

## NORTHWEST MUNICIPAL CONFERENCE

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



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

### MEMBERS

Antioch  
Arlington Heights  
Bannockburn  
Barrington  
Bartlett  
Buffalo Grove  
Deer Park  
Deerfield  
Des Plaines  
Elk Grove Village  
Evanston  
Fox Lake  
Glencoe  
Glenview  
Grayslake  
Hanover Park  
Highland Park  
Hoffman Estates  
Kenilworth  
Lake Bluff  
Lake Forest  
Lake Zurich  
Libertyville  
Lincolnshire  
Lincolnwood  
Morton Grove  
Mount Prospect  
Niles  
Northbrook  
Northfield  
Northfield Township  
Palatine  
Park Ridge  
Prospect Heights  
Rolling Meadows  
Schaumburg  
Skokie  
Streamwood  
Vernon Hills  
West Dundee  
Wheeling  
Wilmette  
Winnetka  
  
*President*  
Kathleen O'Hara  
Lake Bluff  
  
*Vice-President*  
Joan Frazier  
Northfield  
  
*Secretary*  
Dan Shapiro  
Deerfield  
  
*Treasurer*  
Ray Keller  
Lake Zurich

*Executive Director*  
Mark L. Fowler

## Northwest Municipal Conference Transportation Committee Agenda

October 22, 2020

8:30 a.m.

Via Zoom Video Conference

<https://us02web.zoom.us/j/86500782053?pwd=V1B1anZaKyszckF1T05kM1NxK0hzQT09>

- I. **Call to Order/Introductions**
- II. **Approval of September 17, 2020 Meeting Minutes (Attachment A)**  
**Action Requested:** Approval
- III. **COVID-19 MFT Revenue Impacts (Attachments B & C)**  
Staff will present the results of a survey sent to members in September that asked about various impacts that a lack of MFT funding would have on local capital improvement programs and transportation planning. Staff will also present MFT revenue data compiled by NWMC Legislative staff showing year over year changes from March-September.  
**Action Requested:** Discussion
- IV. **Build IL Bond Fund Projects (Attachment D)**  
Staff requests discussion from members regarding experience accessing line item funding from the Build IL Bond Fund administered through the Department of Commerce and Economic Opportunity (DCEO).  
**Action Requested:** Discussion
- V. **Agency Reports**
  - a. CMAP (Attachment E)
  - b. Cook County Department of Transportation and Highways
  - c. IDOT Highways
  - d. Illinois Tollway (Attachment F)
  - e. Metra (Attachment G)
  - f. Pace (Attachment H)
  - g. RTA
- VI. **Other Business**
- VII. **Next Meeting**  
The next meeting of the NWMC Transportation Committee is scheduled for October 22, 2020, 8:30 a.m. via video conference.
- VIII. **Adjourn**

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Attachment A

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Glenview  
Grayslake  
Hanover Park  
Highland Park  
Hoffman Estates  
Kenilworth  
Lake Bluff  
Lake Forest  
Lake Zurich  
Libertyville  
Lincolnshire  
Lincolnwood  
Morton Grove  
Mount Prospect  
Niles  
Northbrook  
Northfield  
Northfield Township  
Palatine  
Park Ridge  
Prospect Heights  
Rolling Meadows  
Schaumburg  
Skokie  
Streamwood  
Vernon Hills  
West Dundee  
Wheeling  
Wilmette  
Winnetka  
  
*President*  
Kathleen O'Hara  
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*Vice-President*  
Joan Frazier  
Northfield  
  
*Secretary*  
Dan Shapiro  
Deerfield  
  
*Treasurer*  
Ray Keller  
Lake Zurich  
  
*Executive Director*  
Mark L. Fowler

## **Northwest Municipal Conference Transportation Committee Minutes September 17, 2020 Via Teleconference**

### **Members Present**

Tom Dailly, President, Village of Schaumburg, *Co-Chair*  
Darren Monico, Village Engineer, Village of Buffalo Grove  
Bob Benton, Trustee, Village of Deerfield  
Kealan Noonan, Public Works Director, Village of Fox Lake  
Phil Kiraly, Village Manager, Village of Glencoe  
Jeff Brady, Director of Planning, Village of Glencoe  
Manny Gomez, City Engineer, City of Highland Park  
Bill McLeod, Mayor, Village of Hoffman Estates  
Andrew Letson, Public Works Director, Village of Lincolnwood  
William Grossi, Trustee, Village of Mount Prospect  
Sean Dorsey, Public Works Director, Village of Mount Prospect  
Tom Powers, Village Engineer, Village of Niles  
Matt Farmer, Village Engineer, Village of Northbrook  
Bob Israel, Trustee, Village of Northbrook  
Lou Arrigoni, Civil Engineer, City of Park Ridge  
Peter Falcone, Assistant to the City Administrator, City of Prospect Heights  
Lara Sanoica, Alderman, City of Rolling Meadows  
Karyn Robles, Director of Transportation, Village of Schaumburg

### **Others Present**

Heather Liss... [Could not track down her affiliation]  
Mary Weber, Policy & Programming, Chicago Metropolitan Agency for Planning  
Sam Wright, Planner, Cook County Dept. of Transportation & Highways  
Joe Cwynar, Senior Project Manager, Engineering Enterprises  
Lauren Platt, Community Affairs Manager, Illinois Tollway  
Katie Renteria, Community Relations, Metra  
Mary Donner, Community Relations, Pace  
Claire Serdiuk, Public Affairs, Regional Transportation Authority  
Dave Simmons, Executive Director, Ride Illinois  
Tom Gill, President and Engineer, Thomas Engineering  
Andre Santos, Sales Representative, Traffic Control Corporation  
Erik Varela, Public Affairs, Union Pacific  
Larry Bury, Deputy Director, NWMC  
Mark Fowler, Executive Director, NWMC  
Kendra Johnson, Program Associate for Transportation, NWMC  
Matthew Pasquini, Program Associate for Transportation, NWMC

### **I. Call to Order/Introductions**

President Dailly called the meeting to order at 8:31 a.m.

**II. Approval of February 27, 2020 Meeting Minutes**

*Trustee Grossi moved approval of the April 23, 2020 meeting minutes. Mayor McLeod seconded the motion, which was unanimously approved.*

**III. Northwest and North Shore Councils of Mayors FFY 2021-2025 STP-L Programs**

Mr. Pasquini and Ms. Johnson provided updates on the STP-L programs of the Northwest and North Shore Councils of Mayors. They gave an overview of the STP-L process, projects that were chosen to receive funding in each council, and how the concepts of active program management and grandfathering impacted program development.

**IV. FY 2020-2021 Meeting Dates**

President Dailly presented the list of meeting dates for FY 2020-2021. Ms. Johnson clarified that all meetings will be held online until at least the end of 2020. Trustee Benton moved approval of the FY 2020-2021 meeting dates. Trustee Grossi seconded the motion, which was unanimously approved.

**V. FY 2020-2021 Meeting Topics**

Ms. Johnson discussed potential presentations for discussion during future meetings including presentations from IDOT about the Multiyear Program, Cook County and FRA and their rail safety and suicide prevention program, and the Pace Pulse Dempster Line. Trustee Grossi followed up and asked if the committee can have a conversation with IDOT about the amount of time it takes to process agreements and reduce their backlog.

**VI. Agency Reports**

A. CMAP – Ms. Weber mentioned the report attached to the agenda packet. She said that CMAP has moved into their new office at the Old Post Office in Chicago. Ms. Weber reported all of CMAP's public meetings are being held online and the next STP Project Selection Committee meeting is at 9:30 a.m. on Thursday, September 24

B. CCDOTH – Mr. Wright reported that projects that were ongoing prior to COVID remain on schedule; however, he reported that procurement issues within the County are slowing the initiation of new projects. Mr. Wright reported that Invest in Cook's recommended program will soon go before the board for final approval. Mr. Wright reported that the joint conference between FRA and Cook County has been postponed to spring or summer 2021.

C. IDOT Highways – No report.

D. Illinois Tollway – Ms. Platt mentioned the report attached to the agenda packet. She reported that the Tollway has a new public safety announcement for drivers to stay in their cars if they experience a breakdown on a high speed roadway. She also reported that the Board of Directors is still meeting virtually and that all-electronic tolling continues so as to limit COVID-19 spread to customers and employees. Ms. Platt reported that projected toll collections have been negatively impacted by

COVID-19 but is experiencing a rebound and further reported on relief initiatives that offer more flexibility regarding how unpaid tolls are collected. Finally, Ms. Platt provided project updates on Illinois Tollway projects.

- E. Metra – Ms. Renteria discussed that Metra’s ridership is still down due to restrictions caused by COVID-19. She reported that Metra is launching a campaign to encourage people to ride the train instead of drive. Finally, Mr. Renteria reported Metra is kicking off their budget season and assessing new fare policies such as price reductions for monthly passes.
- F. Pace – Ms. Donner mentioned the attachment included in the agenda packet. She congratulated Mayor Bill McLeod for his appointment to the Pace Board of Directors. Finally, Ms. Donner reported Pace is beginning their budgeting process for FFY 2021 with a public meeting being held on Monday, October 26.
- G. RTA – Ms. Serdiuk reported plans by the RTA board to review and pass marks for each transit board at their October 15 board meeting. She also reported that RTA staff is continuing pandemic scenario planning and will update stakeholders as the process continues.

**VII. Other Business**

No other business.

**VIII. Next Meeting**

Mayor Dailly noted the next meeting will take place on Thursday, October 22, 2020 at 8:30 a.m. via teleconference.

**IX. Adjourn**

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

2. If applicable, for each area of capital planning, please list approximately how much spending has been deferred due to COVID-19 related revenue shortfalls. Please list specific projects if applicable:											
Municipality	1. In general, has COVID-19 impacted your community's capital improvement plan and other activities related to capital planning?	a. If yes, please share how:	2. If applicable, for each area of capital planning, please list approximately how much spending has been deferred due to COVID-19 related revenue shortfalls. Please list specific projects if applicable:				3. Have declines in tax revenues since March 2020 impacted your organization's transportation priorities?	a. If so, how have they shifted? (e.g. focus on maintenance, existing projects, specific project types)	4. Do you anticipate revenue shortfalls having an impact on your community's capacity to apply for federal and state grant opportunities (due to lack of staff time, local match requirements, etc.)? If so, please describe.	5. Has your community considered (or implemented) revenue enhancements to replace lost MFT? If so, please describe.	6. Please share any other related concerns looking ahead with regard to transportation planning in your community:
			a. Transportation	b. Stormwater and wastewater infrastructure	c. Other vertical infrastructure:	d. Comments					
Barrington	Yes.	Capital projects may be delayed due to budgeting constraints.				The Village is still coordinating these budget deferrals and most will be reflected in the Village's 2021 budget, which is still preliminary.	Yes.	Focus has shifted to maintenance and grant funded projects.	The Village may be at a disadvantage in applying for federal and state grant opportunities which prioritize projects with Phase 1 or Phase 2 complete, as internally funding this Phase 1 and Phase 2 work will be challenging as a result of revenue shortfalls.	The Village is considering stormwater management fees, and is reviewing water and sewer rates and permit fees.	The Village has seen a major decline in parking revenue associated with our Metra station and is unsure how/when parking revenues will rebound given new telework opportunities.
Evanston	Yes.	There is a reduction in those projects funded by General Obligation Bonds and Parking Fund. This has most impacted transportation maintenance (such as patching), facilities and parks improvements.	\$750,000	\$0	\$2,900,000	Transportation maintenance projects reduced or eliminated. Most parks and facilities projects were cut. Regular street resurfacing (funded by MFT/Rebuild Illinois) and large federally funded projects moved forward.	Yes.	Yes. Maintenance improvements have been cut (patching, crack sealing, pavement rejuvenation, sidewalk replacement). Street resurfacing funded by MFT proceeded under the additional Rebuild Illinois funds. Large federally funded projects have moved for.	Local match requirements and lack of staff time are reducing ability to apply for grants.	No.	
Hanover Park	No.					N/A.	No.		Possibly. Still unclear. Mostly like will be related to ability to provide match.	No.	None.
Kenilworth	Yes.	We will be slowing the pace of MFT-funded improvements since anticipated revenues will be diminished.					No.			No. We don't have many options other than raising taxes and that is not a desired approach.	
Lake Forest	Yes.	One significant project slated for 2020 was delayed to assess impacts of COVID 19 on the City budget.	N/A.	\$4.3m Burr Oak Storm Sewer Improvements.	N/A.		No.		No - City is seeking outside grant services to support City staff in these efforts. RFP was issued 9/21.	No.	Needs always outpace resources available. While MFT revenue is down slightly, the Build Illinois Funds will be very helpful
Lincolnshire	Yes.	Capital Improvement Projects in 2020 that were not already initiated or that could be safely deferred to another year were not constructed in 2020.	None.	TBD.	TBD.	We are in the process of developing our 2021 budget therefore actual dollar values are not currently available.	No.		No, grants will still be applied for.	The Village was already contemplating implementing a Stormwater Utility Fee before the impacts of COVID were felt, but now this new fee will received increased attention from the Village Board as 2021 Capital Improvement Projects are evaluated.	The current direction of the Village is to continue its street maintenance program regardless of a drop in MFT, however other types of improvement projects may be scaled back or deferred so that our budget can continue to address our roadways.

2. If applicable, for each area of capital planning, please list approximately how much spending has been deferred due to COVID-19 related revenue shortfalls. Please list specific projects if applicable:											
Municipality	1. In general, has COVID-19 impacted your community's capital improvement plan and other activities related to capital planning?	2. If applicable, for each area of capital planning, please list approximately how much spending has been deferred due to COVID-19 related revenue shortfalls. Please list specific projects if applicable:					3. Have declines in tax revenues since March 2020 impacted your organization's transportation priorities?	a. If so, how have they shifted? (e.g. focus on maintenance, existing projects, specific project types)	4. Do you anticipate revenue shortfalls having an impact on your community's capacity to apply for federal and state grant opportunities (due to lack of staff time, local match requirements, etc.)? If so, please describe.	5. Has your community considered (or implemented) revenue enhancements to replace lost MFT? If so, please describe.	6. Please share any other related concerns looking ahead with regard to transportation planning in your community:
		a. If yes, please share how:	a. Transportation	b. Stormwater and wastewater infrastructure	c. Other vertical infrastructure:	d. Comments					
Mount Prospect	Yes.	Deferred \$3.444 million in capital project during 2020.	\$952,000	\$1,045,000 (water well rehab).	\$1,448,000		No.				
Northbrook	Yes.	A number of facility related projects and vehicle purchases have been deferred.			Approximately \$1.5 million have been deferred in facility spending.		No.		No, not at this time.	No, not at this time.	
Park Ridge	Yes.	We have deferred a green alley improvement program and a parking lot resurfacing project. We also deferred a green parking lot construction	\$600,000	\$550,000	\$1,300,000 for City Hall upgrades.		No.		No.	No.	
Rolling Meadows	Yes	Deferred numerous projects throughout the 5 year plan to reduce spending through end of this year and all of next year.	\$500,000 - \$700,000	~\$500,000	~\$300,000		Yes.	Focus on maintenance programs and grant projects. Reduced focus on "peripheral" projects	Staff time and local match concern issues existed prior to the Covid impacts. Pursuit of grants has not been reduced however.	Not at this time.	IDOT's enforcement of the jurisdictional transfer onto communities with no mechanism for grant funding opportunities with resurfacing, etc.
Streamwood	Yes / No.		\$500,000				Yes.	Focus on existing.	No.	No.	
Wheeling	No.		N/A.	N/A.	N/A.		No.		No.	No.	We have no significant concerns about transportation planning at this time; our concerns are related to our ability to adequately offset our operating costs.
Winnetka	Yes.	Capital projects scope reduced.	\$600,000 +	\$0.00	\$0.00		No.		No, not at this time.	No, not at this time.	No additional comments at this time.

NWMC Community	Mar-19	Mar-20	Percent Change	Apr-19	Apr-20	Percent Change	May-19	May-20	Percent Change	Jun-19	Jun-20	Percent Change
Antioch	\$ 27,230	\$ 27,797	2.1%	\$ 31,940	\$ 25,633	-19.7%	\$ 29,271	\$ 20,122	-31.3%	\$ 26,684.58	\$ 19,935.21	-25.3%
Arlington Heights	\$ 141,717	\$ 144,669	2.1%	\$ 166,233	\$ 133,408	-19.7%	\$ 152,342	\$ 104,724	-31.3%	\$ 138,880.00	\$ 103,752.89	-25.3%
Bannockburn	\$ 2,987	\$ 3,049	2.1%	\$ 3,504	\$ 2,812	-19.7%	\$ 3,211	\$ 2,207	-31.3%	\$ 2,927.35	\$ 2,186.93	-25.3%
Barrington	\$ 19,487	\$ 19,893	2.1%	\$ 22,858	\$ 18,345	-19.7%	\$ 20,948	\$ 14,400	-31.3%	\$ 19,097.13	\$ 14,266.86	-25.3%
Bartlett	\$ 77,761	\$ 79,380	2.1%	\$ 91,212	\$ 73,201	-19.7%	\$ 83,590	\$ 57,462	-31.3%	\$ 76,203.61	\$ 56,929.32	-25.3%
Buffalo Grove	\$ 78,304	\$ 79,935	2.1%	\$ 91,850	\$ 73,713	-19.7%	\$ 84,174	\$ 57,864	-31.3%	\$ 76,736.19	\$ 57,327.19	-25.3%
Deer Park	\$ 6,038	\$ 6,164	2.1%	\$ 7,083	\$ 5,684	-19.7%	\$ 6,491	\$ 4,462	-31.3%	\$ 5,917.58	\$ 4,420.84	-25.3%
Deerfield	\$ 35,436	\$ 36,175	2.1%	\$ 41,567	\$ 33,359	-19.7%	\$ 38,093	\$ 26,186	-31.3%	\$ 34,726.93	\$ 25,943.40	-25.3%
Des Plaines	\$ 110,134	\$ 112,428	2.1%	\$ 129,186	\$ 103,677	-19.7%	\$ 118,391	\$ 81,385	-31.3%	\$ 107,929.22	\$ 80,630.52	-25.3%
Elk Grove Village	\$ 62,511	\$ 63,813	2.1%	\$ 73,325	\$ 58,846	-19.7%	\$ 67,198	\$ 46,194	-31.3%	\$ 61,259.87	\$ 45,765.32	-25.3%
Evanston	\$ 140,557	\$ 143,484	2.1%	\$ 164,872	\$ 132,316	-19.7%	\$ 151,094	\$ 103,866	-31.3%	\$ 137,742.72	\$ 102,903.25	-25.3%
Fox Lake	\$ 19,963	\$ 20,379	2.1%	\$ 23,416	\$ 18,792	-19.7%	\$ 21,459	\$ 14,752	-31.3%	\$ 19,563.14	\$ 14,615.01	-25.3%
Glencoe	\$ 16,461	\$ 16,803	2.1%	\$ 19,308	\$ 15,495	-19.7%	\$ 17,695	\$ 12,164	-31.3%	\$ 16,130.95	\$ 12,050.92	-25.3%
Glenview	\$ 88,200	\$ 90,037	2.1%	\$ 103,457	\$ 83,028	-19.7%	\$ 94,812	\$ 65,176	-31.3%	\$ 86,433.62	\$ 64,571.83	-25.3%
Grayslake	\$ 39,450	\$ 40,272	2.1%	\$ 46,275	\$ 37,137	-19.7%	\$ 42,408	\$ 29,152	-31.3%	\$ 38,660.27	\$ 28,881.87	-25.3%
Hanover Park	\$ 71,656	\$ 73,148	2.1%	\$ 84,052	\$ 67,455	-19.7%	\$ 77,028	\$ 52,951	-31.3%	\$ 70,221.31	\$ 52,460.13	-25.3%
Highland Park	\$ 56,164	\$ 57,333	2.1%	\$ 65,879	\$ 52,871	-19.7%	\$ 60,374	\$ 41,503	-31.3%	\$ 55,039.02	\$ 41,117.92	-25.3%
Hoffman Estates	\$ 97,927	\$ 99,967	2.1%	\$ 114,867	\$ 92,185	-19.7%	\$ 105,269	\$ 72,364	-31.3%	\$ 95,966.47	\$ 71,693.53	-25.3%
Kenilworth	\$ 4,742	\$ 4,841	2.1%	\$ 5,562	\$ 4,464	-19.7%	\$ 5,098	\$ 3,504	-31.3%	\$ 4,647.15	\$ 3,471.74	-25.3%
Lake Bluff	\$ 10,798	\$ 11,022	2.1%	\$ 12,665	\$ 10,164	-19.7%	\$ 11,607	\$ 7,979	-31.3%	\$ 10,581.37	\$ 7,905.01	-25.3%
Lake Forest	\$ 36,561	\$ 37,323	2.1%	\$ 42,886	\$ 34,417	-19.7%	\$ 39,302	\$ 27,017	-31.3%	\$ 35,829.08	\$ 26,766.78	-25.3%
Lake Zurich	\$ 37,044	\$ 37,816	2.1%	\$ 43,452	\$ 34,872	-19.7%	\$ 39,821	\$ 27,374	-31.3%	\$ 36,302.49	\$ 27,120.45	-25.3%
Libertyville	\$ 38,335	\$ 39,133	2.1%	\$ 44,966	\$ 36,087	-19.7%	\$ 41,209	\$ 28,328	-31.3%	\$ 37,567.37	\$ 28,065.40	-25.3%
Lincolnshire	\$ 13,728	\$ 14,014	2.1%	\$ 16,103	\$ 12,923	-19.7%	\$ 14,757	\$ 10,145	-31.3%	\$ 13,453.24	\$ 10,050.49	-25.3%
Lincolnwood	\$ 23,758	\$ 24,252	2.1%	\$ 27,867	\$ 22,365	-19.7%	\$ 25,539	\$ 17,556	-31.3%	\$ 23,281.97	\$ 17,393.23	-25.3%
Morton Grove	\$ 43,911	\$ 44,826	2.1%	\$ 51,507	\$ 41,336	-19.7%	\$ 47,203	\$ 32,449	-31.3%	\$ 43,031.89	\$ 32,147.77	-25.3%
Mount Prospect	\$ 102,214	\$ 104,343	2.1%	\$ 119,896	\$ 96,221	-19.7%	\$ 109,877	\$ 75,532	-31.3%	\$ 100,167.95	\$ 74,832.32	-25.3%
Niles	\$ 56,239	\$ 57,410	2.1%	\$ 65,968	\$ 52,942	-19.7%	\$ 60,455	\$ 41,558	-31.3%	\$ 55,112.99	\$ 41,173.18	-25.3%
Northbrook	\$ 62,593	\$ 63,896	2.1%	\$ 73,420	\$ 58,923	-19.7%	\$ 67,285	\$ 46,253	-31.3%	\$ 61,339.39	\$ 45,824.73	-25.3%
Northfield	\$ 10,228	\$ 10,441	2.1%	\$ 11,997	\$ 9,628	-19.7%	\$ 10,994	\$ 7,558	-31.3%	\$ 10,022.90	\$ 7,487.79	-25.3%
Palatine	\$ 129,369	\$ 132,063	2.1%	\$ 151,748	\$ 121,784	-19.7%	\$ 139,068	\$ 95,598	-31.3%	\$ 126,778.55	\$ 94,712.26	-25.3%
Park Ridge	\$ 70,726	\$ 72,199	2.1%	\$ 82,960	\$ 66,579	-19.7%	\$ 76,028	\$ 52,263	-31.3%	\$ 69,309.63	\$ 51,779.04	-25.3%
Prospect Heights	\$ 30,675	\$ 31,314	2.1%	\$ 35,982	\$ 28,877	-19.7%	\$ 32,975	\$ 22,668	-31.3%	\$ 30,061.29	\$ 22,457.84	-25.3%
Rolling Meadows	\$ 45,475	\$ 46,423	2.1%	\$ 53,342	\$ 42,809	-19.7%	\$ 48,885	\$ 33,605	-31.3%	\$ 44,564.91	\$ 33,293.04	-25.3%
Schaumburg	\$ 140,068	\$ 142,986	2.1%	\$ 164,298	\$ 131,856	-19.7%	\$ 150,569	\$ 103,505	-31.3%	\$ 137,263.76	\$ 102,545.43	-25.3%
Skokie	\$ 122,249	\$ 124,795	2.1%	\$ 143,397	\$ 115,081	-19.7%	\$ 131,414	\$ 90,337	-31.3%	\$ 119,801.36	\$ 89,499.82	-25.3%
Streamwood	\$ 75,213	\$ 76,780	2.1%	\$ 88,224	\$ 70,803	-19.7%	\$ 80,852	\$ 55,579	-31.3%	\$ 73,707.13	\$ 55,064.28	-25.3%
Vernon Hills	\$ 47,389	\$ 48,376	2.1%	\$ 55,587	\$ 44,610	-19.7%	\$ 50,942	\$ 35,018	-31.3%	\$ 46,440.04	\$ 34,693.89	-25.3%
West Dundee	\$ 13,834	\$ 14,122	2.1%	\$ 16,227	\$ 13,023	-19.7%	\$ 14,871	\$ 10,223	-31.3%	\$ 13,556.80	\$ 10,127.86	-25.3%
Wheeling	\$ 71,043	\$ 72,522	2.1%	\$ 83,332	\$ 66,877	-19.7%	\$ 76,369	\$ 52,498	-31.3%	\$ 69,620.30	\$ 52,011.13	-25.3%
Wilmette	\$ 51,114	\$ 52,178	2.1%	\$ 59,956	\$ 48,117	-19.7%	\$ 54,946	\$ 37,771	-31.3%	\$ 50,090.45	\$ 37,421.00	-25.3%
Winnetka	\$ 22,997	\$ 23,476	2.1%	\$ 26,975	\$ 21,649	-19.7%	\$ 24,721	\$ 16,994	-31.3%	\$ 22,536.72	\$ 16,836.47	-25.3%
<b>Total</b>	<b>\$2,352,285</b>	<b>\$2,401,279</b>	<b>2.1%</b>	<b>\$2,759,202</b>	<b>\$2,214,367</b>	<b>-19.7%</b>	<b>\$2,528,637</b>	<b>\$1,738,246</b>	<b>-31.3%</b>	<b>\$2,305,188.69</b>	<b>\$1,722,133.87</b>	<b>-25.3%</b>

NWMC Community	Jul-19 Jul-20 Percent Change			Aug-19 Aug-20 Percent Change			Sep-19 Sep-20 Percent Change			Total Change	Total Percent Change
Antioch	\$ 33,354.22	\$ 24,810.12	-25.6%	\$ 26,483.28	\$ 29,503.15	11.4%	\$ 30,459.41	\$ 26,852.47	-11.8%	\$ (30,770)	-15%
Arlington Heights	\$ 173,592.20	\$ 129,124.40	-25.6%	\$ 137,832.36	\$ 153,549.28	11.4%	\$ 158,526.15	\$ 139,753.78	-11.8%	\$ (160,142)	-15%
Bannockburn	\$ 3,659.03	\$ 2,721.72	-25.6%	\$ 2,905.27	\$ 3,236.55	11.4%	\$ 3,341.46	\$ 2,945.77	-11.8%	\$ (3,376)	-15%
Barrington	\$ 23,870.34	\$ 17,755.65	-25.6%	\$ 18,953.08	\$ 21,114.28	11.4%	\$ 21,798.64	\$ 19,217.28	-11.8%	\$ (22,021)	-15%
Bartlett	\$ 95,250.23	\$ 70,850.69	-25.6%	\$ 75,628.77	\$ 84,252.64	11.4%	\$ 86,983.47	\$ 76,683.05	-11.8%	\$ (87,870)	-15%
Buffalo Grove	\$ 95,915.93	\$ 71,345.87	-25.6%	\$ 76,157.33	\$ 84,841.47	11.4%	\$ 87,591.39	\$ 77,218.99	-11.8%	\$ (88,484)	-15%
Deer Park	\$ 7,399.64	\$ 5,504.13	-25.6%	\$ 5,872.94	\$ 6,542.63	11.4%	\$ 6,754.69	\$ 5,954.81	-11.8%	\$ (6,824)	-15%
Deerfield	\$ 43,406.72	\$ 32,287.55	-25.6%	\$ 34,464.97	\$ 38,394.98	11.4%	\$ 39,639.45	\$ 34,945.43	-11.8%	\$ (40,043)	-15%
Des Plaines	\$ 134,905.46	\$ 100,347.74	-25.6%	\$ 107,115.06	\$ 119,329.28	11.4%	\$ 123,197.03	\$ 108,608.28	-11.8%	\$ (124,452)	-15%
Elk Grove Village	\$ 76,571.00	\$ 56,956.38	-25.6%	\$ 60,797.76	\$ 67,730.47	11.4%	\$ 69,925.78	\$ 61,645.31	-11.8%	\$ (70,638)	-15%
Evanston	\$ 172,170.66	\$ 128,066.99	-25.6%	\$ 136,703.65	\$ 152,291.83	11.4%	\$ 157,227.98	\$ 138,609.36	-11.8%	\$ (158,830)	-15%
Fox Lake	\$ 24,452.83	\$ 18,188.93	-25.6%	\$ 19,415.57	\$ 21,629.51	11.4%	\$ 22,330.57	\$ 19,686.23	-11.8%	\$ (22,558)	-15%
Glencoe	\$ 20,162.78	\$ 14,997.83	-25.6%	\$ 16,009.26	\$ 17,834.78	11.4%	\$ 18,412.85	\$ 16,232.44	-11.8%	\$ (18,600)	-15%
Glenview	\$ 108,037.17	\$ 80,362.10	-25.6%	\$ 85,781.61	\$ 95,563.20	11.4%	\$ 98,660.63	\$ 86,977.44	-11.8%	\$ (99,666)	-15%
Grayslake	\$ 48,323.17	\$ 35,944.59	-25.6%	\$ 38,368.64	\$ 42,743.78	11.4%	\$ 44,129.21	\$ 38,903.52	-11.8%	\$ (44,579)	-15%
Hanover Park	\$ 87,772.69	\$ 65,288.62	-25.6%	\$ 69,691.59	\$ 77,638.45	11.4%	\$ 80,154.90	\$ 70,663.12	-11.8%	\$ (80,972)	-15%
Highland Park	\$ 68,795.68	\$ 51,172.81	-25.6%	\$ 54,623.83	\$ 60,852.53	11.4%	\$ 62,824.91	\$ 55,385.31	-11.8%	\$ (63,465)	-15%
Hoffman Estates	\$ 119,952.69	\$ 89,225.31	-25.6%	\$ 95,242.54	\$ 106,102.95	11.4%	\$ 109,542.01	\$ 96,570.26	-11.8%	\$ (110,658)	-15%
Kenilworth	\$ 5,808.67	\$ 4,320.71	-25.6%	\$ 4,612.09	\$ 5,138.00	11.4%	\$ 5,304.54	\$ 4,676.39	-11.8%	\$ (5,359)	-15%
Lake Bluff	\$ 13,226.12	\$ 9,838.08	-25.6%	\$ 10,501.55	\$ 11,699.03	11.4%	\$ 12,078.22	\$ 10,647.94	-11.8%	\$ (12,201)	-15%
Lake Forest	\$ 44,784.34	\$ 33,312.27	-25.6%	\$ 35,558.81	\$ 39,613.55	11.4%	\$ 40,897.51	\$ 36,054.51	-11.8%	\$ (41,314)	-15%
Lake Zurich	\$ 45,376.07	\$ 33,752.42	-25.6%	\$ 36,028.64	\$ 40,136.95	11.4%	\$ 41,437.89	\$ 36,530.90	-11.8%	\$ (41,860)	-15%
Libertyville	\$ 46,957.11	\$ 34,928.46	-25.6%	\$ 37,283.98	\$ 41,535.43	11.4%	\$ 42,881.70	\$ 37,803.73	-11.8%	\$ (43,319)	-15%
Lincolnshire	\$ 16,815.80	\$ 12,508.22	-25.6%	\$ 13,351.76	\$ 14,874.25	11.4%	\$ 15,356.36	\$ 13,537.89	-11.8%	\$ (15,513)	-15%
Lincolnwood	\$ 29,101.15	\$ 21,646.53	-25.6%	\$ 23,106.34	\$ 25,741.13	11.4%	\$ 26,575.47	\$ 23,428.46	-11.8%	\$ (26,846)	-15%
Morton Grove	\$ 53,787.44	\$ 40,009.11	-25.6%	\$ 42,707.27	\$ 47,577.14	11.4%	\$ 49,119.23	\$ 43,302.63	-11.8%	\$ (49,620)	-15%
Mount Prospect	\$ 125,204.31	\$ 93,131.66	-25.6%	\$ 99,412.33	\$ 110,748.22	11.4%	\$ 114,337.84	\$ 100,798.18	-11.8%	\$ (115,503)	-15%
Niles	\$ 68,888.14	\$ 51,241.58	-25.6%	\$ 54,697.25	\$ 60,934.32	11.4%	\$ 62,909.35	\$ 55,459.75	-11.8%	\$ (63,550)	-15%
Northbrook	\$ 76,670.79	\$ 57,030.61	-25.6%	\$ 60,876.68	\$ 67,818.39	11.4%	\$ 70,016.54	\$ 61,725.32	-11.8%	\$ (70,730)	-15%
Northfield	\$ 12,528.06	\$ 9,318.84	-25.6%	\$ 9,947.29	\$ 11,081.57	11.4%	\$ 11,440.75	\$ 10,085.96	-11.8%	\$ (11,557)	-15%
Palatine	\$ 158,466.07	\$ 117,873.01	-25.6%	\$ 125,822.20	\$ 140,169.58	11.4%	\$ 144,712.81	\$ 127,576.21	-11.8%	\$ (146,188)	-15%
Park Ridge	\$ 86,633.14	\$ 64,440.98	-25.6%	\$ 68,786.79	\$ 76,630.48	11.4%	\$ 79,114.26	\$ 69,745.71	-11.8%	\$ (79,920)	-15%
Prospect Heights	\$ 37,574.93	\$ 27,949.64	-25.6%	\$ 29,834.53	\$ 33,236.53	11.4%	\$ 34,313.80	\$ 30,250.43	-11.8%	\$ (34,663)	-15%
Rolling Meadows	\$ 55,703.63	\$ 41,434.45	-25.6%	\$ 44,228.73	\$ 49,272.09	11.4%	\$ 50,869.12	\$ 44,845.30	-11.8%	\$ (51,388)	-15%
Schaumburg	\$ 171,571.99	\$ 127,621.68	-25.6%	\$ 136,228.31	\$ 151,762.29	11.4%	\$ 156,681.27	\$ 138,127.39	-11.8%	\$ (158,278)	-15%
Skokie	\$ 149,744.97	\$ 111,385.92	-25.6%	\$ 118,897.64	\$ 132,455.42	11.4%	\$ 136,748.62	\$ 120,555.12	-11.8%	\$ (138,142)	-15%
Streamwood	\$ 92,129.77	\$ 68,529.58	-25.6%	\$ 73,151.12	\$ 81,492.47	11.4%	\$ 84,133.84	\$ 74,170.88	-11.8%	\$ (84,991)	-15%
Vernon Hills	\$ 58,047.44	\$ 43,177.86	-25.6%	\$ 46,089.72	\$ 51,345.28	11.4%	\$ 53,009.51	\$ 46,732.23	-11.8%	\$ (53,550)	-15%
West Dundee	\$ 16,945.24	\$ 12,604.50	-25.6%	\$ 13,454.53	\$ 14,988.74	11.4%	\$ 15,574.56	\$ 13,730.25	-11.8%	\$ (15,644)	-15%
Wheeling	\$ 87,021.47	\$ 64,729.83	-25.6%	\$ 69,095.12	\$ 76,973.97	11.4%	\$ 79,468.88	\$ 70,058.33	-11.8%	\$ (80,279)	-15%
Wilmette	\$ 62,610.24	\$ 46,571.84	-25.6%	\$ 49,712.59	\$ 55,381.27	11.4%	\$ 57,176.31	\$ 50,405.61	-11.8%	\$ (57,759)	-15%
Winnetka	\$ 28,169.64	\$ 20,953.63	-25.6%	\$ 22,366.72	\$ 24,917.17	11.4%	\$ 25,724.80	\$ 22,678.52	-11.8%	\$ (25,987)	-15%
<b>Total</b>	<b>\$ 2,881,358.97</b>	<b>\$ 2,143,262.86</b>	<b>-25.6%</b>	<b>\$ 2,287,799.50</b>	<b>\$ 2,548,675.03</b>	<b>11.4%</b>	<b>\$ 2,631,383.71</b>	<b>\$ 2,319,780.47</b>	<b>-11.8%</b>	<b>\$ (2,658,111)</b>	<b>-15%</b>



## Kendra Johnson

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**From:** Kendra Johnson  
**Sent:** Thursday, October 8, 2020 4:19 PM  
**To:** Kendra Johnson  
**Subject:** RE: Capital Bill Funding for Schaumburg Pedestrian Signal Projects

**From:** Parr, David <David.Parr@Illinois.gov>  
**Sent:** Wednesday, October 7, 2020 6:06 PM  
**To:** Black, Clayton <cblack@schaumburg.com>  
**Cc:** Matt Pasquini <mpasquini@nwmc-cog.org>; Cheek, Derick <Derick.Cheek@illinois.gov>; Kendra Johnson <kjohnson@nwmc-cog.org>; Mark Fowler <MFowler@nwmc-cog.org>; Larry Bury <lbury@nwmc-cog.org>; Chris Staron <cstaron@nwmc-cog.org>  
**Subject:** RE: Capital Bill Funding for Schaumburg Pedestrian Signal Projects

Mr. Black –

The State's Fiscal Year 2021 capital budget bill (HB0064 / Public Act 101-0638) contains capital line item appropriations identified for Schaumburg. I have found six (6) separate line item appropriations listed variously to either the Village of, or City of, Schaumburg (see below). Each appears to cover entirely separate projects for their individual identified amounts although one is generic ("infrastructure improvements) and could potentially be related to one or more of the others. Four are worded to be for either pedestrian signs (and other capital improvements) or for pedestrian signal improvements, at specified roads/intersections. To-date, none of these six appropriations have been released to us. Until any specific line would be released, that specific appropriation cannot be utilized.

We advise you to contact your State legislator's office to identify the priority you place on these projects, as well as any other pertinent details regarding the projects which might aid the case for release, and ask for them to work through their Caucus appropriations staff to request such release. The Caucus approp staff would then need to coordinate with the Governor's Office of Management and Budget (GOMB) which is the office that actually informs us of appropriation releases. Please note that neither contacting your legislator's office nor any Caucus approp staff contact to GOMB is any guarantee whatsoever of release, as determinations regarding when or if individual line items get released would be based on fund management, etc. As Rebuild Illinois was announced as a six-year program, the projects are to be released variously over time throughout that period, and we just started year two on July 1<sup>st</sup>.

*David E. Parr*

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 Illinois Department of Commerce & Economic Opportunity  
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**Illinois**  
**Department of Commerce**  
 & Economic Opportunity  
 JB Pritzker, Governor

## CMAP News

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

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

### CMAP's New Mailing Address

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

### Meeting recordings available

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

### COVID-19 Response and Resources

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

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

## Program Status Updates

### Surface Transportation Program – Local (STP-L)

The region has obligated over \$136 million in STP-L thus far in FFY 2020. Questions regarding specific projects should be discussed with your planning liaison.

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

### Surface Transportation Program – Shared Fund (STP-SF)

The STP Project Selection Committee (PSC) meeting schedule has been revised. New meeting dates are:

Meeting Date (Thursdays)	Topics*
July 16, 9:30 am (virtual)	Bike/ped and transit
August 6, 9:30 am (virtual)	Truck routes, bridges, freight, and planning factor weights
September 3, 9:30 am	Safety projects, adjustments based on prior discussions, partial funding, council bonus points
September 24, 9:30 am	Continued discussion of bonus points and programming procedures. Draft application booklet and program development schedule
October 29, 9:30 am	Final application materials and schedule

\*Subject to adjustment

Meeting materials, including login information for virtual meetings, will be posted one week prior to the meeting dates on the [committee meeting materials](#) web page. You can also watch recordings of past meetings [here](#).

Active program management of the STP-SF programs is continuing. Program status reports, based on the June quarterly updates submitted by project sponsors are available on CMAP's [STP web page](#). **September quarterly updates are due by September 30, 2020 to [transportation@cmapp.illinois.gov](mailto:transportation@cmapp.illinois.gov).**

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

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

Projects requiring cost, schedule or scope changes for the March letting should submit requests no later than October 15, 2020 for consideration at the October 29, 2020 Project Selection Committee meeting.

CMAQ & TAP project change requests due	CMAQ & TAP Project Selection Committee	Transportation Committee	IDOT construction lettings
10/15/20	10/29/20	12/11/20	March 2021

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

### **Calls for Projects**

#### **Unsewered Communities Construction Grant Program**

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

#### **Flood Mitigation Assistance Program**

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

#### **Building Resilient Infrastructure and Communities**

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

#### **EPA Brownfields Grants**

The [EPA's Brownfields Program](#) has grants available to provide direct funding for brownfields assessment, cleanup, revolving loans, environmental job training, technical assistance, training, and research. There are a variety of grants available so please check the website for project and funding specifics and requirements. Applications are due by **October 28, 2020**.

#### **Illinois Transportation Enhancement Program (ITEP)**

Approximately \$105 million in federal and state funding will be awarded in the next ITEP cycle. The call for projects will be open from **August 21 to November 2, 2020**, with awards expected to be announced

in March 2021. The maximum per-project award is \$2 million. A minimum 20% local match is required for engineering and construction phases and 50% for right-of-way and easement acquisition, unless the applicant qualifies for state matching funds based on high-need criteria. At least 25% of projects funded will be directed toward projects in high-need communities and the local matching funds required shall be determined based on a sliding scale based on the Community Map score. Additional information is available in the [NOFO](#) and on IDOT's [ITEP web page](#).

The Active Transportation Alliance, in partnership with the Illinois Public Health Institute held the second of three webinars to assist communities with preparing ITEP applications. If you missed it, you can view a [recording](#) and download the [presentation slides](#). The remaining webinar is:

Webinar 3: Final Guidance/Q&A on Project Proposals - Wednesday, Oct 21. [Register here](#).

**DECO grants to Support Local Governments in Infrastructure and Economic Development Projects**

The Department of Commerce and Economic Opportunity (DCEO) issued NOFOs for several [Rebuild Illinois Programs](#).

## **CMAP Products and Data**

### **Unemployment Fluctuating during COVID-19**

Unemployment has improved since this spring, but the ongoing pandemic and efforts to contain it may cause lasting damage to the region's job market. [Read more](#) about the latest unemployment numbers and what they mean for communities in the Chicago region.

### **How to engage Latinx communities during COVID-19**

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

### **Survey reveals travel patterns were shifting pre-pandemic**

CMAP's newly released My Daily Travel survey shows generational differences in travel behavior and a rise in telecommuting even before the pandemic began. The household travel survey also includes data on trips by ridesharing companies for the first time. [Read more](#) about our comprehensive snapshot of the region's travel behaviors over the past decade.

### **Improving local development incentives**

Local governments in northeastern Illinois commonly use incentives to recruit and retain businesses. However, incentives can have higher costs and lower public benefits than intended. ON TO 2050, the region's comprehensive plan, calls for local governments to reform their use of incentives. CMAP has created a new guide, [Improving local development incentives](#), with clear strategies and practices for more effective incentive use, tailored specifically to northeastern Illinois.

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

As the pandemic continues to expose long-standing disinvestment in communities of color and low-income communities, CMAP's partners have begun using our data-driven Community Cohorts evaluation tool to create their own equitable funding formulas. Cook County recently adapted the tool when

deciding how to distribute \$51 million in federal coronavirus relief funding to suburban communities. [Read more](#) on how Community Cohorts can help ensure equitable decision-making.

### **Community Data Snapshots updated**

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

### **Five ways to use CMAP's water data**

CMAP recently released first-of-its-kind [water data](#) for northeastern Illinois. In partnership with Illinois-Indiana Sea Grant, we developed data showing past water use, forecasted demand, and water and sewer rates. Watch [this video](#) to learn five ways your community can use this data, and where you can find it.

### **ON TO 2050 indicators dashboard and data**

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

## **Public Input Opportunities**

### **Share your ideas for the future of the Fox River**

Fox River communities and CMAP invite the public to share input on a plan for the Fox River corridor from Burtons Bridge to Johnsburg. The plan focuses on commerce within the central business districts adjacent to the river's edge, environmental and natural resources, and public access and recreational use of the river. You'll find the survey, an interactive map, and more information on the [Fox River Corridor Plan project page](#).

### **Submit your thoughts on the future of housing in Illinois**

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

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

## **From our partners**

### **New video demonstrates potential of Red Line extension**

The Chicago Transit Authority released a [video](#) about a project to extend the Red Line south from 95th Street to 130th Street. We identified the [Red Line extension](#) as a [regionally significant project](#) in our comprehensive plan, ON TO 2050. The project is relatively cost-effective at increasing ridership, and it has a high benefit to low-income and communities of color by improving access to jobs and reducing travel times. The Red Line extension is an opportunity to prioritize equity and contribute to future economic growth of the region. Learn more on the project's [website](#) and [Facebook page](#).

### **IDOT FY 2021-2026 Proposed Highway Improvement Program released**

IDOT's [Multi-Year Improvement Program](#) (MYP) provides Illinoisans and IDOT stakeholders with an improvement plan for Illinois' transportation system within a proposed six-year program. IDOT understands that the department needs to look at a full range of transportation options, evaluate how they affect mobility for users, assess the current infrastructure, prioritize needed improvements based on system performance metrics and then, with available revenue sources, strive to integrate them into the overall IDOT transportation strategy. View the FY 2021 – 2026 MYP [here](#).

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

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

### **NACTO Releases *Streets for Pandemic Response and Recovery Guide***

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

## **Training Opportunities**

### **Transport Chicago**

Transport Chicago will be holding their annual conference virtually on Friday, October 16th. It is free to all attendees and will feature CEO Sam Schwartz as our keynote speaker, as well as several moderated panels and workshops. A link to their webpage where the zoom information will be posted is [here](#).

Session One, 9 - 10 am

Red Line: Advocating for a Racially Equitable COVID-19 Response & Recovery

Blue Line: The New Landscape of Transportation Demand and Funding

Session Two, 10:15 - 11:15 am

Red Line: Innovative Multi-Agency Freight Transportation Planning and Investment in the Chicago region.

Blue Line: Planning in a Pandemic

Session Three, 1 - 2 pm

Red Line: Moving toward Mobility Justice: Mixed-methods Research on Mobility

Blue Line: Traffic? What Traffic?

Session Four, 2:15 - 3:15 pm

Red Line: Selecting Projects for Health and Equity

Blue Line: Multimodal Mashup

### **35<sup>th</sup> Annual IDOT Fall Planning Conference**

The conference is just around the corner, and IDOT has a full, virtual, event planned for everyone! The virtual event will consist of our traditional welcome session followed by a series of five webinars. Topics for the sessions are COVID-19, active transportation, equity, sustainability, and planning and

environmental linkages. They are being developed like typical conference breakout sessions and will include panels as well as presentations by your peers.

One advantage of the virtual format is you don't have to choose which events to attend, because all the webinars will be available during the first three weeks of October. Registration links are provided below and detailed information for webinars will be sent out prior to each event.

**Session 4**

Oct. 15, 1-3 p.m. Equity in Planning and Programming

[Register for session 4 now](#)

**Session 5**

Oct. 20, 1-3 p.m. A Sustainable Future: Planning for the Electrification of Transportation

[Register for session 5 now](#)

**Session 6**

Oct. 22, 1-3 p.m. Planning and Environmental Linkages

[Register for session 6 now](#)

**TC3 Free Online Training Modules**

Transportation Curriculum Coordination Council (TC3) is offering free online training modules when using the below promotional code. Courses are developed using a Core Curriculum Matrix model that focuses on six technical categories: construction, employee development, maintenance, materials, pavement preservation, and traffic and safety. Each category is divided into four skill levels that define a career progression, from entry level (Level I) through management and administrative (Level IV). Additionally, more than 90 percent of the courses also qualify for professional development hours (PDHs) that can contribute to continuing education and licensure renewal. A certificate will be earned for any completed course.

To get started:

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

**National Highway Institute (NHI) Web-based Training**

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



## **Tollway October Update**

**Contact: Lauren Platt** [lplatt@getipass.com](mailto:lplatt@getipass.com)

### **Safety**

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

### **Budget**

The Illinois Tollway is beginning to review the Tentative 2021 Budget this month, including a presentation at the October 15 Board meeting to begin the public review and comment process. A copy of the Tentative 2021 Budget will be posted on the Tollway's website along with an email to submit comments and virtual public hearings will be scheduled in November.

### **Operations during COVID-19**

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

### **Services**

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

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

### **Traffic**

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

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

### **Reform and Relief**

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

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

More information and assistance for customers is available on the Tollway's website [www.illinoistollway.com](http://www.illinoistollway.com).

### **Construction**



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

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

Something new to highlight - A Central Tri-State Tollway (I-294) Project Virtual Open House is now available on the Tollway's website to share 2020 construction information, as well as highlight key features and provide an overview of the \$4 billion project's benefits and improvements safely and conveniently with the public. The Virtual Open House offers the opportunity "walk through" a room to view informational displays, maps, construction cameras and videos highlighting work currently underway and throughout the duration of construction.

**Northwest construction projects:**

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

**FOR IMMEDIATE RELEASE**

# **Metra sues UP for breach of contract**

*Fare collection, rider experience hurt by UP withholding its conductors*

CHICAGO (Oct. 14, 2020) – Metra today sued Union Pacific Railroad for breach of contract, accusing the freight railroad of severely damaging Metra’s bottom line, reputation and customer experience by an “arbitrary and capricious” refusal to deploy its conductors on the three lines that UP owns and operates in the Metra system.

In addition to monetary damages, the Cook County Circuit Court lawsuit seeks a permanent injunction demanding that UP conductors and onboard personnel resume carrying out all of their required duties, which include selling and validating all tickets and making repeated passes through the cars to assist customers and promote orderly conduct.

“We strongly disagree with how Union Pacific Railroad has been operating commuter service,” said Metra CEO/Executive Director Jim Derwinski. “We have given UP management numerous opportunities to provide the necessary level of service as on our other lines, but they have refused to address these issues in any meaningful way and have left us no recourse but to seek relief through the courts.”

UP owns the UP North, Northwest and West lines and is responsible for operating the commuter service over its tracks with its employees under a purchase of service agreement (PSA) with Metra. The PSA obligates UP to collect fares and validate tickets on the trains, operate the trains in accordance with state and federal safety standards and follow its own practices and procedures. UP’s own practices and procedures dictate that it is “critically important that trainmen make repeated passes through their assigned cars throughout the trip, in order to detect and observe medical emergencies, passengers needing assistance or information, the general orderly conduct of the train, and fare collection.”

In the early stages of the COVID-19 pandemic, the onboard collection of tickets was halted on all Metra lines, including those owned and operated by UP. Following the guidance of the CDC and other health officials, Metra then adopted new cleaning protocols, mandated the wearing of masks, encouraged physical distancing and took other steps aimed at making the trains safe for passengers and workers.

With those safety measures in place, conductors on the eight other Metra lines – including on the BNSF Line, which is owned and operated by BNSF Railway under a similar PSA with Metra

– have been safely performing all of their required duties since June. However, UP has refused repeated requests from Metra to require its conductors to start working the trains again.

“Conductors at every other large commuter railroad in the country are collecting fares and working the railcars, following the recommendations of the CDC and health officials to do it safely.” Derwinski said “At a time when Metra’s essential workers are striving to maintain service for the region’s essential workers, UP is dodging its obligations and exempting its workers.”

Without Metra’s consent, UP implemented an alternative fare collection method in which tickets are being checked as customers get on or off trains departing from or arriving at the Ogilvie Transportation Center, the downtown terminal for the three UP lines. Metra told UP its plan was unsafe, unfeasible and ineffective and was not a substitute for abiding by the terms of the PSA. In fact, Metra believes the cost of paying UP to staff its alternative method may exceed the amount of fare revenue that UP’s staff collects.

Because of UP’s refusal to deploy its conductors and its insufficient alternative, Metra has been losing fare revenue that would otherwise have been collected from passengers. Metra is asking the court to order UP to compensate Metra for the lost revenue. In addition, Metra has heard from dozens of passengers who feel the lack of conductors has resulted in the erosion of customer safety and security on the trains, and who object to UP’s alternative method, both of which have damaged the customer experience and Metra’s reputation.

“At the end of the day, without question, this is about our riders” Derwinski said. “There is absolutely nothing more important than providing them with timely and safe transportation. We will continue to fight on their behalf.”

###

### ***About Metra***

*Metra is one of the largest and most complex commuter rail systems in North America, serving Cook, DuPage, Will, Lake, Kane and McHenry counties in northeastern Illinois. The agency provides service to and from downtown Chicago with 242 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track.*

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**FOR IMMEDIATE RELEASE**

**Metra proposes 2021 budget with no service cuts – for now**  
*Agency also details \$386.4 million in capital spending*

CHICAGO (Oct. 6, 2020) – Metra today proposed a 2021 operating budget of \$700 million that does not call for any fare increases or service cuts from present levels but will require expenses to be cut by \$70 million unless the agency receives additional COVID-related financial assistance.

Metra also detailed a 2021 capital budget of \$386.4 million that continues significant investment in railcars, locomotives, bridges and stations.

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

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

The situation will be similar in 2022 and 2023. Over the 2021-2023 plan period, in fact, the gap between what Metra can afford to spend and what it would cost to operate normal service is \$570 million. If Metra does not receive additional federal assistance, drastic actions impacting service will be required in 2021 and beyond.

“Without more financial assistance, we face some awful and extremely difficult choices, including cuts in service,” said Metra CEO/Executive Director Jim Derwinski. “With our sister agencies in Chicago and across the country in the same predicament, we need to get the message out that public transportation will be severely curtailed without additional financial relief.”

Metra is proposing one change in fares: an adjustment to the Weekend Pass in order to entice more families and discretionary travelers to ride the system. Starting Feb. 1, a new Saturday or Sunday Day Pass will be available for \$7 and valid only on either Saturday or Sunday. The existing \$10 two-day Weekend Pass would be retained, but only on the Ventra app.

The validity period for both passes will be 14 days, a change from the current 90-day validity period for the existing Weekend Pass.

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

- **\$69.9 million for locomotive and car rehabilitation.** Metra will continue its innovative and cost-efficient locomotive and car rehab programs and will fund programs to overhaul 21 recently purchased Amtrak locomotives and upgrade locomotives with more reliable AC traction motors.
- **\$61.5 million for new rolling stock.** Metra is close to purchasing new railcars after asking manufacturers to propose new designs that maximize capacity and add customer amenities.
- **\$12.9 million for bridges.** Metra has nearly 500 bridges that are more than a century old. Funding will be used to design and construct the replacement of several bridges
- **\$47.3 million for stations.** Metra is undertaking a major effort to upgrade its stations, with an emphasis on improving ADA accessibility and ensuring that every station has a warming shelter.
- **\$34.9 million for equipment and vehicles.**

A public hearing for Metra's Preliminary 2021 Operating and Capital Program and Budget, the 2021-2023 Financial Plan, and the 2021-2025 Capital Program will be conducted virtually on Thursday, Nov. 5, 2020 from 4 p.m. to 7 p.m. The hearing will be available to the public within Cook, DuPage, Kane, Lake, McHenry and Will counties through Webex.

Information for members of the public wishing to attend the hearing is below:

- <https://metrarr.webex.com/metrarr/j.php?MTID=m2cdb991571eb71a7bcc4933eb329b6e3>
- Meeting code: 173 643 2679
- Password: 2021budget

Virtual attendees can also call in to access the hearing via phone. The number is (844) 517-1442, access code 173 643 2679.

Any person may present views orally at the hearing or by submitting written material at any time, but not later than 24 hours after the conclusion of the hearings on Nov. 5, 2019. Written comments via U.S. mail can be sent to the attention of Karen Hullinger, Assistant Secretary to the Commuter Rail Board, Room 1300, 547 W. Jackson Boulevard, Chicago, Illinois, 60661. Comments will also be accepted via email to [2021budgetcomments@metrarr.com](mailto:2021budgetcomments@metrarr.com) or faxed to 312-322-7094.

###

### ***About Metra***

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# METRA'S 2021 BUDGET

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

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

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

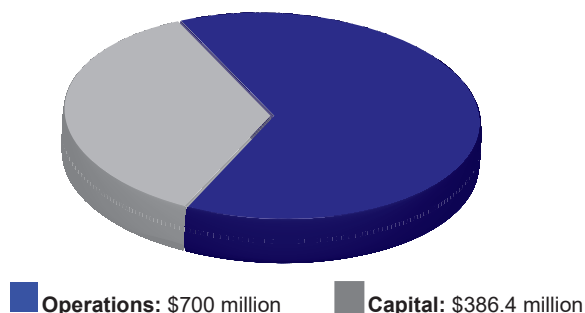
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## CAPITAL BUDGET

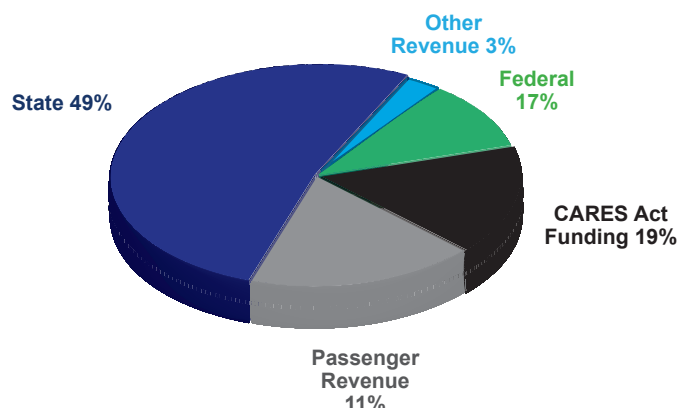
The proposed 2021 capital budget of \$386.4 million represents the second year of significant increases in capital funding from Springfield's 2019 passage of a new capital program. More than half of the capital funding will go towards major projects, including:

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

## 2021 FUNDING DISTRIBUTION TOTAL \$1.086 BILLION



## 2021 SOURCES OF FUNDS



**Legal Notice**  
**Pace, the Suburban Bus Division of the RTA**

Virtual Public Hearings on the Proposed 2021 Budget

Notice is hereby given that Pace, the Suburban Bus Division of the Regional Transportation Authority, is holding virtual public hearings on its proposed 2021 Operating and Capital Budget Programs, 2021-2023 Financial Plan for Operations, and 2021-2025 Capital Plan in accordance with the virtual public hearings schedule below.

Each public hearing will be live-streamed on YouTube with closed captioning and may be accessed at [www.pacebus.com/streaming](http://www.pacebus.com/streaming).

Pace presents a balanced and stable budget for 2021 as no general fare increases are proposed for Suburban Service or Regional ADA Paratransit.

The following service changes are proposed:

<b>Proposed Service Discontinuation</b>		
<b>Route</b>	<b>Route Name</b>	<b>Service Day</b>
182	North Naperville Evening Service	WK
183	Southwest Naperville Evening Service	WK
184	South Naperville Evening Service	WK
185	Southeast Naperville Evening Service	WK
186	East Lisle Evening Service	WK
187	West Lisle Evening Service	WK
241	Greenwood - Talcott	WK
320	Madison Street	WK
327	Industrial Drive	WK
355	Wentworth Limited	WK
372	Dixie Highway	WK
382	Central / Clearing	WK
461	North Downers Grove	WK
462	Southwest Downers Grove	WK
463	Southeast Downers Grove	WK
465	Belmont Station - Esplanade Shuttle Bug	WK
534	Fox Valley Villages / Rt 59	WK
566	McAree - Keller	WK
573	Green Bay Road	WK
595	Tinley Park On Demand	WK
602	Higgins - Salem - Cedarcrest	WK
608	Roselle - Schaumburg	WK
610	Rosemont - Prairie Stone Express	WK
611	North Schaumburg	WK
616	Rosemont - Itasca Limited	WK

619	Des Plaines Station - Willow Road Corridor	WK
620	Yellow Line Dempster - Allstate	WK
623	Glen of North Glenview Station - Willow Road Corridor	WK
627	Shuttle Bug 7	WK
628	Shuttle Bug 8	WK
629	Shuttle Bug 9	WK
631	Shuttle Bug 1	WK
632	Shuttle Bug 2	WK
633	Shuttle Bug 3	WK
634	Shuttle Bug 4	WK
635	Shuttle Bug 5	WK
640	Braeside Station - Commercial Avenue Shuttle Bug	WK
662	South Central Westmont	WK
663	Darien - Clarendon Hills	WK
664	Willowbrook - Clarendon Hills	WK
665	Darien - Westmont	WK
668	Burr Ridge - Hinsdale	WK
669	Western Springs - Indian Head Park	WK
672	95th Street PNR - Rt 59 Metra Direct	WK
673	Community Christian PNR - Rt 59 Metra Direct	WK
674	Southwest Lombard	WK
675	Wheatland Salem PNR - Rt 59 Metra Direct	WK
676	Warrenville - Naperville Metra	WK
677	Brighton Ridge - Naperville Metra	WK
678	River Woods - Naperville Metra	WK
680	Brookwood Trace - Naperville Metra	WK
681	Lincoln Park - Naperville Metra	WK
682	Brookdale - Naperville Metra	WK
683	Ashbury - Naperville Metra	WK
684	Winchester Place - Naperville Metra	WK
685	Ivy Ridge - Naperville Metra	WK
687	Maplebrook East - Naperville Metra	WK
689	Century Hill - Naperville Metra	WK
694	Central Rd - Mt Prospect Station	WK
696	Randhurst /Woodfield / Harper College	WK
709	Carol Stream - North Wheaton	WK
754	Lewis University - Blue Line Clinton CTA Express	WK
757	Oak Park - Schaumburg Limited	WK
820	University Heights - Hobson Creek - Lisle	WK
821	IL 53/83rd St. - Belmont Metra Station	WK
825	Central Bolingbrook - Lisle	WK
826	South Lisle	WK
827	Green Trails - Steeple Run	WK



828	North Lisle	WK
829	Lisle - Naperville Office Corridor	WK
877	Harvey - Downers Grove Limited	WK
888	Homewood - Naperville Limited	WK
895	95th St. - Rosemont - Schaumburg Express	WK

<b>Proposed Service Reduction</b>		
<b>Route</b>	<b>Route Name</b>	<b>Service Day</b>
PULSE	Pulse Milwaukee Line	WK
302	Ogden / Stanley	WK
311	Oak Park Avenue	WK
314	Ridgeland Avenue	WK
319	Grand Avenue	WK
332	River Road - York Road	WK
356	Harvey-Homewood-Tinley Park	WK/SAT
357	Lincoln Highway	WK/SAT
383	South Cicero	WK
384	Narragansett / Ridgeland	WK
386	South Harlem	WK
410	East Niles Local	WK
411	West Niles Local	WK
412	North Niles Circulator	WK
471	Highland Park - Northbrook Court	WK
472	Highland Park - Highwood	WK
504	South Joliet	WK
507	Plainfield	WK
561	Castlecrest Via McAree	WK
564	Jackson/14th	WK
569	Lewis	WK
604	Wheeling - Schaumburg	WK
850	North Bolingbrook - East Loop Express	WK
851	South Bolingbrook - East Loop Express	WK
855	Plainfield - East Loop Express	WK

Any person wishing to comment on the proposed budget may do so at Pace's website <https://www.pacebus.com/public-hearing-feedback>, by email to [publiccomment@PaceBus.com](mailto:publiccomment@PaceBus.com), by telephone to 847-354-7943, or by mail to: Pace, External Relations Department, 550 W. Algonquin Rd., Arlington Heights, IL 60005-4412. All comments must be received by 5:00 pm on Friday, October 30, 2020.

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

The 2021 budget information will be available after October 21, 2020 on Pace's website at <https://www.pacebus.com/budgets>, at most public libraries, township, city, and village offices in the six county Pace region, and at Pace, 550 West Algonquin Road, Arlington Heights, IL 60005.

### **PACE VIRTUAL PUBLIC HEARINGS SCHEDULE**

<b><u>Event</u></b>	<b><u>Date/Time</u></b>	<b><u>Location</u></b>
Lake County Budget Public Hearing	Friday, October 23, 2020 10:00 am	Virtual
Cook County Budget Public Hearing	Monday, October 26, 2020 3:00 pm	Virtual
DuPage County Budget Public Hearing	Tuesday, October 27, 2020 4:00 pm	Virtual
McHenry County Budget Public Hearing	Wednesday, October 28, 2020 12:00 pm	Virtual
Kane County Budget Public Hearing	Thursday, October 29, 2020 4:00 pm	Virtual
Will County Budget Public Hearing	Friday, October 30, 2020 11:00 am	Virtual