rail Operations, she oversaw the operational, maintenance, administrative and customer service functions for the CTA’s rail system, which includes eight routes, 145 stations and about 224 miles of track.

Brown has received significant honors and recognition for her professional achievements and public service, including the Kathy Osterman Award for superior public service; being featured on the cover of *Mass Transit Magazine*; and receiving the Presidential Employee Excellence Award.



Rick Mueller

Pete Frezados

Rick Mueller, 69, of Burr Ridge, has been riding the BNSF Line since 1975. But his friend Pete Frezados, 81, of Hinsdale, has him beat - he's been riding the line since 1970. We talked to them about how they met, what changes they've seen over the years and how they feel about riding Metra now.

How did you meet?

PF: Back in the 70s I would bring a lot of work with me and read on the train. I didn't socialize much. As things changed I didn't take as much work with me and I started to socialize and that's how we got to know each other.

RM: Both of us are attorneys, so we would compare notes on our cases.

What was it like when you started?

PF: When I first got on, there were a couple of cars that had cloth seats. That goes back a ways. And most of us were wearing suits and ties, every day.

RM: When I started, back in 1975, I always ended up on the last car, because it was least crowded. I told my wife that I can't believe how everybody on the train smoked. And my father-in-law, who had been taking the train for 40 years, said, "Rick, the last car is the smoking car." It took me months to learn that. I saved a lot of money on dry cleaning bills after that.

Why do you enjoy riding the train?

PF: The train is relaxing. You get a cup of coffee, read the newspaper - there's another change: I think I am the only one still reading the newspaper. Everyone else is looking at their phone.

RM: Pete said it. And being able to meet people - you become friends with a number of individuals taking the train.

What would you tell others who are considering riding the train?

RM: Everything is socially distant and the cars are very clean. I feel safe.

PF: It would seem to me they don't have much to worry about on the train, because we are so far apart, and I think the personnel do a good job of making sure everybody keeps that mask on.

Are you going to retire?

PF: No, no. Look, I'm a lawyer. How hard is it to be at a desk, get on the phone and crab at people?

RM: He meant, "Talk intelligently."



Reginald Pharr

You receive a lot of compliments for attentiveness and follow-through. What drives you to offer that level of service?

The simple answer is the golden rule. I try to treat them the way I would want to be treated. If I'm at that window and I lost my wallet, what kind of service would I want?

What do you enjoy most about the job?

Seeing the smile on the person's face when that item is returned, especially a valuable item.

Can you recall one of those times that stands out?

One that I'll never forget: a lady came to the window and she said, "I know it's a longshot and I hate to ask, but I lost a rose gold bracelet and it had diamonds all around it." When it came in, I didn't even know what rose gold was, but I said, "This looks valuable," so I set it aside. I came in the back and

I got it and when I came back and set it on the counter, she literally stood there and cried for three minutes. She said it wasn't just the value of the jewelry, it was the sentimental value. It really meant a lot to her.

What's the most interesting thing that's ever shown up in the Lost and Found?

A small urn came in. It had the person's name on it, and it had his date of birth and his date of demise and it had the fact that he was a veteran. I knew someone had to be looking for this. So I typed in his name online and sure enough the funeral arrangements came up. I called the funeral home and I explained the situation. They reached out to his wife and she called me and said, "My son left it on the train."

What's the key to good service?

It all goes back to that golden rule. Treat others as you would like to be treated, regardless of the value of the item.

Of all the agents working in the Metra system, none have garnered more praise from customers than Union Pacific Lost and Found agent Reggie Pharr. To learn more about Reggie, we visited him at the Lost and Found office.

HIGH-TECH AIR PURIFICATION SYSTEM TO BE INSTALLED ON METRA RAILCARS

Ultraviolet light, better filters to improve onboard air quality

As part of its continued efforts to improve safety and build rider confidence, Metra is significantly upgrading the ventilation system on its railcars with a new three-stage filtration and purification process. The new system uses ultraviolet light, electrical fields and stronger filters to create the safest possible environment for its customers.

Leading the way, Metra is among the first agencies to adopt such a comprehensive system for its railcars.

The new system will remove and eliminate 99 percent of all airborne particulates, bacteria and viruses, including the virus that causes COVID-19. Metra already refreshes the air every four minutes and uses hospital-grade MERV 13 filters on its train cars; the new system will be the equivalent to or better than MERV 17 or HEPA standards.

“The air in our trains is already proven safe and healthy, but this new cutting-edge system sets the highest industry standard for quality,” said Metra CEO/Executive Director Jim Derwinski. “This is just one more reason our customers will be able to Commute with Confidence.”

The contract with Transitair Systems LLC, of Hornell, N.Y., will provide the new air system on nearly 700 railcars for \$6.6 million. That will cover all cars that are not due to be replaced when new cars (with a similar or better system) enter the fleet. The system, designed to fit in the same space as the existing HVAC system, will be tested on 50 cars before options for additional units are approved.



New cutting-edge system sets the highest industry standard for quality.

Under the new system, air will be cleaned in a three-step process:

- The first step relies on an electrical attraction between airborne particles and the interior surfaces of a filter. Air will pass through one filter, and then through a unit that charges particles in the air, which are attracted to oppositely charged surfaces as the air passes through a second filter.
- The second step uses ultraviolet light to kill or inactivate bacteria, mold and viruses.
- In the final step, air passes through a unit with electrically charged ions and electrons, which react with airborne particles to remove or inactivate pollutants and viruses.

The upgraded air system is just one of the many ways Metra has responded to the COVID-19 pandemic. Metra also adopted a new regimen to clean, sanitize, disinfect and inspect all cars and stations at least once a day, and encourages safe behavior by customers with an array of signs and announcements.

METRA'S NEW COO

Metra has promoted Kevin McCann, who rose through the ranks to become head of the agency's Mechanical Department, to be its next Chief Operating Officer. He will start his new position on July 1, when current COO Bruce Marcheschi retires.

"In a career at Metra that spans more than two decades, Kevin has consistently demonstrated the skills and personality to do his job efficiently and effectively and lead others to do the same," said Metra Executive Director/CEO Jim Derwinski. "He truly embodies the spirit of *My Metra*, always taking personal responsibility for our customers and for his fellow workers."

The Chief Operating Officer Deputy Executive Director for Operations leads all aspects of Metra's operations, including Metra's three operating arms: the Transportation Department, which provides the service; the Mechanical Department, which maintains and

replaces the locomotives and railcars; and the Engineering Department, which maintains and replaces the system's stations, track and other infrastructure.

"Kevin has consistently demonstrated the skills and personality to do his job efficiently and effectively and lead others to do the same."

– Jim Derwinski
Metra Executive Director/CEO

"I am honored to be selected to lead the hardworking and dedicated professionals who comprise Metra's operating departments," McCann said.



McCann started as a carman at Metra in 1996 after previously working for Midway Airlines and Norfolk Southern Railroad. Over the years, he was promoted to Senior Rail Inspector, Project Manager for Metra's railcar procurement program, Superintendent of the railcar rehab program, Director of the Rock Island Line's Mechanical Division, Senior Director of Mechanical Operations and Senior Director of Mechanical Capital Projects. He has served as Chief Mechanical Officer of Metra since January 2018.



STATION BREAK

The historic **La Grange Stone Avenue Station** on the BNSF Line was built by the Chicago, Burlington and Quincy Railroad in 1901 out of limestone from a local quarry. The design, influenced by the Kenilworth Station that is a decade older, features bold stone arches, gabled roofs and wood detailing. Several renovations over the years had removed many original features, but the most recent renovation, completed in 2014, was guided by the station's original plans and restored much of its turn-of-the-century appeal. It is a village landmark.

ASK US ANYTHING

Here's an opportunity for you to ask us anything about Metra. If you have something to ask us, email your question to mymetra@metrarr.com.



Extension: *Has there been any news on extending 10-ride tickets?*

— **Harold**

Yes, Metra has extended the validity of One-Way and 10-Ride tickets that have expired since March 2020. Currently, those tickets will be accepted through Sept. 30, 2021. Paper tickets that expired can be used on the trains up to and including Sept. 30, 2021. If you have Ventra tickets that expired or will expire, please contact covid19ticketinfo@metrarr.com so we can arrange to replace those tickets.

Expansion: *Many years ago Metra floated the concept of a "SouthEast Service" as far as Balmoral Park. Would that be impacted by the South Shore Line's plans to establish service to Dyer, Indiana?*

— **Peter**

While the planned South Shore West Lake Corridor improvements would have some impact on the market area of the proposed SouthEast Service, Metra has not taken a revised position regarding the line at this time. Like other proposed new lines and line extensions, the SouthEast Service proposal was placed in the unconstrained portion of CMAP's ON TO 2050 plan, which means they must wait until additional funding is secured.

Addition: *When is Metra going to add trains to the schedules?*

— **L.P.**

We are carefully monitoring ridership and we will be adding cars to trains and trains to schedules to maintain the ability for our customers to physically distance from one another as much as and as long as possible. We know how important it is for our

riders to feel safe on our trains, and giving you plenty of room to spread out is part of that. We are also tracking ridership patterns and are prepared to adopt new schedules that meet those patterns. We may adopt a schedule, for instance, that offers more frequent service in the off-peak hours to meet flexible work schedules and non-work trips.

We're Positive: *Do crews still have to go through all the Positive Train Control (PTC) procedures when trains are just moving a short distance to and from the downtown terminals and the nearby storage yards?*

— **Miles**

Thanks for the question. Yes, Metra trains in revenue service or shuttling between our yards are required to be PTC-active.

METRA BY THE NUMBERS

Counting the lines owned by other railroads, there are **565 grade crossings** in the Metra system - locations where railroad tracks intersect with local roads. As you might

expect, those crossings take a beating from Metra's **692 weekday trains** and local traffic. Metra and its freight partners usually replace about **30 grade crossings** each year.



CROSSWORD PUZZLE

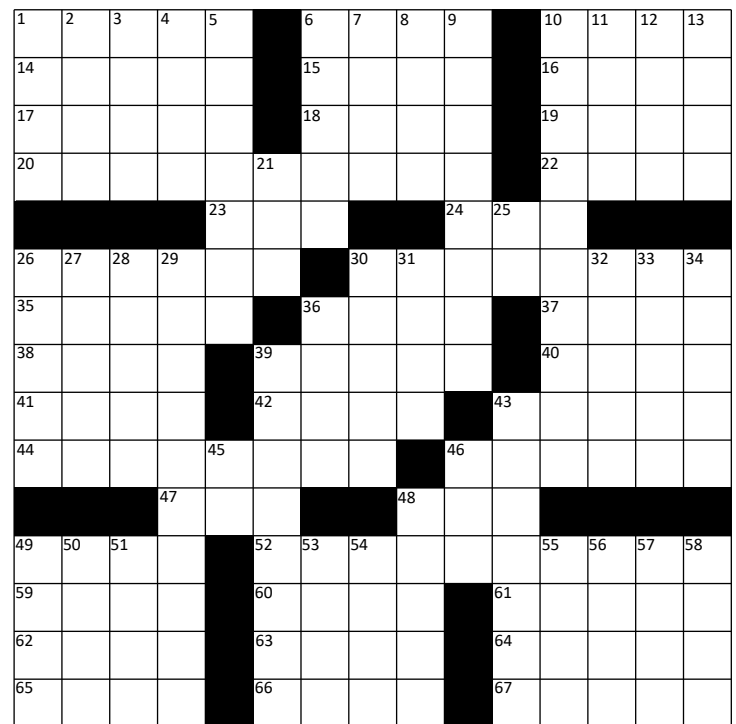
ACROSS

1. Cut ties
6. Shut the door hard
10. Allows
14. Upper-crust
15. Alaskan city on Seward Peninsula
16. Hero
17. Vote for
18. Field
19. Monster
20. Misleading fish?
22. Requirement
23. Texting guffaw
24. Paramedic service
26. ___ with (pile on)
30. Far-seeing avian pupil?
35. Groups of three
36. Usage fee
37. Shades
38. Sprawled like ___ doll.
39. Table lace
40. "I smell ___"
41. Hip coronavirus abbreviation
42. Charged atoms
43. Writing
44. Waterfowl's final act?
46. Family symbols
47. M.D.
48. Frazier or Biden
49. Grating
52. Consuming a humiliating avian meal?
59. Sandwich cookie
60. Resident of Belgrade

61. Scent
62. Legal claim
63. One of the Great Lakes
64. Thought
65. Swirl
66. Soaks up
67. North suburban expressway

DOWN

1. Wizard
2. Women's mag
3. Competed
4. Engrave
5. Says again
6. Growl
7. Actress Loughlin
8. Prayer ender
9. Frugally
10. Leo's cut?
11. Brink
12. Ripped
13. Iditarod transportation
21. Fish eggs
25. Doc
26. Sirius, Rigel and Vega
27. Pointer
28. Goddess of the hunt
29. Show with Lassie and Pokey?
30. Spring sound
31. Evils
32. French currency
33. Bread ingredient
34. ___ Park, Colo.



Crossword solution can be found online at metrarail.com/crosswordsolution

36. Warner Bros. creation
39. Religious subdivisions
43. Before the Super Bowl
45. Picard's command: "Make it ___"
46. Criminal
48. Agrees
49. Part

50. Dry
51. Plant
53. Relating to aircraft
54. Journey
55. Dirt
56. Got up
57. Sign
58. Used pieces of gum



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FRIDA KAHLO TIMELESS

Works on loan from the Olmedo Museum

JUNE 5 - SEPT. 6, 2021

The most comprehensive presentation of Kahlo's work displayed in the Chicago area in over 40 years.

Featuring 26 original works, a multimedia timeline with reproductions of Kahlo's clothing, more than 100 photographic images from the artist's life, and a Frida Kahlo-inspired garden designed by Ball Horticultural.

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